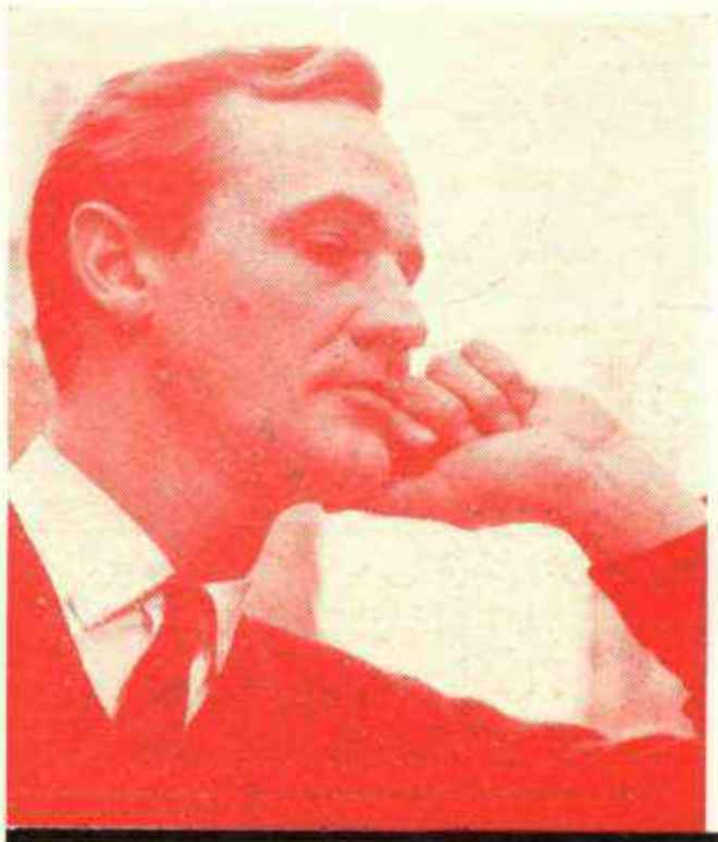
Vol. XXXIX No. 4 TWO SHILLINGS April 1963

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





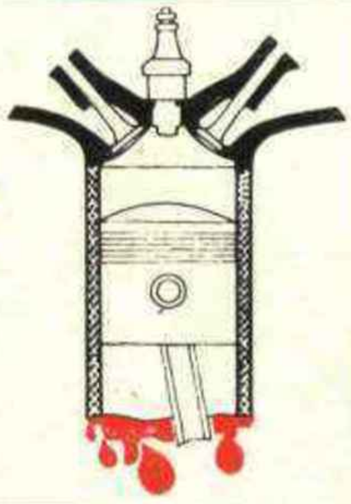
Yes, it goes better – HERE'S WHY!

Here's why—Filtrate Plus . . . the finest base oil plus *dag* colloidal graphite—microscopically fine particles in perfect suspension!
Right? Then fill up the sump with Filtrate Plus—20/40, or 30/50 grades—and see what happens. First, during a . . .

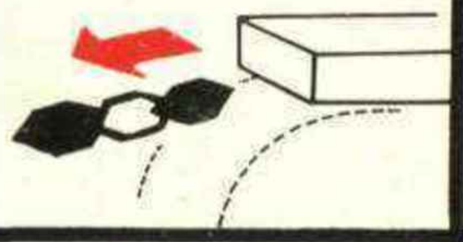




COLD START!
oil has long since drained from cylinder walls . . . pistons are running dry in bores (that's how most bore wear happens).
But wait! Graphite protection is still there. The engine fires. Pistons move. But instead of dry metal rubbing against dry metal, graphite intervenes. Yet more 'cards' are dealt from the multitude of graphite decks . . .

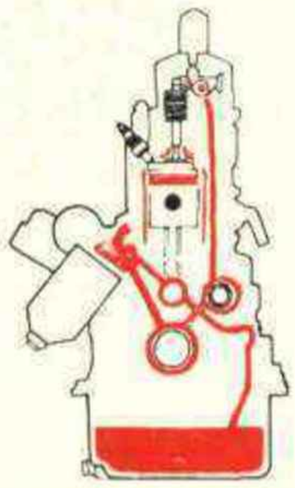


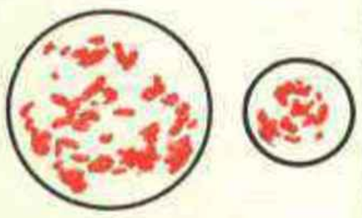
For graphite consists of plate upon plate—all slippery: all perfect dry lubricants: and good oil-spreaders too—so much the better when the oil gets there!



But that was only the start.

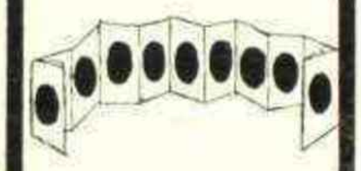
Filtrate Plus is always on duty. The graphite gets everywhere, on every moving part . . .





After all—what's to stop it?
Certainly not the oilways or jets—armies of particles could march abreast through them.

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But suppose the particles "ganged up"—formed sludge? Impossible! Although graphite sticks firmly to metal, it won't stick to itself. Particle repels particle. Even in a worn, 'oily' engine, graphite can only do good—by lubricating oil-starved areas—taking hammer blows on slack bearings—silencing and smoothing every working operation!



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Filtrate Plus is the ideal engine lubricant—a superb base oil plus colloidal graphite. We promise you

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- LOWER fuel consumption
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Filtrate Plus can't do harm — must do good!

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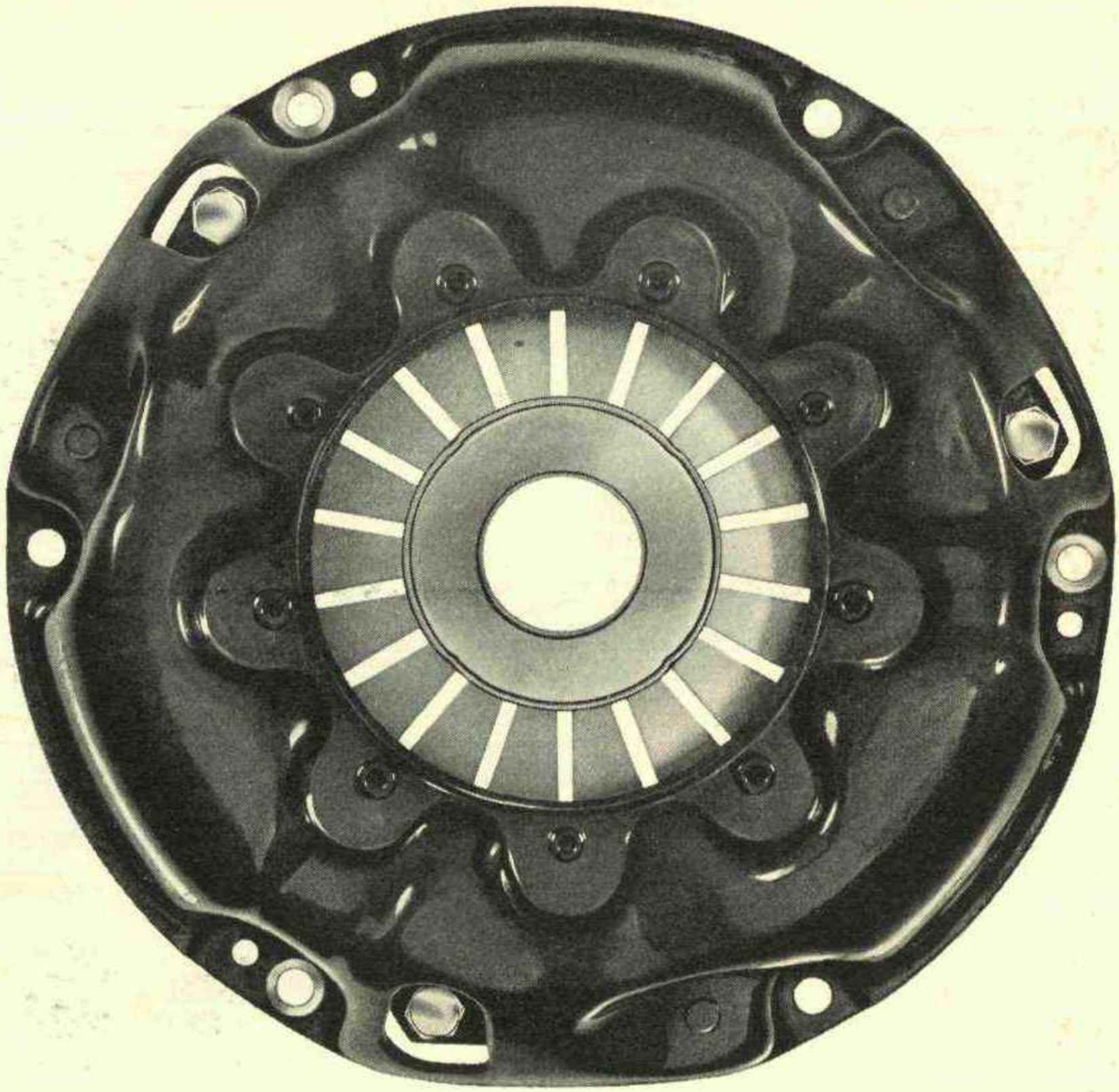
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- Less space needed
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- Accurate balance maintained throughout its working life
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A clutch for every vehicle

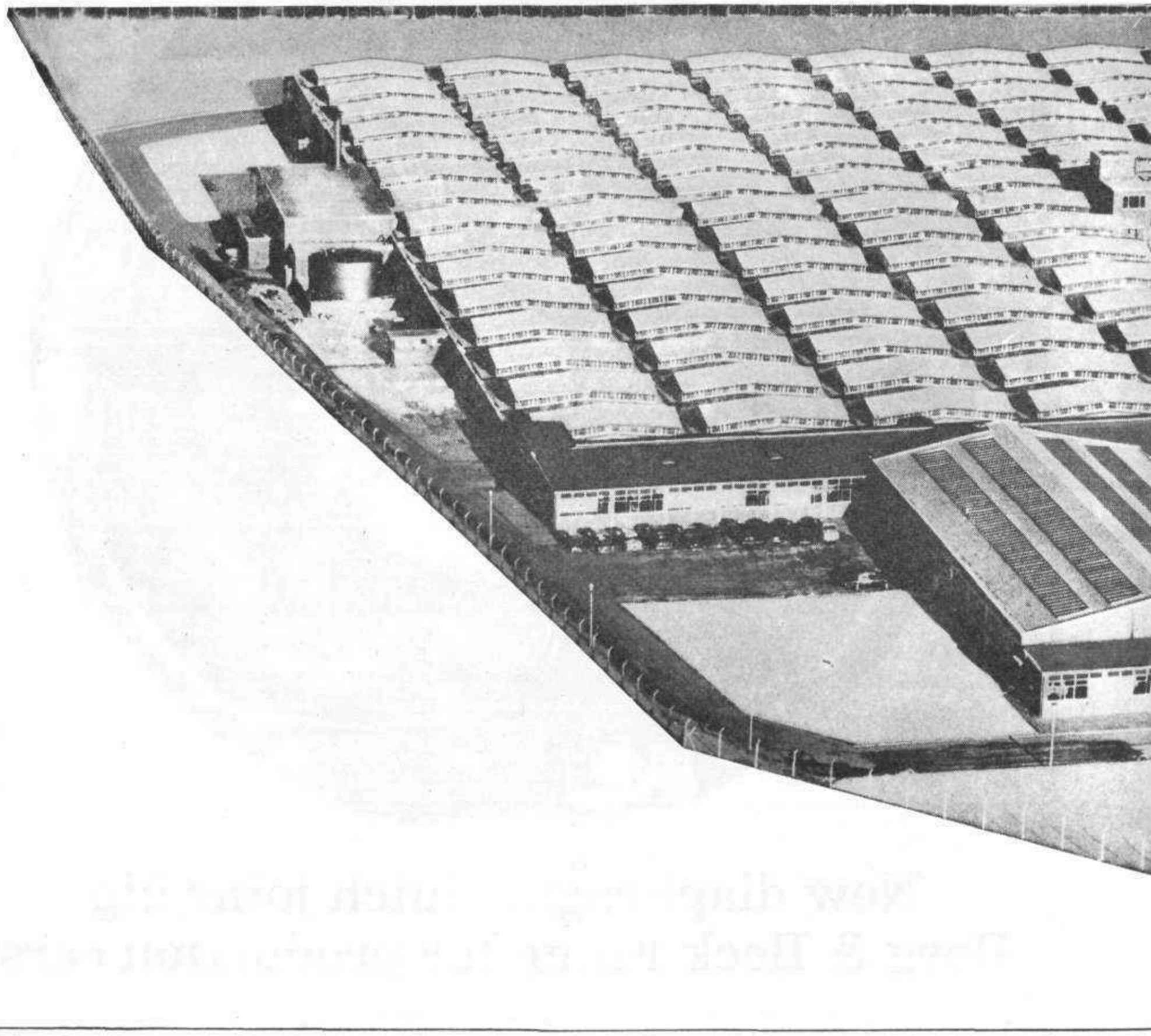
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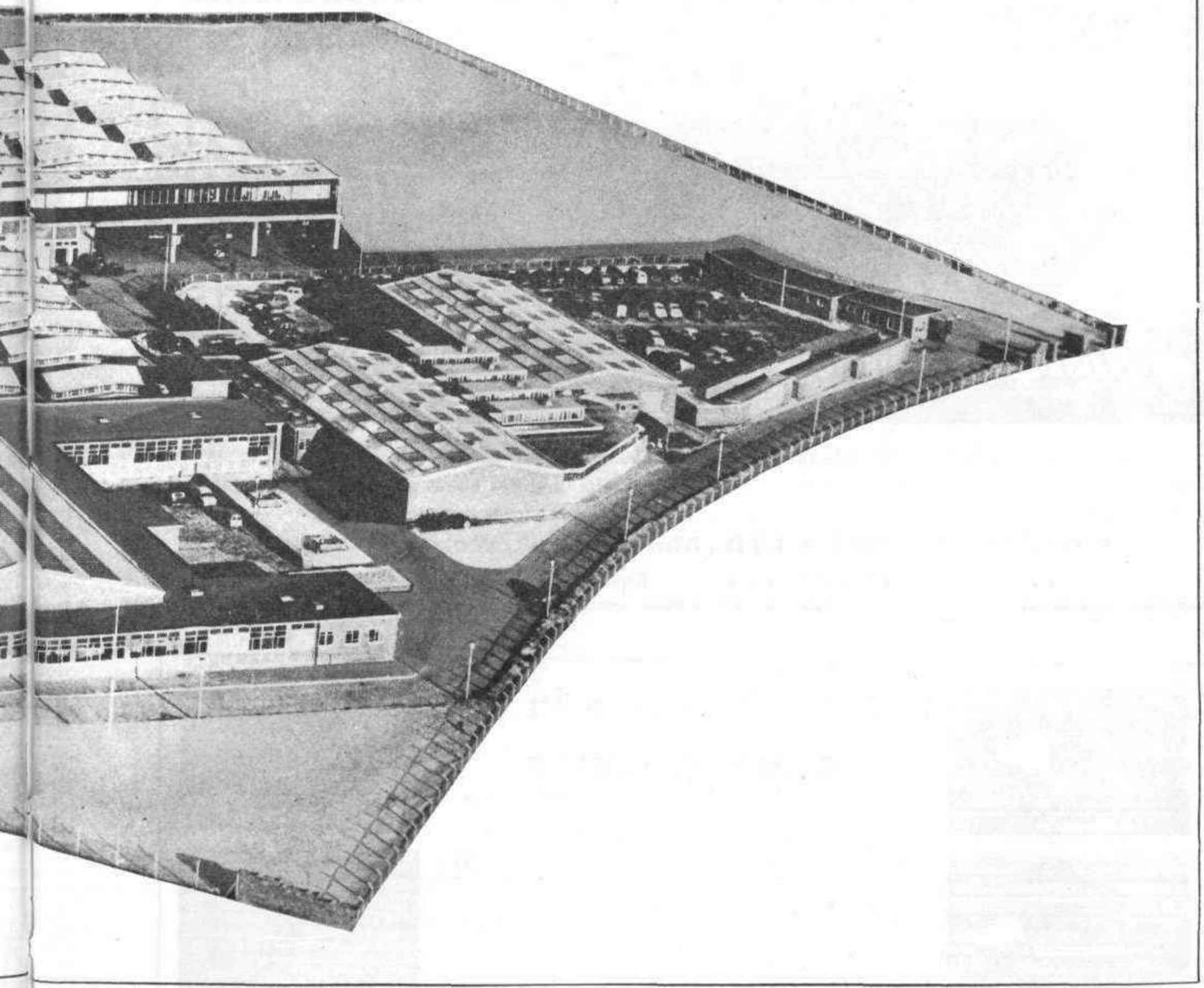


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For you if you are a motorist, a fleet operator, or the man who services vehicles—the new AP factory at Banbury provides three important benefits:

1) Every spare part built to original standard of quality. Every AP exchange or replacement unit is built to the same high standard as the original component—on the same machines, under the same stringent quality control system. Consequently, every AP replacement part is interchangeable with the original component—will give original-quality performance. And in these days of finely-balanced design it is vitally important that motor vehicles get the genuine *replacements designed for the job.*



2) Complete range of genuine spare parts. For every original AP component—clutch, brakes, steering and filter—AP at Banbury produce identical spare parts which are held in quantity, in perfect storage conditions, cartoned and identified, ready for immediate despatch when required. Every one the guaranteed, genuine AP product.

3) Swift service. AP spare parts are designed to simplify and to speed servicing as well as to perform as-new. This new factory at Banbury is planned to ensure that every aspect of service meets the high standards required by the motor industry. The most advanced administrative techniques (such as electro-mechanical order and schedule processing) match the efficiency of production lines.

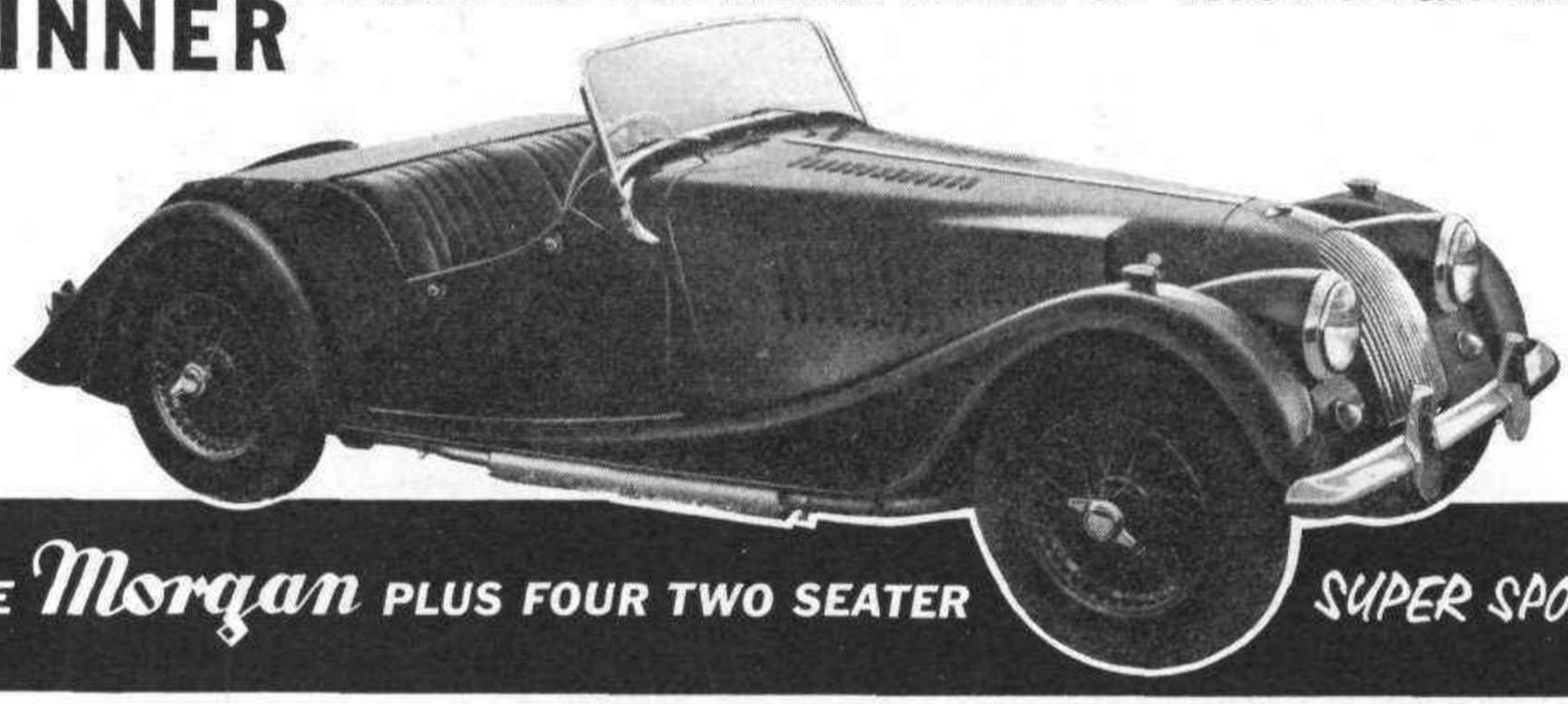
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AUTOMOTIVE PRODUCTS GROUP. Makers of Lockheed brakes and hydraulic equipment, Borg & Beck clutches, Purolator filters, Thompson steering joints—and components for aircraft, ships and industrial applications.

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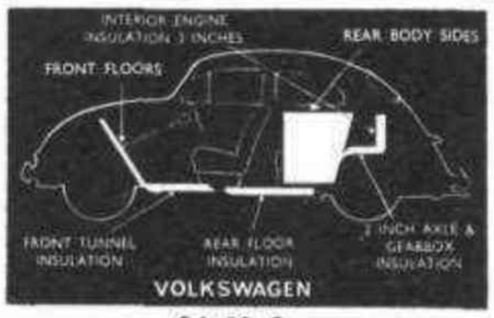
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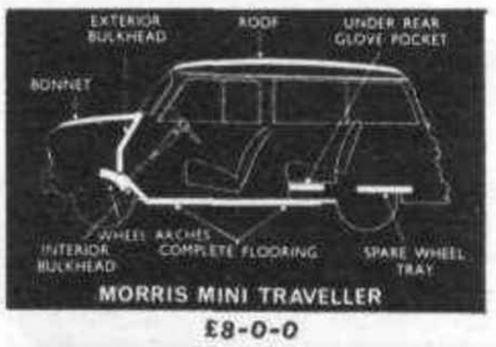
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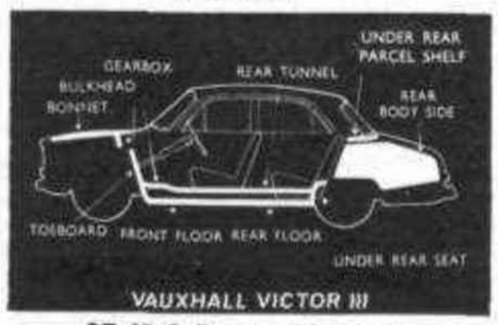
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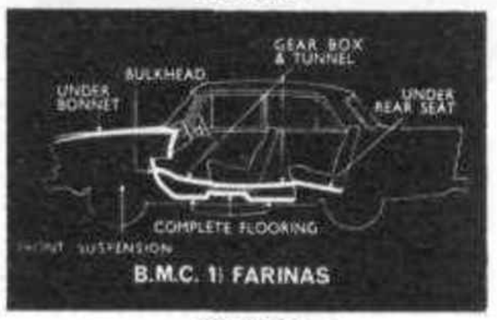
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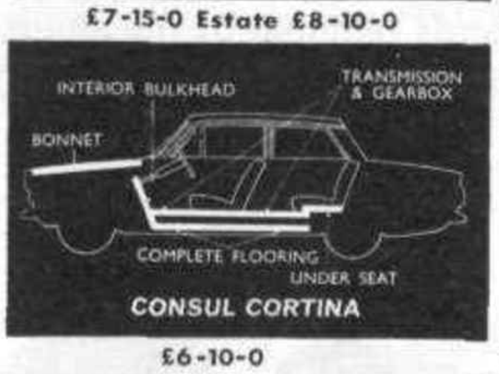
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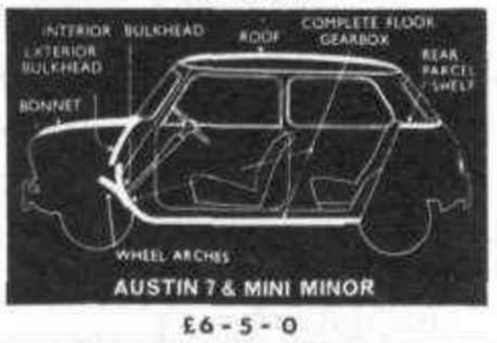
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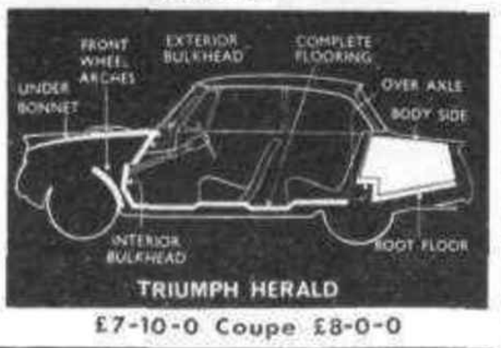
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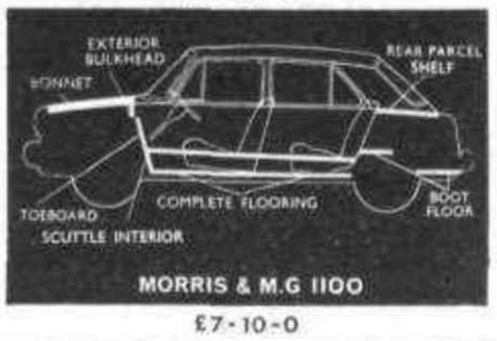
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IN ANY DRIVING SITUATION



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The special safety shoulder makes steering 'snatch' or wheel-wander caused by raised white lines and similar irregularities a thing of the past. Insist on the C41 when *you* need new tyres: it is the safest and longest-wearing standard tyre—ever!

Sizes for the majority of modern cars and light vans—and remember C41 tyres cost no more than ordinary tyres.

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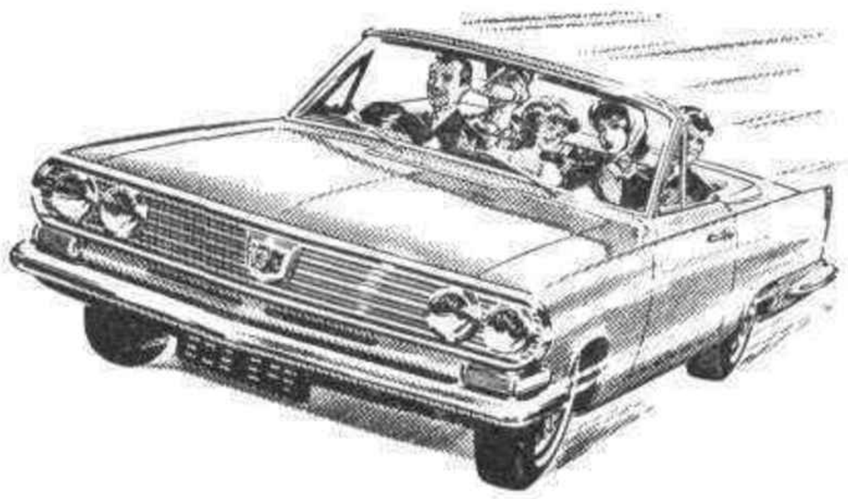
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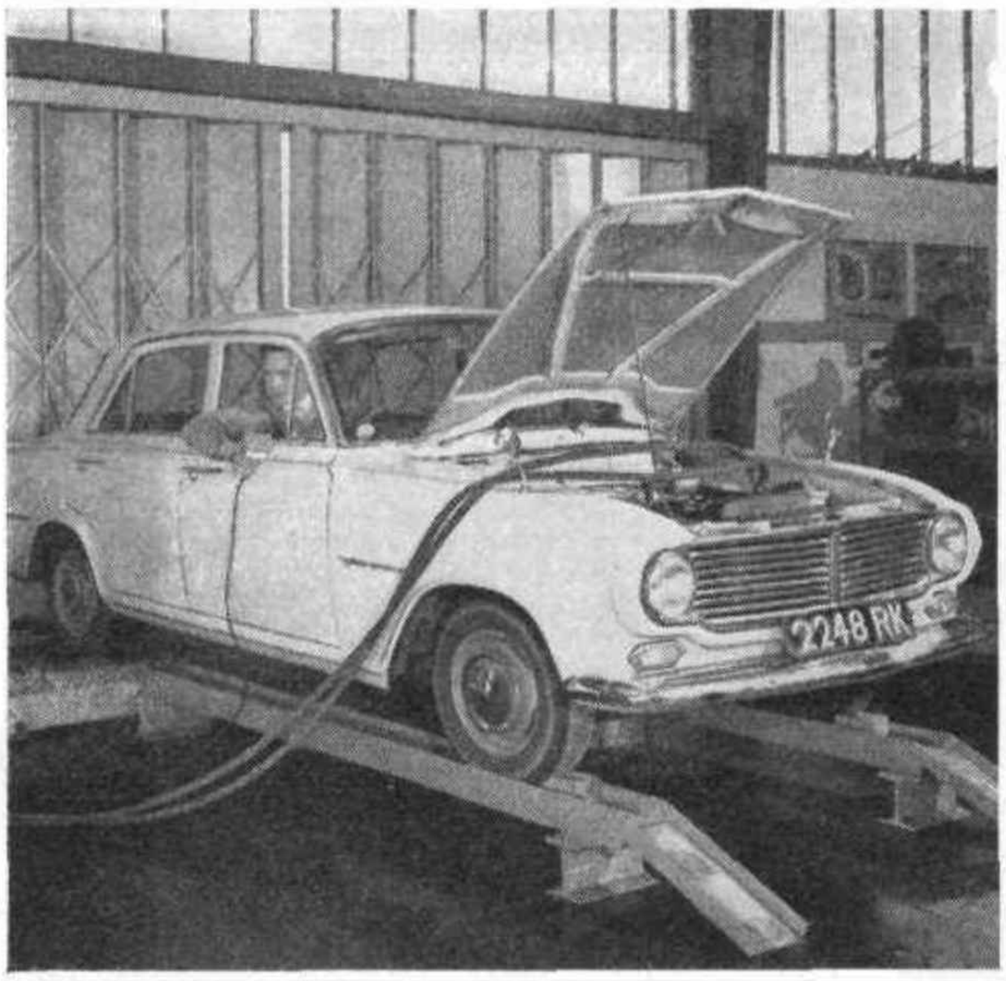
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* **SCHRADER STANDS FOR MORE THAN TYRE VALVES**

Throughout the world tyre and motor manufacturers are supported by Schrader factories producing tyre valves as standard original equipment. From these factories in the U.S.A.; in England; in France; in Canada; in Brazil; in Australia; in Mexico—and soon in India—Schrader is producing or distributing not only tyre valves and accessories, such as tyre pressure gauges and spark plug air pumps, but also special purpose valves as well as a wide range of industrial pneumatic equipment for factory automation.

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Loughborough tests included lab. and road tests. *Left:* Vauxhall Victor on the chassis dynamometer. *Right:* Volkswagen on the 2000 mile road test.

SLIP (MOLYSLIP) PROVED TO GIVE MORE POWER, MORE M.P.G., FASTER ACCELERATION

Independent tests show power increased up to 15.1%, M.P.G. up to 9.9%, acceleration up to 19.6%.

The results of a series of tests of extreme importance to motorists have just been released by the Loughborough College of Technology, supervised by K. L. C. Legg, D.C.Ae., B.Sc.(Eng.), A.M.I.Mech.E., A.F.R.Ae.S., and A. B. Greene, A.M.I.Prod.E., M.I.M.I.

These tests, which are part of a wider programme, prove that Slip Anti-Friction can make your car run more economically, more efficiently and more powerfully.

Many of the findings are highly technical and of interest only to engineers. But for the motorist in general, here are some of the more remarkable results (optimum figure quoted in each case):

15.1%	**More Power**	**. . . Plus faster starting,**
9.9%	**More M.P.G.**	**reduced engine noise,**
19.6%	**More Acceleration**	**improved performance even**
4.2%	**More Compression**	**from worn engines.**

Five different popular 1962 cars were used in the tests, which were in two stages: a chassis dynamometer test, and a 2000 mile road test, much of it under severe weather conditions. The addition of Slip caused "significant improvements" in all five cars. It can do the same for your car.

HOW SLIP WORKS Only about 30% of the power of a car engine actually drives the car. Most of the rest is wasted in overcoming heat losses and friction. Hence the need for Slip. Slip is a new concept in engineering —an *anti-friction*. It is a colloidal suspension of Molybdenum Disulphide (MoS_2), one of the greatest friction-reducers known to man.

When added to your engine oil, MoS_2 plates the working parts of your engine with a "super-slippery" shield that drastically reduces friction. Result: increased efficiency and greatly reduced wear. Your car performs better—and lasts longer.

USE THESE COMPANION SLIP PRODUCTS

SLIP 'G' . . . for gearbox, back axle and steering. Gives you a finger-tip gear change, noiseless back axle, effortless steering. **10 oz. 15/-; 4 oz. 7/6d.**

SLIP MULTI-PURPOSE GREASE . . . for chassis lubrication, springs and bearings. Resists shock, heat and damp: prevents squeaks and rust. **1 lb. 8/6d.**

SLIP LIQUID GREASE . . . for *greasing* all oiling points and mechanisms. The first-ever liquid grease—penetrates better than oil, lubricates better than grease. **Aerosol Can 10/6d.**



WARNING: Recently the car market has been flooded with imitations of Slip. Many of these contain MoS_2. But they do *not* necessarily contain it in a true colloidal suspension like Slip, or with Slip's exclusive additives. This means the MoS_2 is not properly balanced or blended (sometimes you can even *see* the difference) and may cause clogging or clotting. Be sure you always ask for Slip in the bright red can, or Slip 'G' in the green plastic bottle.

10 oz. 15/- 4 oz. 7/6 *From your garage or Halfords branch*

S/4

VOL. XXXIX No. 4 **FORD & MOTORING SPORT** see pages 251 & 252 APRIL 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

HORSE, OR HORSELESS, AGE?

MOTOR SPORT's suggestion that to combat the increasing persecution of motorists a powerful protection society is to be welcomed has met with an enthusiastic response and a further announcement of our intentions will be made, probably next month. We must stress very strongly that we do not seek to protect careless, foolish or criminal road users but simply to secure justice for those citizens who are as law-abiding as it is possible to be once one is in charge of a mechanically-propelled vehicle.

There is growing evidence of unrest in that section of the community which last year was taxed to the extent of £402-million in fuel tax alone, and which is reluctant much longer to tolerate fresh parking restrictions, savage fines for minor offences and the frequent endorsement of licences for purely technical, non-criminal misdemeanours.

We cannot condone suggestions for blocking Parliament Square with locked cars or using cars without payment of the Road Fund tax, by way of protest. But there is nothing illegal in motorists refraining from voting at the next General Election until politicians promise a fair deal for road users—a disappointing poll would bring home to M.P.s of all parties how serious the situation has become. Nor need anyone do business in those towns where one is greeted with blue notices proclaiming "Radar Speed Check Operating."

Obviously, if lax parking were tolerated cars soon wouldn't be able to move at all; charging for or prosecuting drivers for leaving vehicles in deserted side streets and culs-de-sac is stupid and an unnecessary interference with the liberty of one of the most heavily-taxed sections of a normally law-respecting Society. Nor can anyone seriously argue that lives are endangered because modern cars exceed by a few m.p.h. out-dated speed-limits on straight roads. It is petty and vicious persecutions we hope to fight.

Britain should make up her mind to face up to the motoring age. Otherwise (conveniently overlooking the fact that, according to the Parliamentary Secretary, some 1,570 people were killed in 1900 in traffic accidents averaging 8 m.p.h.) perhaps it would be better to return to the horse, leaving these dangerous new-fangled mechanical road vehicles (useful, obviously, only in times of crisis or when rushing doctor to patient, patient to hospital, fire appliances to a fire, etc., etc.) to Europe, America and the U.S.S.R.

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Front Cover Picture: AUTOMATIC ELITE: Cedric Brierley was well known in Club racing until a bad crash put him out of racing for some time, leaving him with a disability which precludes the use of a normal gearbox. He has had a Lotus Elite fitted with a 1¼-litre single cam Coventry-Climax engine and Hobbs automatic gearbox and at the Southport Speed Trials he proved to be nearly as quick as the E-type Jaguars

MUFFLED HOOVES

We sympathise with Keith Schellenberg and R. B. Ropner who want to build a race circuit at Croft Aerodrome, near Darlington, a distressed area where one would have expected any scheme giving employment to be welcomed, but whose plans have been turned down by the N. Riding C.C. on account of noise.

Observers raised no objection, after 8-litre and 3-litre Bentleys, a C-type Jaguar and a 500-c.c. motor-cycle had been demonstrated on the site, but after a public enquiry on March 8th the fate of Croft Circuit is in the hands of the Minister of Housing and Local Government.

No doubt primitive man in his cave dwelling found the night noises of monsters out of pre-history annoying. But the monsters, unlike the Schellenbergs, were permitted their innocent pursuits, no Minister of Housing having been thought of to whom the cavemen could air their dislike of the grunts and scratchings in the forests.

Recently a go-kart proprietor was fined because of objections to the noise of these machines at Donington Park, which seems to have put paid to any hope of a revival of real motor racing at this fine pre-war venue.

What seems so droll is that householders who object so strongly to occasional mechanical noises make so much noise themselves. In the new towns and estates, lit all night like prison compounds, radios and televisions blare, car doors slam, engines are revved (usually from stone cold), trains whistle and shunt in sidings, juke-boxes play in cafés and revellers sing their way home, jet aircraft scream overhead, lorries grind under their loads and circular saws run unsilenced, engaged in the Englishman's prolific post-war hobby of felling fine old trees, noises never heard when the areas were forest and marshland. No-one objects, they scarcely notice. But attempt to race cars or fly light aeroplanes and in steps the Ministry of Housing! Brooklands, opened in 1907, was nearly closed the same year because of this noise complex, and 18 years later those who built houses near the Track, knowing it was there, succeeded in enforcing official silencers on everything that raced and researched thereon. It is ironical that cars raced at Goodwood must have TV suppressors but need not have silencers! The blare of TV may well drown distant exhausts, however.

While sympathising with Schellenberg we wonder whether it wouldn't be better to revert to horses—with muffled hooves, of course.

Continued on page 228

Motoring Sport Events for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 5/6th	Midland A.C.	Welshpool	Birmingham	*Birmingham Post* Rally (*N.*)	10.00 p.m.
April 6th	S.U.N.B.A.C.	Ragley Park	Alcester, Warwicks.	Hill-Climb (*R.*)	2.00 p.m.
,,	Burnham-on-Sea M.C.	Highbridge	Burnham-on-Sea	Traders' Cup Rally (*C.*)	8.00 p.m.
,,	B.R. & S.C.C.	Castle Coombe	Chippenham	Sprint (*C.*)	2.00 p.m.
,,	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb	12.30 p.m.
,,	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*N.O.*)	1.30 p.m.
,,	V.S.C.C.	" Golden Pheasant "	Plumley, Cheshire	Buxton Road Rally	—
April 6/7th	Bugatti O.C.	Prescott	Cheltenham	Testing Weekend (*C.*)	—
,,	Plymouth M.C.	Stadium Garage	Plymouth	Mancunian Rally (*C.*)	10.00 p.m.
,,	R.-R. M.C. (Derby)	Silkolene Oil Refinery	Belper	Regent Trophy Rally (*R.*)	11.00 p.m.
,,	Southsea M.C.	Camberley	Woking	Hunt Trophy Rally (*R.*)	8.00 p.m.
,,	Falcon M.C.	" White Lion "	Stevenage	Venus Rally (*C.*)	8.31 p.m.
,,	Caernaryons. & Anglesey M.C.	Harold's Café	Penmaenmawr	Regent Trophy Rally (*C.*)	11.00 p.m.
,,	Aston Martin O.C.	Wiscombe Park	Honiton	Hill-Climb (*C.*)	2.00 p.m.
,,	Mascot M.S.C.	Downland Garage	Chipstead	Spring Rally (*C.*)	8.15 p.m.
April 7th	**A.C. de Belgique**	**Heysel**	**Brussels**	**Brussels G.P.** (*INT.*)	—
,,	Y.S.C.C.	Castle Howard	Malton	Hill-Climb (*R.*)	2.00 p.m.
,,	Sussex C.C.	Weavers Down	Liphook	Trial (*C.*)	10.30 a.m.
,,	750 M.C.	Brands Hatch	Farningham	Practice Day (*C.*)	—
,,	Vickers Armstrong C.C.	Blandford	Salisbury	Driving Tests	12 noon
April 9th	Northampton C.C.	Victoria Promenade	Northampton	Tankard Trial (*C.*)	7.00 p.m.
April 12/13th	M.C.C.	See note	—	43rd Land's End Trial	7.00 p.m.
April 12/15th	Scottish S.C.C.	Universal Garage	Glasgow	Highland Rally (*R.*)	1.00 a.m.
April 13th	Nottingham S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	2.00 p.m.
,,	B.R. & S.C.C. (N.)	Rufforth	York	Race Meeting (*C.*)	2.00 p.m.
,,	B.A.R.C.	Castle Coombe	Chippenham	Sprint (*C.*)	12.30 p.m.
,,	750 M.C.	Debden Airfield	Debden	Race Meeting (*C.*)	1.00 p.m.
April 13/14th	Barry A.C.	Beacons' View Café	Hirwaun	Novex Spring Rally (*R.*)	10.00 p.m.
April 13/16th	**Ulster A.C.**	**Bangor Area**	**Bangor**	**Circuit of Ireland Rally** (*INT.*)	9.00 a.m.
April 14th	Shenstone & Dist. C.C.	Barker's Café	Lichfield (A 38)	V. T. Fellows Produc. Trial (*N.*)	10.00 a.m.
,,	Truro & Dist. M.C.	Predannack	Helston	Sprint (*R.*)	1.30 p.m.
,,	Chiltern C.C.	Blackbushe Airport	Camberley	Sprint (*R.*)	2.30 p.m.
,,	W. Hants & Dorset C.C.	Langston Farm	Shillingstone, Blandford	Autocross (*C.*)	2.00 p.m.
April 15th	**B.A.R.C.**	**Goodwood**	**Chichester**	**Race Meeting** (*INT.*)	1.30 p.m.
,,	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*N.B.*)	12.30 p.m.
,,	Romford E.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	2.00 p.m.
,,	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.15 p.m.
,,	W. Cornwall M.C.	Trengwainton	Penzance	Hill-Climb (*R.*)	2.00 p.m.
,,	S. Wales A.C.	Castle Farm	Bridgend	Hill-Climb (*R.*)	2.30 p.m.
,,	Cheltenham M.C.	Little Rissington	Cheltenham	Sprint (*R.*)	1.00 p.m.
April 20th	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.15 p.m.
April 20th/21st	Rochester, Chatham & D. M.C.	Swan Hotel	Charing	*Kent Messenger* Rally (*R.*)	9.00 p.m.
April 21st	N.L.E.C.C./Allard O.C.	Brands Hatch	Farningham	Sprint (*C.*)	—
,,	Taunton M.C.	St. Audries	Taunton	Hill-Climb (*C.*)	8.00 a.m.
,,	Lancs. A.C.	Town Hall	Manchester	Veteran Car Run	10.00 a.m.
,,	**B.A.R.C.**	**Aintree**	**Liverpool**	**Race Meeting** (*INT.*)	11.00 a.m.
,,	Maidstone & Mid-Kent M.C.	Silverstone	Towcester	Race Meeting (*N.B.*)	1.00 p.m.
,,	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (*N.B.*)*	2.30 p.m.
,,	500 M.R.C. of Ireland	Kirkistown	Newtownards	Race Meeting (*C.*)	2.00 p.m.
,,	Newbury Round Table	Race Course	Newbury	*Concours d'Elegance*	1.30 p.m.
April 27/28th	Singer O.C.	Agricultural Ground	Tunbridge Wells	Glow Worm Rally (*R.*)	9.00 p.m.
April 28th	B.R. & S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	2.00 p.m.

NOTE.—Starting points will be from Launceston, Kenilworth and London, in that order. All routes finish at Newquay.
* Round 1 of 1963 R.A.C. Hill-Climb Championship.

SOUTHPORT SPEED TRIALS (March 3rd)

OWING to the disinclination of the snow to melt, the early season speed events have been sadly interrupted and, in fact, the Southport Speed Trials were postponed from Boxing Day until March 3rd. Even so the event proved to be the first speed event of the 1963 British season and in consequence attracted a huge crowd to Marine Drive, Southport.

This is the first time this particular event, organised by the West Lancashire M.C., has been held and the Club had secured the use of Marine Drive for the speed trials. This is a bumpy stretch of road running along the sea front which has two right-angled corners, one immediately after the start and the other running under the pier near the finish, the total distance being exactly a kilometre. Practice took place in the morning, when one or two drivers discovered that they were motoring too fast at the final bend and spun to a standstill, but no damage was incurred.

By the time the official runs commenced after lunch the sun was shining strongly but a stiff breeze had sprung up to give competitors trouble when they passed in and out of the shelter of buildings. Cars were allowed to park on the beach and a crowd of several thousands was watching at the start and on the pier at the finish line.

The first runs saw the sports cars on the line and it soon became clear that J. T. Butterworth in the ex-Rodney Bloor Ford-engined Lotus 23 had things under control, his first run of 31.66 sec. being the fastest time of the day. Another Lotus 23 was present but it was forced out of second place by E. Williams' very well preserved central-seater Cooper, which did 33.29 sec.

In the sports-car classes both sports/racing and road/sports cars were lumped together, so it was a surprise when J. G. Sharp, driving an ordinary-looking M.G.-A, clocked 35.87 sec. to win the over-1,500-c.c. class from Charnock's Elva Courier. The 1,000-c.c. saloon-car class was dominated by Mini-Coopers and V. Cocker won in 38.42 sec., but B. H. T. Redman drove very hairily in a well-tuned Morris Minor to take second place in the class after using up most of the pavement on the final bend.

A very hot Anglia and an equally hot A40 came together in the 1,500-c.c. saloon class and Poole's Anglia came off best, beating Middlehurst's A40 by just under half a second.

In the G.T. class up to 1,600 c.c., Cedric Brierley driving his special Lotus Elite with 1½-litre single-cam Coventry-Climax engine and Hobbs automatic gearbox made a fine run of 34.5 sec. in practice, but misfiring set in during the afternoon and his best run was 35.65 sec., which was, however, good enough to win the class. Lambe's T.V.R.-Aipine was second, while J. Scott-Davies managed to spin his horribly tatty Sprite under the pier.

The unlimited G.T. class saw a covey of E-types on the road and hill-climb expert Phillip Scragg led them all home with his very quiet-sounding car in 33.06 sec. Edgar Wadsworth's E-type was second in 34.84 sec.

The racing-car class was poorly supported and those that did turn up were running badly after their winter lay up. Bateson's pre-war Alta died after the practice runs and Statham's Q-type M.G. stuttered its way for one slow run then gave up the ghost, leaving the class to be won by Moore's Fairley Special in 35.10 sec., from P. Williams' Formula Three J.P. Special.

All in all, a pleasant event, informally run, which should encourage the Southport Corporation to sanction similar events in the future.—M. L. T.

THE CARS OF SIR FRANCIS SAMUELSON, BT.

Described to the Editor in a recent interview.



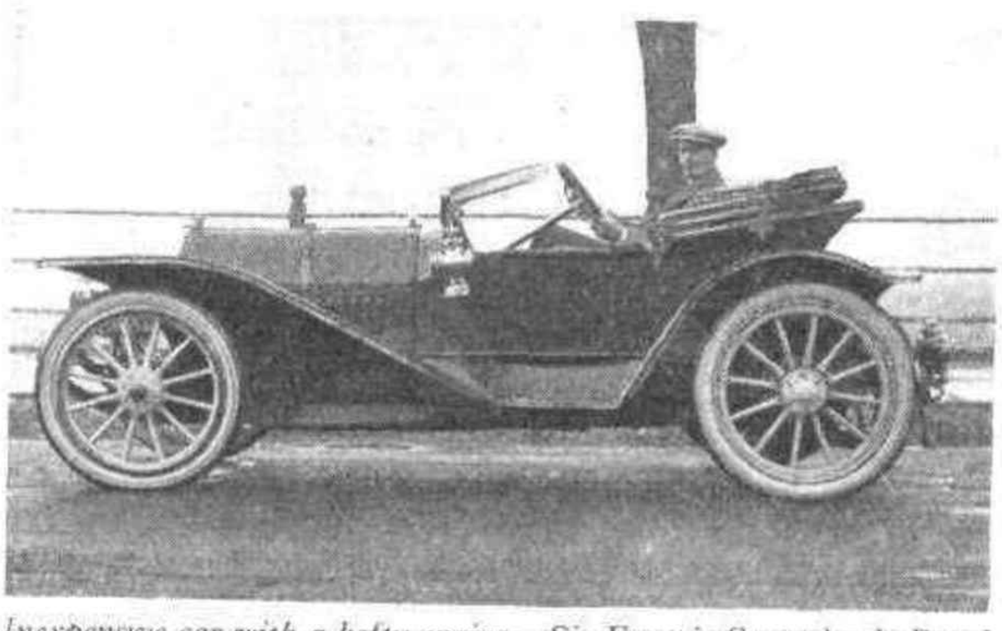
BRITONS ABROAD.—Sir Francis Samuelson has enjoyed a very long motor-racing and competition career. He is seen here, surrounded by curious spectators, in the M.G Midget he raced at Le Mans and Spa.

IT was a great pleasure to drive down to Sir Francis Samuelson's 17th century Sussex farmhouse last month to discuss with this enthusiastic amateur racing motorist the cars he has owned.

Sir Francis' father, who was essentially a horseman, having promised his schoolboy son a motorcycle, decided they were dangerous, but not wishing to go back on his promise, allowed him a car—a 6-h.p. single-cylinder 1906 Rover. The boy drove it happily about the Yorkshire lanes without a driving licence for a few weeks during the Christmas holidays but when in France with it the following year, was advised to take the French driving test in order to obtain a French licence which he passed successfully. While at Cambridge in 1909 the first Rover was replaced by a similar model with very sporting bodywork and bolster tank, bought second-hand. It was the first car to climb Rosedale "Chimney," assisted near the steep summit by some miners.

Sir Francis' next car was a 1909 8.9-h.p. Sizaire-Naudin, in which he used to drive from Cambridge to Brooklands, *via* London. He bought it from Jarrott & Letts, trading in his Rover and a Motosacoche motorcycle. With it he won a match race against Oxford for his University but the car was extremely unreliable, the brakes unpredictab e, and his father told him to get rid of it.

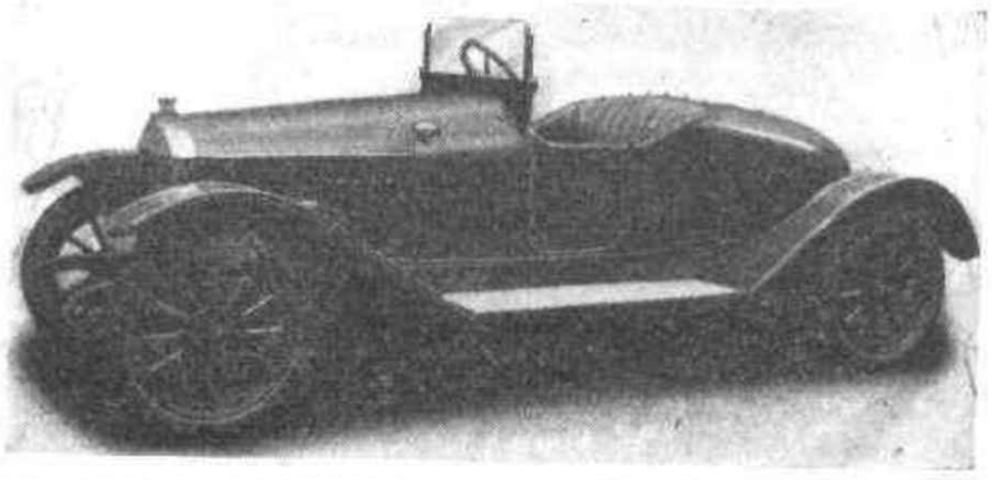
Looking for a car he could afford, with a big engine, and having learnt to distrust used vehicles, Sir Francis bought a 22-h.p. Regal, with the underslung chassis better known in England as an R.M.C. Seabrook and 2-seater body. It was undergeared so larger back wheels were fitted, and on Brooklands the speed was coaxed up from 55 to about 70-m.p.h. But the Regal was very unreliable and suffered a lot of magneto trouble. Deciding that a 12-h.p. car was a better proposition, in 1912 this young enthusiast, after searching for a 16/20 Gregoire and casting envious eyes on a friend's 12/16 Speed Model Sunbeam, discovered the S.A.V.A., which seemed a lovely chassis. So he bought one, and had a body to his own design built for it by E. Maule & Son in Stockton-on-Tees, the result being a very smart sporting car with lines well in advance of its time. The rear thrust bearing in the overhead-worm back axle used to seize up and destroy the worm wheel and the engine had a tendency to warp its exhaust valves, which were overhead, with the inlet valves at the side, but English valves cured the latter trouble and otherwise this S.A.V.A. was a good car.



Inexpensive car with a hefty engine—Sir Francis Samuelson's Regal.

With the intention of doing some more racing Sir Francis bought a Marlborough chassis, built from M.A.B. components, in London in 1913. At the time he was with the Newport Iron Works at Middlesbrough, so had facilities for preparing the car, which was just as well, because he had entered for the Cyclecar G.P. at Amiens, and a cyclecar had to weigh under 8 cwt., whereas the Marlborough chassis turned the scales at 8½ cwt! However, after the undershield had been removed, 18 lb. taken off the flywheel, etc. all was well, especially as a body of sheet alloy *sans* frame, with a ½ in. wooden floor, weighing a mere 22 lb. had been evolved.

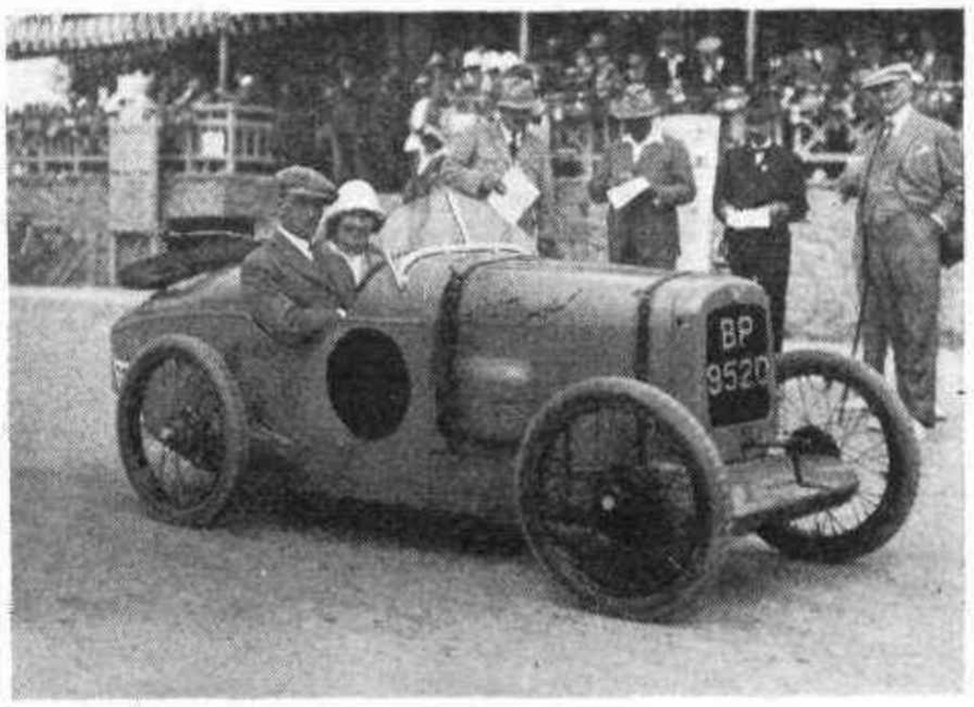
The story of the race really deserves an article to itself. Sufficient here to say that Sir Francis was on his honeymoon and when both the mechanic from the English agents and a volunteer motorcycle passenger failed to show up, his wife deputised as riding mechanic, with a 5-litre sealed can of petrol for ballast as she was under weight. The car was blue, Lady Samuelson wore a blue raincoat, soldiers round the circuit threw bundles of blue cornflowers at the Marlborough as it went past and the French spectators loved it. Alas, the top plate of the vee radiator soon opened up like a fish's mouth, drenching the occupants in hot water. It became necessary to stop every lap to replenish and, tiring of this, the driver carried on without his customary pit-stop, the engine overheated, and a valve broke after 110 of the 165 miles. A pity, because when it was going the Marlborough was faster than the winning Bedelia. Later it was re-bodied, an endearing feature being that the exhaust pipe now emerged from inside the cockpit on the passenger's side!



The S.A.V.A., on which Sir Francis had this advanced sporting body built to his design.



The Marlborough in the trim in which it was raced by F. H. B. Samuelson in the Cyclecar G.P. at Amiens—as part of his honeymoon. Note the external speedometer.



A grand little car—the 1924 "Brooklands"-model Austin 7 that was raced at home and on the Continent with much enjoyment and considerable success.

In 1914 came an Automobilette, with similar chassis to the Marlborough, a high vee radiator and very attractive 3-seater body, bought for his wife to drive, which Sir Francis describes as "a nice little car." It had a shattering exhaust note, reminiscent of a 1911 Coupe de *l'Auto* Delage.

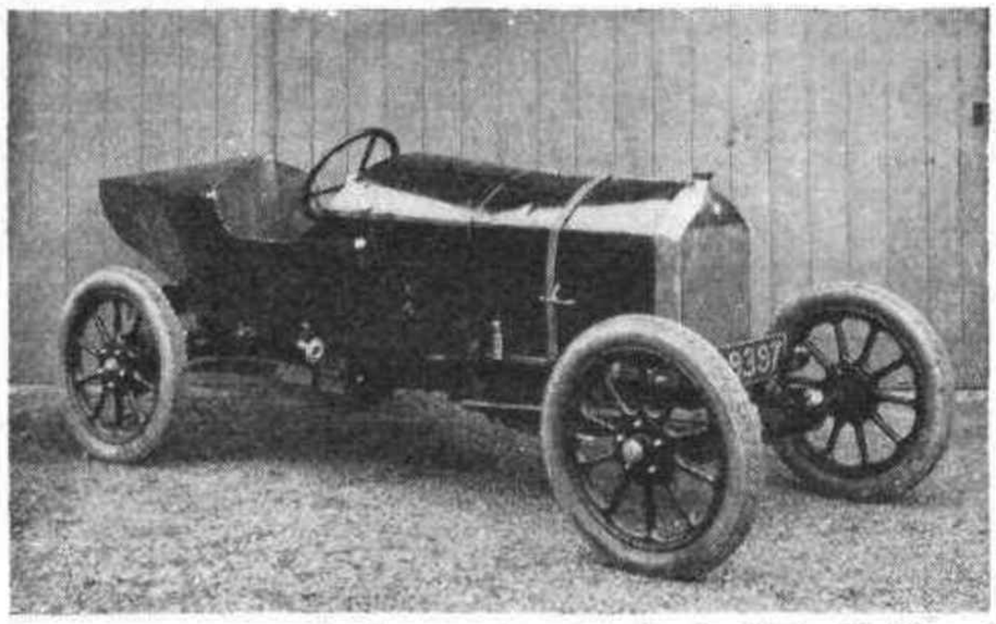
Whilst quartered at Harlow with his regiment soon after the outbreak of the 1914 war he ordered a 12/40 Speed Model D.F.P. chassis from W. O. Bentley and in 1915 bought a Scripps-Booth for his wife while on leave from the Western Front. The latter was a small American car with o.h. valves, electric lighting and starting and a smart body with a folding third seat in the front and seemed ideal for a lady. The makers used to paint the body grey but left the bonnet black, but Sir Francis had this repainted to match the rest of the car and the result was very satisfactory.

It was not until 1915 that the D.F.P. chassis was delivered. A 2/3-seater body was made for it in London. A sketch had been prepared but the result proved disappointing. But the car was capable of about 65 m.p.h. and was thought "jolly good." "I was very found of it," recalls Sir Francis.

When the war was over a 1920 model-T Ford tourer was purchased, for no better reason than the need for a family car and the fact that delivery was given in nine months, although l.h.d. had to be tolerated!

Incidentally, Sir Francis Samuelson's father by now owned two cars, a Sunbeam and a 12-h.p. Rover, and his daughters used A.C. and Swift light cars.

As delivery of any car was uncertain and post-war cars too expensive, Sir Francis decided to build a car himself. He ordered a Chapuis-Dornier engine at the Paris Salon, used a Moss gearbox and back axle, contrived very long ¼-elliptic back springs (in practice no better than normal ones), and fitted a neat racing body with an ash frame; in addition to this body a 2-seater originally intended for a Buckingham cyclecar was obtained and used for ordinary touring. One of his sisters made a suitable badge for the radiator. This F.S. unfortunately wasn't fast enough for the 1,100 c.c. class and was too slow to beat the new 750 c.c. baby cars that were appearing in 1923.



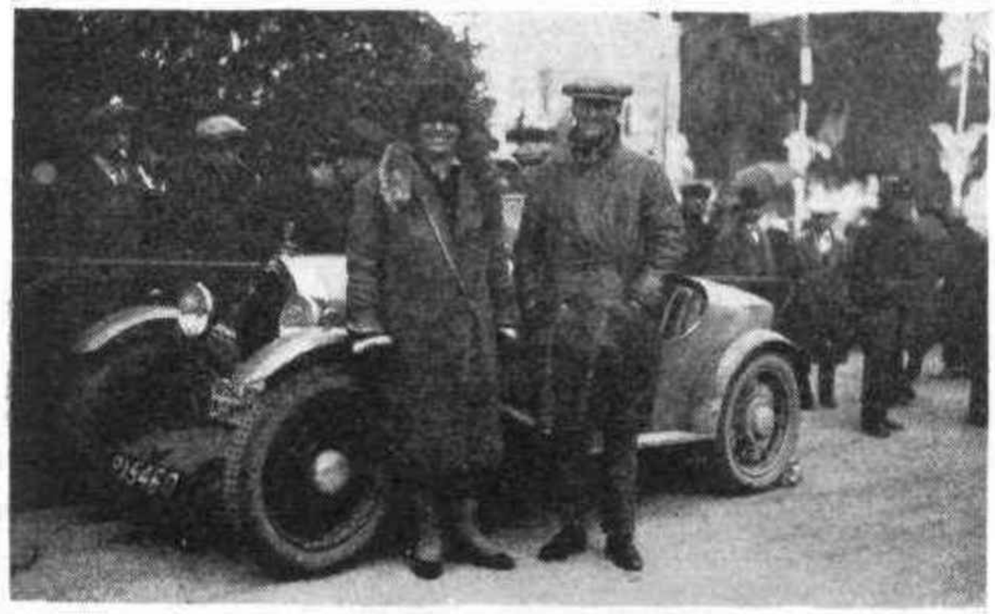
When new cars were in short supply after the Armistice Sir Francis Samuelson made his own—this Chapuis-Dornier-engined F.S.

The Ford gave way that year to a Durant tourer with Continental engine. This was "reasonably good bearing in mind the price," but suffered from terrible vibration, the entire body booming like mad. So in 1924 it was replaced by an Austin 12 tourer—"very sluggish and uninteresting to drive."

To offset the F.S. fiasco a Gordon England "Brooklands"-model Austin 7 was purchased, Sir Francis being England's first private customer. His car was raced at Brooklands, La Baule and Boulogne with great enjoyment, and also in hill-climbs both at home and in France. It was very reliable, although it broke an inlet valve during a 100 Kilometre race at Le Baule. Sir Francis and Lady Samuelson used to drive this staggered-seat racing Austin to La Baule with just a dress suit and evening gown between them as luggage, in order to be able to gain admission to the Casino, thus enjoying two different forms of sport over the week-end! The prize at one race meeting was a vast bronze bowl, in which they still plant their Christmas tree. Originally the car had two enormous Zenith carburetters but much later only one was used. "You know," Sir Francis reflects, "it was pretty remarkable for its period, doing comfortably over 6,000 r.p.m. in 2nd gear (58/60 m.p.h.), with a top gear maximum of 80 or so."

In 1925 a 1½-litre Talbot chassis was purchased from the factory at Billancourt and driven home, where Gordon England made an alloy tourer body for it on his patent flexible wooden framework. "A very good car, I had it for years," its owner recalls. There was the unique point that in this country similar cars bore the Darracq badge. About this time Sir Francis found himself recuperating from an illness on the French Riviera and not wishing to go home by train, he bought a used Amilcar "Grand Sport" in Nice. In spite of its sporting bodywork the performance wasn't very sporting and the big-ends used to make a nonsense of the splash lubrication by slicing through the oil instead of scooping it up, to their detriment. When the "Cup Model" Austin 7 which Sir Francis was to have shared with Gordon England in the 1925 Le Mans race was delayed, the Amilcar was used for learning the course, and soon ran its second big-end. The "Cup Model" duly turned up but a stoneguard on the radiator caused overheating and the water boiled away in the first two hours, so Samuelson never had a drive.

The next venture was a 750 c.c. ball-and-roller-bearing Ratier, bought from the Paris factory of the airscrew manufacturer for the 1927 Monte Carlo Rally. The story of that Rally, which Sir Francis and Lady Samuelson drove without so much as a hood, experiencing magneto failure before the start, only miles from their Sussex home, and wasting a night in Paris *during* the rally while a new clutch race was fitted, is another adventure in Sir Francis' long motoring career that deserves a story to itself. Eventually sufficient time was made up to finish, and in the subsequent speed hill-climb the Ratier finished 3rd in the 1,100 c.c. class behind a couple of Salmsons. But it got no farther home than Nice before the crankshaft broke. It was a case of home by train for the crew and goods train to Paris for the car, although Samuelson drove it occasionally at Brooklands later that year. The



Sir Francis and Lady Samuelson with the not-very-successful 750-c.c. supercharged Ratier they took on the 1927 Monte Carlo Rally—rallies were tougher in those days.

car was made of inferior materials; for example, the bevels of the o.h. camshaft drive used to chew themselves up, etc.

Anxious to compete in the next Monte Carlo Rally, Sir Francis borrowed a 2-litre Lagonda fabric tourer. Starting from John O' Groats, he made 3rd best time in the post-rally hill-climb, winning the 2-litre class. He subsequently acquired a 2-litre Lagonda saloon, his first closed car, but it proved overgeared and underpowered and was nearly as quick in 3rd as it was in top gear.

The M-type M.G. Midget now made its appearance and Sir Francis commenced his epic performances at Le Mans and Spa which have been fully chronicled elsewhere. At Le Mans an oil-pipe broke but, taking the engine back to England in the Talbot, it was rebuilt, re-installed in the M.G. at Le Mans and the car taken on to Spa where, notwithstanding clutch slip, it completed the course in the 24-hour race. In 1931 a Montlhéry M.G. Midget was acquired and run very effectively at Le Mans, until a rod broke half-an-hour before the finish. Even so, but for a misunderstanding of the regulations it would have been third on Formula—as it was it was disqualified for completing its last lap too slowly. In supercharged form the M.G. competed at the Nurburgring, finishing fifth in the 1,100-c.c. class and making fastest lap.

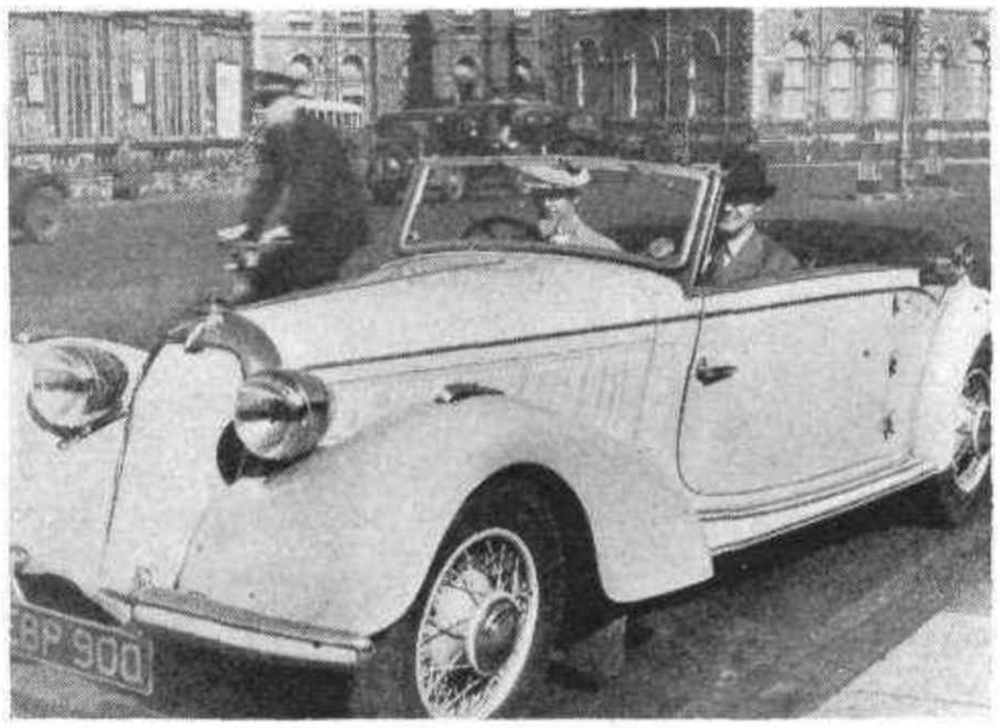
At the 1930 Olympia Show Sir Francis Samuelson ordered his first 6-cylinder car, a Talbot 75 literally off the stand, and it will warm the cockles of Georges Roesch's heart to hear that he describes it as " probably my best car so far." It had a normal gearbox, and took the Samuelson family on many Continental holidays.

Leaving a Harrogate nursing home in 1933, a Standard Little Twelve was seen and as it was a very inexpensive car, one was bought. It " ran quite well." Indeed, a year later it was replaced by a Standard Little Nine, " a good little car."

Sir Francis bought a Morris 25 saloon in 1936, " an incredibly



Samuelson in the supercharged M.G. Midget that he raced at the Nurburgring in 1931.



Elegant—The French Talbot that Sir Francis ran concurrently with an English car of this make.

good car at the price, new, of £298, which had everything—pneumatic seat cushions, back-floor foot-rest, the finest steering wheel on any car I owned. Although only 3-speed, bottom was never needed, you started in 2nd and climbed all hills below Sutton Bank calibre on top." It wasn't fast, but put 44½ miles into 44½ minutes on a certain French road.

A 1937 2½-litre S.S. fabric tourer was faster but had terrible back springs, so that rear-seat passengers complained and the windscreen was rattled to bits. A 3-litre English Talbot tourer replaced it in 1938. A 4-litre French Talbot d.h. coupé had been ordered but hadn't materialised. No sooner had the English one been delivered than a telegram came from Paris : " Car ready : collect at once." It was duly collected, but French hotels could make no sense of the simultaneous arrival of Sir Francis in a French Talbot and Lady Samuelson in an English Talbot! The French car had a shocking transmission vibration at 4,000 r.p.m. The makers said it would disappear when the car was run-in but it never did.

Another war was now imminent and I must digress to recall a miniature car which Sir Francis built in 1934. He had gone into Gamages' to buy a file and saw 170-c.c. Villiers engines for sale for 30s. One of these was installed in an ash frame, driving through a motorcycle gearbox, pneumatic wheelbarrow wheels and tyres, motorcycle front brakes and Bugatti-type rear suspension and a body added, and his sons had a splendid small racing car, long before go-karts were thought of. It still exists at Steyning.

* * *

A just secondhand Morris 12 saw the subject of this interview through the Second World War and for 21 years he kept the 4¼-litre o/d. Bentley which he had bought as a chassis in 1939 and had fitted, after careful consideration, with a Park Ward body, this maker being quite the best constructor of d.h. coupés. The overdrive and oversize tyres contributed to the excellence of this car.

Alas, a 1921 Rolls-Royce with Kelner coupé de ville body, inherited from an uncle, and a 1937 Simca-Cinq, " a delightful little car for local journeys," had to be left in France when war was declared.

On the return of peace this remarkable enthusiast decided to do some more motor racing, his career thus being the longest,



The two-stroke miniature car built for fun—it had a body and amused Samuelson's sons. This was long before the go-karts came.



Still racing after two World Wars—Samuelson's Cooper on tow behind his 1½-litre Riley saloon.

surely, of any living amateur racing motorist, and a proud record indeed. A 500-c.c. car to his own design, with rear Triumph Twin engine and all-round-independent suspension, was entrusted to Marwyn, but they never completed the front suspension and an M.G. axle was used, just to get the car running. Sir Francis then became one of John Cooper's first customers and ordered a Cooper-500 at the Brighton Speed Trials. In this he used two J.A.P. engines and eventually a Norton " single-knocker," finishing third in a 50-mile Silverstone race and third at Luxembourg, and setting a 500-c.c. lap-record at Montlhéry.

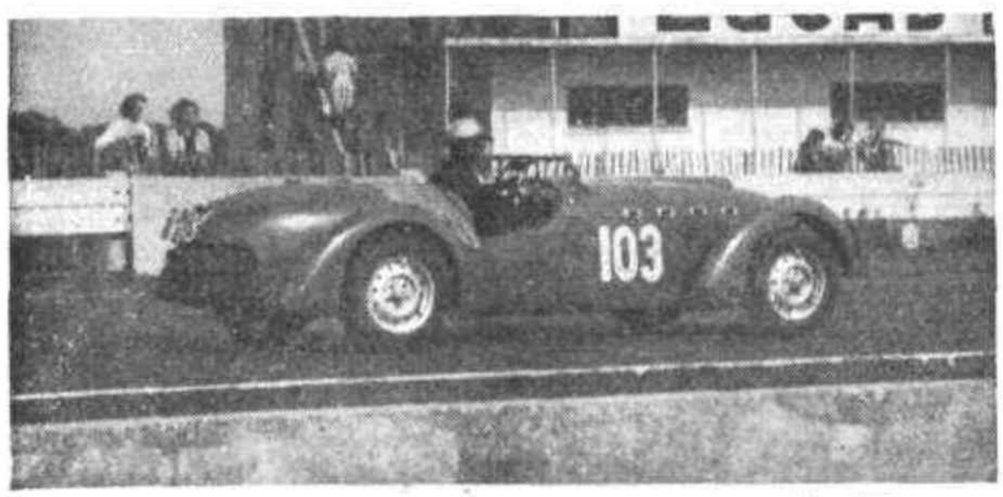
For towing the Cooper's trailer a 1½-litre Riley saloon was bought, " not very quiet, with too little padding in the back seat," but serving well for eight years.

It was in 1949 that Sir Francis bought from his son Michael the 1914 T.T. Sunbeam with which he has since become so closely associated. The touring body was replaced by a T.T. replica and this fine old car has since appeared in innumerable historic racing-car events, always being driven to and from the course. It has run some 3,000 miles in this way, is capable of over 90 m.p.h., and, apart from some temperament over its complex external oil-pipes, only gave trouble when, having won a V.S.C.C. handicap, its owner held it too long in 3rd gear, resulting in expensive engine failure. The engine has been rebuilt but its top limit of 3,100 r.p.m., with an occasional 3,300 r.p.m., is now strictly observed.

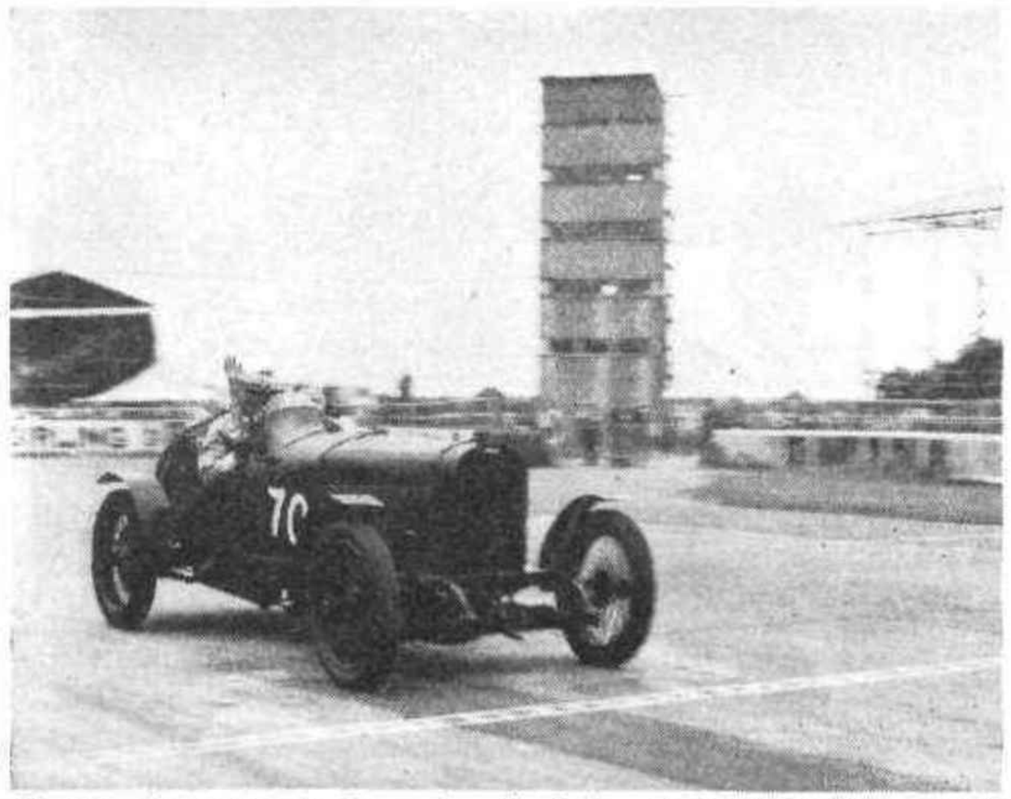
In 1950 a Silverstone Healey was bought " off the peg " and used for competition work, by a driver now in his sixtieth year! The flexible section of its exhaust system gave continual trouble, the mudguards were useless in wet weather and it wasn't as fast as the two special versions Sir Francis had to compete against. So an A.J.B. 500 was obtained. It was never raced but its Norton engine went into the Cooper—it was less reliable than the J.A.P.s it replaced.

At Earls Court Samuelson ordered one of the first r.h.d. Austin Healey 100s, " a lovely car, which has given no trouble." He still has it.

For normal motoring and journeys to his beloved France the Samuelson garage houses a 1957 Austin A55 which has given wonderful service for 55,000 miles, and a 1961 Riley 4/68, which is faster but has the noisier exhaust. Keeping these B.M.C. saloons company is the actual Rover that was Sir Francis Samuelson's first car 56 years ago—the 1906 Rover, although when he bought it unseen he wasn't aware that it was the same car! In those days Sir Francis used a " Dependence " rear lamp, transferring it from car to car—the only time he was summoned for not having rear illumination was when a lamp of another make blew out while crossing the Hog's Back on the Sizaire-Naudin. That " Dependence " rear lamp is once again in its rightful place on the single-cylinder Rover—which is an apt note on which to close this account of one who has been a keen motorist for nearly sixty years and has owned more than 40 different cars.—W. B.



Another car raced by Sir Francis Samuelson was this Silverstone Healey.



Sir Francis and Lady Samuelson in their 1914 T.T. Sunbeam on the occasion of a special presentation to them at Silverstone—the number on the car was also the age of its driver, who commenced racing in 1910, and was being acclaimed for his active association with the sport over such a long period.

WISCOMBE PARK HILL-CLIMB FIXTURES

The pleasant West Country Speed Hill-Climb venue at Wiscombe Park, near Colyton, Devon, will have meetings on April 7th, May 19th, June 3rd, July 28th, August 11th, Sept. 1st and Oct. 13th. The National Meeting on May 19th is an R.A.C. Championship contest, the closing date a National British fixture. The Martini Trophy and £100 prize money will be contested during the season. Season car park tickets which admit the holder on foot to the Paddock cost 50s., and a limited number of Paddock Car Park tickets will be issued to early applicants for £5 for the season. Details from the Secretary, Wiscombe Park Hill-Climb, Mortimer Hill, Mortimer, Berks, on referring to MOTOR SPORT.

MIND MY WATTLE!

The B.A.R.C. announces that it has relinquished its rule that applied at certain of its meetings that a driver who spun and put two or more wheels on the grass was automatically disqualified. Anyone who spins for no apparent reason is to be called before the Stewards—which is no different from the same action which was taken at Brooklands against those who drove too high up the banking, pulled in too soon after passing or crossed certain forbidden lines.

We are, however, not wholly in favour of a new B.A.R.C. rule which disqualifies any driver whose car collides with the movable barriers of the *chicane*, which, says the Club, must be regarded as being a solid wall. Drivers glance off solid objects at Monaco and elsewhere and, if their cars do not sustain dangerous damage, are permitted to continue the race—we quote Fangio at Monaco, Collins in the Targa Florio, Moss in the Mille Miglia, etc. One wonders whether this new B.A.R.C. rule was introduced with economy as much as safety in mind?—W. B.

WHO'S WHO?

The Motor Industry has its own " Who's Who." This comprehensive volume, published by Temple Press Books, Bowling Green Lane, London, E.C.1, is now in its 7th edition. It costs 45s. and is both a directory of the private car and commercial vehicle industries and a biographical introduction to personalities in the sporting, journalistic and industrial spheres.

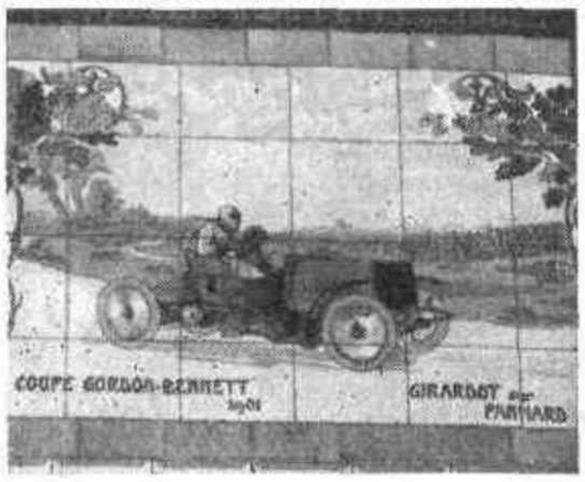
MICHELIN HOUSE

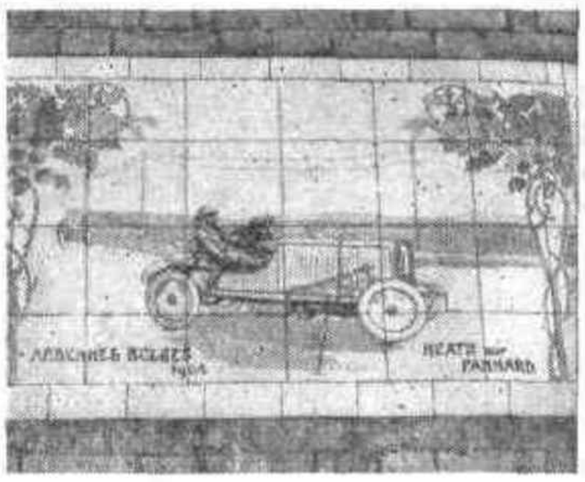
A LONDON LANDMARK

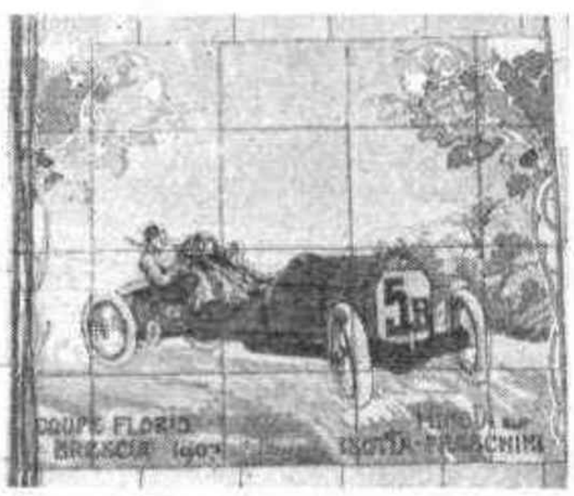
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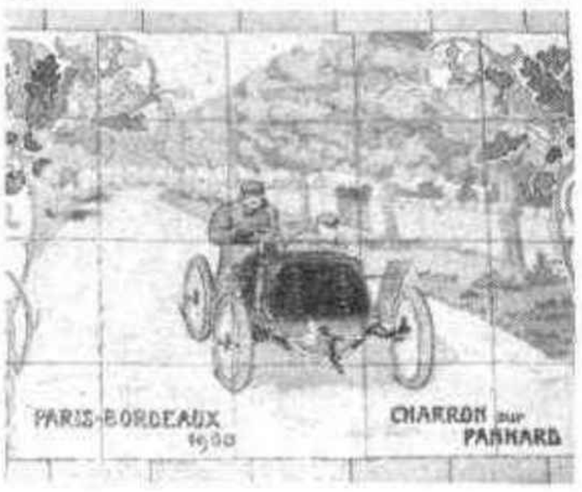


THE Michelin Tyre Co. invented detachable cycle tyres in 1890 and made its first tyre for cars in 1895. Up to 1904 these were made in England by Paul Hardy, Clipper and North British. Trade expansion then caused Michelin to set up its own premises, in Sussex Place. The staff of 17 increased to 163 by 1909 and larger premises became imperative. The result was Michelin House, which still stands in the Fulham Road in Chelsea, a remarkable Edwardian landmark in a London which is becoming dominated by tall office blocks in which secretaries and typists swim behind concrete-bound glass.









Michelin House is well-known to those who buy their tyres there and is worth observing by all who drive along Fulham Road. Fascinatingly archaic in 1963, when new it was regarded as the last word in architecture.

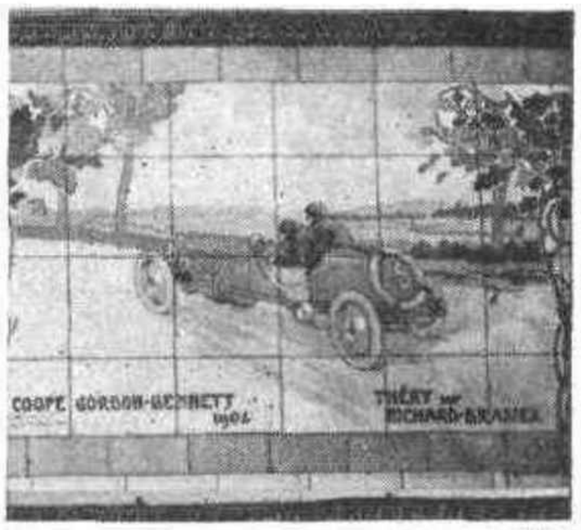
The doors opened automatically when one trod on the mats, the floors were mosaic, incorporating a giant "Bibendum," and the exterior and interior walls carried fine coloured tiles, by Gilardoni fils of Paris, depicting outstanding racing successes by Michelin-shod cars. The dominant tile in the fitting-bay was of King Edward VII and Prince George, whose cars used Michelin tyres (see centre bottom picture). On the upper floor a big figure of "Bibendum" was lit at night by bluish-grey mercury vapour lamps.

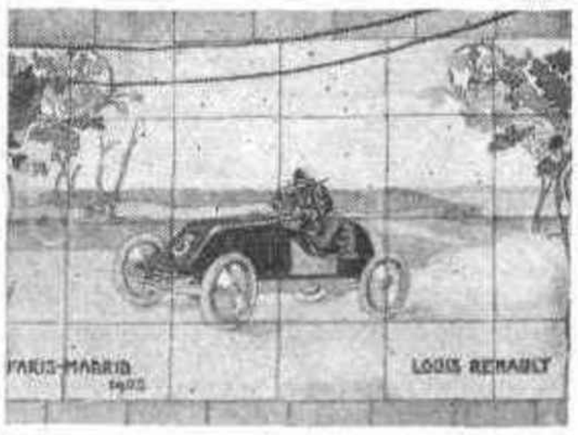
Michelin House is occupied now by the Sales staff. Gone is the illuminated "Bibendum" watching over the building at night, a desk covers his outline on the fitting-bay floor, the ornamental ceiling may soon be removed, and flag masts replace the piles of tyres above the corner pillars. The offices were extended and a second floor added in the 'twenties. But, praise be, the tiles remain intact, to remind us that Michelin tyres were as well-known in early times as they are today—the illustrations on this page depict some of them, each of a race-winner.

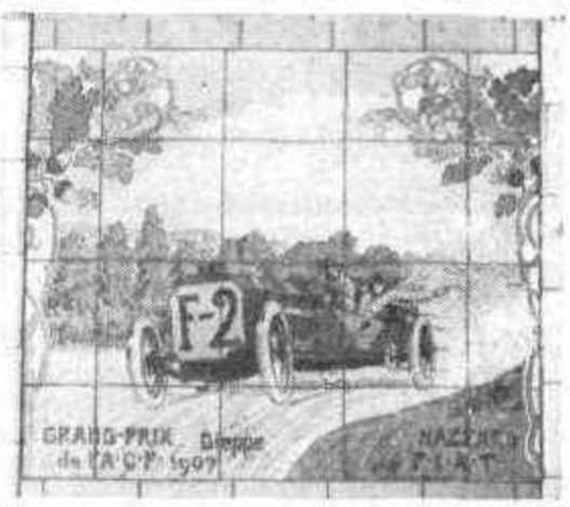
When the S.M.M.T. President opened Michelin House in January 1910 he said :

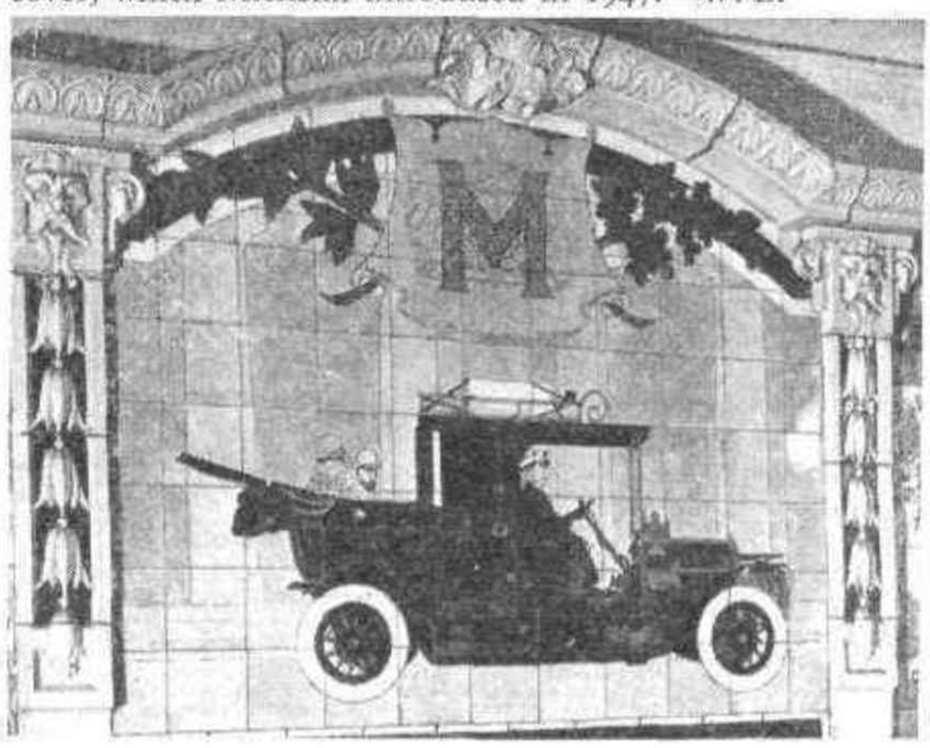
> "We, all of us, know that in regard to our own particular industry—the automobile industry—there is no man who has done more to render it practicable than Mr. Michelin. He was the first man to make tyres for automobiles which were sufficiently reliable to enable the use of them on vehicles to progress. And, although it is undoubtedly true today that there are many other tyre makers who also make excellent tyres, I think I may truly say that Mr. Michelin's tyre has never been surpassed."

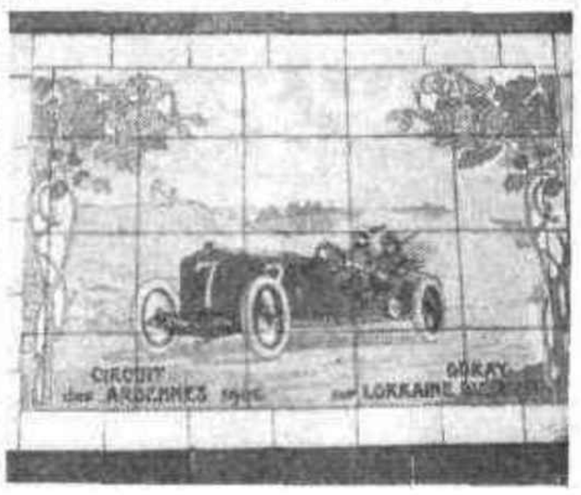
Many people will find this as true today as it was over half-a-century ago, especially those who know the "X" cover, which Michelin introduced in 1947.—W. B.











Sports Car Insurance

WE often receive frantic 'phone calls from people who have purchased sports cars, only to find that they are being asked to pay fantastic premiums for comprehensive coverage. All we can do is to recommend Companies who seem to be more generously disposed towards sports cars but all sports car buyers should get a firm quotation before they order the car. If the chance of selling a car hangs on the insurance a car dealer will invariably find a suitable Company for you. Alternatively, if you have a good deal of other insurance such as life, house and business premises, etc., your Company will often quote a reasonable premium rather than lose your other business! The following are some of the questions and answers which have been prepared by the British Insurance Association to give the Insurers' point of view on sports-car insurance.

Q. Why are insurance premiums higher for sports cars?

It is unfortunately a fact that sports cars—*as a class*—do tend to be more vulnerable to accidents than other models, and this is one of the fundamental considerations facing insurers. Evidence of this vulnerability comes from both official and insurance sources as mentioned below. For example, in a study of fatal and serious road accidents which was published in 1960, the Road Research Laboratory found that some makes of sports car had a particularly high accident rate. Statistics showed that one representative make of sports car had a rate of serious and fatal accidents of 37.8 per 1,000 vehicles licensed, compared with between 10 and 15 per 1,000 for saloons. [*This is not fair as one could probably quote a single make of saloon car which has similarly bad figures*—ED.]

Insurers have also found from their statistical information that the claims costs for sports cars *as a class* are markedly higher than average. A five-year survey carried out by a leading group of insurance companies, based on their own experience, has shown that the annual rate of claims for saloon cars on their books was 15% with an average cost per claim of £40. The claims rate of sports cars was 24% with an average cost per claim of £74. These figures refer only to accidental damage to the vehicle insured and do not include third party claims or claims for fire, theft and personal injury. [*It would be interesting to see the exact models which Insurance Companies consider to be sports cars* — ED.]

A point which is not always realised by sports car owners is the fact that there is not an automatic leap from saloon car to sports car premiums. The performances of all cars offered for insurance are carefully studied by underwriters. Thus, a Mini-Cooper is likely to attract a higher premium than a Mini-Minor, and a standard saloon which has had its power unit treated to a major conversion in order to give a higher performance may also be liable to a higher premium. [*But would an Insurance Company lower its premium if a car was de-tuned?*—ED.]

Motor insurers feel, therefore, that it is reasonable that sports car owners, again *as a class*, should expect to pay sufficient in premiums to offset the claims cost which they produce. A policy-holder wishing to insure a saloon model would justifiably be aggrieved if he thought the premiums he paid were being used to subsidise the insurance of sports cars.

Q. Do the Insurance Companies recognise that an experienced driver with a high performance car is a better than average risk?

The underwriting of sports cars is carried out on a highly individual basis, and every owner of such a car may be assured that the fullest thought is given to his own particular driving experience and skill before a premium is quoted. As a result, all sports car owners are not called upon to pay the same amount for their insurance, for the classification is broad enough to allow substantial variations in the premiums quoted, and many sports car owners in fact pay normal or near normal premiums.

Motor underwriting is based on an individual assessment of the risk involved In quoting a premium, the underwriter considers in conjunction two sets of facts —those relating primarily to the car and those which reflect the driving of the person at the wheel. Whilst statistical information will give a guide to the experience which can be expected on a particular set of facts, it is the individual assessment of the proposed risk that will ultimately determine the rate of premium and terms of insurance to be quoted. In quoting a premium for a sports car, therefore, the underwriter will pay particular attention to the personal characteristics of the driver (or drivers), especially age, accident record, and sports-car driving experience.

Q. What is the objection to young drivers?

Premiums quoted for some sports-car owners are above-average because the driver is young. The question of a driver's age is considered where *any* car is concerned, and a young driver will usually be expected to pay a higher premium than applies in the case of an older person because experience has shown that the younger driver is a greater risk. The inherent risk involved in insuring a young driver is magnified where a car specifically designed to give a high performance is concerned. A motorist with a number of years' driving experience, and a good history as far as his insurance company is concerned, should not find that the transition from saloon-car motoring to sports-car driving is very expensive from the insurance point of view. On the other hand, someone who has just obtained a licence, has been driving for a comparatively short time, or has a poor claims record is certain to find these factors reflected in the premium he is charged for a sports-car policy.

It is worth noting, though, that when a driver changes from a saloon model to a sports car, insurers consider the initial risk will in general be greater. Fifteen or twenty years' driving experience with a family saloon does not automatically mean that a driver is suited to a more potent sports model, and insurers take this into account when looking at the risk.

Q. Is there a " closed shop " in regard to the insurance of sports cars?

Insurance of all kinds—including motor insurance—is available in a fully competitive market. If some companies feel they can safely quote lower premiums for sports cars they will do so in order to increase their business at the expense of other firms. But no insurer in fact does this for long. It is significant, that all insurers basing their decisions on their own experience, make a point of charging higher premiums and imposing special conditions when they are asked to accept a sports-car risk—at least until they have got to know their client (and his sports-car driving ability) very well indeed.

SNETTERTON — MARCH 17th

The 1963 race season at Snetterton opened on March 17th on a dull, chilly day, which slowly degenerated into rain.

The opening event was a Formula Junior race, which proved a benefit on home territory for the Jim Russell Drivers' School, five of the first six places going to drivers under the flag of the J.R.D.S. The winner was J. Mastin (Lotus 22) who led from lap four to the finish, practically unchallenged. Second man was D. E. Fletcher (Lotus 20) the only non J.R.D.S. driver in the first six.

The G.T. event was split into two races owing to the large entry (49). The first race was won by C. M. McLaren in an early Marcos followed by Bloomfield's Diva. Ken Baker easily won the second part of the race in his potent E-type Jaguar, heading a procession of Elites which were unable to make any impression either on him or each other. Alexander somersaulted his A.C. at Riches Corner, doing it a lot of damage but sustaining only shock himself.

"Doc" Merfield's familiar yellow Anglia, even more potent this season, led Chris Craft's similar car by a matter of feet throughout the Touring car race. He entered a Lotus Cortina, but it was not ready in time to race, so he had to be content with winning the race in his Anglia.

Ex-Formula One driver Keith Greene won the last two races in his Lotus 23 sports. The difference in his times for the 10 laps in each case were a fair measure of the onset of drizzling rain. He won the Sports Racing Car event in 17 min. 46.4 sec. at 91.49 m.p.h. and the Formule Libre race in 19 min. 46.2 sec. at 82.25 m.p.h. Beckwith in his Lotus 23B was second in each case by a similar margin.—L. A. M.

MATTERS OF MOMENT—continued from page 221

CONGRATULATIONS CASTROL!

The makers of Castrol, that excellent lubricant, showed commendable initiative in setting a 3.8 Jaguar Mk. II saloon to run for a week at Monza in pursuit of the 1952 Johnson/Moss records (7 days at 100.3 m.p.h. at Montlhéry with an XK120) mainly as a research project into the performance of lubricants at sustained high speed.

The run stopped when the car's axle-tubes broke, but subsequently Sargent, Bekaert, Duke, Lumsden and Hedges, under Jimmy Hill, broke the 3-day, 4-day, 15,000-kilometre and 10,000-mile International Class C records at speeds of from 106.5 to 107 m.p.h. The Jaguar consumed 18 Dunlop RS5s, 28 pints of water, 21 pints of Castrol XL and gave about 14 m.p.g. Congratulations, Castrol—and chidings to Henlys, Bracknell Motors and Jaguar who have advertised these as *World's* records, which they are not.

SAFEGUARD YOURSELVES

Judging by our own experiences, readers' letters and the findings of CA Ltd., new cars are delivered with a shockingly high proportion of faults, apart from others that develop early in their life. Purchasers of new cars should make a very thorough examination of their expensive new possessions, and perhaps insist on a 500-mile trial run, before handing their money to the dealers.

GREAT TEAM

Great Car—Aston Martin DB 4. Great motor oil—BP 'Visco-static'—the multigrade oil that has won approval from Aston Martin Lagonda Ltd · Great performance—months of testing, measuring, comparing—proved to Aston Martin Lagonda engineers that BP 'Visco-static' means high protection in both the Aston Martin DB 4 and the Lagonda Rapide · Great cars · Great oil



For high protection in your car too—BP 'Visco-static'

Sports Cars Under £700

THE £641 TRIUMPH SPITFIRE 4

A 93-m.p.h. British Small Sports Car with All-round Independent Suspension, Disc Front Brakes and Wind-up Glass Windows, Taxi-beating Turning Circle and a s.s. ¼-mile in 19.5 seconds

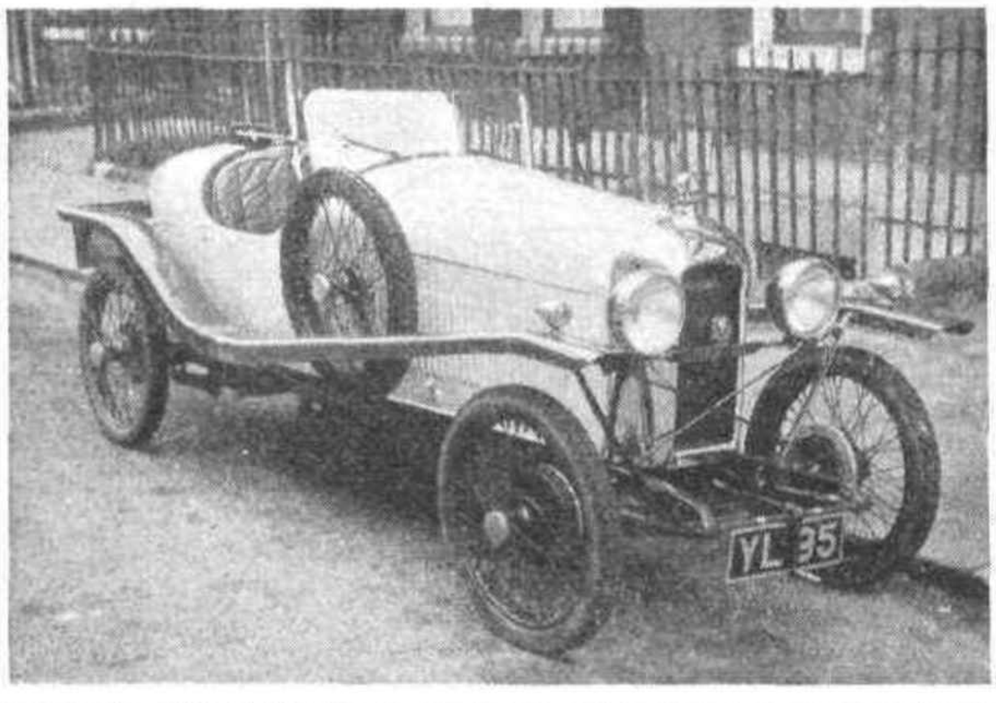


STYLISH.—The Michelotti body lines of the Triumph Spitfire are unquestionably part of the car's appeal.

IN vintage times, 1,100-c.c. sports cars were decidedly popular among the sportsmen who frequented Brooklands Track and Alms Hill, etc. They were of French origin—Salmson, Amilcar, B.N.C., Rally, Lombard, Senechal, Vernon-Derby—and invariably had pointed tails, centre-lock wire wheels, high gear ratios and sketchy weather protection, with fold-flat windscreen or "aero" or raked vee-screens.

How different is the Triumph Spitfire 4, a very welcome addition to the ranks of the long-neglected "1100" sports cars. In vintage times it would have come just above the 1,100-c.c. class but today, with an F.I.A. classification of 1,000-1,150 c.c., it comes just within it. It has a useful lockable luggage-boot in lieu of a racing tail, it is, if anything, low-geared, and it has extremely good protection from the elements, but the windscreen is fixed.

The attractively-styled Spitfire 4, which attracts a very fair share of admiring glances, is built by Standard-Triumph, of the Leyland Group, from Triumph Herald components. Thus it inherits a fantastically small turning circle at the expense of severe tyre-scrub on the very full lock, transverse leaf-spring swing-axle independent rear suspension, and 9-in. disc front brakes by Girling. The backbone chassis is retained, suitably modified, and the Michelotti-styled body, flat and shapely, is not only amongst the most pleasing of present-day small sports cars but it has the luxury of wind-up glass windows instead of detachable sidescreens and a good, rigid hood, which blends well with the lines of the body.



"1100."—Small sports cars of around 1,100 c.c. swept-volume, such as this Amilcar owned in recent years by Mrs. A. W. Rippon, were popular in vintage times, but later the breed died out. It is now in process of resuscitation by B.M.C. and Standard-Triumph, etc., and the Triumph Spitfire 4 is a welcome addition to the ranks.

The Spitfire 4 is purely a 2-seater, for the conventional shelf behind the two bucket seats is too low to be used as a seat and in later models is humped in the centre. But for extra luggage or the dog it is essentially useful. Access to it is by lifting either seat, to do which a catch at the base of the squab has to be released —a bit "fumbly" but an insurance against an empty seat flying forward under heavy braking.

A snag having arisen when I went by appointment to Standard-Triumph's well-run depot on Western Avenue at Acton to collect the test-car, I completed a considerable mileage in a Spitfire which the makers deemed unsuitable for the "gentlemen of the Press." This does not imply that they issue specially-prepared vehicles for road-test; merely that this particular Triumph had a slight dent in the tail, its brakes needed adjustment, the tick-over was rather fast, and, after I had got it home, one of the tubeless Dunlop C41 tyres subsided and refused to remain inflated for any length of time after my efficient Dunlop foot-pump had been applied to it—and the spare was flat.

Those items, and a good many rattles, were the only shortcomings of a car that I found most enjoyable to drive, quick and sure through traffic, and comfortable to occupy in the coldest weather, the heater being unobtrusive but entirely adequate and the windows in the doors much appreciated. The doors have effective "keeps" and getting in or out, with the hood up, should present no real difficulty to the reasonably agile.

Although the weather remained abnormally cold all the time I had the two Spitfires for test, their hoods remained up throughout, more on account of laziness than lack of handiness. The weather protection is first-class, the hood providing adequate headroom and having three transparent rear panels that provide equally adequate rearwards visibility. The plated ribs on top of the front wings are excellent for "sighting" the car.

The little 1,147-c.c. Triumph is purely a sports car, lively, fun to drive, making appropriate noises—a travelling motor-race—and sticking well to the road. While accelerating the engine has a quite loud, deep exhaust note but I do not think it would give offence to anyone; at other times the engine is reasonably quiet, save for some exhaust roar and the sucking of the S.U.s.

The instrument panel forms the centre of an otherwise very shallow facia, cut away on each side for access to very useful, well-lipped deep shelves, the only disadvantage of which is that warm air is blown over them when the heater is in use, to the detriment of Mr. Cadbury and others of his ilk. Instrumentation consists of small matching Jaeger tachometer and speedometer, the former reading to 6,500 r.p.m. with an orange band from 5,500 to 6,000 r.p.m. and red band from 6,000 to 6,500 r.p.m., the latter to 110 m.p.h., flanked by a slow-recording fuel gauge (which shows no-level for miles before the supply dries up) and a temperature gauge, an oil-gauge being rather surprisingly absent. Both tachometer and speedometer are finely and clearly calibrated, using a combination of large and very small figures, their needles are commendably steady, that of the tachometer even more so than that of the speedometer, and the needles move in the same plane. Large knobs with International symbols



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—little over £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE : 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, 18½ cwt.

BRAKES: Front discs, rear drums.

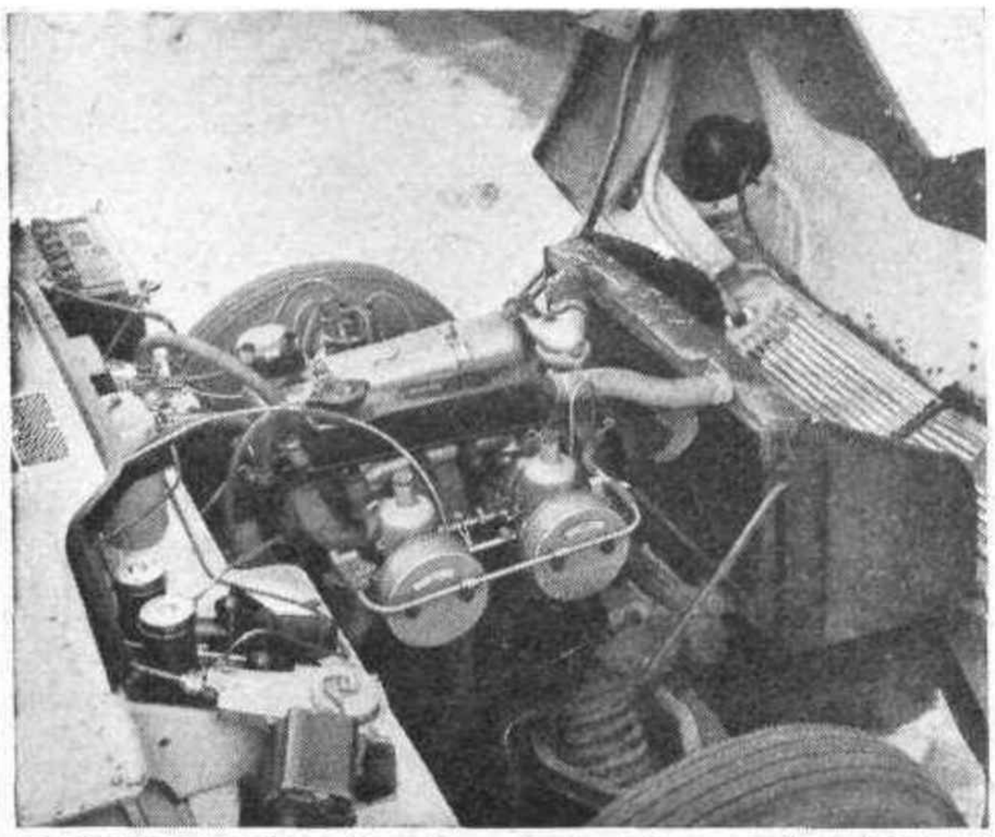
BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

PRICES: Soft top £906.16.3. Hard top £949.2.1. Inc. p.t.

STANDARD TRIUMPH

COVENTRY ENGLAND

A member of the Leyland Motor Corporation



ACCESSIBILITY.—The forward-hinged bonnet of the Triumph Spitfire provides excellent access to engine and suspension components, battery and electrical items, etc.

look after wipers, lamps, heater, choke and screen-washers, a central flick-switch bringing in the heater-fan. There is a long, angled " struggling bar " in front of the passenger, and provision for a radio below the instrument panel. A lidded ash-tray is provided in the facia sill.

The neat little remote gear-lever emerges from the transmission tunnel, cranked back from a flexible anti-draught muff, and the central fly-off handbrake is man-sized and conventionally located on the tunnel. The single-spoke thin-rimmed steering wheel has a horn-push on its hub and controls Alford and Alder rack-and-pinion gear. A slender stalk on the left of the column selects the full and dimmed headlamp beams after the lamps have been switched on, its positions indicated diagrammatically—it is necessary, however, to go through the full-beam position when selecting sidelamps from dipped beam. The stalk pulls inwards to give full-beam daylight flashing. The horn but not the wipers is independent of the ignition circuit. A r.h. stalk controls the self-cancelling flashers and a good point is that the rear lamps can be seen by glancing behind, even when the hood is up, although their glasses look rather vulnerable.

The doors have no pockets, facia shelves and the space behind the seats giving sufficient stowage. Their interior handles are set low, out of the way, the window-winders call for $3\frac{1}{8}$ turns to fully open the windows and those who consider it a designer's duty to make the exterior of a car as smooth as possible in deference to careless pedestrians may frown slightly at the forward-pointing exterior door handles. Safety-belts were fitted to both the Spitfires I drove.

The rear-view mirror is hung sensibly from the screen rail but the rake of the rail cuts off sideways vision rather sharply. The pedals enable " heel-and-toe " gear-changing to be indulged in, there is parking space for the clutch foot, the driver's seat has a very reasonable range of adjustment and the steering column can be adjusted for length if a spanner is applied.

There are the usual warning lights and the speedometer incorporates a total mileage recorder with decimals as well as a trip recorder. The facia sill is of resilient, non-dazzle material.

The hood sticks are stowed in the luggage boot when the car is used in open form, but although these, the tools and the spare wheel are accommodated therein, luggage accommodation is not unduly impaired. The lid props and releases automatically.

The entire bonnet hinges from the front, after Herald-type side catches have been released, to give complete freedom of access to the 69.3 × 76 mm. (1,147 c.c.) 4-cylinder engine, with its twin S.U. type HS2 carburetters and 9.0-to-1 c.r. The makers claim an output of 63 net b.h.p. at 5,750 r.p.m. and maximum torque at 3,500 r.p.m.

The ignition key starts the engine, which always commenced readily in the recent sub-zero temperatures, and a separate key locks the doors (not much of a precaution in a hooded car) and boot. There is a quick-action fuel filler on the tail.

On the Road

The Triumph Spitfire 4 behaves like a typical small sports car and responds well to enthusiastic driving. The engine can be thrust well " into the red " without evidence of valve-bounce or other discomfort. Unfortunately the lower gears are too low, so that the maxima in 1st and 2nd stop at 25 and 44 m.p.h., respectively. In 3rd gear 70 m.p.h. is possible but the makers prefer a few m.p.h. fewer. These are genuine speeds, after the normal optimism of the speedometer has been corrected.

Given a reasonable run the absolute top speed is 93 m.p.h. but 90 is a more commonplace road speed. The engine is turning over at just over 5,000 r.p.m. at a cruising speed of 80 m.p.h., and it is docile to a degree at low speeds in top cog.

The suspension is fairly hard, so that bad roads produce a good deal of rattle and shake, some of which is transmitted to the steering. However, comfort is not greatly impaired under such conditions and poor surfaces need not call for drastic reduction of speed, while ground clearance is usually ample. The cornering tendency is mild understeer which changes to oversteer as the swing-axle i.r.s. reaches positive wheel camber. Once the driver has become accustomed to this handling characteristic he or she should have no alarms and excursions. Only in very sudden, tight changes of direction does the rear-end feel at all squidgy.

Clutch and brakes work so well they call for no comment, except that the latter need firm pressure; the steering is accurate, absolutely free from sponge or lost motion, light and " quick " without being outstandingly sensitive or smooth; geared $3\frac{3}{4}$ turns, lock-to-lock (which should be read in conjunction with the astonishing $23\frac{1}{2}$-ft. turning circle) it catches tail slides and oversteer with alacrity.

The fuel range, *inclusive of performance testing*, was the useful one of 263 miles. The engine likes 100-octane fuel but only pinked mildly on Esso Extra. Because of the uncertainty of when the Standard-Triumph Press Department would be able to let me have the correct test-car my checks of petrol consumption were more curtailed than usual, but came out at 33.7 m.p.g. under adverse conditions. After 700 miles no oil was required. Grease points are confined to two needing lubricant at 6,000 miles and four more requiring attention every 12,000 miles; no starting handle is provided.

For the first time since before the war I was able to take acceleration figures on the peace and security of a banked track " somewhere in Surrey." Here the following figures were recorded without the engine overheating (the thermometer has no figure calibration, but its needle remained just above " N ") or causing us any anxiety. These times are against an accurate electric speedometer, and are the average of several runs, two-up, dry surface, no wind. The best times are in brackets, and it should

Continued on page 236



MODERN SPORTS CARS usually have luggage boots instead of streamlined tails. That of the Spitfire has a lid that, stays up and releases automatically and accommodates an ample amount of baggage.

THE 1,098 c.c. M.G. MIDGET

A Sprightly Small Sports Car now with Larger Engine and Disc Front Brakes



REAR ASPECT of the latest M.G. Midget, showing the useful luggage boot, and large window area in the hood.

THE M.G. Midget has been one of Britain's most popular small sports cars from the end of the vintage era, when it made its bow as the 850 c.c. M-type. Since the last London Motor Show it has joined the newly resuscitated ranks of 1,100 c.c. sports cars, for the 950 c.c. power unit of the post-war Midget has been replaced, under B.M.C.'s engine standardisation scheme, by a Type 10 CG, 64.6 × 83.7 mm. (1,098 c.c.) engine which, in twin carburetter form with M.G. 1100 head and camshaft, produces 55 b.h.p. at 5,500 r.p.m. and 61 lb./ft. torque at 2,500 r.p.m. In addition to this improvement, Girling 8¼ in. disc brakes are used on the front wheels, there is baulk-ring synchromesh on the three upper gear ratios, 2nd gear is fractionally higher than before, a double-thickness gearbox plate cuts down tail-shaft whirl, the clutch is of increased diameter and detail improvements concern better crash-padding round the facia, a Smiths electric speedometer and a carpeted floor.

After the Triumph Spitfire the M.G. Midget at first gives the impression of being a toy, very low, very small, rather difficult to see out of with the hood up, rough and noisy. After a day's motoring in it I had considerably revised this opinion, and at the end of a lengthy test I was a firm Midget enthusiast, for this M.G., no less than the better of its predecessors, feels "all in one piece," is responsive, sprightly and very quick about the place, moderately comfortable, and essentially safe.

It is perhaps " less of a car " than the Spitfire, more difficult to get into and out of with the hood up. Its sliding Perspex side windows instead of wind-up glass windows and a hood that tends to drum and, in spite of ingenious telescopic sticks, is not particularly easy to erect, are not altogether endearing. Casual minor controls, such as manually-cancelling indicators operated by a facia flick-switch, whereas the Spitfire has a stalk and self-cancelling mechanism, no means of daylight headlamp flashing, facia-location of the lighting flick-switch, inaccurate instruments and doors that lack exterior handles, so that, if the sliding side-screens freeze up, entry to the M.G. poses a problem the solution of which, to say the least, looks like burglary, make a price of £42 below that charged for the Triumph seem disadvantageously disproportionate.

However, on longer acquaintance this latest of a long line of M.G. Midgets comes over as a very likeable and attractive little car. Everything about it tends to be simple, yet adequate. The neat facia lacks any form of oddments-stowage but as M.G. owners are more likely to be laden with maps and torches than gloves and handbags the big rigid pocket in each door is useful enough. The sidescreens, apart from the aforesaid and other obvious shortcomings, are rigid, yet easily detachable on undoing a couple of slotted knurled knobs on each, although their fit is neither draught- nor entirely leak-proof. On the whole, however, with hood up and sidescreens in place the Midget is snug enough. It has a heater the volume of which cannot be varied, although by turning its control knob a fan can be brought into action, while if the knob is pulled out the intake is closed and noxious fumes excluded. Normally I found the amount of heat more than sufficient.

The screen is flat but, even so, the wiper blades leave dirty areas, and sideways visibility is not particularly good. However, the wipers are supplemented by very effective (pump-knob) washers which during a dirty day's driving of 380 miles didn't run dry. The main instruments consist of a speedometer reading to 100 m.p.h. and a tachometer calibrated to 7,000 r.p.m. in graduations of 500 r.p.m., with the first warning band from 5,500 to 6,000 r.p.m. anything higher taking you " into the red." A trip with decimals and total mileage recorder are incorporated in the speedometer dial; the figures are clear and needles steady.

These dials are supplemented by a small combined oil-pressure



The alligator bonnet of the M.G. Midget lifts to reveal the twin-carburetter, rather long-stroke 1,098-c.c. engine, but has to be propped up manually.

gauge and water thermometer (oil pressure varies with r.p.m., between approximately 40/60 lb./sq. in.; the heat is normally at 170°F rising to 180°F under extreme conditions) and a fuel gauge that registered full when only four to five gallons were in what is claimed to be a six-gallon tank, but is suitably pessimistic at the other extreme.

The minor controls are a series of old-fashioned lettered knobs and small unlabelled flick-switches, which between them look after choke (or, more correctly, as the gas-works are S.U. HS2, mixture enrichment), starter, heater, lights (foot-dipper), wipers, washers and direction-flashers. There are the expected warning lights, including a single rather large one for the turn-indicators, and facia lighting can be extinguished by a tiny switch under the facia rail. The ignition key, separate from the boot-lid key, does not start the engine. The rear-view mirror is mounted somewhat obstructively on the facia sill. The styling department has overcome its love of octagons but the front badge naturally incorporates one, there is another in a facia motif before the passenger, and a large one above the word "Midget" on the boot lid.

The rigid remote gear-lever is well placed, the driving position good, but the pull-up handbrake lies beside the *passenger's* seat cushion, in a position where it might trouble a modest girl-friend, if such still exist. It is sad that M.G., of all people, no longer provide a fly-off handbrake.

The bucket seats are good but not outstanding, the cushion more comfortable than the squab on a long driving stint, but they hold the driver firmly; the seat backs tilt forward to facilitate removing luggage or enabling dogs to remove themselves from the back ledge. This, for some unaccountable reason, has a deep upholstered cushion, elaborately arranged to hinge up after press-buttons had been freed, presumably for access to the axle. As it is so high that no adult and not every canine would feel secure when sitting on it, the purpose of this elaboration eluded me. A plain shelf for luggage would be more sensible. Perhaps the strain of car-styling produces children with stumps in lieu of legs but the wider public, outside such drawing offices, usually has active offspring with two equal-length legs and these cannot occupy sports-car back seats of this oddly-dimensioned kind, so may we go back to pure 2-seaters, please? Perhaps, however, someone thinks a Midget is a car for midgets?

The boot lid locks, and, opened, has to be supported by a crude bent-wire prop that is difficult to stow. The boot-lid handle was also difficult to turn after closing the lid. The boot carries the spare wheel, horizontally on the floor, and hood sticks, tools, etc., in a bag strapped to the forward wall. There is still plenty of room for the kind of luggage sports-car owners are likely to want to take with them.

The bonnet lid also has to be propped open, after which the carburetters with their separate Coopers air cleaners, the Champion plugs, fillers, dip-stick and Lucas battery are all very accessible. The Lucas sealed-beam headlamps are, of course, normally located, unlike those on earlier Sprites, and very effective, and the test car had safety-belts (which I didn't use).

The interior of the car is somewhat cramped, as there is a propeller shaft tunnel between the seats, but the absence of wind-up windows provides ample elbow-room. The interior, press-down door handles are set well back, where they are unlikely to be inadvertently operated and the hood has a big rear panel and subsidiary transparent panels at the back.

In Action

If this M.G. seems a bit skimped when one makes a critical examination of it, the modest basic price of less than £495 (under £165 surely, by pre-war values?) must be taken into account. Once you start to drive it, and assuming you can appreciate a sports car, the Midget is quickly taken at its face value and is great fun. The engine could be called rough, and there is a good deal of noise, including gear whine, although the latter is in character and less obtrusive than that from many vintage sports cars. The gear-lever rattles at about two-thirds up the rev. range but the engine goes up to 6,500 and even to 7,000 r.p.m. assuming the tachometer had not been "tuned," as I experienced on one Press M.G. before the war.

The performance is somewhat deceptive, because the speedometer flatters the driver to a considerable degree. It goes easily and eagerly to 70 m.p.h. and on to 80 m.p.h. on long straights, but in fact the M.G. is then doing 63 and 72 m.p.h., respectively; at 40 m.p.h. the reading is 4 m.p.h. fast, at 50, 5 m.p.h. fast, at 60 6 m.p.h. optimistic. The *genuine* maxima in the gears, pushing the needle of the tachometer well "into the red," whereas peak power is developed some 1,000 r.p.m. lower, are 32, 54 and 74 m.p.h. At approximately 5,000 r.p.m. in top gear the true speed is 76½ m.p.h. and a very long run is necessary to obtain the flat-out maximum of 92 m.p.h.

Less important than recorded performance, however, is the manner in which this willing little sporting 2-seater gets about. It feels safe and predictable, has good brakes and plenty of acceleration.

The gearbox is a delight, the lever going through well, if a shade stiffly, bottom gear reasonably easy to engage in spite of crash

Continued on page 236

THE M.G. MIDGET



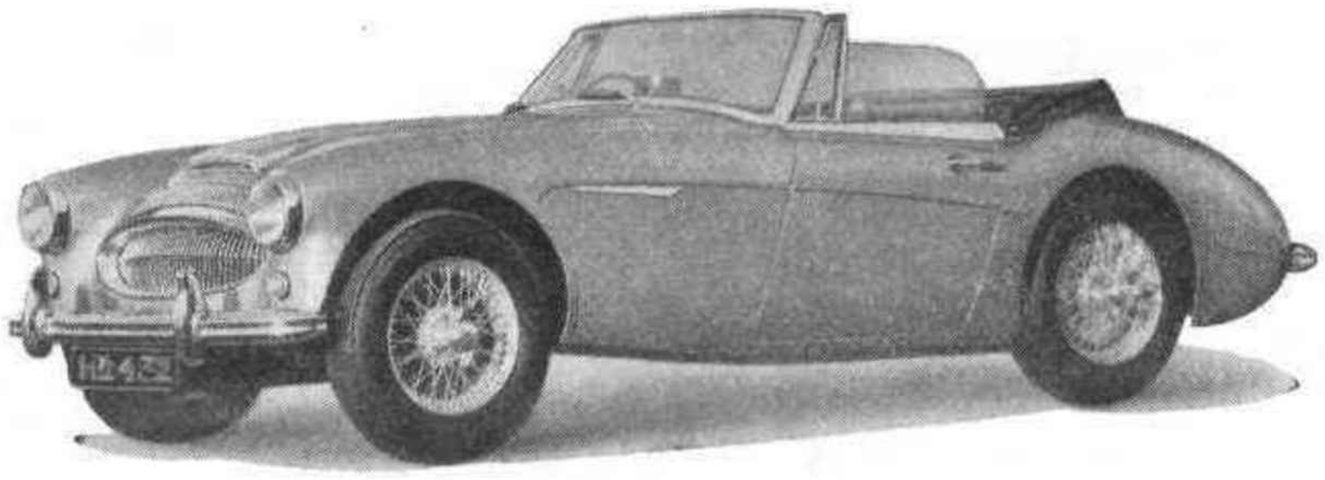
Engine: 4 cylinders, 64.6×83.7 mm. (1,098 c.c.). Push-rod-operated overhead valves. 8.9 to 1 compression-ratio. 55 b.h.p. (net) at 5,500 r.p.m.
Gear ratios: 1st, 13.50 to 1; 2nd, 8.08 to 1; 3rd, 5.73 to 1; top, 4.22 to 1.
Tyres: 5.20×13 Dunlop Gold Seal C41 tubeless, on bolt-on steel disc wheels.
Weight: 13½ cwt. (kerb weight).
Steering ratio: 2⅓ turns, lock-to-lock.
Fuel capacity: 6 gallons (but see text). (Range approximately 163 miles.)
Wheelbase: 6 ft. 8½ in.
Track: Front, 3 ft. 11¼ in.; rear, 3 ft. 9 in.
Dimensions: 11 ft. 6 in.×4 ft. 6 in.×3 ft. 11¼ in. (hood up).
Price: £495 (£598 13s. 7d. inclusive of purchase tax).
Makers: M.G. Car Company Ltd., Abingdon-on-Thames, Oxfordshire, England.



PRE-WAR AND POST-WAR SPORTS CARS.—The modern M.G. photographed with a 1938 l.h.d. 328 B.M.W. acquired recently by the Continental Correspondent. Although the B.M.W. normally had a vee-screen and proper bad-weather equipment, on this occasion the modern car, perhaps symbolically, was fully closed, whereas the pre-war car had but a single aero-screen as protection against the winds of March.

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THE AUSTIN HEALEY 3000



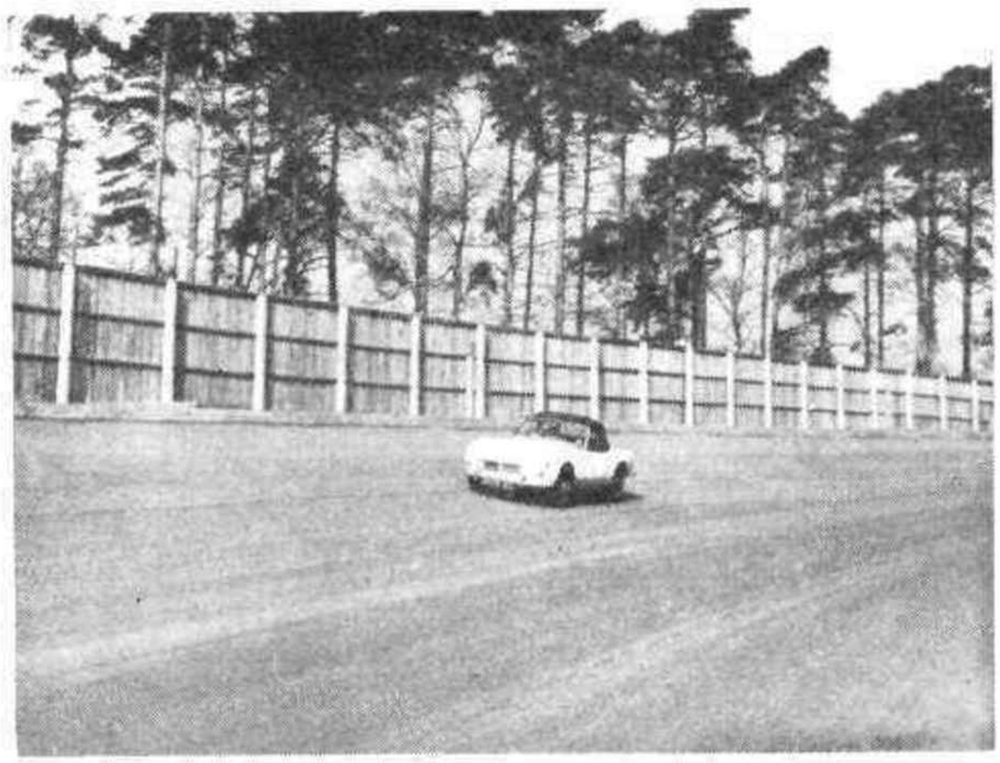
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ON THE BANKING.—For the first-time since Brooklands closed over twenty years ago we have been able to test cars on a closed, banked circuit. The Triumph Spitfire was the first to use these facilities, as this picture acknowledges. Appropriately, by this time the car had turned itself into a single-seater!

TRIUMPH SPITFIRE TEST—continued from page 232

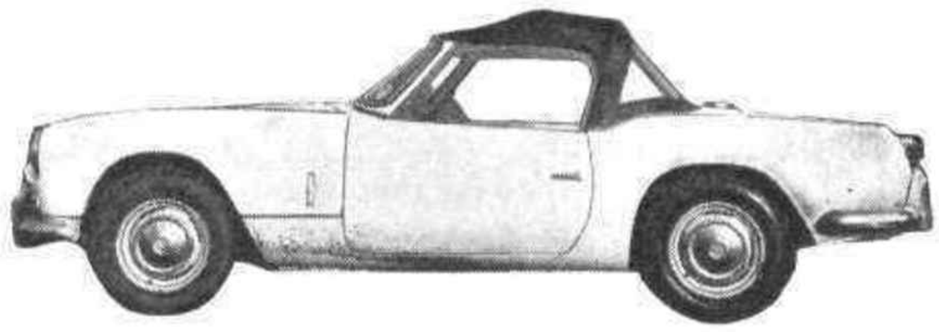
be emphasised that the mileometer showed only just over 1,000 miles :

0-30 m.p.h.	.. ..	4.85 sec. (4.8 sec.)
0-40 m.p.h.	.. ..	7.55 sec. (7.6 sec.)
0-50 m.p.h.	.. ..	11.20 sec. (11.1 sec.)
0-60 m.p.h.	.. ..	15.60 sec. (15.4 sec.)
0-70 m.p.h.	.. ..	21.70 sec. (21.6 sec.)
s.s. ¼-mile	.. ..	19.55 sec. (19.5 sec.)

It is nice to discover that these figures equal or improve on those claimed in the catalogue.

It only remains to add that the gear-change is extremely pleasant, with a "mechanical" as distinct from Porsche feel, the lever moving precisely and with short movements, especially across the gate, the speed of change being limited only by stiffness on the second car I drove, which was comparatively new. The angular rather than straight action is no disadvantage, and reverse is easy to get in, up and right, beyond the 1st-gear location. The lever is not spring-loaded, except to guard against inadvertent reverse gear engagement. There is good synchromesh on the upper three forward speeds; 1st gear is normally as easy to engage as the others, even from rest—a feature few engineers are capable of contriving.

THE TRIUMPH SPITFIRE 4



Engine : Four-cylinder, 69.3×76 mm. (1,147 c.c.). Push-rod-operated overhead valves. 9.0-to-1 compression-ratio. 63 (net) b.h.p. at 5,750 r.p.m.
Gear ratios : 1st, 15.40 to 1; 2nd, 8.87 to 1; 3rd, 5.73 to 1; top, 4.11 to 1.
Tyres : 5.20×13 Dunlop C41 "Gold Seal" tubeless, on bolt-on steel disc wheels.
Weight : 14¼ cwt. (kerb weight).
Steering ratio : 3¾ turns, lock-to-lock.
Fuel capacity : 8 gallons. (Range approximately 263 miles.)
Wheelbase : 6 ft. 11½ in.
Track : Front, 4 ft. 1¼ in.; rear, 4 ft. 0½ in.
Dimensions : 12 ft. 1¼ in.×4 ft. 10 in.×3 ft. 11½ in. (hood-up, unladen).
Price : £530 (£640 19s. 7d. inclusive of purchase tax). As tested : £654 5s. 5d.
Makers : Standard-Triumph International, Ltd., Coventry, Warwickshire, England.

I covered a total of 560 miles in the two Spitfires but as others also drove them, the combined total mileage was somewhat greater. The only trouble experienced was breakage of a weld of the base framework of the passenger's seat on the second car, causing it to collapse and become unhabitable by animal or human, thus providing me with a single-seater Spitfire. Had this happened to the driving seat the consequences could have been highly inconvenient, even dangerous. These seats are, in any case, nothing special but I found them moderately comfortable and well padded; the pedals are slightly out of line.

The Triumph Spitfire 4, with its handsome styling, advanced specification, good performance and sensible weather equipment and luggage accommodation, if it stands up to hard driving, should soon be a best-seller in the small sports-car class. It has good prospects of doing very well for Standard-Triumph International and British exports, particularly at the reasonable price of £640 19s. 7d., purchase tax paid, or £654 5s. 5d. if your girl-friend makes you buy a heater.—W. B.

THE M.G. MIDGET—continued from page 234

cogs on this ratio, reverse easy to find beyond top gear.

The suspension is quite firm, as sudden shocks at the steering wheel and momentary deflection from a straight course over severe bumps conveys, but it is notably comfortable for this type of car. Roll is absent, cornering virtually neutral, tail slides can be checked quickly with positive rack-and-pinion steering. This is geared 2⅛-turns, lock-to-lock, and has useful, never fierce, castor-return action. The brakes are light, powerful, and vice-free except for very occasional rubbing sounds from the pads. This is essentially a little car to enjoy, in which to breathe fresh air. It is a taut car to fling through the curves when Mr. Eyles isn't looking—nor are the Dunlop "Gold Seal" C41s likely to attract attention by squealing. The exhaust note shows spirit but is unlikely to prove offensive if the driver uses normal discretion.

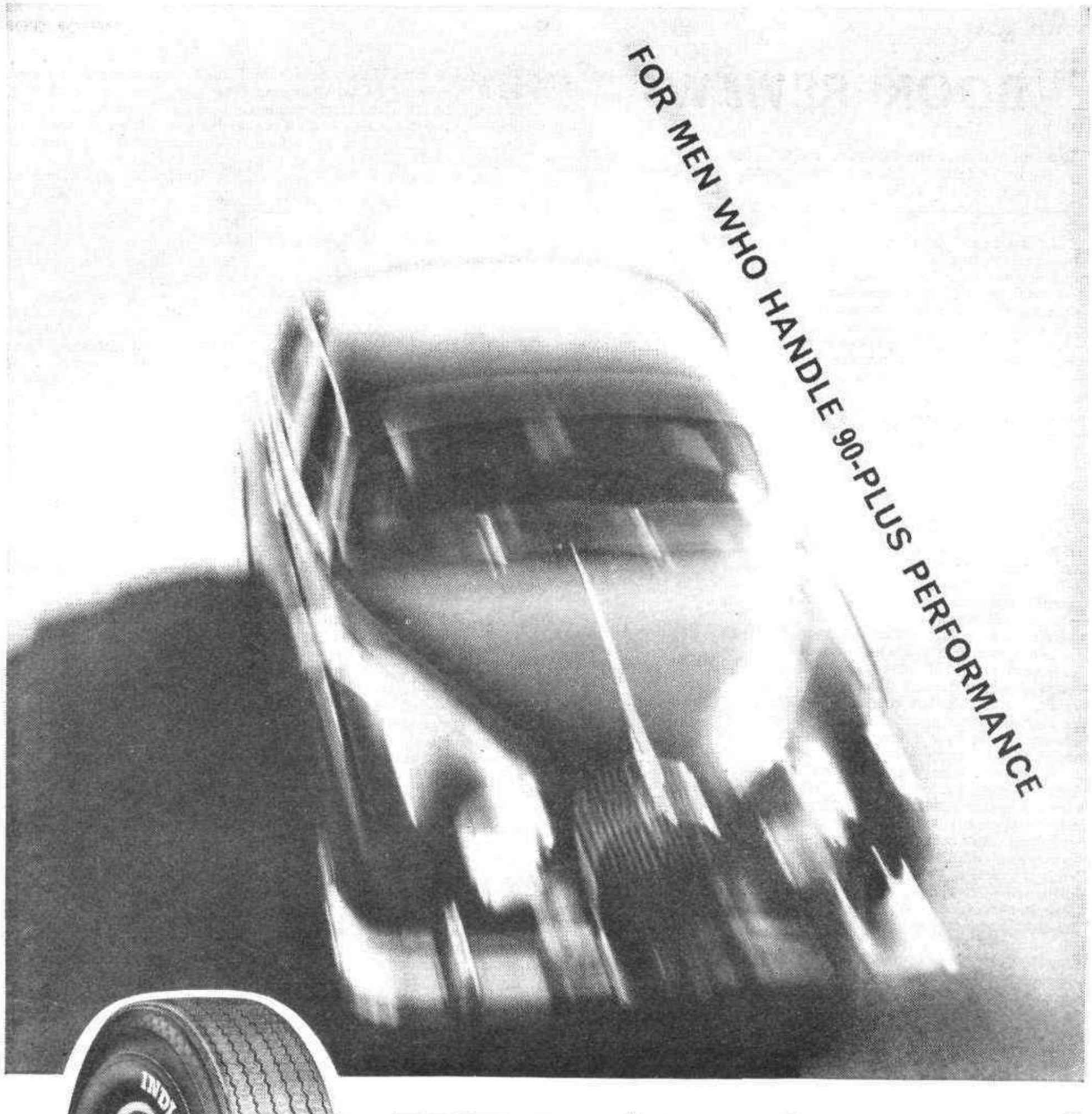
While this M.G. Midget is no racer, its acceleration, to corrected speeds, two-up on a dry track, was timed as shown below:—

0-30 m.p.h.	.. ..	4.85 sec. (4.8 sec.)
0-40 m.p.h.	.. ..	7.90 sec. (7.8 sec.)
0-50 m.p.h.	.. ..	11.25 sec. (11.0 sec.)
0-60 m.p.h.	.. ..	16.20 sec. (16.2 sec.)
0-70 m.p.h.	.. ..	23.00 sec. (22.8 sec.)
s.s. ¼-mile	.. ..	20.10 sec. (20.0 sec.)

The unbracketed times are averages of two runs; the best times are within brackets. The performance has to be related to economy and here the Midget is very impressive. A fuel consumption check over a big mileage, embracing almost every road and traffic condition, gave 39.2 m.p.g. The tank is said to hold 6 gallons but takes less than five if the range, brimful to empty, of 163 miles is any criterion. The filler cap is unsecured and not of quick-action type as on the Spitfire. Although the engine likes 100-octane fuel and I gave it Esso Golden and Super Shell and B.P. Super Plus when I could get it, there was very muffled protest on normal premium petrol. Even after performance testing the ignition cut clean and starting was instantaneous after nights in the open, although the knob marked "C" was needed for a while before the engine would pull. No faults developed in a strenous test of 890 miles and at the end half-a-pint of Castrol restored the sump level.

I am not too old to enjoy a sports car and this M.G. Midget, so inexpensive and so economical to run, and smart in its good red cellulose and durable-looking black p.v.c. upholstery, would be very acceptable as a companion to the Editorial Morris 1100 from the same manufacturing source. At its inclusive price of £598 13s. 7d. I can forgive a certain out-dated crudity in its minor details. This is the best M.G. Midget yet, a small sports car at one with its driver and, I repeat, enormous fun. — W. B.

[Small sports cars, originally a French product until Austin and M.G. brought out even smaller-engined ones, are extremely good fun, a fine means of breathing fresh-air and, properly driven, are safer than saloons, whatever the insurance companies think. Today such cars represent excellent value for money and next month we hope to review two more costing under £700, the Morgan 4/4 Series IV and Austin Healey Sprite Mk. II.—ED.]



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BOOK REVIEWS

"International Auto-Parade, 1963." 6th Edition. 308 pp. 11⅞ in. × 8⅜ in. (*Arthur Barker, 20, New Bond Street, London, W.1. 45s.*)

This annual catalogue of the World's production motor-cars, which illustrates, often in colour, and gives the specifications of the different models of the many different manufacturers in four languages, cannot fail to provide a lot of pleasure to those who enjoy browsing through a book of this kind, regarding it as a sort of showroom window of delectable automobiles, from which can be derived a window-shopping dream as to what tomorrow's, or next year's, new car shall be.

Apart from the main catalogue section, nicely illustrated even if many of the illustrations are manufacturers' hand-outs that have been seen previously, the book contains articles on futuristic cars, road-test summaries by well-known personalities of Aston Martin DB4, Zagato GT, D.A.F. Daffodil 750, Fiat 1500, Ford Taunus 17M TS, Ford Consul Capri, Ford Consul Cortina, Ford Zephyr 4, Ford Zodiac Mk. III automatic, Ford Fairlane 500, Ford Galaxie 500, Lancia Flaminia, M.G. Midget (unfortunately in its old 948-c.c. form), Morris 1100, Morris Mini-Cooper, Saab 96, Triumph TR4, Vauxhall VX 4/90, Volvo P.1800 and VW 1500—not that one can be absolutely sure that all these reports are unbiased, and why the predominance of Ford?

There is a Technical Analysis of Passenger Cars with pull-out data sheets, motor-racing surveys and descriptions of current G.P. racing cars with colour illustrations, a review of the 1961/62 International rallies (rather out of date!) and a long discourse on Technical Highlights of the Year, mostly contributed by a mysterious company called ATAS, of London. Werner Buck, Dipl.Eng., writes of Brakes and Steering.

There are lots of advertisements throughout this Commonwealth (excl. Canada) Edition of the "International Auto-Parade" and this 6th edition is better than previous editions, although pretty expensive at 45s. The pictures of the World's automobiles, as I have observed, are often those of their manufacturers, so girls figure in most of them, clad only in bathing suits in the case of the Simca Montlhéry Spéciale and Plymouth Valiant Signet 200 convertible. This may not detract from the volume's appeal but does distract the eye from the lines of the cars and seems bogus in a work of this price-class. However, the publishers have attracted some high-class advertisers—Jaguar, Volkswagen (double-page spread), Continental, Bosch, Swissair, Dunlop, Alitalia Airlines, Vandervell, United States Air Lines, Volvo, Chrysler Corporation (double-page spread), Alfa Romeo, Firestone, Austin, Carrozzeria Bertone (double-page spread), Chrysler International, Transportmaschinen Export-Import (who sell Wartburg and Trabant cars), Lufthansa, Fiat (double-page spread), Ford (double-page spread), Ford of Cologne, Ford of Dagenham (double-page spread), Elal, Rootes Motors Ltd., Innocenti (double-page spread), Lancia, Nuffield Organisation (double-page spread) and Standard-Triumph, in colour on fine art-paper. So perhaps they don't really care what the readers think.—W. B.

"Motoring for Pleasure," by Lord Strathcarron. 176 pp. 8 7/16 in. × 5½ in. (*Stanley Paul & Co., 178-202, Gt. Portland Street, London, W.1. 21s.*)

This is a very entertaining book, from which I derived much enjoyment. Lord Strathcarron has an impish sense of humour which shines through his literary accomplishments.

Although "Motoring for Pleasure" looks outwardly like a text book for those new to private mechanical transport, and, indeed, contains useful and erudite hints and tips about many aspects of motoring and travel, it thinly disguises Lord Strathcarron's motoring autobiography, from the days when he steered his mother's Buick round Battersea Park at the age of four, through all his subsequent cars and some of those owned by the Strathcarron family.

A "Cars I Have Owned," in fact, readably written. Cecil Clutton should love the condemnation of the Mercedes Type 130 and vintage fanatics will enjoy the chapter about his vintage possessions, even though the author has no illusions about the top speed of a "Red Label" Bentley and is equally honest about other illustrious makes and models.

There is a chapter on Motor Racing for the Amateur (Lord Strathcarron left Eton, Cambridge and the R.A.F. to become a racing driver in 1947, in Marwyn and Kieft 500s and a Gaston/Downton Austin Healey Sprite) and other essays on Driving Fast Safely, Choosing a Car, Changing Your Car, Snow, Ice and Fog, Average Speeds (in which the author tends to specialise, at the upper end of the scale), and others on driving in foreign countries. Parts of this book are superficial, but much of it is extremely enjoyable.

The Foreword is by The Duke of Richmond and Gordon.

W. B.

CARS IN BOOKS

They continue to come to my notice—these references to cars by make in the books I read, whether fact or fiction.

For example, I am reminded that the greatest detective in fiction, William Sherlock Scott Holmes (1854-1957), used a car, chauffeured by Dr. Watson in disguise, in his exposure of German spies in 1914. It is described as "a little Ford" and must have been a model-T. From reading and enjoying that masterly work "Sherlock Holmes, A Biography," by William S. Baring-Gould (Rupert Hart-Davis, 1962), I learn, too, that one of Holmes' adversaries, Von Herling, used "a huge 100-h.p. Benz . . . luxurious limousine" and that motoring terms formed the code under which he worked.

Then there is reference to the Zim taxi, "the *second* best Russian car, something like a 1947 Plymouth" in which John Godley, Lord Kilbracken, was driven from Moscow Airport to his hotel in 1957 and the identical Zis cars of the V.I.P.s, in his splendidly readable book "Peer Behind the Iron Curtain" (Gollancz, 1959).

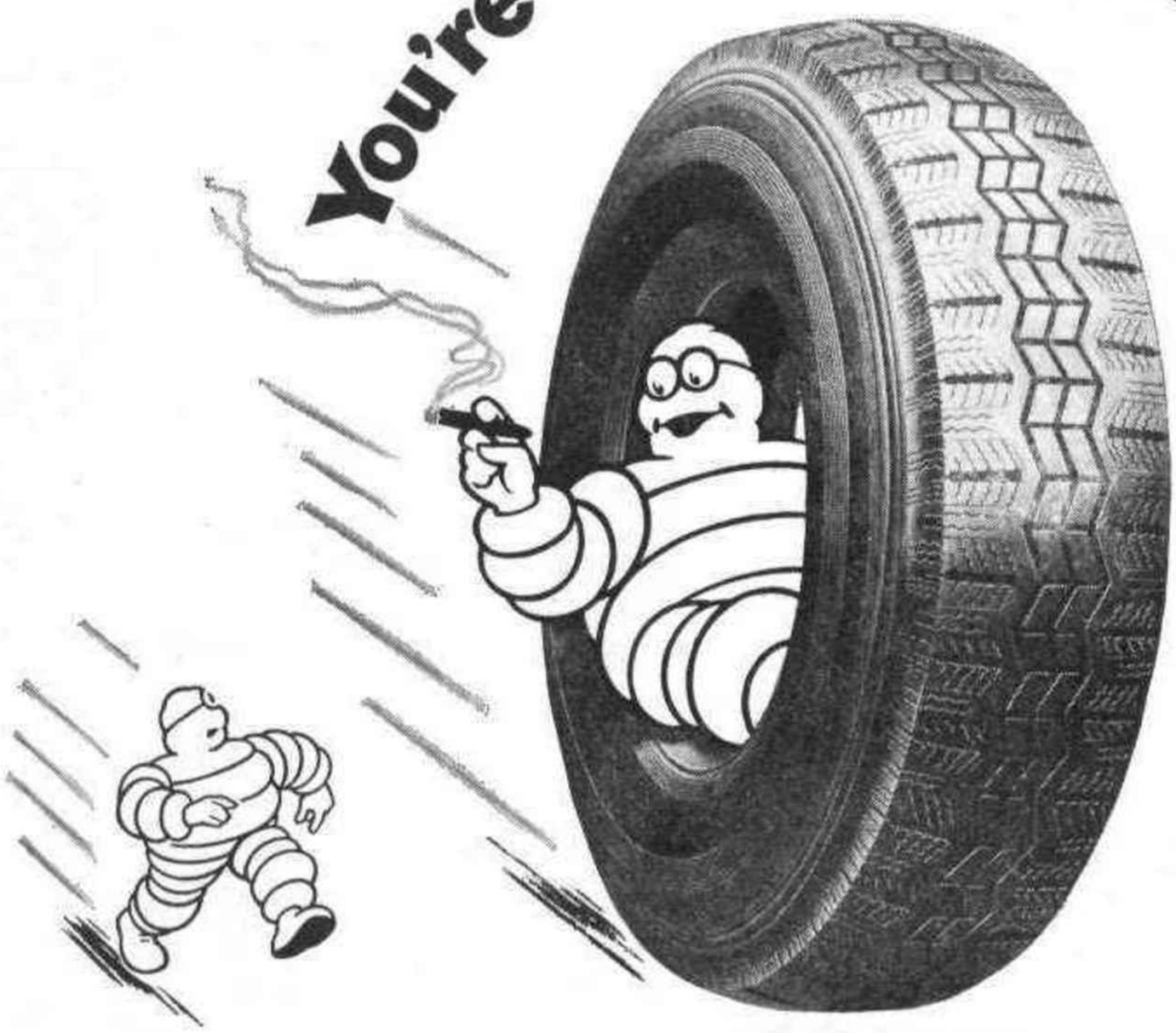
Vintage enthusiasts cannot fail to be amused at the chase which Eric Linklater describes in "Poet's Pub" (Cape, 1929). A Bentley 2-seater is stolen and chased by an Isotta-Fraschini limousine, an aged Morris-Cowley and a vintage charabanc. Linklater apparently has no illusions about the top speed of vintage Bentleys, or perhaps his thief stole a "Blue Label," because even when pressing on he does not exceed 60 m.p.h. Even so, the Isotta is left behind . . . Alas, in this fictitious chase the Bentley, like that in the film "Fast Lady," is immersed in water, the Isotta has a puncture, the charabanc crashes mildly and the Morris goes onto two cylinders—"old motor cars grow asthmatic, systolic murmurs betray their weakened power, and carbon comes to poison them outright." Vintage-car enthusiasts should read this Linklater.

Finally, a reader, Mr. Dunn of Weybridge, draws attention to a motoring reference in "On the Wind of a Dream," by Comdr. Victor Clark, which reads: "I returned to Cape Town by road, part of the way with a friend of Freddy's and the remainder by thumbing a lift. I could not decide whether my Good Samaritan was a racing motorist having his final training run, or merely mad, as the glint in his eye suggested, or possibly a salesman advertising the quite remarkable road-holding qualities of the little Volkswagen he was driving. Whichever it was, my ruffianly bearded driver started by driving, at a crossroads, right underneath some long, overhanging timbers sticking out from a trailer, and marked by a red flag. He then drove like the proverbial bats out of hell at anything up to 86 m.p.h., slowing down sometimes to 50 m.p.h. for a sharp bend, and once even to 45 m.p.h. for a rough patch marked 'Recommended speed 20 m.p.h.'."

Another Weybridge reader, Mr. I. R. Norman, contributes another interesting reference to a car that is mentioned in a book, as follows: "My mother came across this interesting piece of information while reading 'Grace and Favour, the Memoirs of Loelia Ponsonby, Duchess of Westminster,' of a trip from Hamburg to Budapest in a Graham-Paige. Loelia Ponsonby and two lady friends drove in 'a tremendously showy, silver-and-blue Graham-Paige, a make which means nothing to the modern generation but which was then coming to the fore in the motor-racing world.' This trip took place in 1929 and a photograph of this car is also included in the book." I find the reference to this make then coming to the fore in motor racing particularly intriguing; perhaps American experts can tell us whether this refers to some exploits of this make in its native country, or was the Duchess of Westminster thinking of the record-breaking runs of D. M. K. Marendaz's Graham-Paige cars at Brooklands and Montlhéry?—W. B.

In the item headed "News of New Books" last month a line was omitted by the printers—the book which should have been referred to was one about British and European Motor Museums and their exhibits that Ian Allan intend to publish towards the end of the year.

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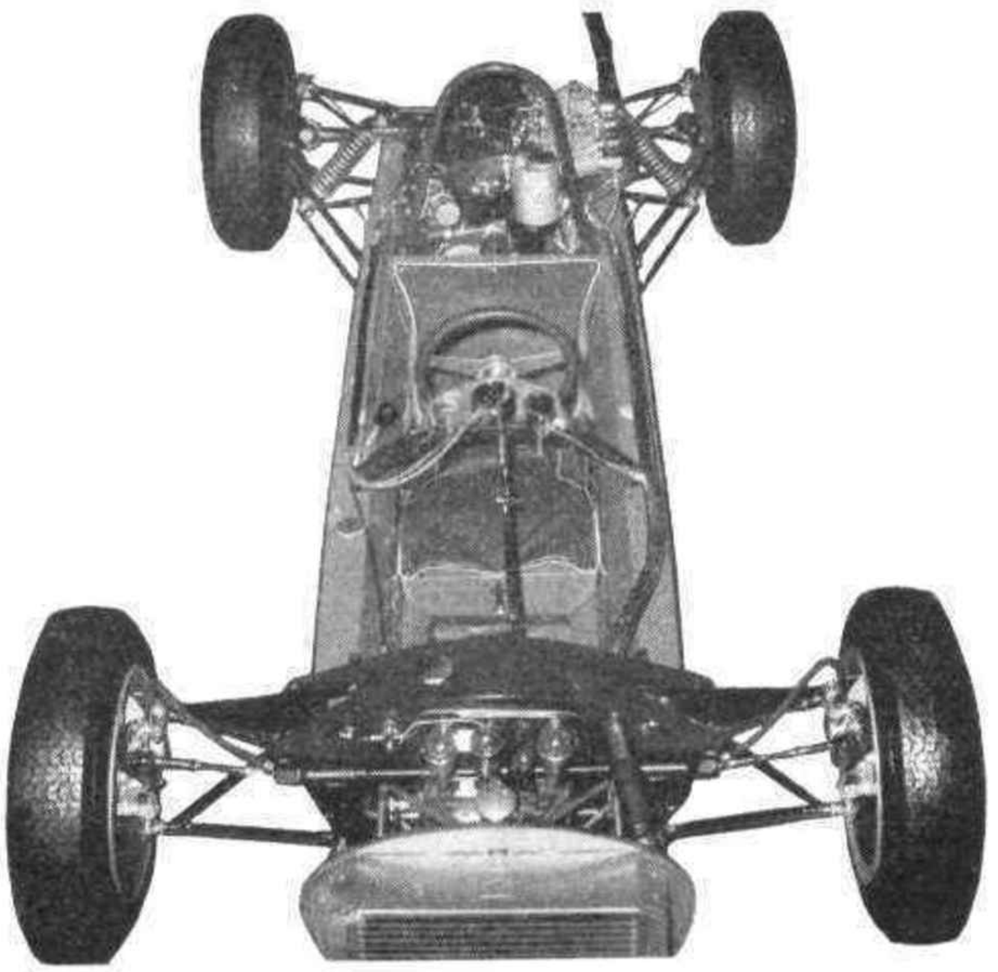
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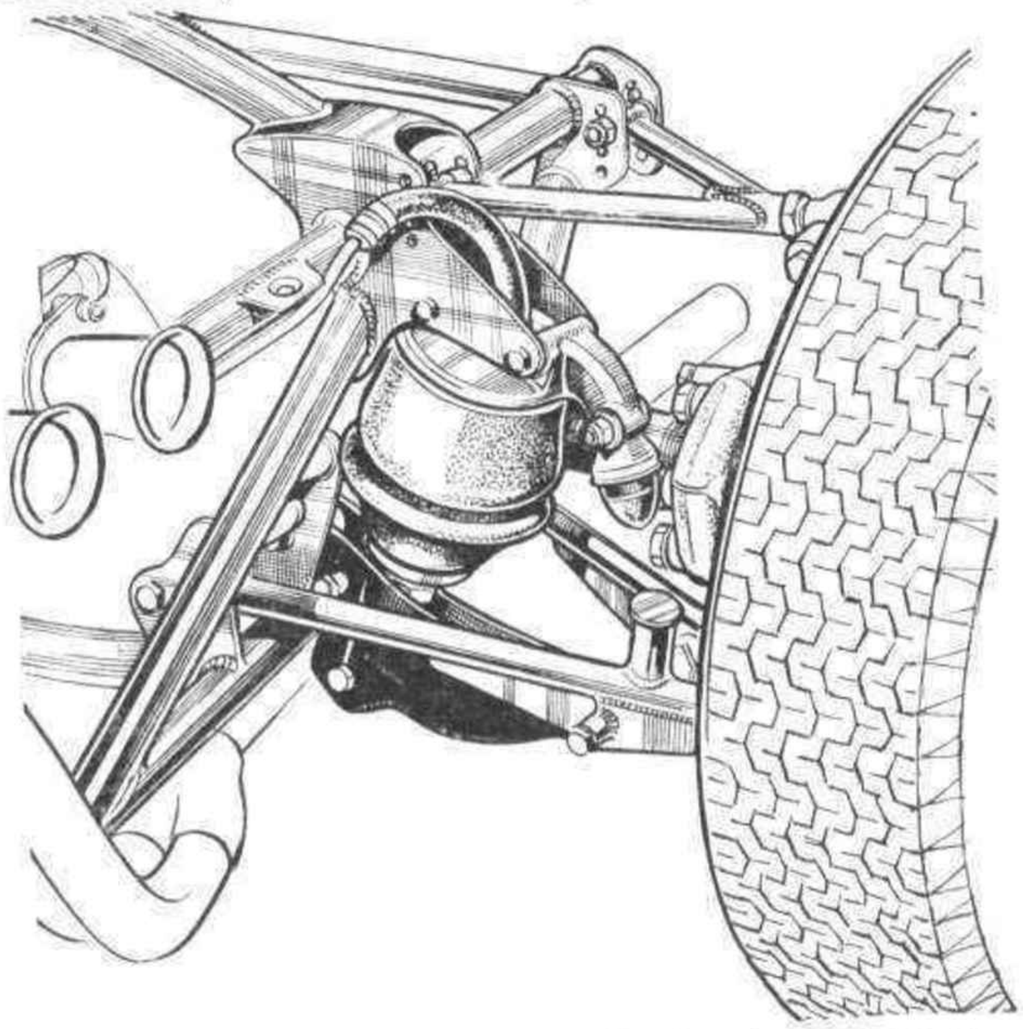
THE TREND OF FORMULA JUNIOR



Perhaps the most advanced F.J. car ever built, the Lotus 27 will also be seen in F.2 events this year.

AT the end of this season Formula Junior comes to an end, to be replaced by Formula Two and Formula Three. Has the formula been a success? As a training ground for drivers wishing to step into Formula One it has undoubtedly been an unqualified success but as a cheap formula designed for production car parts it has been a failure. Originally started in 1958 in Italy as a National affair it quickly developed, with F.I.A. sanction, into an International Formula, with the inevitable result of spiralling costs as each manufacturer struggled to keep ahead. Many Formula Junior builders came into business and quickly succumbed, including Stanguellini, who could not stand the pace when the British moved in on the Formula.

In an article in MOTOR SPORT in October 1959 that noted racer of home-built "specials" Arthur Mallock said: "By next year the Junior Formula should have really caught on and this looks like the opportunity for which I and many others have been waiting. Running and capital costs should be no greater than the 1172 Formula but material returns should be much greater."



HYDROLASTIC COOPER.—This drawing shows a Moulton Hydrolastic unit on the rear suspension of a Cooper Junior with its connecting pipe running along the chassis tube to the front suspension.

Today this statement sounds ludicrous but at the time there was a chance that the genuine amateur could buy or build a car for a modest amount and run it for a season, perhaps making a little money from starting and prize money. However, development rocketed along at such a pace that the amateur was left behind in no time at all. In late 1959 Elva, Lola and Gemini were on the scene, all with front-engined designs like the Stanguellini which was dominating affairs on the Continent. I remember being invited by Graham Warner, the sponsor of the Gemini, to try the car at Snetterton. The first front-engined Gemini was developed from the Moorland and had a simple space frame with the B.M.C. engine and 4-speed gearbox driving *via* a normal prop.-shaft below the driver's seat to a transfer box in front of the B.M.C. final-drive unit to give a reasonably low driving position. All independent suspension with wishbones at the front and a system similar to the Chapman strut at the rear gave good handling properties and the engine, which was tuned to give about 65 b.h.p. with twin S.U.s, gave a satisfactory performance, while the Alfin drum brakes coped admirably. I thoroughly enjoyed my introduction to single-seater driving and saw no reason why hundreds of other budding racing drivers should not gain the same pleasure. The Gemini cost £985 in kit form and when Graham Warner placed an advert. in MOTOR SPORT he was inundated with inquiries and eventually obtained some 50 or so firm orders. Unfortunately component suppliers were loath to give priority to small orders and by the time deliveries were starting to be made the rear-engined cars had begun to make their mark and the Gemini, along with all the other front-engined cars, was no longer competitive in the more important events.

In the Boxing Day meeting at Brands Hatch in 1959 front-engined cars gained a brief respite as the new Lotus and Cooper Juniors were not really raceworthy, and it was left to Peter Arundell in an Elva-D.K.W. to beat Peter Ashdown's Lola-Ford. Orders poured in for the Elva but when the 1960 season commenced Lotus and Cooper had things under control and disillusioned Elva owners watched the rear-engined car disappearing round corners, knowing that they had backed the wrong horse.

Not a great deal of attention had been paid at that time to engine development although some people were claiming 90 b.h.p. for the D.K.W. 3-cylinder engine. As the Ford engine of the Lola was only giving about 55 b.h.p. at the Brands Hatch meeting it was obvious that the Elva which beat it by a car's length had nothing like 90 b.h.p. Very shortly it became obvious that the new short-stroke Ford 105E engine had by far the greatest potential and it very soon became almost universal wear although Coopers, who had very good reasons for so doing, kept to the B.M.C. unit they started out with. With chassis design settling down into a set pattern obviously more power was the answer and dynamometer facilities soon became essential to get the last

few important b.h.p. out of individual engines. Of course as power went up so were potential weaknesses discovered and soon the really serious racers had to have special con.-rods and camshafts, dry-sump lubrication, then steel crankshafts became necessary, and it was almost essential to get your engine from Cosworth if you wanted to be up with the leaders, although Team Lotus undoubtedly received engines which were just a little better than production ones. Now, of course, an engine capable of winning a major F.J. race can cost more than the Ford Anglia from which it is taken. Gearbox design has also had to move in tune with engine development and as the revs were pushed up and the power concentrated into a narrow rev. range so it became evident that the converted 4-speed Fiat 600, Renault Dauphine, Citroën and Volkswagen gearboxes were inadequate and specialists began designing 5-speed conversions, while the latest Dauphine box for the Gemini is available with six speeds. A customer will have to lay something like £300 on the counter to get one of these special boxes.

At the end of last season it was obvious that costs could not be held down with the present regulations so the C.S.I. made a move to provide Formulae to suit everyone's pocket by re-introducing Formula Two and Three for 1964. On the instigation of the interested British parties Formula Two is to be for cars having engines of 1,000 c.c. with a maximum of four cylinders and a minimum weight of 420 kg. (925.9 lb.). There will be no restriction of the number of camshafts, the type of gearbox or any of the mechanical components so that the "sky's the limit" boys should naturally graduate to this Formula while the less experienced and certainly the less wealthy should be catered for by the new Formula Three. This is similar to Formula Junior with the 1,000-c.c. engine restricted to that from a production touring car but only one carburetter is allowed with a washer inserted between carburetter and manifold giving a maximum orifice of 36 mm. Gearboxes are limited to four forward speeds and the minimum weight is to be 400 kg. (881.8 lb.). Just what effect these changes have only time will tell but it may be that Formula Junior will peter out before its time is run, just like the 1½-litre supercharged/4½-litre unsupercharged Formula One did, especially as some race organisers are already planning for F.2 races in 1963. Certainly it is poor economics to buy a car for a Formula which will finish within a year, although the car could be converted down to Formula Three or up to Formula Two for 1964. But by then there will undoubtedly be new designs on the market despite the assurances of designers who say they will "freeze" their 1963 designs.

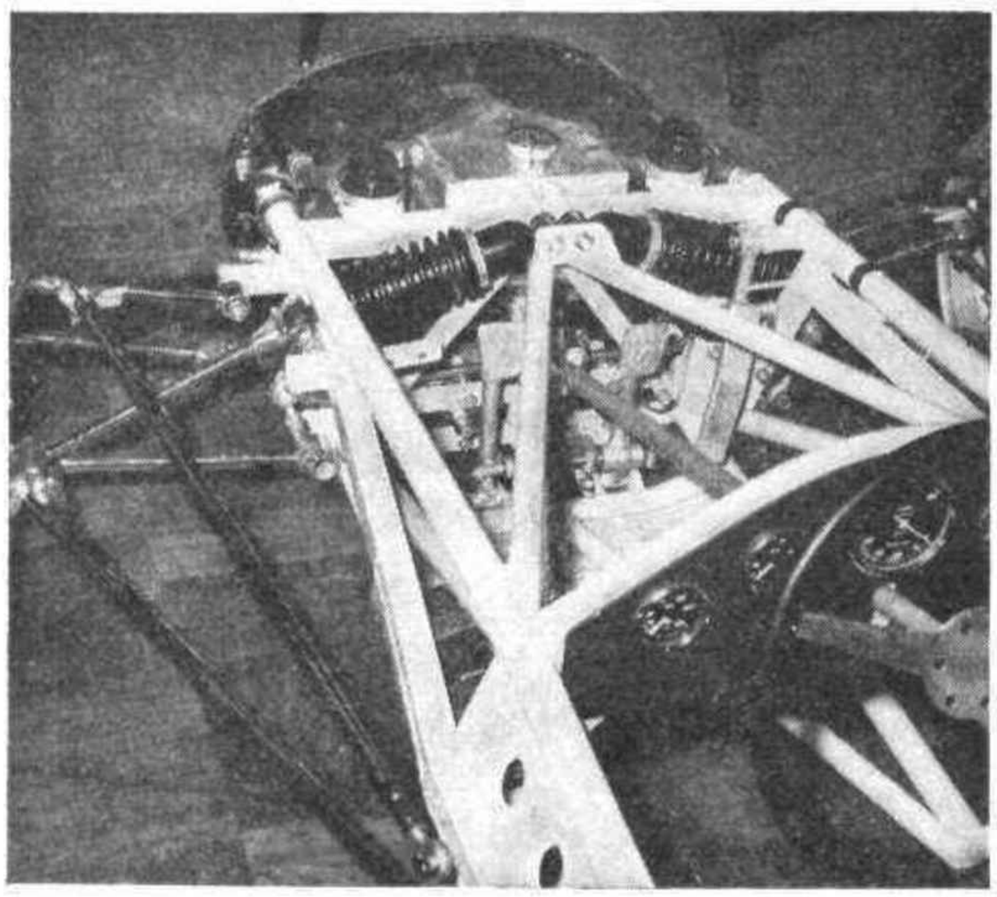
What of the 1963 Formula Junior cars? Certainly the Lotus 27 seems to have the edge on all the others as usual with its monocoque chassis taken from the Formula One Lotus 25. This is slightly simplified but retains the aluminium side boxes with glass-fibre outer skin as the lower half of the bodywork, with steel box sections at each end for the mounting of suspension and gearbox. The suspension is very similar to that of the Formula One car, the front being of the cantilever type and the rear having double wishbones and parallel radius arms. In anticipation of the new Formula Two the engine is mounted almost vertically, the standard unit being a Mk. IV Cosworth 1,100-c.c. unit, mated to a Hewland 5-speed VW gearbox. With the standard engine a Lotus 27 kit of parts costs £1,890. The Mk. XI Cosworth engine with steel crankshaft costs a further £110, or the twin-cam 1,500-c.c. Lotus-Ford engine an extra £150. As yet no price is available for the twin-cam 1,000-c.c. Lotus-Ford engine being developed by Cosworth for Formula Two. It can be seen that the basic price of a race-winning Formula Junior car has gone up by 100% since Britain first entered the lists in 1959, while maintenance costs and prices of replacement parts have gone up proportionately.

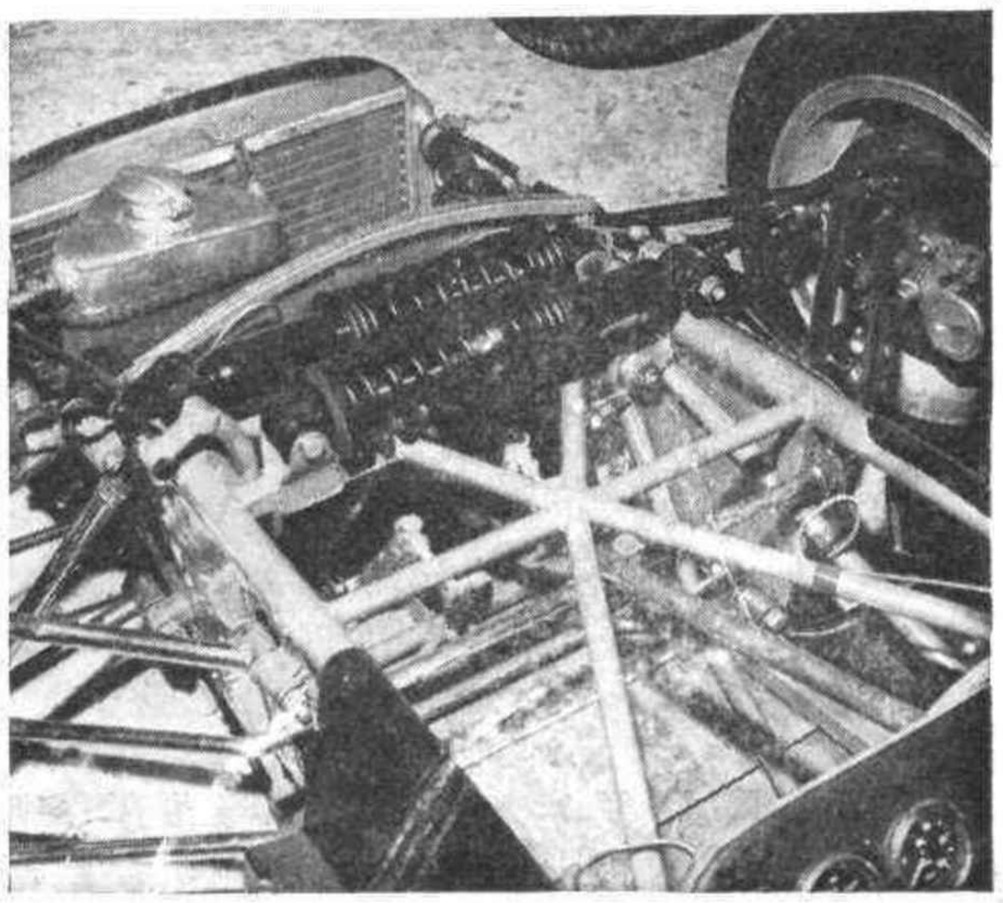
Perhaps the car that will be watched with most interest this season will be the Cooper with Hydrolastic suspension, the suspension units being linked fore and aft as on the Morris 1100. The theoretical difficulties appear to lie in the lack of adjustment available with these units although adjustment of the pressure in the fluid pipes will have some effect. Once again only circuit testing will provide the answer, something most teams have been sadly missing these past months. Cooper, of course, have the B.M.C. engine, which cannot approach the Ford unit for maximum power but the Ken Tyrell cars have never been far behind the works Lotuses and sometimes ahead, and if a much-rumoured new cylinder head becomes available in 1963 they may well be the team to watch.

The Brabham Junior is quite conventional by present-day standards but if Dennis Hulme's form at Brands Hatch on Boxing Day is anything to go by the Brabham may well spring some surprises. Hulme uses a Holbay-Ford engine but Ian Walker, who has forsaken Lotus for Brabham, will use Cosworth engines in his two cars. It seems fashionable for factories to delegate private teams to run official Formula Junior teams for them. In some cases the teams no doubt have to buy the cars but with better engines and preferential treatment probably stand much more chance of winning. Ron Harris will run the Lotus team, Ken Tyrell the Cooper team, Ian Walker the Brabhams, and the Midlands Racing Partnership will take over the Lolas, having previously raced a team of Coopers with some success. The 1963 Lola has a much stiffer frame with the cockpit area considerably stiffened by the welding in of a drilled steel plate between the two closely positioned top frame tubes. Somehow the Lola, although being fast, has never quite caught up the Lotus despite some very fine drives by John Fenning.

Another interesting car is the Gemini, which looks very sleek in its Mk. IVA form. This has cantilever front suspension operating the springs within the body and also has the front disc brakes mounted inboard, braking torque being transferred to the

Continued on page 244





TWO SIMILAR IDEAS of mounting front springs out of the air-stream are shown by Lola (left), who operate the short coil-spring damper units by an arm from the lower suspension, while the Merlyn (right) has the damper units in the horizontal position operated by a bell crank.



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The Modern Vauxhall Velox



The latest six-cylinder 2.6-litre Vauxhall Velox has the clean bodylines of the new Victors and is a well-equipped car that handles well on ice and snow, and is singularly well protected from corrosion and winter-weather deterioration.

SINCE the war I have tested a number of Vauxhall cars. Early in 1949 the bulbous and generally rather curious-looking new Velox saloon was sampled and was regarded as commendably economical when its 2,275-c.c. 6-cylinder engine gave 25 m.p.g., coupled with "American-car acceleration and a 75-m.p.h. maximum." In 1953 I headed my impressions of the current "oversquare" 2¼-litre Vauxhall "Afloat in a Velox." The makers took no action, so presumably they didn't disagree. The car was, however, comfortable and majestic. In 1957 Luton produced the new Victor for me to try. I see that I was not very enthusiastic and, in common with many others, I disliked the styling, referring to the Victor of six years ago as "vulgar."

The following year a Velox came along for road-test over the August Bank Holiday, and although an electrical fault that simulated low oil pressure was alarming, I commented favourably on the excellent value-for-money that this big 82½-b.h.p. saloon undoubtedly offered. Early in 1959 I combined a visit to Vauxhall Motors with experience of a Victor station-wagon in which I covered nearly 1,200 miles in a week. I found, as I always have done with this car, that well-chosen ratios and synchromesh on 1st rendered the 3-speed gearbox acceptable and that this extremely useful, reliable car would give 33.8 m.p.g. under winter conditions.

During 1960 I formed a high opinion of the imposing Friary Velox estate car, and last year I drove several Vauxhalls in order to assess the new Victor and VX 4/90, taking one of the former through the Mobilgas Economy Run.

Even the war years had not been Vauxhall-less, for the Proprietor of MOTOR SPORT sometimes lent me his Ten, noted for its economy, which, if it was by then somewhat long-in-the-tooth, wasn't so decrepit as my Austin Seven. Much petrol has vaporized since those days and so we come to the most-recent product of Luton I have sampled, a smart red PB Velox saloon, handsome in a rather pancake, lofty from the ground, sort of fashion.

How vastly improved is this latest Vauxhall Velox, which, outwardly, resembles an inflated Victor. It seats six if need be, or four comfortably supported with the wide central arm-rests of its broad bench-seats in use.

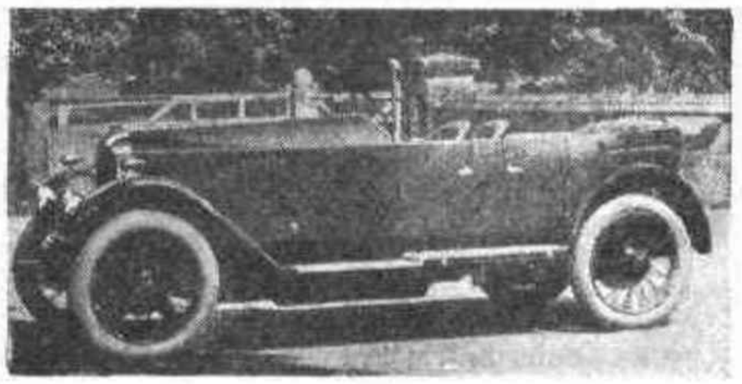
It is fully and sensibly equipped, especially for its price-class. The facia, a combination of walnut veneer (real!) and non-dazzle p.v.c. sill, has a hooded 110-m.p.h. horizontal colour-changing-ribbon A.C. speedometer incorporating dials recording fuel contents and water temperature (habitually 180° F.), total mileage recorder with decimals (but no trip-recorder), and non-dazzle warning lights. The dials have clear white figures and even the indicators' warning light is sensibly subdued.

The gears are changed by a rather "notchy-action" but substantial l.h. column lever, the indicators operated by a more slender r.h. stalk. Reverse is unguarded in the 3-speed box, which at first can be embarrassing to those who also drive 4-speed cars. The usual Vauxhall arrangement of minor controls is used, with variously-shaped and also labelled knobs convenient to the driver's right hand looking after lamps-cum-variable facia lighting-cum- roof light (which also has courtesy action), and screen-wipers-cum-washers. I found these "fumbly" if needed urgently, the foot dip-switch is somewhat remote, and the wipers could with advantage clean more of the wide windscreen. There are big name-plates above the gauges and warning lights to avoid any confusion, and the name "Vauxhall" appears, rather blatantly, before the front-seat passenger, the makers obviously not intending any passenger who is impressed with the car to leave in ignorance of its make!

There is a very effective automatic choke which got the 82½ × 82½ mm. (2,651 c.c.) 6-cylinder engine going very promptly after all-night exposure to disgustingly cold weather. The 5-position ignition key apparently allows the car to be driven without the key, if you follow me, but how I failed to discover. Nor could I ascertain whether the Velox, or only the Cresta, has the thermostatically-regulated heater. If it had, I wasn't impressed, because I never had quite the amount of warmth I desired, although the twin vertical quadrant-levers, one for volume, the other selecting the path of the hot air, are clearly labelled.

Those who risk their lives by smoking as well as by motoring have a big covered ash-tray in the facia sill and two more very neatly recessed in each rear-door arm-rest. There is a big "under-lidded" non-lockable cubby-hole, and map-stowages on each side of the scuttle. The front doors have quarter-lights with locking catches and the window winders lower the glasses flush with the sills after 1¾ turns. Depression of the upholstered steering-wheel spoke or full horn-ring sounds a rather lethargic hooter. Sill interior door-locks, flush-lidded quick-action fuel filler, wide rear-view mirror, good wing-mirrors, twin vizors and one key for all locks are good items but clock and vanity mirror are conspicuous by their absence. The test car had a good Vauxhall transistor long- and medium-wave radio with speaker in the rear-seat shelf.

The handbrake lever now lies very discreetly on the right but is absolutely to hand and has a thumb-hold. The clutch was heavy



The famous 30/98 Vauxhall from which the present Velox takes its name.

and sudden in engaging, so the change from hydraulic to mechanical actuation seems a retrograde move.

Six-cylinder smoothness is evident apart from just-audible rather lumpy idling and this 113 (gross) b.h.p. engine gives excellent response to the throttle, quite fierce acceleration being accompanied merely by some evidence that the Zenith is breathing hard through its single downdraught choke.

The suspension kills road-wheel deflections well, the ride being comfortable but just too lively to be outstanding. The back axle, located only by long leaf-springs, makes its title of heavy-weight evident only when dancing over really nasty surfaces. The steering is rather too low-geared at 4¼-turns lock-to-lock, and of this a full turn is sponge. There is quick castor return action but this causes heavy control on wide-lock corners, while some shocks are transmitted, although generally the body shell is rigid and completely free from rattles. Full marks, though, for the unobtrusive but excellent servo-assisted Lockheed brakes, disc on the front wheels.

The lid of the extremely capacious boot rises automatically on being released (it is easily locked) and the bonnet stays up automatically, revealing accessible dip-stick, Exide battery, etc.

Other MOTOR SPORT commitments prevented me from driving this modern Vauxhall Velox for more than three full days. However, I pointed this large, comfortable family saloon towards Wales and had the surprise of the winter over the manner in which this conventional, and to my mind quite unsuitable, car coped with the snow and ice. Beyond New Radnor the way to Rhayader was blocked and a steep ice-clad gradient pointed the alternative route, *via* Builth Wells. This the Velox found easy, thanks to sensitive throttle control in middle gear. We progressed so well over many undulating miles of polished ice, between banks of snow higher than the car and scarcely any wider, that I decided to turn off at a minor crossroads and make for Llandrindod Wells over Gilwern Hill although at the remote Police Station where I inquired if this was prudent the policeman's wife said it was " very dicey," while a farmer in a Land-Rover coming the other way called it impossible. However, although it was " quite a dice," the Velox took this winter mountaineering in its stride. In the hotel that evening, after we had listened to a party of racing cyclists explaining how they had been forced to dismount and carry their machines over snow-drifts and of how, because fog had prevented an R.A.F. helicopter from bringing away an invalid snowbound up in the hills, a rescue party, including the local doctor and led by the Master of Foxhounds, had spent the night walking 14 miles and still been defeated, we were congratulated for making the detour by car. " Of course, you had chains? " they asked (we hadn't, for British Press Departments never deem them necessary unless asked), and were incredulous when the exact route of our " detour " became known—" It is only used by hill farmers and rally drivers," we were told, and had not been considered passable since before Christmas. . . .

Whether the Vauxhall's weight distribution is responsible for its contempt of non-adhesive gradients, how much the British-made 5.90×14 Goodyear " All Weather Rib, Super Cushion " 4-ply tubeless tyres contribute, I do not know, but I now have a much greater respect for the Velox than I have for most cars in which the motive power is divorced from the driven wheels by a prop.-shaft.

To prevent us feeling too smug, the cyclists in whose company we spent the evening, having ridden (and walked) 80 miles from Birmingham to Rhayader, were riding 100 miles back, avoiding the snow, the next day! Even in their company the talk was of the savage sentences meted out to road users and the exorbitant premiums charged by insurance companies, not because they were cyclists but because some of them owned cars—indeed, on this training run they were accompanied by two well turned-out, " souped-up " B.M.C. Minivans.

In those two days I drove the Velox 385 miles. I do not remember the seat feeling uncomfortable, nor fatigue developing from any other cause, nor did any trouble develop. On the difficult bits, when middle gear was in use for mile after mile, up hill and down, fuel consumption was 20.8 m.p.g. Fast main-road motoring plus cold-starts gave 21.8 m.p.g., an overall consumption of 21.3 m.p.g. The makers' figure for tank capacity is 10¾ gallons; the actual range was 217 miles. Colleagues drove the car, the total distance being 1,050 miles. The oil level was then still far above the " Oil Required " mark on the dip-stick, although I think about a quart had been consumed. Vauxhall anti-freeze protected the cooling system in very sub-zero temperatures.

To sum up. I rate this latest Vauxhall to bear the noble name of Velox devoid of personality but otherwise a very useful, comfortable, roomy, well-equipped and unexpectedly " sure-footed " car. The price of £840 7s. 1d., inclusive of p.t. (a heater is £14 15s. extra, the screen-washers £2 19s. 6d.) can only be regarded as good value and practical considerations in the car's favour are the long periods between servicing (chassis lubrication is required only at 30,000-mile or 30-month intervals) and the very thorough undersealing, rust-proofing and conscientious painting undertaken by Vauxhall Motors. This includes the injection of polythene wax and aluminium fillers in the door sills, an undersurface thickly coated with bituminous paint, and three coats of synthetic cellulose enamel baked for at least 28 min. at 190°F., a total of 6¾-gallons of paint and corrosion resisting material on every Victor, more on each Velox and Cresta, as Vauxhall Motors sensibly emphasised in Press advertising while last winter's weather was at its worst. — W. B.

TREND OF FORMULA JUNIOR—continued from page 241

wheels by universally jointed half shafts. The rear brakes are also mounted inboard next to the 5- or 6-speed Dauphine gearbox, while the standard engine supplied in the £1,650 kit is the Cosworth-Ford giving 100 b.h.p. at 8,200 r.p.m. Graham Warner hopes to run a works team for the younger up and coming drivers in 1963.

Another British make which has done better on the Continent and in the U.S.A. than at home is the Merlyn. The latest version has similar front suspension to the Lola with coil-springs mounted inside the bodywork, but the remainder of the specification is relatively conventional with a Cosworth-Ford engine mated to the Hewland 5-speed VW gearbox. It has the additional advantage over some of the other juniors of being cheaper; at £1,475 it costs £400 less than the Lotus.

Having mentioned the major British Formula Junior contenders one has practically covered all the successful *marques* for the Continentals have fallen by the wayside and the Italians, who created the Formula, seem to have lost most of their interest. As the accompanying list shows, many British Formula Junior builders have also dropped out of the struggle, even such notables as Kieft and Elva having given up building Formula Junior cars, although Elva are now concentrating on their successful sports/racing car. As the imposing list opposite shows, the Formula has had the effect of stimulating many different people into building racing cars and although most of them gave up fairly quickly the experience may encourage them to have another stab in some future Formula.

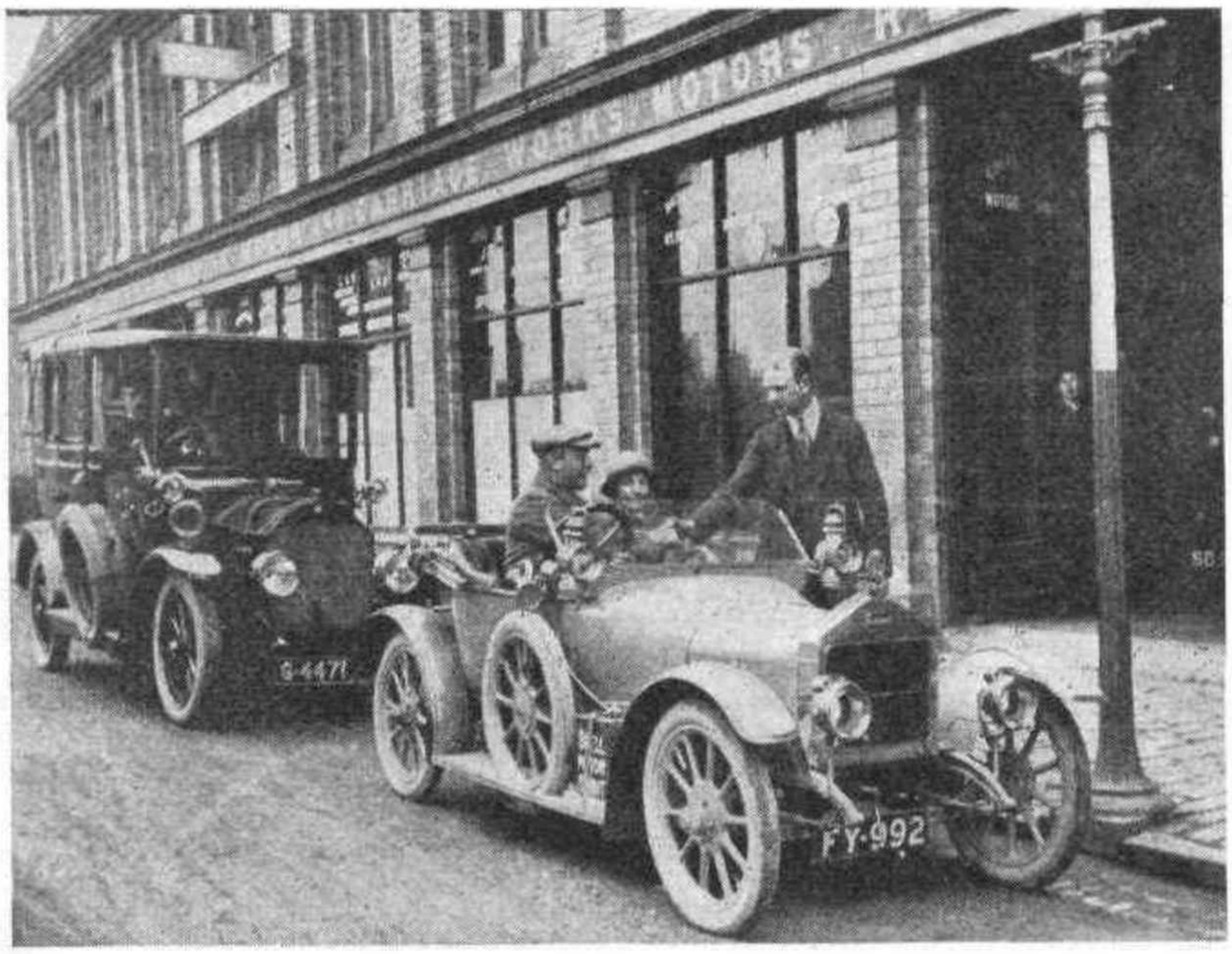
As to drivers, one only has to cite the names of Arundell, Baghetti, Bandini, Clark, Love, Maggs and Taylor as people who have come to the forefront as a result of their exploits in Formula Junior and who have already or will very soon make the grade in Formula One. There are many others who are almost on the brink of moving into the premier Formula and from this point of view it can be said that Formula Junior has been an unqualified success.—M. L. T.

This list gives some idea of the many *marques* which have taken part in Formula Junior racing. It does not pretend to be complete and no doubt readers could provide many more.

Alexis	Emeryosn	PBA2
Apache	Envoy	Pirocchi
Ausper	Evad	Poggi
Bode	Facetti	Raineri
Bond	Faccioli	Rispal
Brabham	Ferry	Saab
Brittania	Foglietti	Saxon
B.M.C.	Gemini	Scorpion
Cammarota	Halson	Simca-Fiat
Caravelle	Hartmann	Sirmac
Condor	Isis	Sprintauto
Conrero	Julien	Stanguellini
Cooper	Kieft	Taraschi
Dagrada	Lola	Tec Mec
Dalbot-Simca	Lotus	Terrier
Dane	M.B.M.	Tomahawk
D.B.	M.R.D.	U2
Deep Sanderson	Melkus	Venom
D.R.W.	Merlyn	Volpini
D.K.W.	Meub	T.C.A.
De Sanctis	Mitter	Wainer
Dolphin	Monomill	Wartburg
Elfin	Moorland	Yimkin
Elva	Moretti	Zimmermann
	Osca	

VETERAN–EDWARDIAN–VINTAGE

A Section Devoted to Old-Car Matters



CONTEMPORARY SCENE.—This picture, sent to us by Mr. I. R. Norman of Weybridge, was taken outside the Irving Motor and Carriage Works, Irvine, Ayrshire, in 1913, posters in the windows publicising the Argyll records captured at Brooklands confirming the date. J. B. Shaw, the proprietor, is shaking hands with the driver of the Singer Ten. It would be interesting to know the make of the car behind it and whether the building has survived.

The 1963 Inter-Register Contests between the S.T.D., 12/50 Alvis, Fiat, Bullnose Morris, Humber and model-T Ford Registers are provisionally as follows :—

April 20th	..	V.S.C.C. Race
May 5th	..	Touring Assembly, Beaulieu
May 19th	..	Touring Assembly
June 9th	..	Wiltshire Rally
July 21st	..	Driving Tests, Melton Mowbray
August 11th	..	Touring Assembly, Beaulieu
October 19th	..	Night Navigation Rally

The Inter-Register Club is no longer a " pirate " organisation, as it is now registered with the R.A.C. It has a total membership of 1,475, its President is Mrs. Winifred Boddy, its Secretary John Tarring. The present holder of the Challenge Shield is the Fiat Register which, in last year's contest, beat the 12/50 Alvis Register by two points.

* * *

A sure sign that spring is here.—The first V.S.C.C. Silverstone Race Meeting takes place on April 20th. These meetings are extremely popular on account of their informal atmosphere, the great variety amongst the competing cars, the enthusiasm of their drivers and the sights, sounds and smells that only the older racing cars provide!

The meeting starts at 12.15 p.m. with a One Hour High Speed Trial. The racing, over the 1.68-mile Club circuit, includes the 10-lap G.P. Itala Trophy Race for Vintage Racing Cars, the 10-lap *Spero and Voiturette Trophies Race for small vintage cars*, a 10-lap All-Comers Scratch Race, the 10-lap Merrydown Trophy Race for vintage sports cars and several 5-lap handicaps for vintage, p.v.t. and historic racing cars. Intending competitors should note that entries close on April 3rd.

The public is welcome to spectate but *everyone must have an admission ticket* for insurance reasons; these are obtainable free from V.S.C.C. members or from T. W. Carson, Kingsclere House Stables, Kingsclere, Newbury, Bucks on mentioning MOTOR SPORT (s.a.e. requested), and stating how many tickets are required. The car-park fee is 10s., transfer to Paddock 5s.

* * *

The Morgan Three-Wheeler Club has 1,026 Morgan 3-wheelers on its books, of which 134 are the early two-speeder models, make-up of one pre-1920 model, a 1922 water-cooled J.A.P., two 1925 models, 12 dated 1927, 24 of 1928 vintage, 27 of 1929, 28 of 1930, 21 of 1931 and nine of 1932 vintage. The Aero model is commonest, followed by the Super Aero. So ancient Morgans are by no means defunct. Incidentally, the price set on such models, suitable for rebuilding, is refreshingly low, something under £20. The oldest known Morgan appears to be the 1912 model in the S. Kensington Science Museum, unless a 1911 Morgan rumoured to be in the Midlands comes to light.

This year the Club plans an Opening Run on April 6th, a sprint meeting on May 19th and a Silverstone outing on June 29th. Secretary: R. Richmond, 117, Park Road, London, N.W.8.

* * *

The Belgian V.C.C. held its 4th Annual Winter Rally, in conditions of ice and bitter sleet, from Spa to Monschan, near the Nurburgring, a run of 50 miles, culminating in a hill-climb. Heinz Matheisen, who sends a report, says about 20 cars took part, including a 1906 Ford, 1909 Renault, 1910 Zebrea, 1913 Adler, two Fords and a Minerva limousine. The ex-Ribbentrop Type 540K Mercedes-Benz cabriolet also took part, and the sole British entry was a Singer which, from its photograph, appears to have been a rare model, either a push-rod o.h.v. Ten or a Senior.

* * *

A Proposed Minerva Register.—E. A. Price, whose 1930 30/32 h.p. Minerva was featured in MOTOR SPORT last May, is hoping to form a Register for these cars. Will owners please contact him at 2, Dene Court, Valley Road, Shortlands, Kent. At present he knows of about fifteen Minervas in this country and he holds a good stock of spares.



The Singer at Monschan—see Belgian V.C.C. paragraph.

Miscellaneous Items.—We hear that a 1930 Hillman saloon, 1930 Humber saloon and 1937 Lanchester are in need of new owners in Cornwall, and a Humber Vogue saloon lies in an Essex public house car park. Near Manchester a one-armed driver is using successfully an early Trojan, its controls slightly modified. A member of the Wolseley Hornet Special Club is compiling a competition history of these cars and wishes to contact F. S. Hutchens, S. E. N. Whitelock, B. M. Wickens, E. V. Erith and D. L. Brianlt—letters can be forwarded. A 1929 Morgan 3-wheeler was converted into a portable ski-lift last winter, alas, but another 3-wheeler of this age, make not yet ascertained, has come to light near London. The Editor is anxious to hear of any very large or very small, vintage cars or old commercial vehicles, even bare chassis, and as these will be used on private ground they need not necessarily be of M.O.T. Test standards. He also craves old aeroplane engines—surely the sheds of our aerodromes must conceal forgotten examples?

Which is the oldest car to go in for the I.A.M. test? The driver of a 1926 A.C. 2-seater passed recently. A 1909 Minerva is being restored in Doncaster. In New York a 1932 Rolls-Royce is serving as a mobile ice-cream 'fridge. The Secretary of the Fiat Register, which also caters for O.M.s, is G. Liston-Young, Dickinson & Morris Ltd., Melton Mowbray, Leics., who will be glad to hear from owners of such cars, vintage and modern. A 1920/21 model-T Ford, concealed in a shed since 1933, is being restored in Scotland and the ex-Cyril Paul/Bob Gerard 1935/36 Riley T.T. Sprite "works" car is in good hands in Cheshire, its owner running a rebuilt 1938 Riley 15/6 Kestrel specially built for the actor, Bransby Williams, and having the prototype Riley Stelvio tourer awaiting restoration. A pair of 2-litre Aston Martin wire wheels are going begging in Coventry. A 1927 Austin 20/4 limousine stands out, in an Oxfordshire front garden, but is apparently not for sale. The *Edinburgh Evening News* is restoring a 1926 Chrysler van formerly employed on delivery of this paper.

The grand-daughter of the founder of the Minerva Company in England has purchased a car for her sons—a Minerva. It is said to be a 1919 model, in excellent condition although it had stood idle in the open since 1943, and the coupé body is being restored. A 1929 Austin 16/6 Burnham saloon in good order with original tools but requiring new upholstery, was looking for a new home, as its owner is leaving Cumberland for Japan. It was supplied new to a Judge on the Irish circuit and has had only two subsequent owners. A Delage, *circa* 1922, is reported to be languishing in a yard in Kent. There is an air-cooled V-twin Beardmore Precision engine, said to have been used in a car, in pieces in Berkshire, for sale for about £5.

The National Traction Engine Club announces the following rallies, for 1963, which steam enthusiasts may care to enter in their diaries:—May 11th, Andover, Hampshire; June 2nd and 3rd, Beaulieu, Hampshire; June 3rd, Woodton Old Hall, Norfolk; June 15th, Huntingdonshire County Show, St. Ives; June 22nd, St. Ival, Cornwall; June 29th, Chartridge, Bucks; July 6th and 7th, Rempstone, Loughborough; July 6th, West of England, near Redruth; July 20th, Appleford, Berks; August 3rd-5th, Bedford; August 17th, Lymington, Hampshire.

* * *

The Vintage S.C.C. 1963 fixtures are:—

April 6th	..	Buxton Rally
April 20th	..	Silverstone Race Meeting†
May 4th	..	Irish Rally
May 26th	..	Beaulieu Driving Tests†
June 9th	..	Light Car Rally
June 22nd	..	Oulton Park Race Meeting†
July 27th	..	Silverstone Race Meeting†
August 18th	..	Prescott Speed Hill-Climb†
September 8th	..	Madresfield Rally
October 5th/6th	..	Welsh Rally
October 25th	..	Irish Rally
November 10th	..	Eastern Rally
November 23rd	..	Northern Trial
December 7th	..	Driving Tests

† Non-members admitted.

* * *

It is rumoured that an open 8-litre Bentley, thought to be "Old No. 1," is for sale in London, for £3,250! It has an open body, apparently, whereas our information is that "Old No. 1," after running at Le Mans in 4½-litre and 6½-litre form, became a Brooklands 8-litre with modified chassis, and eventually acquired coupé bodywork. It is doubtful whether this car is the original "Old No. 1" except for the front axle beam, bulk head, gear box casing and nosepiece.

The Historic Commercial Vehicle Club's London-Brighton Run will start from the British Transport Museum, Clapham Common, at 9 a.m. on May 5th, the arrival at Brighton being timed for 12 noon, with contests on the Madeira Drive between 2 and 4 p.m. Other H.C.V.C. rallies include one at Measham on June 9th and at East Ham on Sept. 14th.

* * *

The Vintage Motor Cycle Club's Birmingham Science Museum Annual Tour of Birmingham is scheduled for July 14th. This year mobile and static exhibits of every kind of historic and p.v.t. vehicle, including steamers, are welcome. Details from Phil Smith, The Science Museum, Newhall Street, Birmingham.

* * *

This year's Veteran C.C. Main Fixtures comprise the International Touring Assembly in conjunction with the V.S.C.C. on May 9th-11th, Cheddar Gorge Rally on May 25-26th, Moynes Park Meeting in Suffolk on June 29th, a Kent/Surrey rally on July 13th, the Hull/Scarborough Run on Sept. 1st and the Buxton Meeting on Sept. 14-15th. In addition, five minor events are announced. The new Secretary is Brig. I. H. Good, 14, Fitzhardinge Street, London, W.1.

* * *

Entry forms for Bransgore Carnival, with classes for veteran, vintage and p.v.t. cars, are obtainable from A. Stroud, Peverell Cottage, Bransgore. Entries are limited to 50.

* * *

Discoveries reported recently embrace a Morris and model-T Ford in a workshop in Kent, and some old lorry parts, all of which have been there since 1933, an ancient Buick with wooden wheels in Ferring, some old carburetters and remains of a Hudson Terraplane chassis in Yorkshire, while a 5-stud Morris Commercial wheel is going free in Evesham.

Many early cars rotting away in Norfolk include a 1927 Essex, 1924 Rolls-Royce truck and 1926 Rolls-Royce 20, 1927 Singer Junior, 1922 Ford model-T van and a Reo lorry. Parts of a model-T Ford lorry lie in Bucks, while in Scotland vintage Leyland and Crossley commercials are in need of immediate rescue, likewise a 1936 Packard Eight, Reo lorry and an early American saloon, probably an Essex. In Surrey we hear of two Vulcan lorries and a pre-war Fordson lorry, while in Burghfield an early Dodge landaulette is in danger of being scrapped. From Yorkshire come reports of a Rolls-Royce Phantom radiator, six 880 × 120 tyres and a complete M-type M.G. with cut-off tail, also a Mercedes-Benz saloon; a Swift engine converted for marine use was for sale in Middlesex, and transmission parts of a Calcott in Suffolk. London yields a dynamo and starter for a 1921 Vauxhall, Spalding two artillery wheels, one with a Clincher 920 × 120 tyre. A 1908 "Car Register" with entries concerning running a 10/12 Coventry-Humber will be given free to the first applicant. Letters can be forwarded.

THE NEW BUGATTI REGISTER

Hugh Conway has painstakingly compiled a new Bugatti Register and Data Book, and this has been issued by the Bugatti O.C. It is primarily for members, at a cost of 32s., but non-members can obtain copies at 37s. each inclusive of postage and packing, if they apply to the Bugatti O.C., Office of the Registrar, 10, Clarendon Mews, London, W.2, mentioning MOTOR SPORT.

This Register will provide Bugatti enthusiasts with hours of entertainment, especially as identification is by chassis number, so that finding a particular Bugatti takes quite a search if this number isn't known. It lists 1,050 known Bugattis under types, from 8-Valve to Type 101, with details of chassis numbers, engine numbers, registration numbers, date of registration, bodywork, owner if known and details of history and modifications. It is pleasing to find that nine 8-valve cars exist and that 87 16-valve Brescias and derivatives are still about the World—the two ex-Raymond Mays' sprint cars owned by H. B. Taylor do not appear to be included. It was sad to learn that only one model electric G.P. Bugatti remains in this country until one realised that Conway has forgotten Major Lambton's and probably at least one other. Ten pre-1914 Bebe Peugeots are appendixed, and I thought there might be more—Kent Karslake's, for instance?

The book includes technical and servicing data from Types 13 to 59, with a good picture of each leading type, and Conway deserves hearty congratulations on a very valuable work of reference, which also makes enjoyable reading. The production is high-class, too.—W. B.

VINTAGE POSTBAG

The Fast Lady

Sir,

Further to your remarks concerning the vintage Bentley, TU 5987, starring in the film "The Fast Lady," this car was the property of my father, the late W. H. Charnock, between 1948 and 1959, when it was sold to a naval officer, I believe called Alexander.

I am at present making tentative inquiries with the film company, with a view to re-purchasing the car. They claim that it is in "perfect condition," and did not suffer at all in the film making. This I find hard to believe! The film producers painted the car green and the chassis red, and also fitted the unoriginal lamps and the inappropriate horn.

However, they say that apart from fitting a replacement gearbox the car ran faultlessly throughout the filming, and it is now engaged on publicity tours in the Midlands and elsewhere.

London, S.W.7. A. S. R. CHARNOCK.

* * *

Belhaven Lorries

Sir,

These vehicles were made by Messrs. Belhaven Ltd., Wishaw, Lanarkshire. My grandfather, Col. R. R. Mellor, bought this firm about 1910 from Messrs. Robert Morton & Co. Ltd. (now Morton Machine Co. Ltd), Atlantic Works, Glasgow Road, Wishaw. Both these firms were engaged in making bakery and confectionery equipment and Belhavens also had a cast-iron foundry at Morningside capable of casting up to 30 tons at any one time.

Belhavens produced a range of vehicles in the 2-3 tons capacity class; those of the 1900s were steam powered and the boiler had steel tubes coiled round the outside and was fitted with a drop ashpit for quick and easy removal of the ashes. A contemporary sales card describes the lorry as follows :

Maximum speed : 12 m.p.h.
Cost of coke fuel and oil : halfpenny per mile.
Carries 2 to 3 tons.
Steam can be raised in 15 minutes.
Rubber tyres guaranteed for 10,000 miles.

Steam was supplied at about 150 lb./sq. in. to a 2-cylinder compound engine mounted under the platform of the body, and the single-speed drive was taken to the rear axle by differential and chains to each wheel. The rear springs were attached to the chassis by being bolted direct at the rear and allowing the forward ends to move *via* a sliding block instead of the more usual shackles.

Later on, Belhavens turned to petrol-engined wagons and these were fitted with Aster engines which had a 4-cylinder alloy block and two separate cast-iron heads. The drive was transmitted by a cone clutch-operated, 3-speed constant-mesh gearbox; the differential was at the rear of the gearbox and chains were used to transmit the power to two sprockets, one attached to each rear brake drum.

In 1928 this arrangement was altered to the more normal propeller shaft drive, with the differential mounted in the rear axle. Pneumatic tyres were also fitted. It is thought that only two or three examples of this type were constructed as, by this time, the firm was in financial difficulties, and it finally closed down late in 1929 or early in 1930.

Our firm bought its first of three steamers in 1908 and this was scrapped in 1933, although it was not in our possession then. We also ran a petrol lorry from 1921 and this was kept until as recently as 1937 or 1938, when we got our first Morris Commercial. Bentley's Yorkshire Breweries were for some time owners of a fleet of Belhavens but, owing to the size of the firm and the numbers they turned out per year (almost certainly under 100), there can be very few survivors of this make now—indeed, does anyone know of an example that is still in existence?

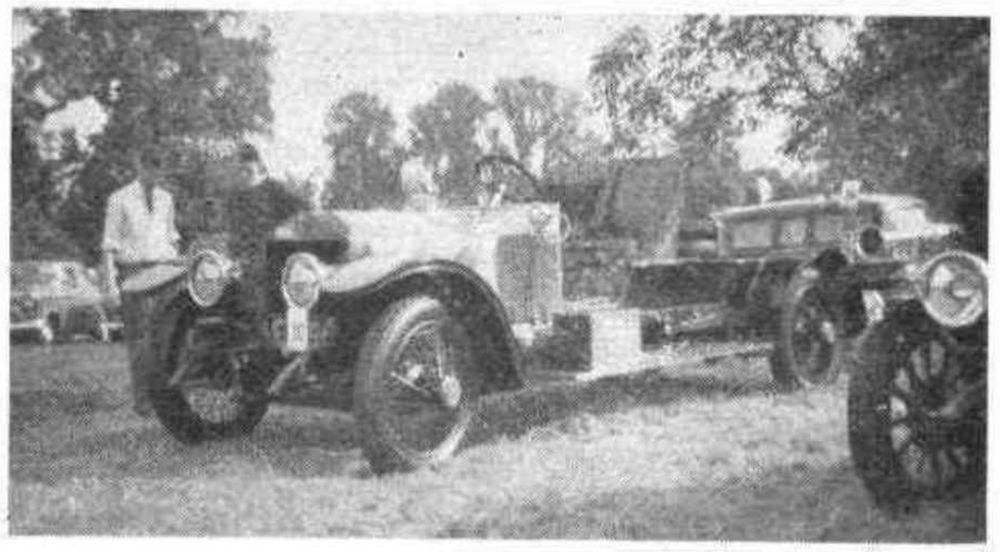
Holmfirth. GORDON R. MELLOR.

* * *

Kipling's Rolls-Royce

Sir,

With reference to "Book Reviews" in the February issue, I



am pleased to be able to tell you that the ex-Rudyard Kipling Rolls-Royce Ghost is still "on the road."

It is owned at present by Mr. A. J. M. Brownridge of Watford. It is a 1913 model and was, in August 1961, a 2-seater as shown in the accompanying photograph.

This was actually taken in 1960 at the Ashwell (Hertfordshire) Festival Veteran Car Rally.

Biggleswade. H. C. PEPPERELL.

* * *

A 1914 T.T. Incident

Sir,

Mention of the smoke-making propensities of the 1914 T.T. Minerva cars, in your review of "The Racing Car Pocketbook," January issue of MOTOR SPORT, brings back some personal recollections of this characteristic.

Under power, these cars were not significantly different from a number of others. It was when the driver removed his foot from the accelerator pedal to brake at a corner that the trouble occurred, particularly if that corner had been preceded by a flat-out stretch. Oil was then sucked past the sleeves into the combustion chamber and discharged into a red-hot exhaust manifold, producing a smoke screen through which it was quite impossible to see.

As can be imagined, this was extremely dangerous and, after a number of overtaking car drivers had frightened themselves into fits, an official protest was made. Presumably because it added to the fun and games, it was disallowed.

My real sympathy went to the Vauxhall mechanics. The engines of these cars had large fore and aft ventilating cowls, projecting through the near-side top panel of the bonnet, for the purpose of crankcase cooling. At speed, a large portion of the practically pure castor engine oil, well dosed with colloidal graphite, went either into or over the mechanic.

The smoke business, however, did have its lighter moments. For a fortnight before the race, early morning practice was allowed, the course being allegedly closed between the hours of 5 a.m. and 7 a.m. One well-known driver, making his first visit to the island, was late in getting over and, without having an opportunity to speak to any other driver, shot off early the next morning on his first practice lap.

All went well until, just before reaching Sulby Bridge, at the end of the long Sulby straight, he came up on the tail of a Minerva. The latter cut out for the right-angled corner over the bridge, with the inevitable result. Our driver stood on everything and, when the dust and smoke had cleared away, greatly to his surprise found himself in the middle of a not particularly wide, high-walled stone bridge. When his normal perception returned, he also noted that he was facing the direction from which he had come.

Hard on this came the roar of an approaching car, which skidded to a halt in front of him, the irate driver of which demanded to know what he thought he was blankety well doing driving around the blankety course in the wrong blankety direction. With two cars blocking the bridge there was no time for explanations.

Foregathered in the hotel bar that evening, our driver was relating this incident to a number of people and went on to say that something should be done about these Minerva cars; they ought not to be allowed to run and they were an absolute menace, particularly to drivers who did not know the course. This elicited the tart retort from a Minerva enthusiast, "Look here, old boy, you are never likely to know the damn course if you keep on going round it backwards."

Chipping Campden. W. W. MARSH.

Good Service from a Morris Major

Sir,

I was sorry that Mr. Crozier in his article last month did not mention any experiences with his mother's Morris Major to compare with the one my sister owned. Produced in the latter part of 1930, hers was technically vintage though not of the fully vintage tradition, and the design known as the 1931 model continued for one year only, to be superseded by a re-hashed and very cooking version of 14 h.p.

The 1931 15-h.p. 2-litre model was something of a mixture of Oxford 6-cylinder engine and chassis with 5-seater Cowley body. The engine was quite remarkably smooth and with careful tuning would give a reliable tick-over below 200 r.p.m. The 6-lobe contact breaker cam defeated high revs, but by setting the gap nearly 45 m.p.h. could be reached on 2nd gear in the 3-speed box on a final drive of 4.75 : 1. It may interest those who know Liverpool to learn that from the bottom of Leece Street hill the Philharmonic Hall could be passed at over 40 m.p.h. in the days of no speed limit. The speedometer readings stopped at 60 m.p.h. and a contemporary *Autocar* test gave the car a top speed of only 58.44 m.p.h., but our car on level concrete in a two-way timed test against a friend's Rover Meteor gave 70 m.p.h. with the contact breaker gap doctored as previously mentioned. Mechanical brakes stopped the 22½ cwt. dry weight in 39 ft. from 30 m.p.h. With grouped chassis nipples, silk door pulls, roof net, sunshine roof, thermostatically-operated radiator shutters, water-temperature gauge and the rest it was a fine buy at £225.

In five years' ownership the principal replacements were a rebore, new pistons and detachable bearing shells and two clutches, and one rear brake relined.

We covered a large mileage, much of it over country by-ways, with never a let down on the road. The old roads over Red Bank, Honister, Hardknott and Wrynose were frequently used. The old road from the Bridge of A'rchy to Glencoe round the west side of Loch Tulla, the present road over the Black Mount did not exist, and roads like the old coast road from Hylerken to Partree were considered good fun but not inconveniencing. More exacting were some of the back tracks of the Lake District and around Sedbergh where I was at school, and some of which have since unfortunately been resurfaced and/or improved (*sic*). When the car was exchanged in 1935 we missed that sparkling 2nd-gear performance.

Liverpool. J. McGOWEN.

* * *

Britannia Cars

Sir,

The 12/16 Britannia first appeared at the Olympia Show in 1906. It was there again in 1907, and a 18/24-h.p. car was added to the range. A 6-cylinder model was introduced but it only got to the grounds outside Olympia and little is known of it. They were just ordinary motor cars with no special features. The *Autocar* of 1907 described them as a well-constructed and excellently conceived chassis. I have full details of them, if anybody wants them, free of charge.

I cannot trace this car in any list after 1908.

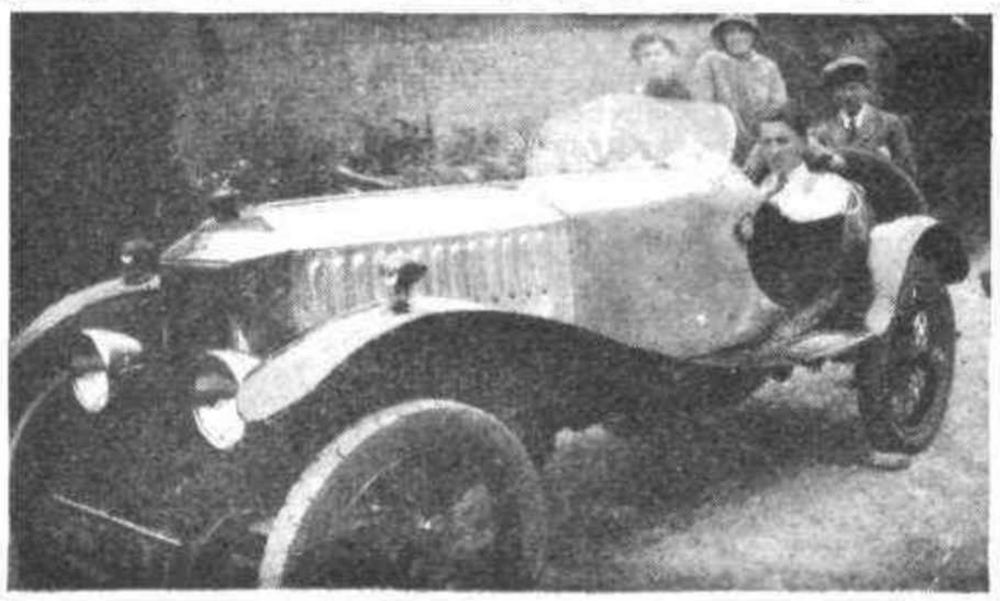
Knaresborough. G. A. SHAW.

* * *

A Silver Hawk?

Sir,

My father has forgotten most of the details about the car in this picture, although he was sitting in the passenger seat when the photograph was taken, in the early 1920s; the car belonged to his brother. It is believed to be a Sage Silver Hawk, 4-cylinder o.h.c., made in Peterborough. He also tells me that the Sage works were engaged in making aircraft propellers in World War I and after the war changed over to car manufacture on the premises now occupied by Perkins' Marine Engines at Walton, Peterborough.



If you, or any of your readers, could supply me with any information as to its real identity and details, I should be most interested and grateful.

Scraptoft. D. M. ELLIS.

[The car appears to be a Silver Hawk, with splendidly sporting bodywork.—ED.]

What Is It?

Sir,

Perhaps some of your readers may be interested in identifying the car in the enclosed photograph, taken a few years ago in Holland. The owner was an elderly gentleman, who stated that he believed there was another similar car somewhere in Holland. I have never seen the make mentioned either in MOTOR SPORT or any other literature. The car was in good condition and in everyday use, one feature was a special holder for an umbrella at the side of the front seat.

Stockton-on-Tees. LESLIE R. PORTER.

* * *

[See below—it looks like a perfectly normal American car to me—probably an Oakland but I am sure American-car experts will confirm or deny this.—ED.]



Light aeroplane enthusiasts should note that on April 7th Blackbushe Aero Club is staging a gigantic fly-in and demonstrations of new aeroplanes. Blackbushe is about 35 miles from London, on A 30, to the right of the Flats above Camberley.

* * *

The Standard Register announces that its annual rally, which this year coincides with the Diamond Jubilee of the Company, takes place on June 22nd. The pre-1940 Triumph O.C. will join in and the venue is the Fletchamstead factory near Coventry, where there will be driving tests in the morning, a run into the country for lunch, a *Concours d'Elegance*, and inter-regional S.T.A.A. driving tests in the afternoon, while there will be an exhibition of sixty years of Standard, at the factory. A big assembly of historic Standard and Triumph cars is expected, including Avon Standards, and non-members should contact J. Davy, at Standard-Triumph Sales Ltd., Fletchamstead Highway, Coventry, for details. The Registrar knows of two 1929 Standard Nine Teignmouth saloons and a 1933 Avon-Standard tourer for disposal.

* * *

Requests this month are for spares and manual for a 1930 Standard Avon; ditto, and pictures of a 1924 Henley-Blackburne motorcycle; c.w. and p. for a 1925 16/50 Rover.

* * *

Blackpool announces a veteran and vintage run on April 21st, with proper time controls, over courses of 54, 65 and 75 miles depending on class, in connection with its safety drive.

don't let anyone kid you!



Nothing protects like solid wax. Johnson's guarantee that the solid wax in Johnson's One-Step will protect your car longer than any liquid polish. One-Step, the easy way to real wax protection. A product of JOHNSON'S WAX research.



Available from Halfords, Accessory Stores and Garages everywhere.

Vintage Restorations in the Sudan

[At one time the vintage was very insular and we didn't know much about old cars outside England. The war changed all that and today the interest is World-wide. But conditions in, say, the Sudan, differ materially from those experienced by vintage car restorers at home, as this article by Grant Fear, of Aweil, emphasises. —ED.]

NOT so many people have opportunities of playing with vintage cars in "undeveloped countries," or of experiencing the odd encounters which duty and leave journeys bring, in the course of service in the remoter places.

Not long after I returned to Khartoum in 1955 I began to hear rumours of a vintage Vauxhall. During previous visits I had seen a few model-T and model-A Fords, and a post-vintage Rolls-Royce in private ownership, but the Vauxhall sounded much more like my cup of tea, especially as several people assured me that it was a 30/98. Eventually I ran it to earth beneath piles of scrap in the yard of one, El Hag Ahmed, in Khartoum's Light Industrial Area, and saw at once that it was not one of the great Edwardians, but a 1928 20/60, one of the first G.M.C. products from Luton.

I cannot guarantee that the history of this car, as I have pieced it together, is accurate, but the accounts I have had from assorted Inglizi and Sudani add up to the following : The car was said to have been bought new and shipped to Port Sudan by the Army, and railed to Khartoum. In 1931 it seems to have been sold, passing, during the next 20 years or so, through the hands of a succession of Army Officers temporarily stationed in the Sudan. During this time it was supposed to have been "driven to London and back." This probably means that it was driven north, alongside the railway, to Wadi Halfa, and thence taken by steamer and rail into Egypt : from there it could be shipped to Greece or (more probably, especially in those days, as pre-war Monte Carlo Rallyists from Athens would agree) to Italy; or driven westwards along the North African coast and shipped across to Spain. One would not pretend that regular streams of traffic cover these itineraries, but quite a number of people have made such journeys.

Sometime in the early '50s the Vauxhall was bought by a maths. tutor at Khartoum Technical Institute, who is said to have made a long journey southwards, some say to East Africa, others that it was all the way to South Africa. On the return journey, it seems, a big-end was knocked out near Juba, in the Southern Sudan, and the car was brought back to Khartoum by river steamer. There it was found that No. 6 crankshaft journal was badly worn, and it was decided simply to discard No. 6 piston, con.-rod and push-rods, "because five cylinders is quite enough for tooling round Khartoum." This bit I did not learn until *after I had bought the car!*

After the scrap had been pulled aside, she was revealed as a bath-tub 5-seater tourer, in silver-grey enamel and not too bad a state of preservation. The biggest blow, at that stage, was to find that the original wheels were gone, replaced, when tyres of the original size were difficult to obtain, by Humber staff-car rims welded on to ⅜-in. steel plate, with stud-holes drilled in more-or-less the right places and of more-or-less the right diameter.

Ninety pounds, El Hag said he wanted for her (one pound Sudanese is worth a pound and sixpence sterling). I made the expected protestations that this was too much, as a Sudan Government Official I couldn't afford it, and the most the thing was worth was ten pounds; then I went away. Over the next three weeks I dropped in on El Hag whenever duty or inclination took me his way, drank about ten gallons of his coffee, and eventually paid him £30. In those days, towing of "dead" vehicles was only permitted by carro-carts. A carro-cart is a chance collection of timbers, lashed together with nails, bits of grass rope and cotton-bale hoop, and perched on four wheels, the I.D. of the hubs not being less than 2 in. greater than the diameter of the axles; the whole concoction being dragged miserably along by a horse apparently bred as a model for an R.S.P.C.A. poster. Hardening my heart towards both horse and driver, I paid the equivalent of ten bob to have the Vauxhall towed a couple of miles to my house, and began the first stages of "The Restoration of Vintage and Thoroughbred Cars," the reduction to major assemblies.

The wheels had already shaken my good intentions : finding the condition of the crankshaft, and that the piston and rod were missing, really upset things. However, I wrote to all my friends in the U.K. and advertised in the appropriate journal, and got precisely nowhere. Matters being already desperate, I decided I had nothing to lose by trying to build up the crankshaft a blob at a time (I hadn't then discovered that there was a metal-spray plant in the country and nobody told me of it), but, like a fool, instead of doing the job myself (with an arc, of course) I entrusted it to a so-called expert. He fully understood my instructions, but, as soon as my back was turned he loosed a huge gas-jet on the poor old shaft and bang went all hope of anything being in-line. We did try putting it in a press (I having vivid memories of watching VR 180(a) tractor pinion-shafts having almost ½ in. of bow bumped out of them, after heat treatment of the pinions), and bang went more than hope.

Abandoning all plans for restoration-as-new, I began a hunt for another engine. For several weeks (I suppose I ought to remind you that all this was done in the intervals of earning my living, and most of the work done during afternoons in a small garage, temperatures of 100° F. and more, and considerable trepidation at shattering my neighbours' siestas) nothing more positive presented itself than a friend's suggestion that I buy a "boarded" Ford V8 fire-engine from El Obeid, about 350 miles from Khartoum—he would ride back with me, to ring the bell. Then further rumours led to a Perkins P6 diesel engine from a Sudanese-owned lorry (the owner was converting back to petrol because his driver kept breaking transmissions with the diesel—I would have changed drivers, myself). This was mated to the Vauxhall gearbox *via* a slab of flame-cut boiler plate, and the drive-shafts mated by spigoting and sleeving, all being milled and turned to press-fits. Front springs were supplemented with heavy coils, to support the extra weight of the diesel; front brakes were restored (how many readers have battled with this exercise in the application of the Inclined Plane?); and three 2-in. copper pipe bends were brought back, on leave, to conduct heat and noise safely past the passenger-seat (there was no nonsense about obligatory silencers until recently).

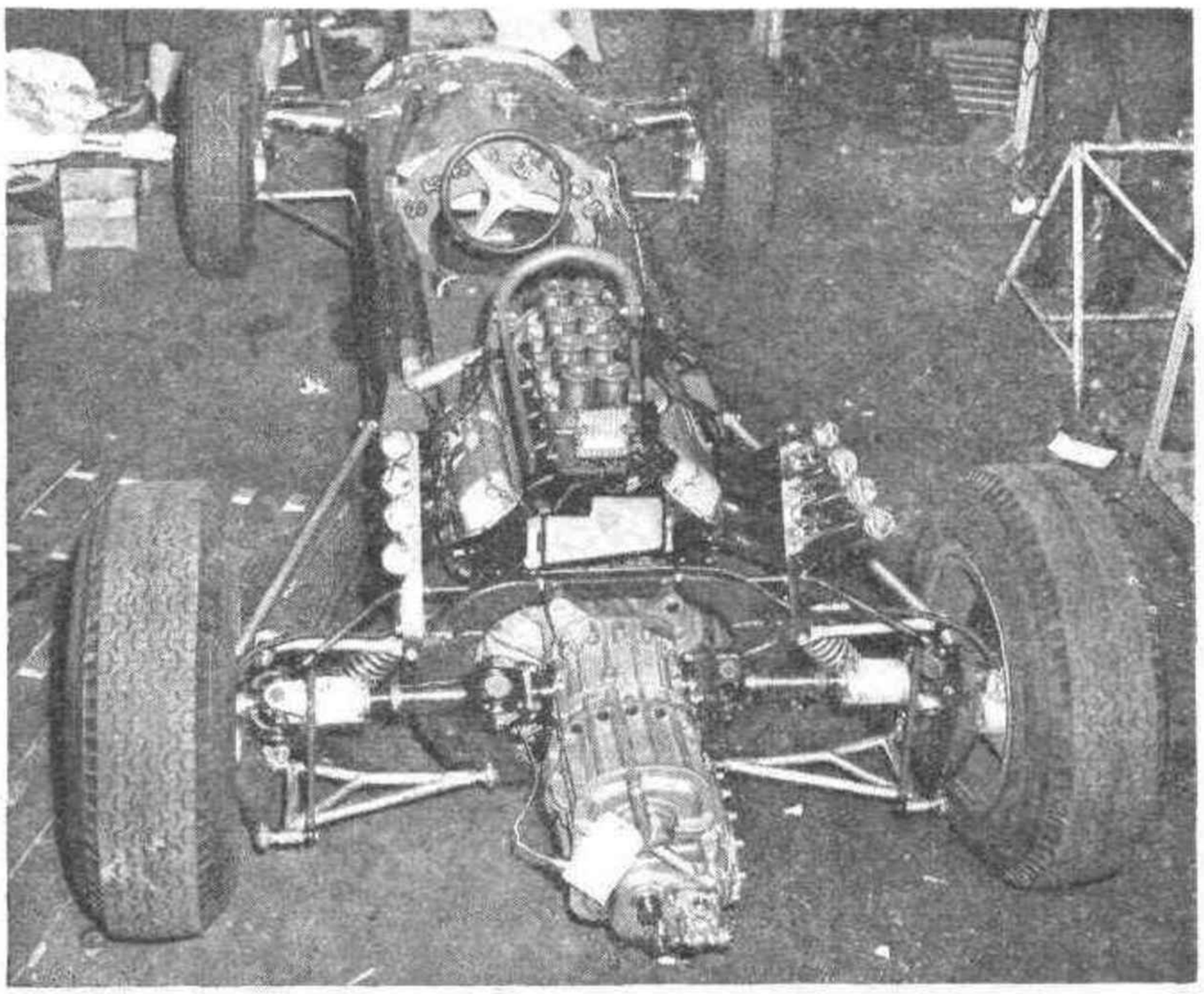
So much vandalism having been thrust upon me, I gave in to criticisms of the body-shape, and carved off everything aft of the front seat, replacing the bath with a beetle-back using a VW front lid, and thereby astonishing several VW owners, confronted with what seemed to be one of their own cars going faster in reverse than they could in top. Painted dark grey and shod with 7.50 × 16s, fast this lot certainly was, within the limits of local conditions. With second gear and the clutch both safely engaged, and Mr. Frank P. bellowing away on his very handsome torque curve, nothing then in the Sudan could hold us on acceleration, especially after a sack of sand was put into the boot to balance the heavier engine. Fuel consumption was just over 40 m.p.g., to the amazement of a pump attendant, who asked why I did not buy all my "gazoil" from him, as, in fact, I was doing; and, as diesel fuel is just under half the price of petrol in Khartoum (1s. 10½d. : 4s.), a pleasant economy was achieved. [I do not condone this sort of vandalism but under the circumstances it was clearly permissible. *The idea of building a diesel-engined "special" is attractive,* although the power/weight ratio of such power units would preclude any very high performance. But perhaps some enterprising club will include a class in sprint events to encourage such hybrids—it *could* be more rewarding than the class for gas-turbine vehicles which the Hants & Berks M.C. instituted at the Great Auclum Hill-Climb year and year—and which year after year Rover ignored!—ED.]

This hybrid was a lot of fun and widely recognised as a landmark ("I don't know where his house is—you get there early and we'll look for your car"). I've since regretted that a change of job led to my selling it to a Greek engineer, who used the engine to drive a welding generator, and who still further perverted the body into a kind of safari-wagon, but still has not found another engine. I felt particularly badly about this car because, during the three months after I was committed to the change of engines, there were several advertisements, in the appropriate journal, of spares for this model.

Ownership of my next car arose from a purely chance encounter with a French devoté of *les voitures de la Belle Epoque.* She was one of the last K6 Hispano-Suizas, with the most beautiful sports saloon body I have ever seen, a pillarless Van Vooren. In fact, the only closed/partially closed/drophead body I know of which is more impressively beautiful is the sedanca on *Le Patron's* own Royale. This car was kept in France for a while, but eventually imported into England and sold. I have never known a

Continued on page 262

Ford AND MOTORING SPORT



EUROPEAN CHALLENGER.—Since the First World War European cars have not made much impression in the Indianapolis 500-Mile Race. On May 30th next two Lotus-Fords from Cheshunt will try to break American domination in this typically American race. The Lotus 29 shown here has a Ford V8 light-alloy engine and Colotti 5-speed gearbox.

A SIGNIFICANT facet of the modern competition world is the part that Ford seems likely to play in almost every field of motoring sport in the near future. In America and Britain, Ford motor-cars (or should I write motoring cars?) are being built with many aspects of motoring sport in mind.

This is right and proper, because although the name of Ford is associated primarily with providing the peoples of the World with basic transport and the legendary Henry Ford I remains the greatest exponent of mass-production ever to set an assembly-line in motion (more than 15-million model-T Fords, in the empirical years, autumn 1908 to May 1927), he was also a constructor of racing cars.

His initial essay was a 26-h.p. 2-cylinder with which he beat a 40-h.p. Winton late in 1901. This publicity ensured a resumption of interest amongst financial backers and, again established as an automobile manufacturer, Ford built two big racing cars, with 70-h.p. 4-cylinder engines of 7-in. bore, known as "999" and "Arrow." The former, with its two-handled steering tiller, was entrusted to Oldfield, and vanquished the celebrated Winton again, in 1902.

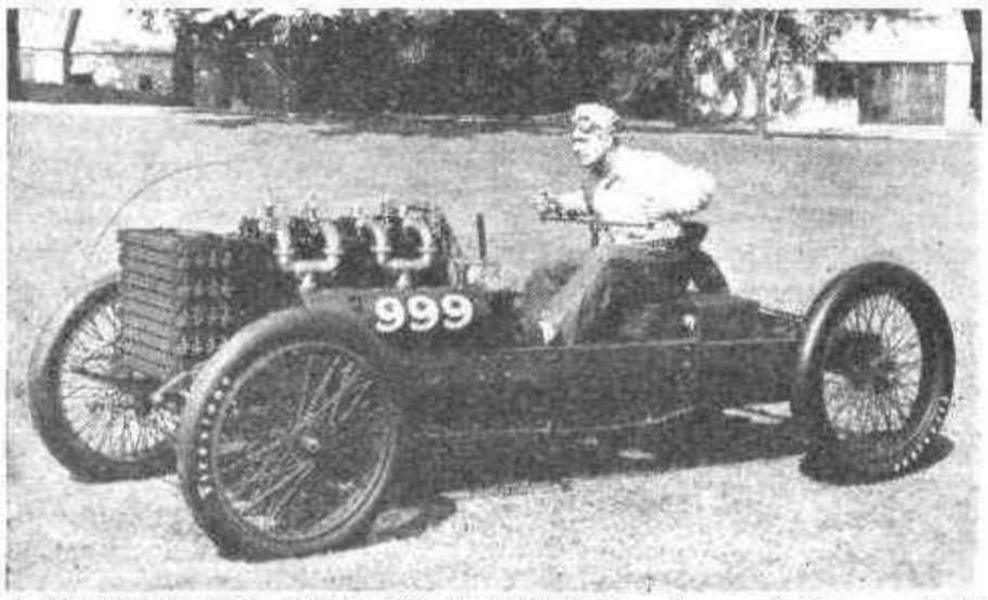
Driving himself, Henry Ford covered a mile over frozen Lake St. Clair near New Baltimore, Michigan, in 39.4 sec., a speed of 91.37 m.p.h. The affair must have been dramatic in the extreme, because we are told that after the snow had been cleared for four miles to make a course, cinders had to be strewn on the ice to provide wheelgrip and that so furiously did "999," which was virtually a bare chassis without clutch or gears, vibrate that a mechanic had to ride on the bonnet to hold the throttle open—all in the best American tradition. The date of this run is variously given as 1903 and January 1904, and it bettered Duray's kilometre record on a Gobron-Brillié by 6.64 m.p.h., but was unrecognised in Europe. What is perhaps of greater importance, it is said that Ford's motor-racing exploits led to his discovery that France was using vanadium steel for her competition cars, and it was to the use of this steel that the immortal model-T owed much of its reputation of indestructibility.

After 1904 Ford forsook racing for big business. But after the 1914/18 War the improbable model-T began to appear in very considerable numbers on American race tracks, modified to a degree and invariably using Chevrolet Frontenac cylinder heads.* The ultimate of the Frontenac head was the type DO with sixteen valves actuated by twin o.h. camshafts. Through the kind co-operation of Mr. Alfred Moss, Stirling's father, I am able to illustrate one of these twin-cam engines which he used in a single-seater Barber-Warnock Fronty Ford which he drove without disgrace in the 1924 Indianapolis 500-Mile Race, after qualifying at 85.27 m.p.h. So anyone who hails the new Harry Mundy-designed, Cosworth-developed, Cheshunt-assembled Lotus-Ford Classic Cortina 105-b.h.p. engine as the first Ford twin o.h.c. power unit is at least 39 years behind the times. . . .

Although Fronty Fords had no association with the Ford Motor Company, by 1935 they built some special V8 racing engines for use in Miller f.w.d. Indianapolis cars, provided their name was not associated with those cars. They then let up on this stipulation, became interested and allowed the famous V8 motif to appear on the Millers. All four retired, but with chassis, not engine, failures, it was said.

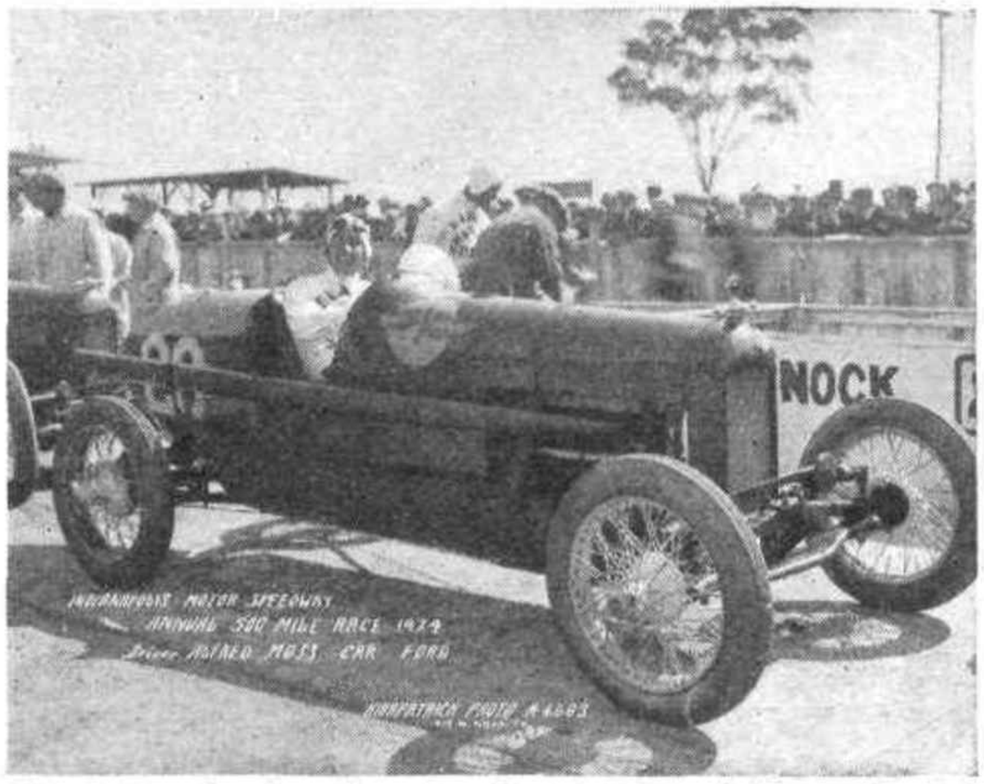
With the advent of the 30-h.p. Ford V8 engine in the 'thirties trials competitors in this country found an ideal power plant, which figured in the "Jabberwock" team, in various L.M.B. Fords and numerous one-off "specials," and in the original Allards, with one of which Sydney Allard won a 100-Mile Race on Southport sands. It was the very potency of such Ford-powered trials cars that led me to create the 750 M.C., to give the little fellows a chance in mud-plugging events, and from this developed, after World War Two, the 750 and 1172 racing formulae, the latter centred expressly round the side-valve Ford Ten power unit.

Since the war we have seen the domination of Formula Junior racing by Ford engines, particularly in Team Lotus cars, in which the production Ford 105E engine developing 40 b.hp. in the



A FAST FORD OUT OF HISTORY.—A posed picture of the much-publicised "999."

* MOTOR SPORT, March and April 1942



Alfred Moss in the twin o.h.c. Barber-Warnock Fronty Ford he drove at Indianapolis in 1924.

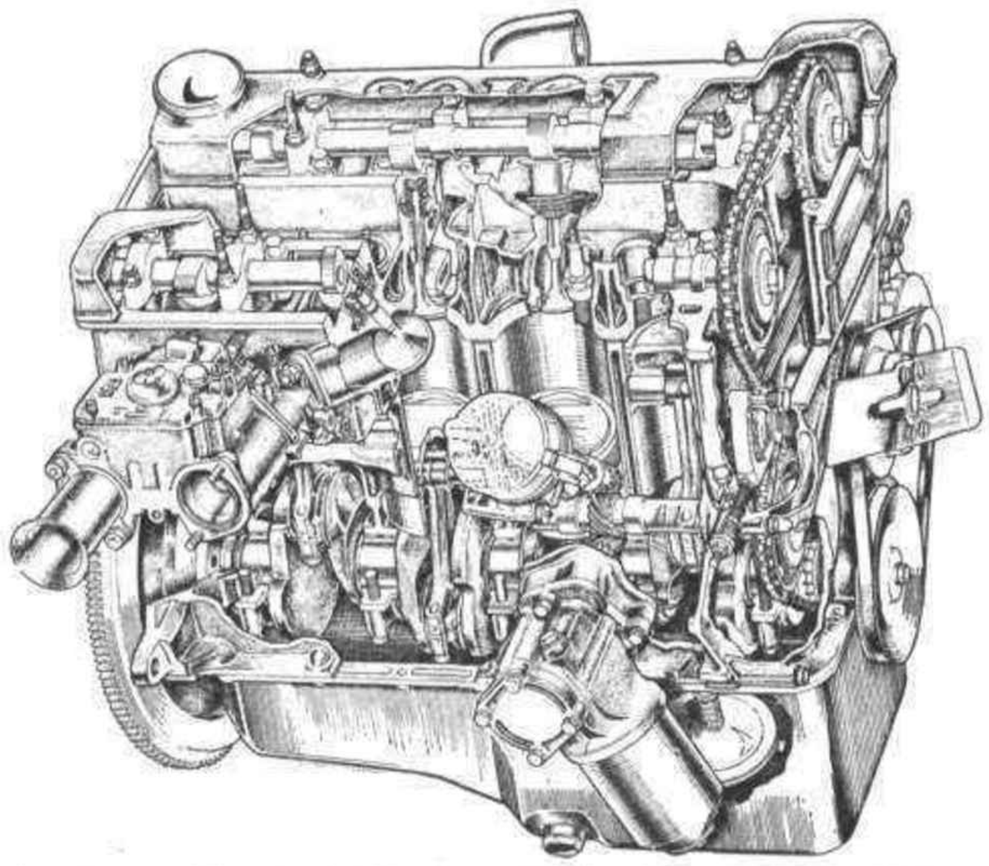
Ford Anglia saloon has been extended to give around 100 b.h.p. for racing purposes. Then there is the aforesaid twin-cam Lotus-Ford Cortina—an outwardly innocent saloon able to do some 92 in 3rd and 115 m.p.h. in top gear—how delightfully ridiculous!—of which a team, sponsored by Colin Chapman, will appear in saloon-car races this season as well as being used in Lotus sports/racing cars, and which will probably take its place with the Anglia, Cortina and Zephyr Ford rally cars entered by the Dagenham factory and prepared at Lincoln Cars at Brentford by Jack Welsh, with Syd Henson as Team Manager. So far Ford of Dagenham have failed to achieve greatness in the rally world but this may come to them in the near future.

In the 1963 Monte Carlo Rally we saw a team of 4½-litre V8 Ford Falcon Futura Sprints establish fastest time over the five special stages between Chambéry and the finish, these cars having been prepared at considerable expense and elaborately attended by support cars round the route, Anne Hall being one of the drivers. Ford of Detroit are apparently entering at least three more major rallies this year.

In America Ford have been achieving notable speeds in stock-car contests after renouncing the Trade ban on racing—these cars finishing in the first five places ahead of the Pontiacs in the Daytona 500, the winning Ford averaging 151.6 m.p.h., seemingly to the acute discomfort of General Motors. Team Lotus have entered Ford-powered cars for the forthcoming Indianapolis 500-Mile Race, using all-aluminium Ford V8 engines developing 370 b.h.p. on petrol. Known as the Lotus 29, these Indianapolis cars are of similar layout and monocoque construction to the successful Lotus 25 F.1 car. One Lotus may, in fact, run in the race with a Ford o.h.c. V8 power unit. And it would not surprise me if one day Colin Chapman got Ford to make him a Grand Prix engine. . . .

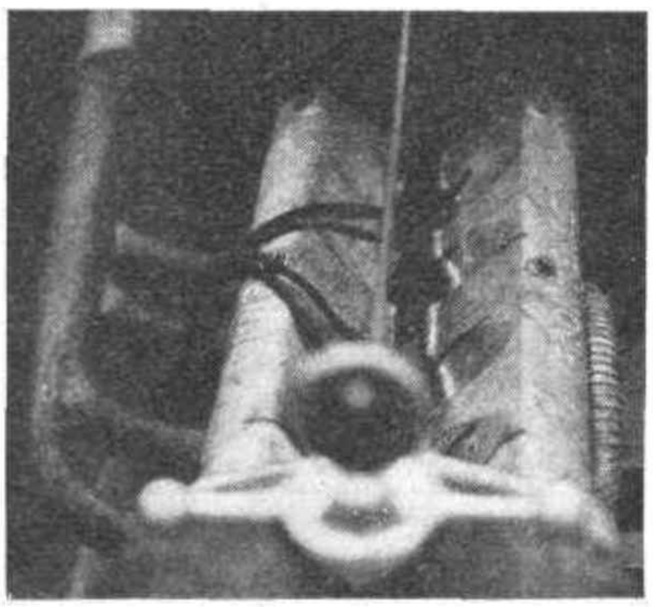
In a recent speech at Monte Carlo, where Ford of America introduced their Futura Sprint and other models, Benson Ford, grandson of Henry Ford I, after recalling the "miracles" performed by the old "999," said: "Most obviously, racing is stimulating interest, concern, even passion for automobiles within the general public. We Americans are beginning once again to hearken to the deep, full-throated music of a fine-tuned engine pouring it on, the whine of the gearbox, the squeal of hot rubber on asphalt. We are looking under the hoods and under the sheet metal and demanding more and more the attributes of the great coursing cars of Europe. The race track and road rally are the test grounds of a new era. Here are being created improved engines, drive trains, suspension systems—all the components that will add up to a vastly improved breed of automobiles. Such automobiles will be capable of being driven with safety and security at much higher average speeds than are normal today.

"Unfortunately, in our efforts to further highway safety, we have singled out speed as a villain, even though all past experience tells we must and will have more speed, not less. We know that speed is not really the villain, that the jet pilot today, flying at the speed of sound with only human reflexes, is far safer than were the Wright brothers at Kittyhawk. The problem is not to reduce speed, but to make greater safe speed possible"—obvious confirmation that Ford of America believe firmly that racing improves ordinary cars.

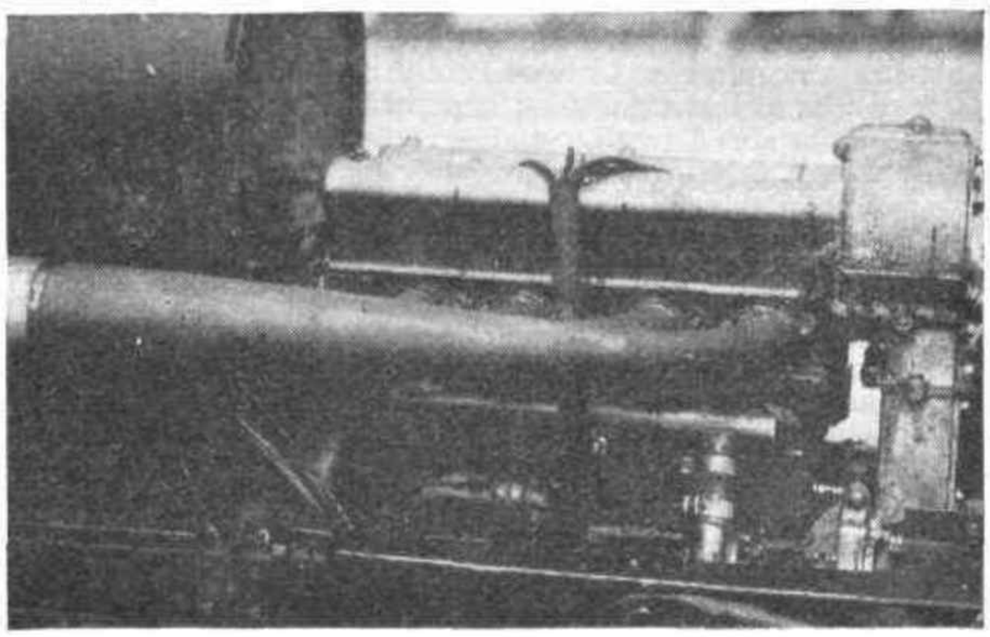


A cut-away drawing of the Lotus-Ford twin-cam engine of 1963.

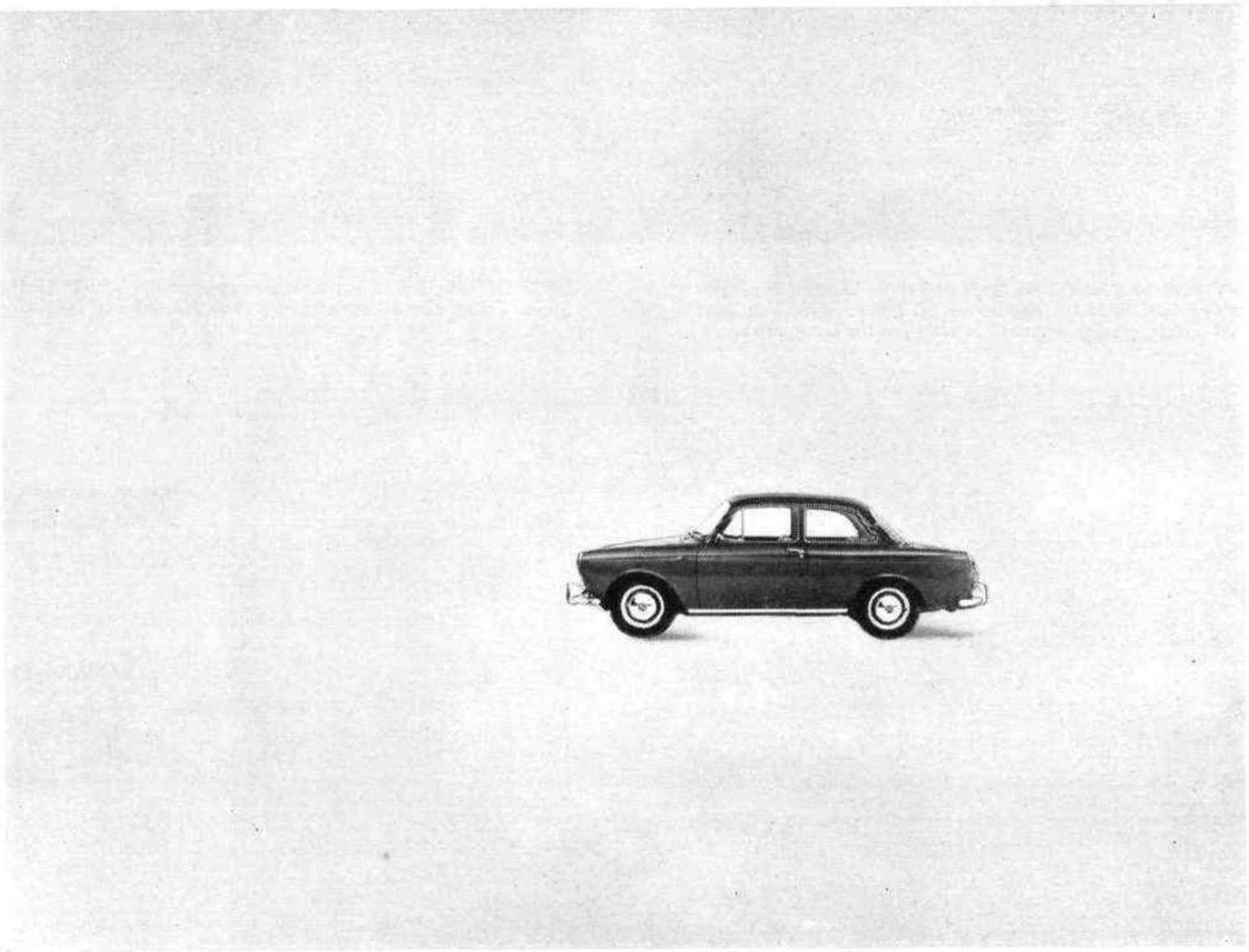
Further "writing on the wall" was seen when Ford supplied Shelby with an aluminium engine for his A.C. Cobra project, when Dearborn designed the revolutionary front-drive V4 Taunus 12M for Cologne production and built the Lotus-like Mustang rear-engined experimental sports car round this V4 unit, and was obviously watching closely the 4¾-litre V8 Fords that ran in the G.T. class at the Nassau races, and in the fact that Joe Schlessor has bought a couple of F.J. Brabham-Fords which will receive benevolent treatment from Ford of France this year. The motor racing world may well pose the question: What is Ford up to? The answer, it would seem, is that in the immediate future Ford International intends to take a prominent part in all the aspects of motoring sport that matter.—W. B.



A twin overhead camshaft engine in a Ford in 1924—*see above.*



LOOK AT ALL THOSE VOLKSWAGENS!



Look closely. It took six million Volkswagens to build this one. The signs are everywhere. In the air-cooled engine. (It can't freeze up in the winter, nor boil in the summer.) In the sturdy design; the immaculate weatherproof finish; the well tried systems of independent suspension and syncromesh on all four forward gears. ■ Why does the 1500 look different? Because many people (you perhaps) wanted a bigger car that was still a Volkswagen. So we made one. It has a more powerful 1500 cc engine; space for five people; bags of room under the bonnet in front; more space for bags in the boot. (In fact you might wonder where the engine is.) But don't let the space deceive you; drive the 1500. You will find it's a Volkswagen through and through. *(Also available—the 1500 Estate Car)*

VOLKSWAGEN 1500

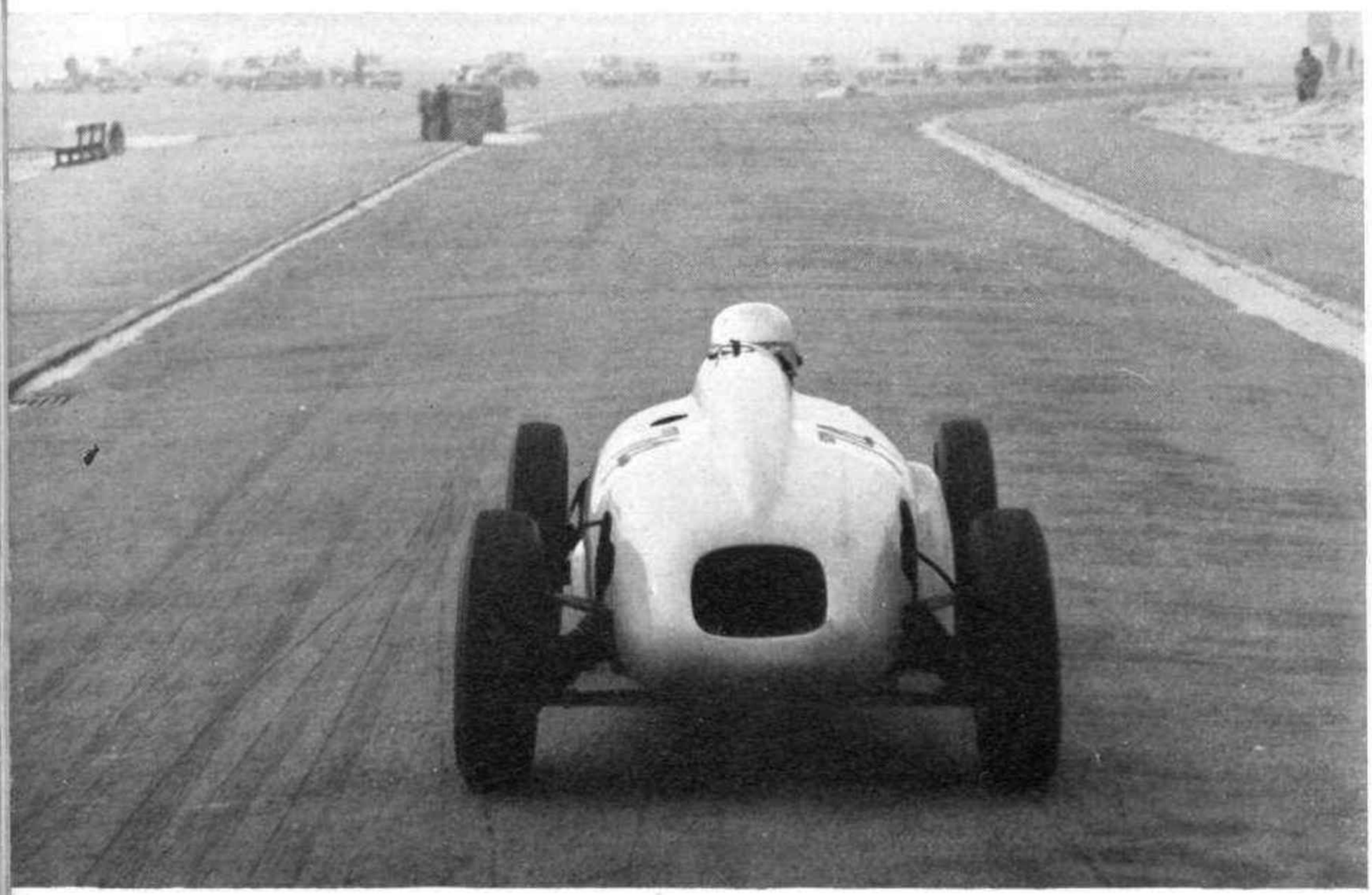
WEST END SHOWROOMS: 34 DOVER ST LONDON W1 TEL: HYD 1881. HEAD OFFICE: 32/34 ST JOHN'S WOOD RD LONDON NW8 TEL: CUN 8000



T.V.R. TWIST.—This T.V.R. fitted with a Sunbeam Alpine engine was driven jointly by N. H. Barnes and A. Lambe in the Southport Speed Trials, gaining a second in class for the latter driver.



RUN ON Marine Drive, Southport, the course of the Southport Speed Trials skirted a fun-fair. Here K. Kidger's Mini-Cooper passes the big dipper.



PICTORIA

Southport Speed Trials

POTENTIALLY FAST is the Fairley Special but new owners K. Moore and I. Hall couldn't better the times of some of the sports cars at Southport. Moore won the racing-car class.

A SOLID BUNCH of assorted up-to-1,300-c.c. cars stage their own race way down the field from the flying Anglias of Merfield and Craft in the Touring Car Race at Snetterton. Approaching the Esses, Clarke's A40 leads Payne's A40 and the Radbourne Racing Cooper-Mini.

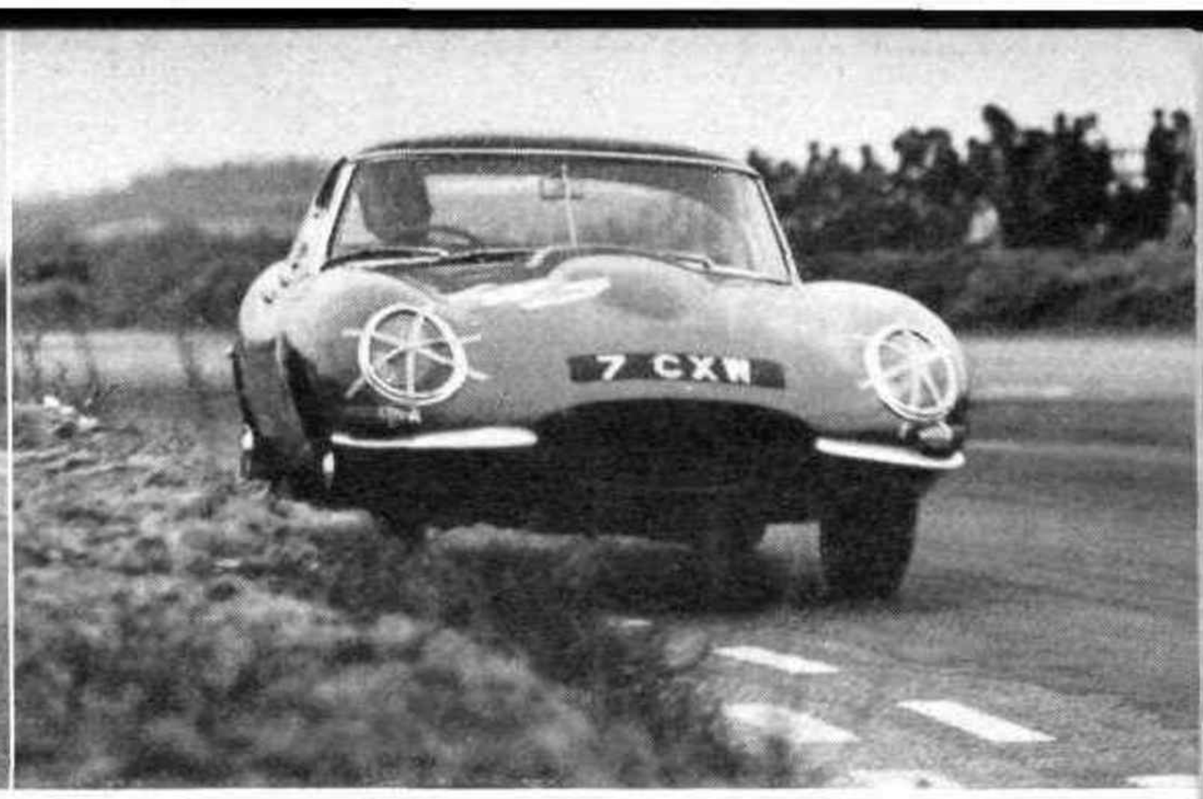


THE WELL-KNOWN yellow Anglia of "Doc." Merfield hotly pursued by Chris. Craft's orange Anglia. Their ding-dong "oranges and lemons" battle raged throughout the Touring Car Race, leaving everyone behind including McLaren's and Pendleton's 3.8 Jaguars.





J. MASTIN drove an immaculate race in a Jim Russell F.J. Lotus 22 to win his race unchallenged.



KEN BAKER'S very potent E-type Jaguar scorched away from the field to win the G.T. race with consummate ease.

AL REVIEW

Snetterton Spring Meeting

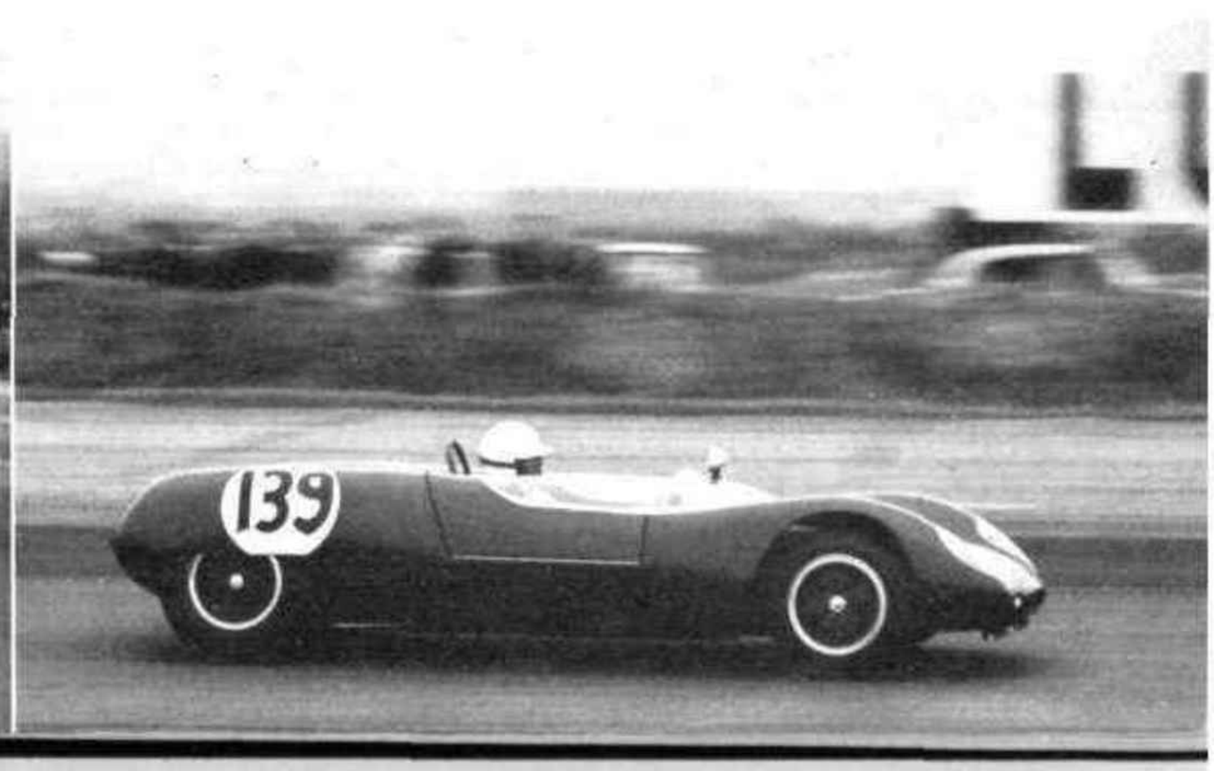
ON THE FIRST LAP of the first race of the season De Udy spins gently off. Bouckley's Lola, Fletcher's Lotus and eventual winner Mastin, press on regardless.



THROUGH RICHES CORNER streams the field for the first part of the G.T. race. Oliver's Marcos leads Bloomfield's Diva, DeBanks' G.T. Lotus 7 and McLaren's Marcos, which eventually won the up-to-1,150-c.c. class.

EX-FORMULA ONE DRIVER Keith Greene won the sports/racing class in his Lotus 23 with only Mike Beckwith giving trouble.

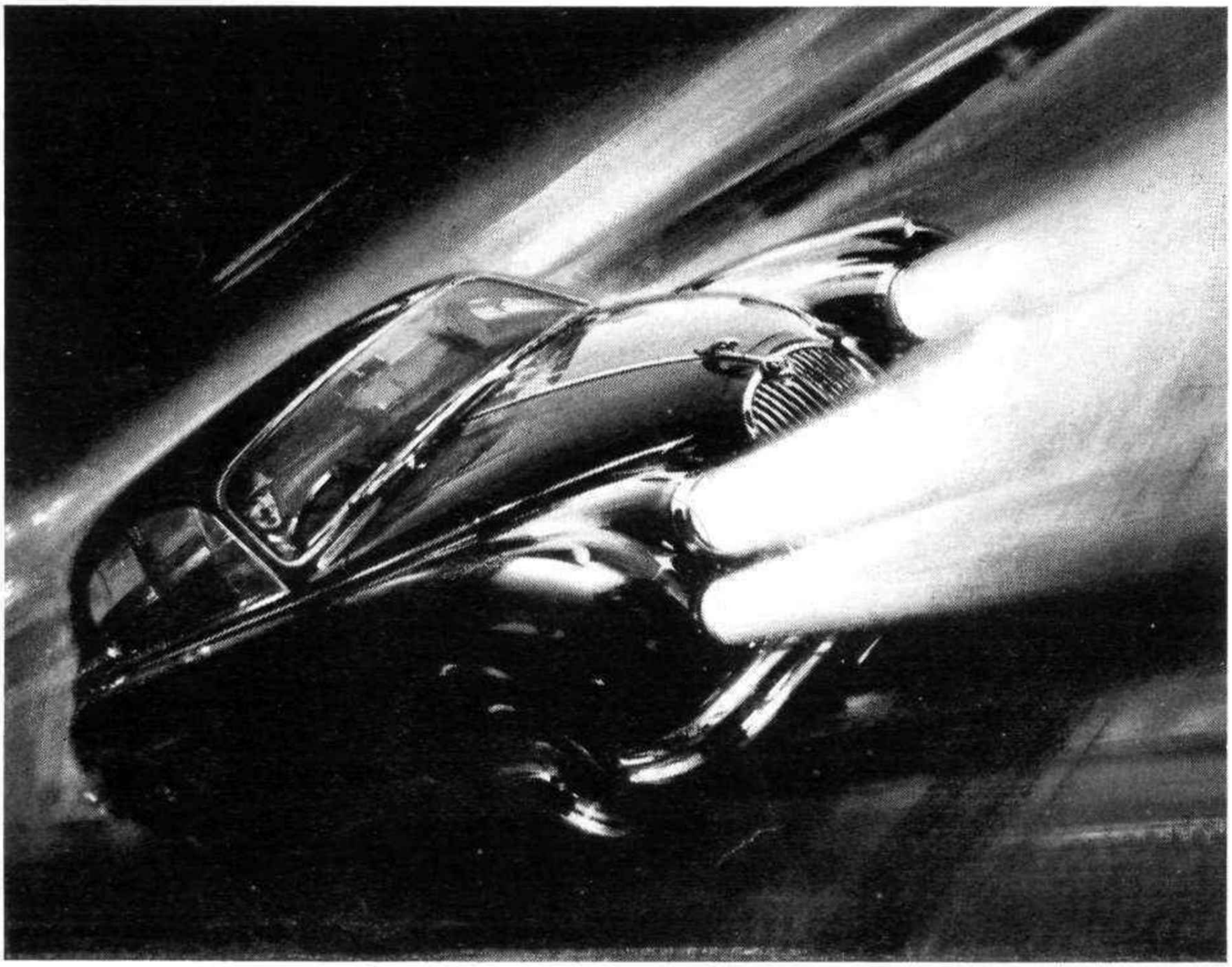




10,000 miles at 106 m.p.h.

JAGUAR MK 2 SALOON USING

CASTROL



On the Monza circuit a standard Jaguar 3.8 Mk 2 Saloon completed a total of 10,000 miles at an average speed of 106.5 m.p.h. The drivers, Geoff Duke, P. Lumsden, P. Sargent, J. Bekaert and A. Hedges broke 4 International Class C records during the run including 4 days at a speed of over 106 m.p.h.

(Subject to official confirmation)

Castrol MOTOR OIL

CONTINENTAL NOTES

LAST month saw the beginning of the season of long-distance races that are accepted as classics in their own right, without the need of a Championship prop. These are the Sebring 12 Hours, Targa Florio, 1,000 Kilometres of Nurburgring and the Le Mans 24 Hours, each one being a very individualistic event and which have in the past been used, with other events, to decide the Manufacturers' Sports-Car Championship, a Championship of makes of car rather than drivers. Last year the F.I.A. became very muddled over the question of Sports cars, G.T. cars and Prototype cars, and there were so many Championships surrounding the classic long-distance events that the situation became farcical. There was no out-and-out Championship, but a series of Cups and Trophies for all the numerous categories that took part, so that almost every make could claim a 1st, 2nd or 3rd in some Trophy contest of some sort. Overlooking this complex system of acclaiming Champion Manufacturers the thing that stood out above all else was that Ferrari was supreme in long-distance racing, no matter what type of long-distance car the regulations demanded. Whether it was production G.T. cars, special G.T. cars, or sports cars called prototypes, Ferrari had the upper hand, and to me the car which covers the greatest distance in 12 hours or 24 hours is the winner of such a long-distance event.

While muddling around with regulations the F.I.A. and the long-distance race organisers became completely bewildered last year, so that Ferrari won races with a 2½-litre V6-engined car that was virtually a 2-seater Grand Prix car of 1960, and he won Le Mans with a car that was a sports car in 1961 but in 1962 became a Prototype. This machine was rather fine because it was almost identical with the 1961 sports car, except that the engine was enlarged from 3-litres to 4-litres. Sports Cars were limited to 3-litres engine capacity in 1958, but last year Prototypes were allowed 4-litre engines, so by putting a Super America Ferrari V12 engine into the obsolete sports-car chassis Ferrari produced a splendid Prototype. The question was "Prototype of what?" but luckily no one really posed that question.

This year the situation is a bit clearer, and notably more free of restrictions. Prototypes are described as "voitures prototype G.T.," which should be self-explanatory even to Signor Ferrari and Colin Chapman, while engine capacity for these cars is unlimited. Another clause says that the car must be constructed in its entirety by the manufacturer concerned, but already it seems as if this clause is going to be overlooked, especially by the French at Le Mans, otherwise Rene Bonnet cars using Renault engines would be ruled out, and that would not do at all. The result of this Prototype class, which is really Sports-Car Formule Libre, is that some very exciting vehicles are emerging and Le Mans this year looks like being most interesting.

Ferrari has squeezed a V12 unit into the rear of a sports-car chassis and this will be his main weapon, while a fine supporting car will be the GTO model with 4-litre engine, which ran last year. Eric Broadley has built a fantastic Lola coupé, with a 4½-litre Ford V8 engine behind the seats and a Colotti gearbox behind the rear axle. The first of these incredible machines in mock-up form was seen at the B.R.S.C.C. Racing Car Show, and two have been entered for Le Mans, which should cause the French scrutineers to suck their Gauloises. Previously Maserati held the crown for building "wild ones," but if this Lola-Ford V8 works then the crown must surely pass to Broadley. Not to be left out of things, Colin Chapman has built for two customers, two coupé versions of the Lotus 19, which is the rear-engined Lotus-Climax sports car, Ecurie Ecosse have installed V8 Buick engines in their coupé Tojeiro cars, and the new A.T.S. firm in Bologna have built a 2½-litre V8 G.T. car with the engine behind the driver on the lines of the Lola-Ford V8. Alongside this lot the works Porsche 2-litre 8-cylinder coupé that ran last year will look pretty staid. The prospects for 1963 long-distance races and Le Mans in particular, look most exciting, and added to these hairy prototypes is the interesting Rover-B.R.M. project, which is to be a Rover gas-turbine engine mounted in a special chassis built by B.R.M. on the lines of their successful Grand Prix cars. If this turbine car project comes off it will undoubtedly prompt Daimler-Benz into serious thought about competing with a Wankel-engined car, and then the "future" we used to read about will have arrived.

On the more serious side of long-distance racing there are the production G.T. cars, such as the GTO Ferrari, DB4 Aston Martin, E-type Jaguar, 2-litre Porsche Carrera, Lotus Elite, Alfa Romeo Giulietta, and Abarth 1000. The GTO is unlikely



How exciting can cars get?—the G.T. Lola V8.

to be changed for 1963 as last year's models proved sufficiently fast and reliable to stay in front of any opposition, but Alfa Romeo have produced a new Giulietta in 1,300 and 1,600-c.c. form, this having a tubular space-frame, all-round-independent suspension, disc brakes all round, with inboard mounting at the rear, and a typical sleek Zagato body. Known as the TZ model, this stands for Tubulare Zagato, and there should be some at the Targa Florio. Abarth are expanding rapidly and after the success of the 1,600-c.c. sports car that ran experimentally last season, they are entering the G.T. field with 1,600-c.c. and 2-litre coupés. The Lotus Elan will surely be ready for competition with a 1,600-c.c. version of the twin-cam Ford engine, and in hard-top form will stir things up.

Even though we shall not see the drivers in these low coupés in Prototype and G.T. racing, it will not matter much, for the cars are going to be interesting enough on their own.—D. S. J.

RESULTS OF RECENT EVENTS

LAKESIDE INTERNATIONAL (Feb. 17th)

Formule Libre—Brisbane—66 Laps—159 Kilometres

1st: J. Surtees (Lola-Climax 2.7-litre) .. 1 hr 19 min. 26.6 sec.
2nd: G. Hill (Ferguson-Climax 2.5-litre) .. 1 hr. 19 min. 56.7 sec.
3rd: B. Stillwell (Brabham-Climax 2.7-litre).
4th: C. Amon (Cooper-Climax 2.5-litre).
5th: D. McKay (Brabham-Climax 2.7-litre).
6th: J. Palmer (Cooper-Climax 2.7-litre).

DAYTONA 3 HOURS (Feb. 17th)

G.T. Cars—Daytona, Florida—Combined Road and Track Circuit

1st: P. Rodriguez (Ferrari GTO) .. .. 82 laps—164.213 k.p.h.
2nd: R. Penske (Ferrari GTO).
3rd: R. Thompson (Chevrolet Corvette).
4th: D. McDonald (A.C.-Cobra).
5th: J. Bonnier (Porsche Carrera 2-litre).
6th: J. Allen (Chevrolet Corvette).

This was the first F.I.A. race for Homologated G.T. cars and counted towards one of the many manufacturers' championships that surround racing other than with single-seater cars. Pedro Rodriguez and Penske drove GTO Ferraris entered by the North American Racing Team, and the race was enlivened by the performances of the new Sting Ray models from Chevrolet and the Shelby-inspired A.C. Cobras, with 4½-litre Ford V8 engines.

SOUTH PACIFIC GOLD STAR (Mar. 2nd)

Formule Libre—Longford, Australia

1st: B. McLaren (Cooper-Climax 2.7-litre) .. 176.380 k.p.h.
2nd: B. Stillwell (Brabham-Climax 2.7-litre).
3rd: J. Youl (Brabham-Climax).

SANDOWN PARK (Mar. 10th)

Formule Libre—Melbourne—60 Laps—183 Kilometers

1st: B. McLaren (Cooper-Climax 2.7-litre) .. 1 hr. 10 min. 03.8 sec.
2nd: J. Brabham (Brabham-Climax 2.7-litre)
3rd: A. Maggs (Lola-Climax 2.7-litre)

"THE TIMES" AND DONALD CAMPBELL

The Times Weekly Supplement devoted most of one of its February issues to every conceivable aspect of Bluebird's forthcoming attempt to break the late John Cobb's Land Speed Record. Thus did *The Times* show its great faith in Campbell's project. The Editor of MOTOR SPORT contributed an article on the Land Speed Record down the years.

WHAT ARE THE SMALL FIRMS DOING?

A survey of the products of some of Britain's smallest motor manufacturers.

WE have always been on the side of the really small motor manufacturers partly because of the fact that they have to stand up against the might of the Big Five but mainly because they try to produce cars which are vastly different from the necessarily standardised products of the larger manufacturers. They concentrate almost exclusively on the sports and G.T. field and virtually without exception the cars are sold as kits of parts. For a very small manufacturer to attempt to sell complete cars almost always results in financial suicide although a few like Lotus and Ogle have made the transition to selling fully assembled cars. Accessory suppliers are loath to supply small quantities of parts to the smaller car makers unless the car is successful in competition, then they are very pleased to be associated with the name. Similarly their prices are usually well above those quoted to the bigger manufacturers who deal in thousands rather than dozens, with the result that kit cars are usually comparatively expensive as well as often lacking in the refinements of trim and detail finish of the mass-produced article.

Since Purchase Tax was reduced to 25% the burden has fallen even harder on the kit car manufacturers and since we last reported on kit cars in January 1962 Ashley, G.S.M. and T.V.R. have gone out of business, indicating the precarious position in which even quite well known firms can find themselves.

Looking on the brighter side however, the specialised builders have the advantage of being able to design and develop a car quickly, while technically speaking some of the designs coming from these firms are often way ahead of those from the big factories. With this in mind we have visited several of the kit car builders to see what they are producing and to find out what are their future plans.

M. L. T.



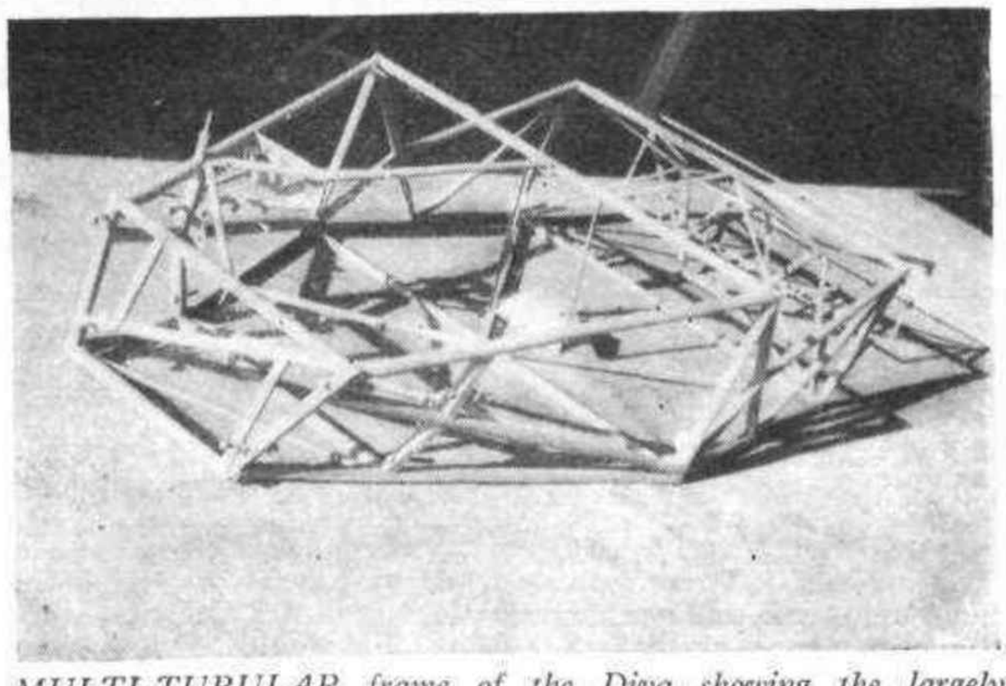
THE DIVA has been most successful in competition and in this shot is seen at the first Snetterton meeting.

DIVA

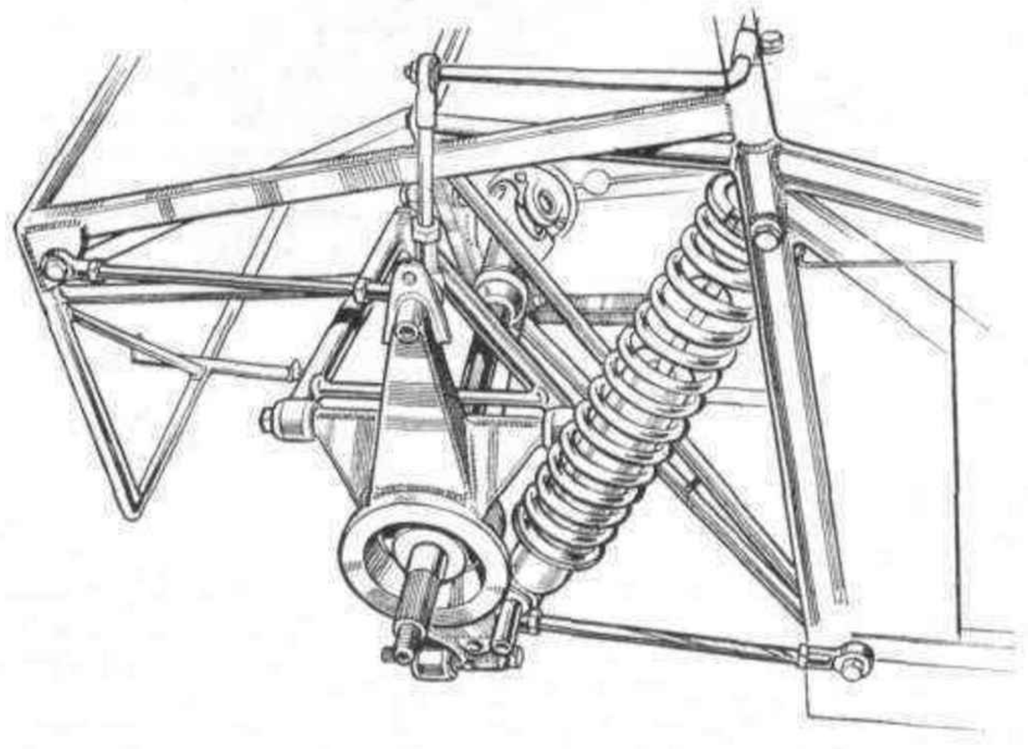
The name of Diva is probably not very well known even to enthusiasts. It was originally conceived as a competition car pure and simple and in fact competed regularly in Club races last season. The car is the brainchild of Don Sim who used to race a Yimkin. He designed the Diva in his spare time and when he became a director of Tunex Conversions along with well-known rally driver Leo Bertorelli the ideas were gradually transferred into metal and the prototype Diva was soon completed quickly and gained eight wins in its first seven weeks of competition. It was intended to sell the car for competition use only but a number of enquiries were received from people who were sufficiently impecunious to require a dual purpose road and competition car, so it was decided to build a batch of cars to a standardised specification suitable for road use. These are being assembled in a separate factory at Camberwell while the competition cars are being developed at the Tunex garage in Penge.

The frame of the Diva is a multi-tubular structure in round and square section tubing with joints welded or nickel-bronzed. As it was intended to fit it with a G.T. body with conventionally opening doors it was necessary to have relatively low chassis side rails which sacrifices some stiffness but the engine is designed to be an integral part of the chassis.

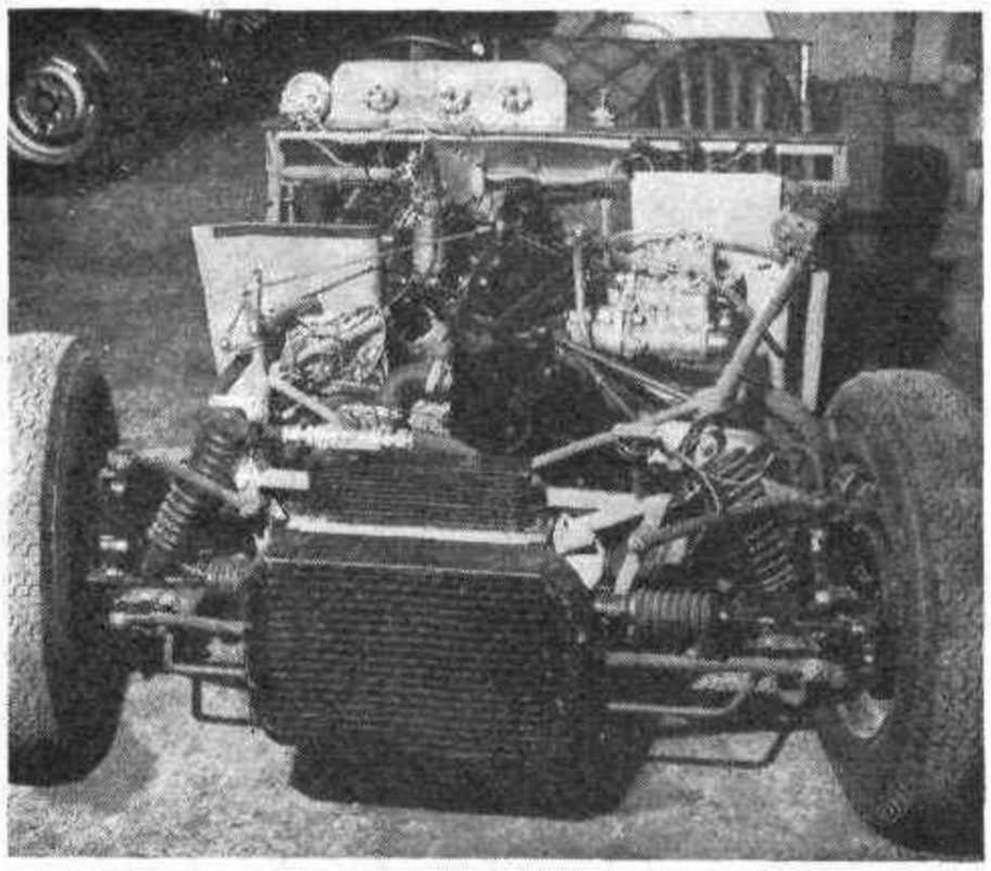
Much of the design of the Diva is based on the size of the body which has a wheelbase of 6 ft. 9 in. In fact the glass fibre body is the proprietary one made by Heron plastics for pre-war Austin



MULTI-TUBULAR frame of the Diva showing the largely unbraced engine compartment. When the engine is fitted it becomes an integral part of the chassis.



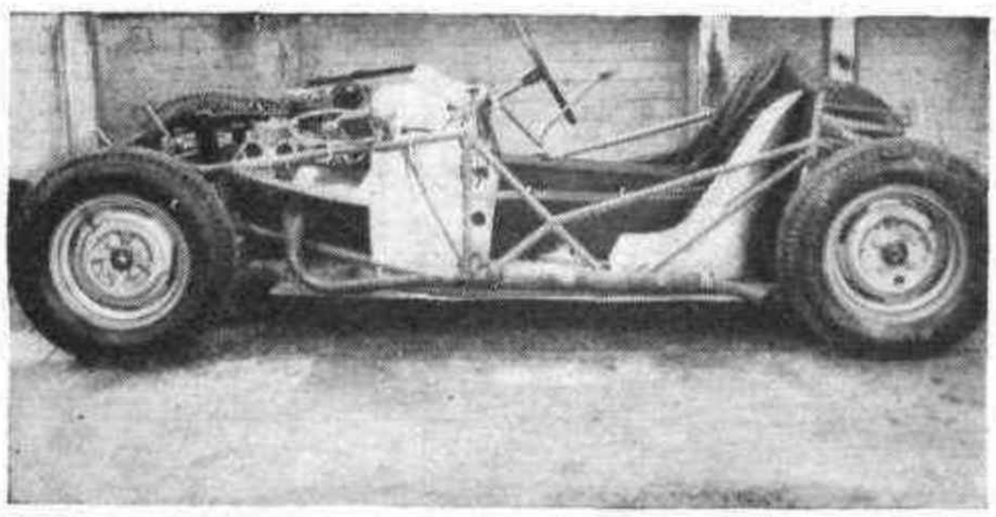
INDEPENDENT REAR of the Diva, showing the welded hub carrier, transverse wishbones, and Watt's linkage which will probably be replaced in production by parallel radius arms!



FRONT VIEW of the Diva chassis showing the wishbone and coil-spring suspension and rack-and-pinion steering.

Seven Specials which has had a hard-top mated to it. This short wheelbase has rather restricted some aspects of the design and because the engine is placed fairly well back in the frame for better weight distribution it does encroach on the amount of room for pedals. The short wheelbase also restricts the amount of leg room available for the driver, but as everyone who has driven the Diva so far is fairly short the problem has not been acute.

The front suspension of the Diva consists of nickel bronze welded wishbones which are well gussetted. A quickly removable anti-roll bar is fitted and Armstrong adjustable coil/spring damper units form the suspension medium. The original prototype car was fitted with a rigid rear axle and it was raced and hill-climbed in that form during last season but an independent rear suspension system has been developed and will be fitted on all future production cars. This has a welded steel hub carrier with an upper wishbone and single lower link. The first prototype uses a Watt's linkage for fore and aft location as shown in our diagram but production models will now have a long radius arm running parallel with the lower arm of the Watt's linkage. An easily detachable anti-roll bar which is itself readily adjustable is located on the top arm of the hub carrier and suspension is by telescopic adjustable Armstrong coil spring/damper units. The differential is that used on the Lotus Elite and the drive shafts are the splined type



SIDE VIEW of the Diva chassis, showing the low side rails of the space frame, which allow reasonably easy access.

taken from a Mini-Minor although these will probably be replaced by a specially designed type for production models.

The engine of the car is the Ford 105E, angled 11° to the left. Originally there was an idea to have a Mini engine mounted in the tail but Don Sim felt that weight distribution would be a problem and anyway he preferred the Ford engine. This is mounted in the chassis with a front engine bearer plate and is located very rigidly in the frame by means of small diameter tubes which run from the chassis frame to cylinder head studs at front and rear. This allows a good deal of vibration which is acceptable in a competition car but road cars will have enough rubber introduced to minimise this problem.

Production cars, which sell for £860 will have the engine and gearbox in standard form with the addition of a pair of Weber 40 DCOE carburetters. As the car has a dry weight of just under 8 cwt., this will give enough performance for most people's satisfaction on the road, but Tunex are in the tuning business and carry out their own modifications on 105E engines, and estimate that an 80 b.h.p. engine and close ratio gearbox can be supplied for a further £170 which will bring the car up to the specification of last season's engine. Apart from a Jeffrey camshaft the work is all carried out by Tunex. As yet they do not have a dynamometer but one is being installed in the near future.

The prototype car had proprietary drum brakes, from the Standard Atlas van actually, but they proved inadequate and the car, is now fitted with discs all round, 9½ in. at the front and 9 in. at the rear with twin master cylinders for safety.

Steering is by Sprite rack and pinion with a universally jointed column. A wood rimmed steering wheel is supplied as standard equipment.

A five gallon aluminium fuel tank is mounted behind the differential and twin S.U. electric pumps draw through twin filters to ensure that no swarf passes to the engine. The lightweight 12-volt battery is rear mounted as is the dynamo which is driven from the propeller shaft and is quite accessibly mounted in front of the differential. This saves a good deal of strain on fan belt and water pump bearings.

An unusual feature of production cars will be the use of transistorised ignition. Experiments have been going on for some time with a proprietary kit and now that various snags have been eliminated it is considered fit for production models. Apart from the advantages of more reliable ignition at high r.p.m. Don Sim has found that in competition work he could run on hard plugs at all times without encountering fouling troubles.

Doug Mockford has taken delivery of the first production car and will be racing it extensively both here and abroad while two or three cars will be shipped to the U.S. shortly. The car will be homologated with the 80 b.h.p. engine and it is hoped that this will be confirmed at the April meeting of the C.S.I. so that the car can compete internationally for most of the 1963 season.

We haven't driven the Diva so we cannot tell you anything about that side of the car but perhaps we can rectify that before long. In the meantime competition minded enthusiasts can get further information from Tunex Conversions at Oak Grove Road, Penge, S.E.20.

FALCON

Falcon Cars have been supplying glass fibre body shells for some years and have reached a high standard of finish with such bodies as the Competition and the Caribbean, the Competition being an open 2-seater which was also available as a complete car with multi-tubular space frame while the Caribbean was normally supplied for fitting to the Ford 10 chassis. Although these two shells are still available Falcon are now concentrating on the new 515 model which was introduced at the Racing Car Show. However, discussions have been going on for a long time with Auto Union with a view to marketing a D.K.W. Junior chassis mated to a Caribbean body shell. So far no decision has been reached but a Mantzel tuned prototype has been timed at 106 m.p.h. The main problem lies in the need to give the D.K.W. chassis more torsional stiffness, the lack of it causing the doors to pop open at inconvenient times.

Falcon have built up a good reputation for glass fibre work and now the bulk of their output is in the industrial category ranging from boat hulls to window boxes. The latest and most successful enterprise in this field is the manufacture of glassfibre hoppers for farmers, these being much more durable than the metal ones used for so long. Work on these projects is growing so fast that a new 9,000 sq. ft. factory in Hatfield is being taken over shortley.

The 515 is very much a hobby with managing director M. A. E. Mosely and is in many ways a development of the Competition model although a large number of changes have been made. The accent is on comfortable transport for two rather than the competition angle although a lightweight version fitted with a Coventry-Climax 1,100-c.c. engine is being built for the firm's development engineer to race this season. Three cars were also entered for Le Mans with several French drivers but even this did not sway the Automobile Club de L'Ouest and all three entries were rejected. Homologation has not yet been applied for but when it



STYLED by a Brazilian, Tom Rohonyi, the Falcon 515 is an attractive-looking car. Production models will have a wider rear track.

is, the engine will be the 1½-litre Ford unit and not the Climax as the twin-cam Lotus version would enable a good deal of power to be found without a great deal of expense.

The chassis of the 515 is a multi-tubular type made up from round and square section tubing, nickel-bronze welded. The chassis is very wide so that two large bucket seats can be dropped between the side rails without restricting the passengers at all. When the chassis is received from the Progress Chassis Company it is bonded into the body which has plated sections at critical points. This results in a very rigid structure and after painting the body/chassis unit is ready for the customer. We have examined the surface finish of the prototype Falcon carefully and it reaches a very high standard indeed.

The front suspension of the 515 is by tubular steel unequal length double wishbones with coil spring/damper units. An anti-roll bar is not in the specification as yet but development testing has suggested a need for one and it will be incorporated in production models. The rigid rear axle is located by trailing arms and is sprung on vertically mounted telescopic coil spring/damper units. A criticism which has been levelled against the present axle is that it has insufficient track and spoils the look of the rear of the car. This is being rectified by the use of the Ford Cortina axle which will give a 2-in. wider track.

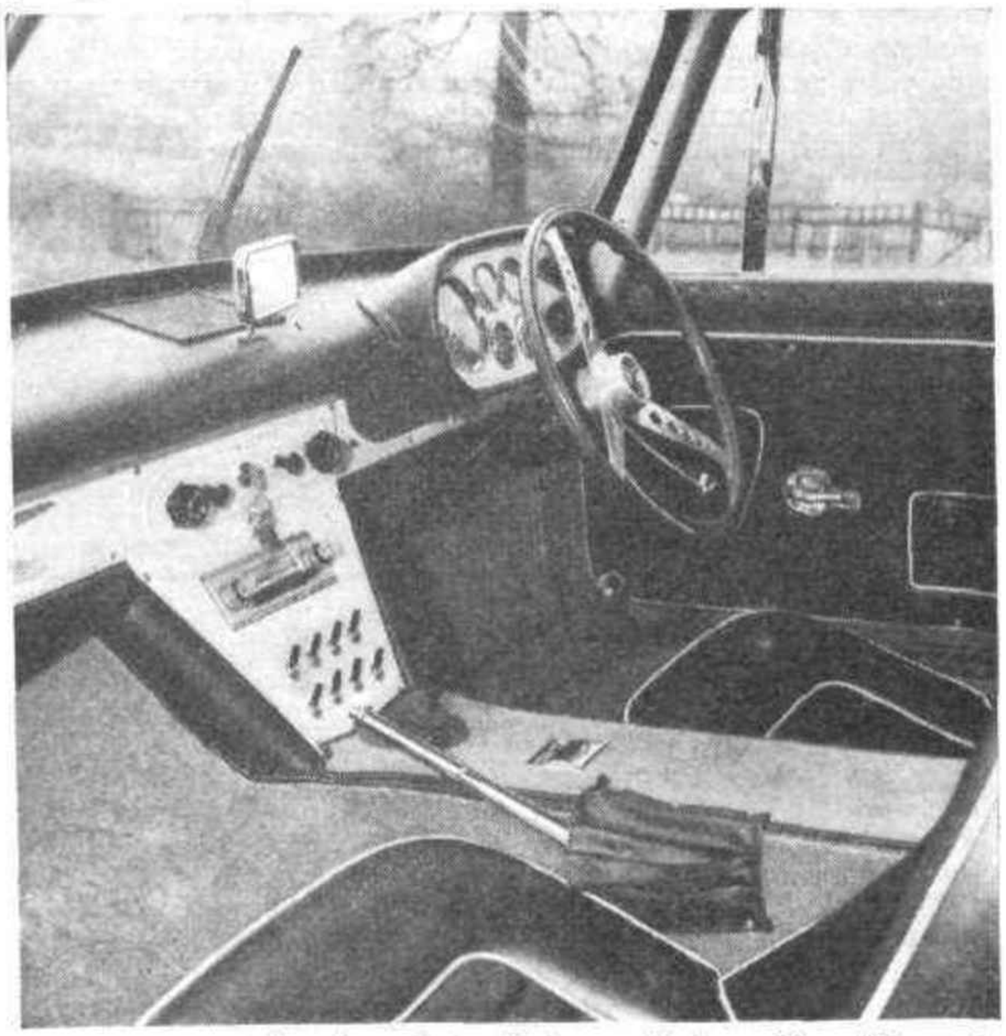
The rack and pinion steering is from the Triumph Herald giving a turning circle almost as good as that of the parent car. The brakes, 9-in. discs at the front are matched with 8-in. drums at the rear.

The engine of the production car is the Ford 5-bearing 1,500-c.c. unit which is given a mild tune by the addition of twin S.U. HS4 carburetters, putting maximum power up to 70 b.h.p. at 4,600 r.p.m. The gearbox is the all synchromesh Ford box with standard ratios.

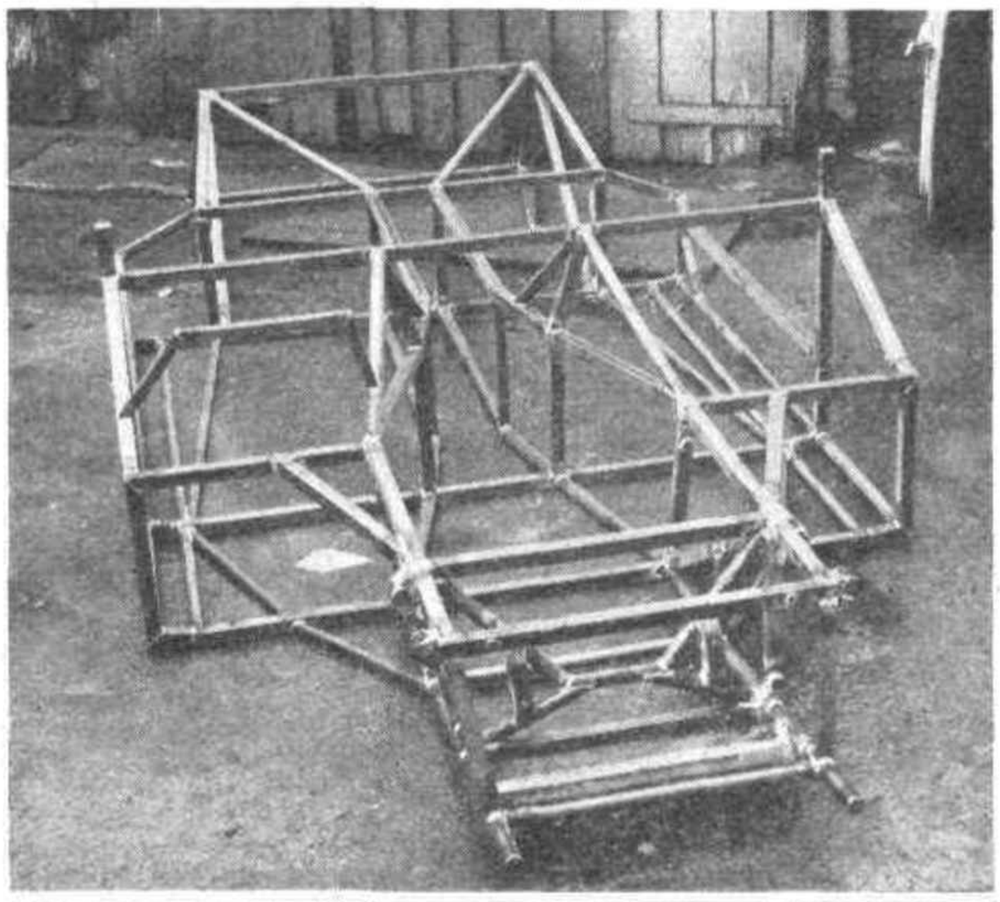
The interior is trimmed to a high standard and instrumentation is quite lavish including speedometer, rev.-counter oil pressure gauge, water temperature gauge, fuel gauge and ammeter while the various switches are placed on a central console. The seats are most comfortable to sit in and details like the quick-action lever window-winder are commendable as are the B.M.W. door handles which have not yet been perfected on the Falcon installation.

A brief drive in the prototype showed little more than the brisk acceleration endowed by the Ford engine, the noise of which will be deadened by Interior Silent Travel on production cars, while comments on handling will have to wait until a disconcerting wander is eliminated. It is hoped that the anti-roll bar will help in this respect. The body appears to be quite rigid with no rattles intruding and the ride is comfortable.

Plans for the 515 are to produce a small number each week to meet orders as they come in, but it is not intended to expand into large scale manufacturer even if the opportunity occurred, as the 515 project is intended mainly as publicity for Falcon's other work which in future months will cover everything from car polish to wire wheel conversions and even more serious competition work in another sphere. We look forward to further acquaintance with



LUXURIOUS interior of the Falcon will be a big selling point among comfort-loving drivers.



BEEFY chassis of the Falcon 515 is nickel-bronze welded in round and square section tubing, then bonded into glass-fibre body.

the Falcon. Details can be obtained from Falcon Cars, 23, Highbridge Street, Waltham Abbey, Essex.

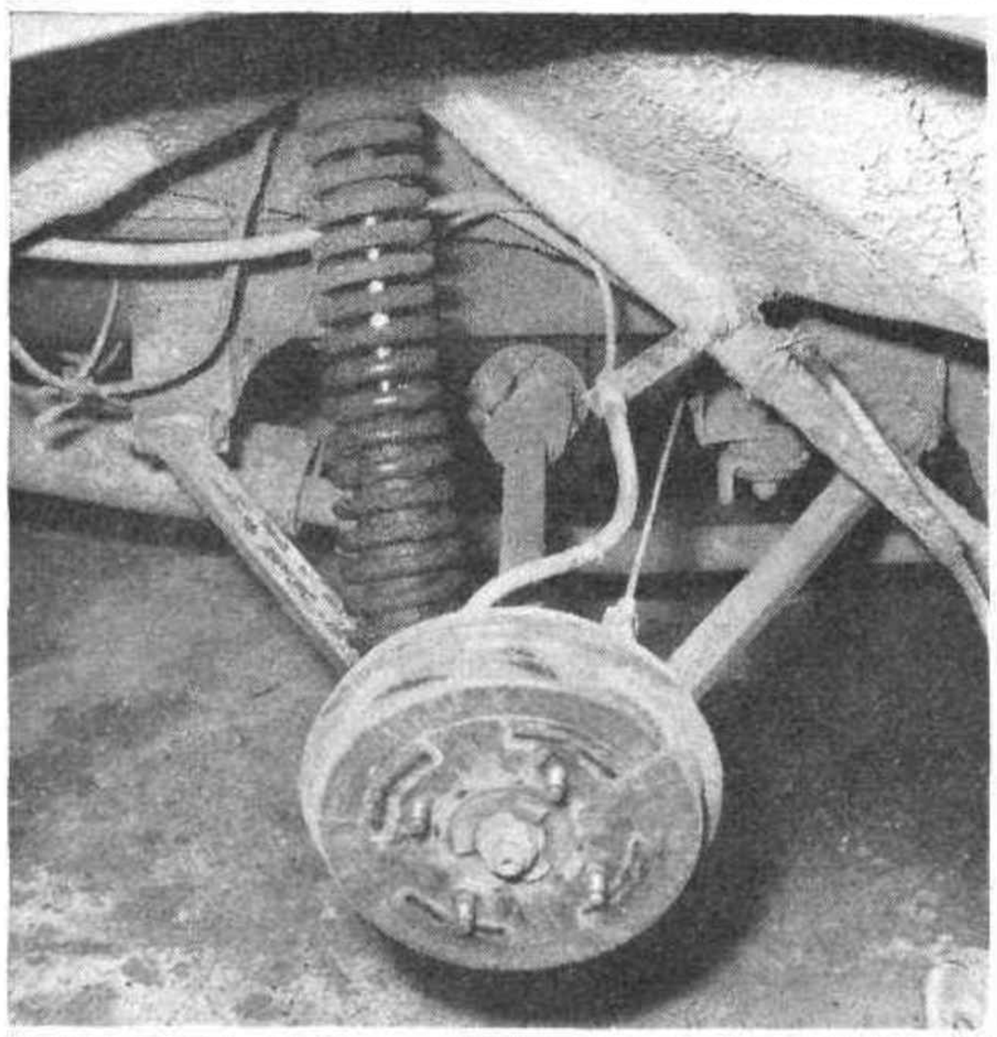
HERON

Like so many of the other small car manufacturers Heron started life as glass-fibre moulders, making the shell for Austin Sevens which is now used by Diva and also the shell for the Rejo 1172 Formula car, but last year they introduced their own kit car based very much on Triumph Herald parts.

The chassis is a combination of steel backbone and glass-fibre. The steel chassis is of a similar form to that of the Herald being made from large diameter square section tubing. It has a central backbone with outriggers for suspension and body mounting, while a massive upright encloses the gearbox and supports the body at scuttle height.

The body, which bears a strong resemblance to the sports body, is moulded in one piece complete with the coupé top while the undertray, gearbox tunnel and other interior flooring is moulded separately into one piece. The steel chassis and undertray are then all bonded to the body while it is still in the mould, so that when the mould is split the body and chassis are removed in one piece, which results in a very rigid unit. A steel bar runs through the front window upright and over the roof to ensure the safety of occupants in a roll-over accident. Doors are hinged on steel plates and are fitted with push-button locks.

The front suspension of the Europa is Triumph Herald pure and



I.R.S. is fitted to the Europa, which consists of a Herald differential and drive shafts with wide-based wishbones and coil-springs.

simple as is the rack and pinion steering with all the advantages of this layout, with the additional advantage that suspension and steering parts are all obtainable from Standard/Triumph dealers. Heron are not able to purchase direct from the factory and have to get their supplies from a local distributor.

The rear suspension utilises the Triumph Herald differential, drive shafts and hubs but the Herald leaf spring is abandoned in favour of very wide based wishbones in conjunction with coil spring/damper units. The disadvantages of swing axle suspension are negated to a large degree by the use of considerable negative camber, which prevents rear wheel " tuck-in."

Brakes on production cars will be 9-in. discs at the front with 8-in. outboard mounted drums at the rear. A fly-off handbrake is standard equipment. Lucas electrical equipment is standard throughout while Smiths supply the electronic rev.-counter and fuel gauge, the remainder of the instruments being by MotoMeter. All instruments are fitted at the factory, the owners' job being just to connect up the wiring.

The engine fitted as standard is the Ford 105E in standard trim, but the 1½-litre unit can be specified for an extra £25. As the



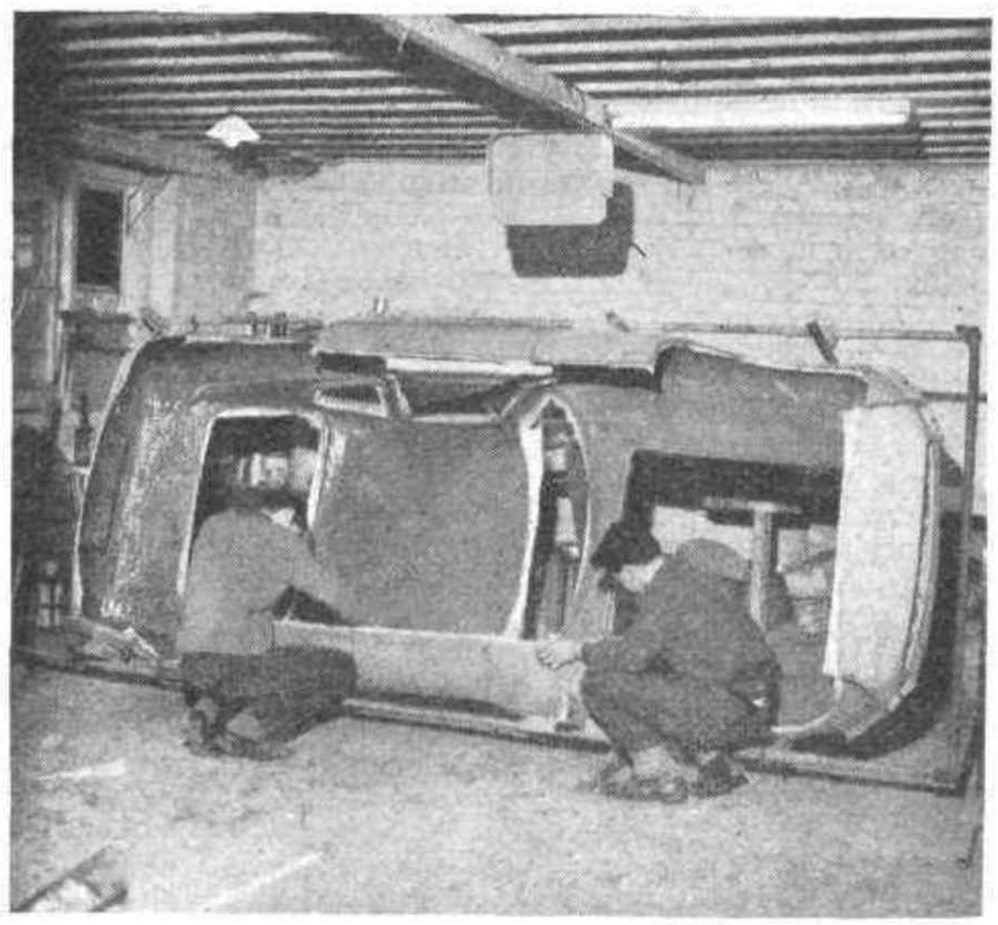
THE GLASS-FIBRE-BODIED Heron Europa uses many Triumph Herald suspension components with a Ford engine.

gearbox comes with the engine the buyer of the 1500 engine has the advantage of the all-synchromesh gearbox although it can also be supplied with the 105E unit for an extra £10. It is planned to have the car homologated in April with the 105E engine, and Heron plan to run a team of two cars this season, starting with Club competition with designer Deric Bishop driving one car and a works supported car driven by two private owners.

Heron have no grandiose plans for large-scale production and like many other glass-fibre moulders they rely very much on industrial work, ranging from flower bowls to dinghies. They even make suits of armour from glass-fibre! The works can cope with a steady production of one or two cars a week which will largely be sold as kits on the home market. There is a Swiss agent and the car was shown at the last Geneva Show while various other European dealers showed interest at the Racing Car Show.

A kit of parts sells for £730 and details are available from Heron Plastics, 123, Calvert Road, Greenwich, S.E.10.

(To be continued next month)



THE body of the Heron is moulded in one piece and the chassis and undertray are bonded in while the body is still in the mould.

VINTAGE RESTORATIONS IN THE SUDAN—

continued from page 250

car with such a wide range of petrol consumption : driving hard, alone, on Continental mountain or second-class roads, could get through a gallon every eight miles of exhilaration; silking along with nervous passengers, a gallon would eke itself out to eighteen miles of contented pride. The Hispano was not beyond criticism, principally in being short of one gear in the box. I expect three were plenty in the days when the remnants of the aristocracy pointed that wonderful great bonnet at the South, and went like the wind to the Cote d'Azure; but modern traffic and the high bottom gear are rather hard on the clutch, in spite of the smooth 5.3-litre engine with two of everything. In Lord Cottenham's forecast of Rover publicity, " Sicilian Circuit," he comments that a Hispano was never a car for a child to drive, but mine was certainly a delight to one who would claim only to be a competent adult. With its wonderful steering and, perhaps above all, the gearbox-driven mechanical servo brakes (which Rolls-Royce pinched, remember), the only time one was ever conscious that this car was well over two tons in weight was when winding really hard through a tight bend—not that the rail-steady rush was ever worrying, but the gentle declining reading of the adhesiometer in the seat-of-the-pants was just perceptible.

Returning to the Sudan, I stumbled upon one of the cooking-sherry Alfa Romeos, lying derelict at the side of one of the residential roads in Khartoum. It is a 2.3B, with a quite pleasant pillarless saloon by Touring. As far as I can discover, she came into the Sudan *via* Ethiopia, and may be the sole survivor of three. When I found her, all tyres, instruments, upholstery, and the many rubber-bushes in the suspensions and transmission, were scrap. A good friend presented me with most of a complete spare engine and gearbox, and a complete set of instruments. I couldn't get anything out of Alfas, and " T. & T.'s " storekeeper was able to find me only a couple of rubber bump-stops for the front suspension (which is Alfa's trailing-link, coil-and-oil damper lay-out) of the few items for which I asked him. Before I had again come home on leave in order to be able to visit Cobham, however, I had contrived to find or to fabricate pretty well all that I needed. Mercedes lorries use big rubber bushes of the type required for the rear torsion bars, and Commers use bushes I could adapt for the propellor-shaft couplings. After some hesitation I scrapped the original brake fluid reservoir in favour of one with a glass bowl, so that I could readily see any contamination, because dust is terribly pervasive in this country.

All the upholstery had been renewed, the wooden fillets re-polished, and the exterior resprayed black (but not polished) when the time came to move some hundreds of miles south of Khartoum. Here, lack of electricity and excess of bugs prevent night work, and since last May I have been able to make time to do very little more, but soon I shall be able to replace the drive chain to the water pump, and to get the engine going. Then there will remain only re-fitting of the re-glazed and re-plated wind-screen, a complete re-wire, and the making of new carpets and tail-lamps. Twin sidelamps have been fitted, in case the Alfa is ever taken to Europe, one set yellow, one white, so connected that whichever set is in use for purposes of illumination the other set will act as direction flashers. Similarly, the headlamps can be readily commuted to comply with any lighting regulations. New Michelin " X "s have been fitted, and the whole frame, engine and transmission cleaned, scraped and polished or painted, as appropriate. Some of the original flimsy chrome frippery from the front end of the bodywork has been discarded, with an improvement in the dignity of the appearance. The only serious remaining shortage is in the rubber internals of the front suspension. These I have faked up from other proprietary components, having been unable to locate genuine replacements. If anyone knows where to find them I would be very glad of advice.

I hope, when next on leave, to be toying with an 8-litre Bentley, chassis number YR 5086, but this, like the Hispano, I would never dream of taking to the Sudan. Meanwhile I content myself as best I can with Wheatley and Morgan's book, " W. O.'s" reminiscences, Sammy Davis' autobiography, the *Bulletin*, the *Review*, and with every word printed in the appropriate journal; and I keep in practice by driving my personal Land-Rover, 3- or 5-ton Commers, and, when my chaps will let me, one of our Caterpillar D8Hs.

FILM REVIEW—

" The Fast Lady "—a Julian Wintle-Leslie Parkyn Production, starring James Robertson Justice, Leslie Phillips, Stanley Baxter and Kathleen Harrison.

Whatever my feelings about ill-treatment of the 3/4½-litre ex-Charnock Bentley which stars in " The Fast Lady "—fortunately it is not an outstanding example of the breed—there is no denying the excellence of this Rank comedy, with brilliant script by Jack Davies and Henry Blyth, directed with consumate skill by Ken Annakin. I rate this film as better, certainly far funnier, than " Genevieve " and it is likely to endear the public as much to vintage cars as this earlier film comedy did to the veterans.

Stanley Baxter's performance as the Scottish learner-driver who buys the Bentley to impress Julie Christie is surpassed only by that of Leslie Phillips as the smooth car-salesman and girl-chaser. James Robertson Justice has come a long way from his G.N. days but has a moderately easy part to play as the rich, heavy but doting father of Miss Christie—I swear he is wearing a B.R.D.C. button-hole badge. The dream-race round Silverstone in which the Bentley beats Hill, Surtees and Brabham is surpassed only by the driving-test session and the chase of a Jaguar full of crooks by the vintage Bentley, James Justice's Bentley Continental and a Police Wolseley.

This splendid film could only have been made in Britain. The cars featuring therein, apart from " The Fast Lady," include a Lincoln Continental, Rolls-Royce, B.M.C. Minicar, Austin Healey, M.G.-A, and a pre-war Austin that causes a mirthful traffic jam—how the street scenes were filmed within the letter of the Law I cannot imagine! If " The Fast Lady " has not come to your district I suggest a motoring expedition to see it—all but very narrow-minded Bentley fanatics should return to their cars well-pleased.—W. B.

MINIATURES NEWS

A new Lesney " Model of Yesteryear " is definitely an event. The latest, No. Y-5, is a fine 1929 4½-litre blower Bentley Le Mans car, modelled on Harry Rose's car. The model has openwork wire wheels, outside handbrake, cycle-type wings, fold-flat screen, headlamps, ten instruments on the facia, front seats, tonneau cover, etc., and carries Union Jacks and racing and registration numbers, etc. It is to a scale of 52 : 1 and 3 in. long. It is a fine addition to the Lesney range of historic vehicles, beautifully finished, and costs 4s. Even the vintage steering wheel and external fuel tank are very well represented, but the radiator is painted, whereas on the real car it is plated. Incidentally, we believe the next " Model of Yesteryear " will be a 1911 Renault.

Lesney also have a Fordson tractor and tipper trailer in the Matchbox King Size series, No. K-11, 6¼ in. long, priced at 5s. 6d.

Dinky Toys have a VW 1500 saloon with openable front bonnet with suitcase therein (No. 144—4s. 11d.) and a F.1 Ferrari with removable engine cover (No. 242—3s. 11d.), both models measuring 3½ in. long.

Following their ingenious VW van and Combi models in which the headlamps can be flashed or extinguished by passing a finger over studs on the roof, Corgi have a F.1 Ferrari (No. 154), but the driver sits too high although the twin exhaust pipes and rear engine details are done better than on the Dinky miniature.

Another Playcraft line is a well-made, very effective 8 in. × 5 in. × 2¼ in. " Bandbox " children's four-transistor 9-volt portable radio, for long and medium wave, which will receive London or Luxembourg with equal impartiality and can be converted into a microphone for addressing Club meetings, etc., or a " baby-sitting " amplifier. If the children are demanding a radio and you could do with an extra one for the car, this is it. The price is only £6 6s., inclusive of p.t., less batteries; there is a 6-months' guarantee, no external aerial is required, and the plug-in microphone conversion, with 18 ft. cable, costs 25s.

Scalecraft have brought out four 5s. kits for making a go-kart, a Cooper, a Lotus 25 and an A.A. breakdown crane, these miniatures being propelled by an electric motor, which is included in the price of the kit and energised by a 5d. battery. It is claimed that the breakdown crane will tow other miniatures, a claim we hope soon to put to the test. A new kit is planned every six weeks.

W. B.

Quote from a local paper : " After covering only 10,000 miles a new automatic gearbox has had to be fitted to the Mayoral Rolls-Royce at a cost of £120." Which proves that R.-R. spares are not expensive!

LETTERS FROM READERS

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

CONVERSIONS

Sir,

We have long watched the spread of conversion kits and all forms of extra equipment for mass-produced motor cars, and wished that we could think of something that would not only bring us our share of all the spare cash being spent, but would really help motorists in addition. At last we have come up with an idea that will not only make our fortunes but will fill a real need for one section of the motoring fraternity, namely Riley Elf and Wolseley Hornet owners. In addition to vastly improving the appearance of these cars, our invention reduces the overall length, thus cutting down shipping costs and also making parking easier. All we do is to cut off the rear of the car and replace it with a standard Mini-Minor boot. We have fixed the conversion price provisionally at £70. At a later date, we intend to market a conversion for the Mini-Minor giving greatly increased boot space; we shall do this by welding on unwanted Riley Elf or Wolseley Hornet boots.

Other projects include drum brake conversions to improve the braking on Mini-Coopers, and wire door-pulls for this model to facilitate door opening.

For Ford owners we shall offer 1,340-c.c. engine conversions to give the Classic 1500 greater economy, seat conversions to make the Capri into a genuine 2-seater, and a rear parcel shelf for the Ford Anglia or Classic (the space for this being obtained by moving the rear window to a position between the front and rear seats).

KEITH HIGGINS and
Kenilworth. MICHAEL BELGROVE.

* * *

DUNLOPS SPEAKING

Sir,

Before the correspondence on tyre life is closed I would like to do exactly what your contributor Mr. Strangeway says—let my tyres speak for themselves.

"Early in 1960 we (a set of gleaming new Dunlop Tubeless H.D. tyres) set out in life attached to an Austin A40 Farina. Before you could say 'tyre-paint' we had been shipped off to North Africa, and have spent the last 25,000 miles being thrashed unmercifully on and off of Libyan roads. We have been left to stand in the blazing sun for hours on end and then driven hard over stony tracks, and as for the pot-holes in some of the roads . . .!! Alas one of us succumbed to a bent nail on one occasion and first aid was needed—our only casualty in all those miles. It seems that our useful life is now at an end, and the word is out that we are to be replaced by a set of new C41s, and will probably spend many more miles on these roads attached to various forms of donkey cart.

"We have no feeling of shame at being replaced, and believe that our record of service brings every credit to the family name."

Cyrenaica. C. G. ATKINSON.

* * *

GOOD SERVICE

Sir,

A very small collision with a very large snowball someone had rolled onto the road wrecked the exhaust downpipe of my 1939 Alvis 12/70.

I 'phoned Alvis at Coventry at 4 p.m. asking for a replacement as soon as possible. At 3 p.m. the following afternoon—23 *hours later*—a railway van driver struggled through the snowdrifts in my lane to deliver the new pipe.

How's that for service?

Delph. R. PRATT.

* * *

ON TEST

Sir,

We have read with growing interest the reports and statements which have appeared recently in your excellent publication concerning the new Rootes Mini. With these thoughts in mind we feel that you may be interested in our impressions of one of these cars seen passing through Leicester on the 15th March.

The car was spotted on the A 6 and at first glance appeared to be a Triumph Herald Estate Car. However, a closer look told us that this could not be so as the body was not long or big enough.

When the driver saw our Mini-Minor do a "U" turn to have another look he accelerated to attempt to lose us before his car was recognised. The acceleration of the new car was slightly superior to that of our Mini.

The Mini was hard put to keep up. It was out-accelerated, out-cornered and generally put to shame! In fact the only reason we kept up was because our driver had a better knowledge of the particular road.

The road-holding of this fantastic car is, as we have said as good as, if not better, than the Mini. Acceleration is incredible. Indeed, we could hardly believe our ears when the driver changed from third to top gear at 60+m.p.h.

In our opinion the Rootes Group have a "winner" in this new car and, if the performance of the mass-produced car is the same as the test car we saw then B.M.C. had better beware for they will meet some stiff competition in a market which they have so far domineered. One of the writers has already placed a tentative order for one of these cars and if and when he takes delivery he will let you know his impressions.

Finally, may we congratulate the driver of "Apex" or "Ajax" or "?", Reg. No. WHS 175; on this occasion he tried every trick to lose us and nearly succeeded. Does he remember our green Mini? We think he does and will do so for some time.

Leicester. RICHARD JONES AND T. A. MOSS.

[But for us it is a case of "wait and see." We have been told no test cars are available—yet.—ED.]

* * *

STILL WE GET THEM!

Sir,

In your January issue Mr. Laredo lists an absolutely shocking number of faults which have occurred in his Triumph Herald within 27,000 miles. In February we heard from Mr. Arnold who is quite satisfied with his Herald, but states casually that in under 28,000 miles he has had to replace tyres and brake shoes in addition to other minor items. In the same issue Mr. Hulse adds fuel to the flames by describing the Herald's habit of shedding half-shafts. Now, in March, we have Mr. Evans telling us what a *wonderful motor-car the Herald is*; this particular "wonderful" car having required a rear hub bearing at 22,000 miles and *a decoke* at 8,000 miles, giving during this time only 32 m.p.g.—from 1,200 c.c.! Mr. Evans does not say how much "a little oil" is in speaking of the engine's lubrication.

My present motor-car was purchased new in May 1960. It was my first new car and, as usual, I kept detailed notes on its running. It has now completed 41,800 miles of hard use; frequently with four or five people aboard and normally at a cruising speed of about 55 to 65 m.p.h. I slow down less than the average "fast" driver (in a family-type car) for corners—and this includes the stress-raising slow ones.

In 1961 I toured France, Switzerland, Germany, Austria and northern Italy with one passenger in the car, doing a total of over 3,000 miles in two weeks. To show that we were not hanging about I can state quite accurately that one stage of the journey, from a few miles south of the Grossglockner Pass to Venice—a distance of 153 miles—took almost exactly three hours. In 1962, again with one passenger, I did over 2,000 miles through France, Andorra and Spain.

Now what is the "consumption" of my car? Disregarding contact points and fan belts which are replaced before required, new parts required total two speedo. drives, two clutch cables and one windscreen.

Petrol consumption for the first twelve months was 39.9 m.p.g. and for the second year 39.4 m.p.g. Oil is changed in the engine every 3,000 miles—none is required between changes. The original tyres are good for another 5,000 miles at least. I suspect that the brake linings will require renewal within the next year or so. There is no indication that decoke time is approaching and I will be surprised if it is required this side of 60,000 miles.

I consider the car to be much more comfortable than a Herald. (The last Herald I drove left me with a horizontal crease beneath the seat of my trousers.) The finish, both mechanically and bodily, is streets ahead of the Herald—or anything else in the same price range; the handling is delightful (if you appreciate the

virtues of progressive oversteer) and consistent; but then I could go on for ever!

I just do not know why anyone buys a Herald when they can be in a position to answer the friendly " One upmanship " wave of another VW driver. Yes, I'm afraid that is the car—as you will all have guessed long before now.

Southampton. ROY HARVEY.

* * *

THE BEST IN THE WORLD

Sir,

I have long been a keen reader of your excellent outspoken magazine, and have followed it through the pro-Morgan, pro-VW and semi-pro-Mini days with great interest. Now that you are becoming the pro-Mercedes-Benz Journal I would like to relate our experiences with this German " Best Car in the World."

In 1955 my father exchanged our rather tired Ford Zephyr for a new 220A saloon—no frills, no extras, nothing special about it, and through the courtesy of Woking Motors Ltd. we kept this car for five years, during which time we had to change one plug out of normal servicing owing to some rather dirty Italian petrol. The only thing that went wrong with the car was an automatic radio aerial which went mad and started to go up and down like a yoyo—this was of British manufacture. We sold the car in 1960, with about 60,000 on the clock and still nothing wrong with it.

I had wanted to change this car for a new Mercedes but my father wished to be patriotic and after trying various models he decided to buy a 3-litre Alvis—before they were favoured by Royalty, too! We took delivery of the saloon model at the end of November 1960 and have to date covered approximately 23,000 miles. The list of troubles would be too long to enumerate in full but here is a selection :—

1. Persistent gearbox rattle between 2,500 and 3,000 r.p.m., particularly in top gear. The gearbox has been rebuilt twice and " seen to " many more times but still this persists and it makes a journey of 100 miles or more a nightmare.
2. The quarter-lights are badly fixed and their catches are not even split-pinned. As a result of this, during a visit to Italy in April 1961, the catch fell off on the *autobahn* and later the screw of the hinge, which is put in at the bottom of the hinge and not the top, fell out on the Autostrada del Sole, leaving the window hanging by the rubber and the car completely un-thiefproof.

Other general complaints have been : tremendous heat from the gearbox tunnel in summer, heavy steering at low speeds, making London driving very tiring for my mother, lack of synchromesh on 1st gear (since rectified on the latest model), and very heavy doors which are ruinous to ankles, etc.

I am sorry to have to report this tale of woe from any car, but from a £3,000 coach-built machine I think it is monstrous and I can only hope that others have been more fortunate. If I had my choice we would have another Mercedes, as I think that one should buy a car for what you want and not because it was made in Birmingham or Coventry.

Cranleigh. N. J. FERRIER.

Sir,

I have roused myself out of my customary lethargy to reply to Mr. G. Faulker when he talks of " The Best Car in the World." I believe that the English claimants of the title were gracious enough to bestow it upon themselves, which is not really enough to convince *me* that they deserve it.

I would prefer, like Mr. Boddy, to bestow it upon a car that is technically superior to most, with its all-round-independent pneumatic suspension, high-efficiency small-capacity power unit *without* such crude devices as carburetters, excellent workmanship and high standard of finish, rather than let a car that is cart-sprung, over-large and rather cumbersome claim the honour, especially when one doesn't even know how much power one buys for one's money! No, Sir, if I had enough " green-stuff "—Mercedes-Benz 300SE for me.

Once upon a time (are you sitting comfortably?) A Certain English Car would have deserved the title, but alas, it is fast sinking into technical mediocrity, and I may even be alive for the funeral. Times change, and so do title-holders.

Any claims for the Best Motoring Magazine in the World? I know which one gets my vote! One satisfied 15-year-old.

Croydon. M. RAPOPORT.

* * *

S1 *v.* 220SE

Sir,

The Editor does seem to have a happy knack of putting cats amongst pigeons. First VW versus The Rest, now Rolls-Royce versus Mercedes-Benz. I sometimes feel that his cheek must be pretty full of tongue!

I would first of all like to make it clear that I am not a Rolls-Royce owner, merely the humble but very satisfied user of an S1 Park Ward Continental, with some 86,000 miles to its credit, 45,000 of which has been done during the past two years. But there is little difference in the Rolls and the Bentley, apart from the radiator shell and the final-drive ratio, so I feel that I may have some qualification for expressing an opinion.

I have always had a great regard for the Mercedes and was considering a change to a 300SE and accordingly I asked the local agent to make available one of these cars to me for a few days' trial, as I never believe in driving a car around the block and then deciding to buy. However, a 300SE was not available but in due course a 220SE with automatic box was delivered to me for extended trial.

The trial, over a matter of several hundred miles, was a revelation, having due regard to the 2.2-litres, and the road-holding was excellent, almost as good as the Bentley, but the engine was " fussy," always giving the impression of working hard, whilst the tick-over was very fast and noisy, and the automatic box did not shine at all well in heavily congested towns where one's speed was limited, tending always to be in 2nd gear and again being very fussy. On the open road the box was excellent.

Regarding Mr. Potter's remarks concerning the body and interior appointments : My Bentley has the most comfortable seats with built-in anatomical correctness, which is not apparent until tried out over long mileages, and all my instruments with the exception of the clock are directly in front of the driver, and are mostly large round dials with white figures on a black background, not square or oblong dials which are difficult to see; the Mercedes speedometer being particularly bad in this respect as the horn-ring got in the way of the 50-70 m.p.h. range and the figures were painted in a dull red and quite small.

As far as the front wings are concerned, both are well in sight on my car and whilst both back wings cannot be seen through the mirror, the large rear window makes parking quite easy. The steering on the Bentley is feather light and extremely precise; both of these qualities being far inferior on the Mercedes.

Now turning to the body itself. The Mercedes body is very thin and tinny, the roof and boot lids being extremely bad in this respect. The chrome plating was showing signs of pitting in several places and was down to the bare metal in places on the bumpers; this on a car not more than six months old and with 17,000 miles on the clock. The roof lining was of poor quality and badly rubbed where the sun visors touched in the parked position, and the pressed cardboard type of lining under the dash was badly fitted and of very inferior material, and as for the floor covering the less said the better. To sum up, the general finish and quality of the bodywork and fittings was hardly equal to a British £1,000 car.

With reference to the fitting of disc brakes to a Rolls/Bentley : " when we consider disc brakes to be better than our own we will fit them." That was the answer that was given by a Rolls-Royce engineer when I asked the question. Presumably a similar answer would be given to the question of air suspension, fuel injection, etc.

Another point is that the Rolls and Bentley do not require greasing and servicing every 1,200 or 2,000 miles or so, the servicing being limited to Schedules A, B and C at 5,000, 10,000 and 20,000 miles, and to the pressing of a small convenient lever once every 200 miles.

Finally, may I put Mr. Bucknall at ease with reference to his article " Buying a Rolls-Royce." I understand that the cost of a professional decoke for an S-series Rolls/Bentley is around £40, whilst a works reconditioned engine is in the £400 region. Incidentally, my Bentley has never had a decoke or the head off in 86,000 miles and does not need it as the compressions are all in accordance with the maker's requirements and the oil consumption is still 500 miles/pint of multigrade.

Tavistock. J. H. MATHEW.

* * *

DUNLOP SPOKESMAN ON TYRE LIFE

Sir,

One can argue about tyres indefinitely but, with due respect to Mr. Marshall, it is advisable to be sure that the alleged facts support the conclusion offered.

The Dunlop Universals that Mr. Marshall refers to were motor-cycle tyres, not car tyres. In shape, weight, tread pattern and

other respects they were quite unsuitable for use on 4-wheeled vehicles.

As I have tried to say before in these columns, you really should fit the proper tyre for the job.

J. D. SINCLAIR,
Dunlop Rubber Co. Ltd.
London, S.W.1.

* * *

UNOFFICIAL

Sir,

With reference to the letter written by Mr. J. Marshall, signed over the name of the 750 Motor Club. The Board of Directors of the 750 Motor Club Ltd. would like to make it quite clear that the views expressed in this letter were the views of the writer and *not* of the Board of Directors of the Club.

MICHAEL E. WARE,
Public Relations Officer,
750 Motor Club Ltd.
Woking.

* * *

A MOTORISTS' ORGANISATION WANTED

Sir,

As soon as I reach for the ignition key the probability of prosecution for some technical triviality rises manifold. At the same time, when the authorities, local or national, are seeking increased revenue the motorist is always looked upon as a soft option.

What is needed is to reassert in the minds of those concerned that motorists are ordinary citizens and a substantial proportion of the total population, that the driver is no less law-abiding in his car than out of it, that the petty misdemeanours which he commits may well be legal anachronisms unrelated to conditions of the 1960s, and that blame may be attributable to a failure of planning, construction or investment by the authorities themselves. The remedy is an organisation such as you describe, or a few more establishment-shaking Orpingtons, or both.

A. R. GILBERT.
London, N.15.

* * *

BUILDING A LOTUS

Sir,

I read with interest your article on building and running a Lotus Super Seven and having just undertaken a similar piece of lunacy myself I should like to add to your very cogent comments.

My first serious trouble was missing pieces—when the kit arrived from the factory the following were listed as missing : (1) gear-lever adaptor plate, (2) angled water hose, (3) fan blades, (4) steering steadying bracket, (5) gear-lever boot. These were in addition to the hood, sidescreens and tonneau cover which I knew in advance would be late arriving.

When I came to the actual assembly I also found that the following were missing : (1) mushroom-headed bolts for rear radius arms, (2) rubber Rawlnuts for wings, (3) nuts and bolts for wings, (4) nuts and bolts for wing stay clamps, (5) cleavis pins for master cylinder, (6) metal sleeves for rear wing stay, (7) overflow pipe. In addition the back axle leaked oil, the nose cowl had to be cut to fit, the centre section was out of shape and the silencer wouldn't fit the holes in the body sides.

As an extra bonus I was supplied with the following spares : (1) speedometer right-angle drive, (2) central mounting bracket, (3) fan mounting bracket. Later I also received a set of tapered bolts for the back axle, a pair of short brake hose and a set of instructions on how to fit the sidescreens—a week after I had fitted them by guess-work. I must have spent many pennies on telephoning the factory, but in fairness to Lotus I must say that they never once questioned my word that a part was missing—I'm sure they would have sent another engine if I had said that was missing—and mine was one of the earliest of the 1500 models.

Unlike yourselves I've had no running troubles other than a hard-to-find electrical fault which causes a partial cut-out at about 6,000 r.p.m., and I would forgive Colin Chapman almost anything in exchange for the car's almost unbelievable acceleration and handling.

Oh, I almost forgot—it overheated in traffic until I enlarged the cooling capacity by about 3 pints (I'll sell the design to anyone).

T. J. MARTIN.
London, S.W.4.

* * *

NO B.R.M.?

Sir,

On page nine of the *Daily Mail* for March 7th, Denis Holmes, who is paid to act as the paper's Motoring Correspondent, announces that " Jaguars last night took over the firm of Coventry Climax, Britain's only maker of Grand Prix engines."

This should make Reg Harris sit up. Our World Champion must have won his crown by pedalling.

JOHN I. BARROW.
Reading.

DECOKING A ROLLS-ROYCE

Sir,

What bull! So a normal decoke on a Rolls can cost up to £100 per cylinder, can it? I am curious to know where Mr. Bucknall got his information. I have been engaged in the overhaul of a 1931 25-h.p. Rolls-Royce just recently, and the total cost was as follows :—

	£	s.	d.
Main bearings remetalled and bored	18	0	0
Rebore 4020	6	6	0
New pistons, rings, gudgeon pins	8	10	0
New small ends	1	10	0
New exhaust valves	3	3	0
New valve springs, oil seals	3	12	0
New tappet rollers	5	0	0
New tappet roller pins	2	7	0
New ball races	5	8	0
Carburetter needles and jets	4	10	0
Relined slipper drive	1	7	0
Clutch liners	3	2	0
New rocker arm bushes	3	0	0
Stove enamel cylinder head-block	3	0	0
Gaskets and lock tabs	21	1	0

The total is considerably less at £71 6s. than the cost of decoking one of Mr. Bucknall's cylinders. I should explain that all the bushes were produced locally, and the exhaust valves are modified Austin. The pistons were a tremendous bargain, as there are still some sets available for the 25-h.p. at various oversizes. I would be pleased to send them to any enthusiast who writes. I will admit that R.-R. prices are high, but it must be borne in mind that most of the parts are produced from the best materials and in small numbers, so they are bound to be expensive. At all times R.-R. have been most helpful. Any problems, however small, receive prompt attention.

It is to the credit of R.-R. that they still produce parts for all pre-war cars except the Silver Ghost. I wonder if parts from Mercedes cars made in the '20s are still available from Mercedes Benz? However, I must agree with Mr. Boddy on two accounts. Firstly, the current Mercedes is technically a more advanced car than the one from Crewe, but the standard of the engineering is no better, if as good. Secondly, in your own words of a couple of years ago, " If a certain small car is an investment, then a good Derby-built Rolls must represent gilt-edged security."

S.A.C. C. DOYLE, R.A.F.
Doncaster.

* * *

NUMBERS COUNT

Sir,

In a recent issue you stated that the " dreary, uninspired " Cortina would never stand a chance of outselling the Morris and M.G. 1100.

From the 4th to the 8th of March, my friend and I made a survey of the numbers of each car. Both the M.G. and Morris versions were included. The results were as follows : 47 Cortinas and 26 Morris and M.G. 1100s, four of which were on trade plates. (We're near Morris Motors, Cowley.) This survey was carried out on journeys to and from school and during playtimes (our school is next to a main road to Oxford from Aylesbury).

Though the proportions may not stay this way, we feel that 47 : 26 is not bad for an " out-dated " car.

D. BEARD,
P. BRYAN.
Chilton.

[I thought I implied that I had no doubt that the Cortina would sell extremely well, as it has. It is a car for the people and the statistics of our young correspondents simply prove that the people fall for Fords, the discerning desire more advanced automobilism, in the form of Morris and M.G. 1100s.—ED.]

* * *

GOOD SERVICE

Sir,

I thought perhaps, in these days of mediocre service, the following tale would be of interest.

One Saturday I bought and fitted a Motometer water-temperature gauge to my Mini. Eager to test the gauge before I had correctly routed the capillary tube, I closed the bonnet and started the engine to have a test run. The gauge did not work and on inspection I discovered that the Mini bonnet hinge had neatly guillotined the capillary tube. The gauge was duly dispatched on the following Monday to the distributors of this instrument—Time Instrument Manufacturers, Hatton Garden—for repair. On Thursday I received a new gauge and a letter informing me that there would be no charge and hoping that the action met with my approval—needless to say, it did.

The firm could not have given better service, even had the fault been with their product and not due to my own carelessness.

B. W. BIDDISCOMBE.
Kingsclere.

THE TURNER KIT

Sir,

I derived great pleasure from reading your article "Building and Running a Lotus Super Seven." I have just finished building a 1,340-c.c. Turner Mk. II and it was really interesting to compare the two kits. The article wasn't much of an advertisement for Lotus and led me to believe that I found (in the Turner) probably the easiest kit to build and one which when assembled gave better value for money. For example—engine, rear axle and transmission are already installed when the kit arrives (in days, not months as with the Lotus), and the independent front suspension (which caused Mr. Wilkinson difficulties) is also in place. The finished article looks really professional and its performance is only *very* slightly inferior to the Lotus : 0-60 m.p.h. in 8 sec., and 105 m.p.h.

Harrow Weald. MICK CUGGY.

* * *

WHICH?

Sir,

With reference to Mr. Plant's caption, "The one that didn't get away!" to the photograph published in your March edition. I should like to suggest that an equally suitable caption might be : "The only one that got there!"

Stanmore. J. P. COULTER.

* * *

THE EFFECT OF SALT

Sir,

Have any of your readers ever seen headlamps fall off a modern car? I have. It was whilst cleaning a friend's 1961 Sunbeam Rapier.

Neither headlamp was in any way attached to the front wing.

Originally the rear headlamp support had been riveted on with *aluminium* rivets, which, of course, had corroded away under the action of salt put on the roads during this spell of cold weather.

I predict that there will soon be a large number of Rootes Group cars being driven about minus their headlamps.

What a prize example of modern engineering methods this is!

London, N.2. B. S. KERN.

* * *

KEN PURDY ON ENGLISHMEN—A REPLY

Sir,

What a dim rabble this island of ours has bred! Or so Mr. Purdy would have us believe. Lacking in information, understanding and civility are we English, in the eyes of Mr. Purdy, if I have correctly construed his last paragraph. I cannot think that civility is the outstanding quality of his letter!

Judging by the tenor of Mr. Purdy's missive I am inclined to think that "the chap who was doing the driving" was provoked into a temporary loss of civility by an offer of assistance tendered in an uncompromisingly patronising air.

In a person so overwhelmingly knowledgeable and well-informed as Mr. Purdy it is indeed surprising to note distress in the fact that someone's views do not coincide with his own. Whilst deprecating the fact that a reader enthusiastically supports the use of the gearbox, he displays his own unmitigated bigotry in blind championship of the American conception of Motoring.

Perhaps "slush-pump" *is* the wrong term to apply to the transmission system of an American automobile but it could well be used in description of the implement employed by Mr. Purdy to pen his pernicious and provoking paragraphs.

Hainault. L. P. KNIGHT.

* * *

OFFORD versus DE GAULLE

Sir,

In your March issue there is an article called "Offord versus De Gaulle," which, no doubt, most of your readers have read. The Chairman of Offord's in sending a letter to the President of France informing him of their decision not to sell any more Dauphines because of the failure to get in the Common Market will not upset De Gaulle, but what is most important, will completely isolate their own customers who probably have spent a great deal of money in purchasing French cars.

What service can they expect as stocks of spares run down. and can any trader today afford to lose the goodwill of his customers, or are they all going to be like Offord's and get mighty patriotic, practically give their Continental cars away, and buy "British heaps."

It would be interesting to know just how many French cars have been sold by this Agent.

Mitcham. A. G. TILLMAN.

TYRE LIFE

Sir,

Recent correspondence about tyre mileage intrigues me, since I have had very poor results. My Alvis Speed 25 is known to be heavy on tyres, particularly rear ones, but let the results speak for themselves.

On the rear wheels my first pair of 6.00 × 19 Dunlops were quite worn out after 5,991 miles. The next two did 4,384 and 5,796 miles, respectively. The last two did 8,522 and 6,635 and were worn right to destruction. I may say I had only continued to use Dunlops as this was the only make producing a 6-in. section tyre for 19-in. rim.

I then turned to Firestone but had to use 5.50 × 19. These did 10,007 and 9,858, respectively, and were removed while still in sound condition, retreaded, and are now in use on the front wheels.

Most of this mileage was done in Rhodesia, on tarred roads, and at moderate speeds, seldom over 60 m.p.h. Any advice, from Speed 25 owners or others, as to how to get a better tyre mileage would be much appreciated.

Incidentally Firestones on the front wheels seem to do about 15,000 miles.

Cape Town. L. A. HEATLIE.

* * *

THE COST OF ROYCING

Sir,

I have long envied Rixon Bucknall in having both the money and the time to build so attractive a car to his own designs. But those of us who must be content with less should not have our choice biased by his somewhat misleading figures. At the worst a complete exchange engine for a 6-cylinder Rolls-Royce costs £310, plus fitting, and this sum should be spread over five or eight years according to the mileage. In other words, if you start with a second-hand car and have the engine immediately exchanged, your maintenance costs for the next five years should not be more than £60 p.a., and in my experience this will be more than re-couped by modest depreciation.

London, W.1. LAURENCE POMEROY.

* * *

NO SUBSTITUTE FOR TORQUE

Sir,

Any-one who has been fortunate enough to tread on 300 h.p. or more, will fully endorse Ken Purdy's opinion on this subject.

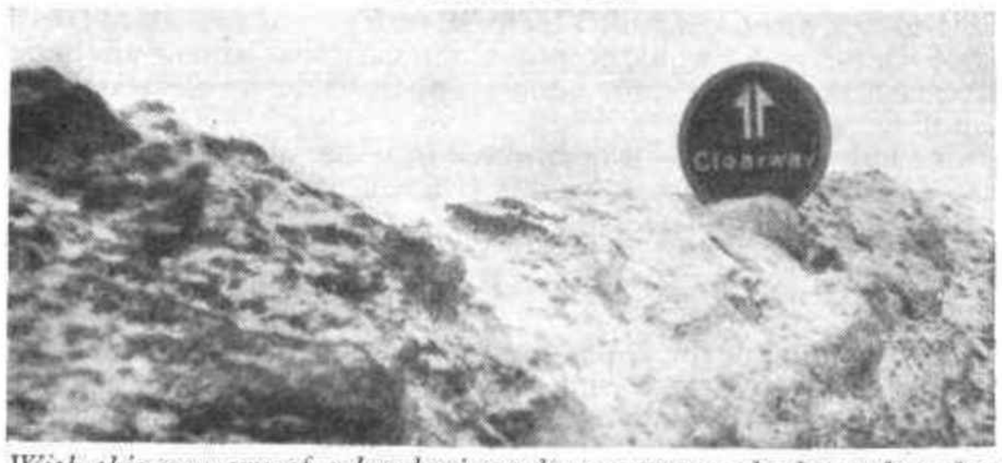
There is nothing more depressing than having to thrash a small engine over a long distance. I know the Mini-cars go very well, but put four people in one and go up a steep hill, and you will go to sleep counting the number of time you change gear. The trouble is they lack real "guts," which can *only* be achieved from a big engined car, with plenty of torque.

The attitude of the Rover 90 owner in Purdy's letter is not only indicative of people who run these cars but also of the whole British Motor Industry. He was very proud of the inefficiency of his car, of which not only the gearbox should be relegated to a museum, but the whole car, so that future generations who will arrive in their "V"-engined, fully independently sprung, automatic gearboxed machines, may see this wonderful "gutless-wonder."

As an American remarked after Jack Brabham's Indianapolis attempt, "there 'aint no substitute for cubic inches," and I am sure that anyone who has a fraction of the experience that men like Purdy, Goddard and Crozier have, will agree.

London, S.W.13. JOHN S. HOGAN.

TAILPIECE



With this memory of a hard winter let us express the hope that there will be more Clearways on British roads this summer, and fewer 50-m.p.h. speed-limits.

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FOR SALE

JOWETT JUPITER, 1953, D.H.C. Excellent condition, fast, reconditioned engine. £150. Westray, 40, Kingsway, Dunstable. [3072

PEUGEOT 203, 1957. An excellent example of a really well made motor car. History known. Genuine 47,000 miles. 1 pint oil per 1,000 miles. Mechanically faultless. Body very good. Fully reclining seats. All stainless trim. All gears synchromesh with overdrive. Bargain at £260. Rennie, 12, Caravan Site, Woolmer Green, Knebworth, Herts. Tel.: Knebworth 3324. Wanted : 1961 Mini. [3073

ROLLS-ROYCE FOR SALE due to new purchase : 1930 Phantom II drophead (Binder of Paris), £475. 1930 Phantom II Continental sports saloon (Barker), new spares, £375. 1927 Phantom I tourer, £750. Full details, Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252. [3075

M.G. TD, 1953. Olde English white. Vynide hood. Recon. engine, heater, rack, " X "s, 4.5 diff., three spots, washers, winkers, reversing light, etc. Three devoted owners. Offers over £315. Blind umbellishers Coulten, 14, Hillburn Road, Wisbech, Cambs. [3070

JAGUAR, 2.4, Special equipment model. Company director's car. Maintained as such : Resprayed Polycromatic bronze. Disc brakes all round, just overhauled, new pads, etc. Crankshaft ground, new bearings, etc. New timing chains and adjusters, de-coke, etc. Fitted radio, heater, overdrive, stainless steel rim trims, special differential, woodrim wheel, spot lamps and special twin exhaust with chrome trims. £425. Tel.: Day KIN 4127/8478, after 6 p.m. LOW 3897. [3074

EXECUTORS MUST SELL latest model Rochdale Olympic Mk. II. Practically finished from kit. Roadworthy. Cotton. Tel.: Flitwick (Beds.) 696 evenings only. [3076

ALVIS 12/60 TK. 1931. Beetle back. Excellent original condition. Close ratio gearbox. Slot-less con-rods. £200. Wilson, 4, Court Hill, Sanderstead, Surrey. Tel.: 3742. [3077

M.G. P.A. B.R.G., record engine (slightly modified), vynide hood and tonneau all v.g.c. £140 o.n.o. Warr, 32, Church Terrace, Heavitree, Exeter. [3078

TR3, 1956. Metallic blue. V.G.C. " X "s h/s tops, radio, heater, etc. £345 or exchange Mini. 77, Duncombe Street, Bletchley, Bucks. [3079

1937 M.G. SALOON. Good condition, engine recently decoked. Windtone horns, excellent tyres, heater. M.O.T. £60. Tel.: Manchester CHOrlton 1840. [3080

PART REBUILT 1937 RILEY Lynx Sprite chassis, 4 coats paint, new kingpins, bearings, etc. Body, much work done ready to fit—plus Kestrel Sprite completely rebuilt engine, 4,700 miles, M.O.T. Cert. £85 the lot. Also two Sprite engines set new HC pistons, Sprite instrument panel. Many other parts. Black, Swan Mill, Middleton, Manchester. [3081

TR2, 1956. Immaculate red. W/wheels, new " X "s, twin spots, reversing lights, mirrors, spotlight, washers, heater, Peco exhaust. £295 o.n.o. Popplewell, 192, Moseley Wood, Gardens Cookridge, Leeds, 16. [3083

LEA FRANCIS, 1951. 14 saloon. Reconditioned makers 1961. Very clean. Best over £120. Tel.: Sandy (Beds) 339. [3085

ROLLS-ROYCE PHANTOM III, 1937. Sports saloon, Windover, immaculate. Schedule serviced, solid tappets, general overhaul by Rolls-Royce at 79,800 miles costing £1,500. Present mileage 94,200. Box No. J.087. [3087

VINTAGE ALVIS 12/50 2-seater tourer, by Ellis & Crossly. Admired everywhere, v.g.c. Write for particulars, will deliver under own steam, anywhere up to 300 miles. Will accept £120, no haggling, Newman, 16, Norman Avenue, Quinton, Birmingham. Tel.: 3213, after March 8th. [3088

1932 STANDARD LITTLE NINE. Brass headlights, etc. V.G.C. £45. Walton, The Stables, Halnaby, Croft, Darlington. [3089

FOR SALE—*continued*

OPPORTUNITY KNOCKS! Exceptional chance to procure 2-litre single-seater thoroughbred Racing Car. Fuel injection—the lot ! £375. Any examination. Consider Vintage Bentley or ?? Box No. J.092. [3092

FIAT MULTIPLA 633 c.c. L.H.D. Registered 1963. V.G.C. £245. Exchange A35 Countryman. Plumb, 179, Faversham Road, Kennington, Ashford, Kent. [3094

TVR, 1960. 1,600 engine. H.R.G. head. Triplex screen. " X "s, heater. Immaculate royal blue. £425 o.n.o. I. E. Smith, Windley, Derby. Tel.: Cowers Lane 369. [3095

1938/9 BENTLEY 4¼ Park Ward Sports Saloon. Silver grey/black, first-class order, engine rebuilt, brakes relined, new axle 1961, heater, new tyres. £295, H.P. arranged. Tel.: Moreton Morrell 250. [3097

LUMSDEN/SARGENT E-type Jaguar for sale. Special saloon body with modifications too comprehensive to list. £2,500. Tel.: Addiscombe 1310 evenings. [3099

LAWRENCETUNE MORGAN PLUS 4. Brabham balanced engine, Webers, disc brakes, w/w. New Avon Turbospeeds and batteries. Tel.: FIN. 5565. Webb, 3, Claremont Park, London, N.3. [3100

UNUSED ROCHDALE BODY. Popular chassis, engine, gearbox, front and rear axle. £90 or near offer. Brill, 386, Staines Road, East Sunbury, Middx. [3103

1930 FIAT 514, vintage saloon, body by Mulliners, reliable mechanically ; in everyday use. Tel.: Rugby 6955. [3104

MINI CONVERSION KIT. Twin S.U.'s 1¼, straight through pipe, silencer. Complete. £10. Clarke, 15, Henry Road, Yardley, Birmingham. [3106

1,172 c.c. FALCON COMPETITION, rebuilt 1962. Fully modified 90 m.p.h. £175. 92, Macclesfield Road, Whaley Bridge, via, Stockport, Cheshire. [3107

1958 TR3A. White, excellent condition, usual extras. £430 o.n.o. H.P. easily arranged. 33, Tawny Avenue, Upminster, Essex. Tel.: UPM 6272. [3108

1955 ZA M.G. MAGNETTE. Rebuilt engine, gearbox. Differential steering checked 6,000 miles ago. New radiator, clutch, shock-absorbers, brakes linings, 5 good tyres, 4 Michelin. Paintwork, chrome, interior almost unmarked. £380 or offer. Patton, Highview, 100, Church Road, Shoeburyness. Tel.: 2600. [3109

DAIMLER SPECIAL SPORTS, 1951. Lovely car in first-class condition. £350. Seen by appointment. Tel.: Kibworth 327. 22, Marsh Drive, Kibworth Harcourt, Leicestershire. [3110

RADIATOR AND G.N. SILENCER (with mounting brackets) for Lotus VII. Unused £10. Ryan, 7, Rookwood Drive, Stevenage, Herts. Tel.: Stevenage 2006. [3111

ASTON MARTIN ULSTER, ready to race. £580. Bennett, St. Margarets Lodge, Ledborough Lane, Beaconsfield, Bucks. Tel.: Beaconsfield 1142. [3112

AUSTIN HEALEY 100/6, 2/4-seater, 1958. Hard and soft-top, tonneau cover, wire wheels, pillarbox red, radio, heater, luggage rack, excellent condition, terms available. £465. Drake, 19, White Hall Road, Great Wakering, Essex. [3115

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TR3, 1956. Red. £360 o.n.o. Beautiful condition throughout, uses no oil. Bills available. Orchard 2, Vickerage Gate, Onslow Village, Guildford, Surrey. Tel.: Guildford 4467 or 66488. [3114

LAYCOCK OVERDRIVE, Jaguar 4-speed gearbox and propshaft £22 10s. Wanted Shorrock or similar supercharger. Hutchings, 19, Thorpedale Road, N.4. Tel.: ARC 1596. [3117

DELLOW, 1951. Good condition. Twin carburetters, 4-branch exhaust, two spare wheels. M.O.T. £130. Box No. J.118. [3118

1934 AUSTIN SEVEN. Excellent body, Powdenex brakes, numerous spares. Used daily. M.O.T. failure (needs time, not £ s. d.) forces sale. £30. Tel.: STA 4393. [3119

JOWETT JUPITER Series III, engine/gearbox new. 8,000 miles. £70 o.n.o. Also complete car, braking. All parts. Alexander, 74, Crowther Road, S.E.25. Tel.: ADD 1747 (after 6 p.m.) [3120

M.G. TA TICKFORD finished in cream with red leather upholstery, and hood. Running-in after major overhaul, new tyres, enthusiast maintained. Bargain £145. Button, 5, Mount View Road, Kingsbury, N.W.9. [3122

HERALD CLIMAX FWE Convertible. Low mileage, many improvements. £700. Proctor, Four Winds, Commons Lane, Shaldon, Devon. [3123

MERCEDES TYPE 380K, Supercharged Cabriolet Type A, 2½ tons of real motor-car, ripe for restoration. £150. Elliott, 10, Villars Street, Howley, Warrington, Lancs. [3124

RILEY R.M.E. 1½. Green. Dec. '54/'55. Rebuilt engine, excellent order. £300 o.n.o. " Thorn Bank," Rushton, Macclesfield. [3125

S.U. CARBS. Unused pairs. 1¼ in., £5; 1¾ in. and HS2, £6; 1¾ in., £8. Letters only. Como, 16, Stirling Road, Birmingham, 16. [3126

TWIN 1¾ in. S.U.s inlet exhaust manifolds B type B.M.C., £15. Saunders, 38, Beckford Road, Croydon. [3127

1953 JUPITER. Resprayed off white, new hood. Radio, heater, spots, washers. M.O.T. February, 1964. Taxed till June. Very fast and impressive car. £230. Tel.: Wallington 8879. [3128

1939 M.G. VA. Tickford drophead, black. Engine recently overhauled. Another VA to sell with it as spares, £95. R. A. Jeffrey, Green Farm, Barnard Gate, Witney, Oxon. Tel.: Eynsham 270. [3129

1960 M.G.-A Twin Cam. June, 1959. One owner, 38,000 miles, never raced or rallied. Workshop manual and a few spares. £500 o.n.o. Frost, 39, Westwood Road, Southampton. Tel.: 54925 (evenings). [3130

ROLLS-ROYCE SEDANCA, 1933, in good order a fine investment here for the first £150. Box No. J.131. [3131

BENTLEY 4¼, 1930, Park Ward sports saloon, overdrive model, well maintained £250 or near offer. Box No. J.132. [3132

A.C. 2-LITRE SALOON. 1953. Grey, heater, Radio, Taxed, M.O.T. Second owner, excellent condition. £180 o.n.o. Roberts, Dallowgill, Cold Ash, Newbury, Berks. Tel.: Thatcham 3347. [3133

LANCIA APRILIA, 1939. Mechanically sound. New battery, "X"s, £75. Tel.: Uplands 9707. [3134

M.G. TD2. Private. Unusually fine example. Inspection invited. £330. Tel.: ELTham 2440 (evenings/weekends). [3135

ROLLS-ROYCE. 1937 25/30 black Hooper saloon. Fair condition. Offers. 1930 20/25 Shooting brake for spares. Box No. J.136. [3136

AQUAPLANE TWIN S.U.s, etc., for Consul Mk. 2. £20. Servais exhaust system, £10. J. Ray, 34, Trinity Avenue, Northampton. [3137

SHORROCKS. HERALD 1200 kit complete, £45. 77, Amersham Road, High Wycombe, Bucks. [3138

BENTLEY 3 LITRE spares including bottom half engine, valve gear, half shafts, rear springs, brake compensator, steering column, good 20 in. cover, etc., £30 the lot if collected. Marsham, Bacows, Frogham. Tel.: Fordingbridge 3178. [3139

LAGONDA 2 LITRE, 1928. Registered 1947. Good condition. Toured France 1962. Two new tyres. Insured till September, 1963. £130 o.n.o. Biggs, 189, Milton Ave., E.6. Tel.: CLO 1789. [3140

TALBOT '38, 10 h.p., maroon. Running order. Good tyres, body sound, £65. Douglas, Apple-Acre, Liss, Hants. Tel.: 3318. [3141

WINDSCREENS COMPLETE, for M.G. TF, £6. Healey 3000, £8. Tel.: ARChway 5246 (between 9-5 p.m. weekdays). [3142

1960 SPRITE, "X"s, mangaletzi head, tonneau, carpets, blue, £375 o.n.o. Write C. J. Redman, Marsden House, Brierfield, Nr. Nelson, Lancs. [3146

1935 RED SINGER Le Mans 9 h.p., one owner only, perfect condition, best offer over £100 seen by appointment. Tel.: PAD 8155. [3147

1935 ROVER Speed 14, green 2/4 seater open sports Aluminium body, heater, Radio, tonneau, vynide hood, sidescreens, 1,500 c.c., 6-cylinder, 3 S.U.s, Completely rebuilt 1959, low mileage, magnificent running condition, £150. Wilson, 51, The Birches, Bramhope, Yorks. [3150

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

FOR SALE—*continued*

CARIBBEAN for the summer? Very hot Falcon; new September, 1962. 3,000 miles only. 9:1 compression. Twin S.U.s. Fantastic acceleration. British racing green; beautiful trim; wood rim. Will sacrifice at £210. D. Maher, 10A, Rawlinson Road, Southport, Lancs. [3151

M.G. TF 1954 (Nov.), stage II, green, unmarked, 56,000 miles. Superb condition bodily and mechanically, new hood, radio, heater, "X"s, spots, luggage rack, £385. 17, Highgrove Way, Ruislip, Middx. Tel.: RUI 3484. [3152

MG TDII. Very good condition, only 4,800 miles on new engine and tyres, £295 o.n.o. Hipwell, 136, Leicester Road, Groby, Leicester. [3153

SPRITE, 1959, one owner, many extras, excellent condition. Bargain, £325. Tel.: Ingatestone 2063. [3154

1937 TRIUMPH VITESSE, 2 seater, excellent condition, M.O.T., taxed, aero-screens, hood, tonneau, prefocus, heater, flashers, new trim, twin carbs. and coils. £75. Berkshire. Box No. J.155. [3155

1960 ALFA ROMEO Sprint Veloce. Splendid order, red. Newish cintura's. Performance from handbook quote: "1st 34, 2nd 57, 3rd 83 and top 112 m.p.h." Rear seat conversion and two people can sit there. Until you have driven an Alpha you have only been on the fringe. Definitely not the car for boys! £975 o.n.o. Musgrave, Bedford Hotel, Chichester. Tel.: 3466. 3156

1954 FRAZER NASH Targa Florio, metallichrome maroon with blue interior, unmarked example of this very rare model, fitted with Bristol F.N.S., engine. Excellent condition throughout, "X" tyres, heater and radio. Offers. Morewood, 113, Westwick Crescent, Sheffield, 8. Tel.: Sheffield 367141. [3157

AUSTIN HEALEY SPRITE, white with red upholstery, heater, tonneau cover, (36,000 miles), new battery, good tyres, £325. 55, High Street, Aylesbury, Bucks. Tel.: 4037. [3158

MG 1½-LITRE VA, 1938, M.O.T. licensed, owner out of work. Best over £50. Box No. J.159, [3159

T.V.R. APRIL 1962. M.G.-A 1622. Engine 4,500 miles, heater, washers, etc. Undoubtedly the best specimen in the country, £775. Genuine reason for sale. Hill, Tel.: Kenilworth 52191 (day) Coventry 66404 (night). [3160

M.G. TC, 1947. Mechanic owner, many extras, recent mechanical work done, above average, £195. Instone, 38, Fountain Road, Edgbaston, Birmingham, 17. [3163

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ALVIS ENTHUISIAST must regretfully part with Silver Eagle Saloon, 1935. Neither space nor time allows continued proper care and attention. Condition reasonable, carbs. rebuilt, good tyres, heater. Offers: Evans, 18, Peverell Drive, Birmingham, 28. Tel.: Springfield 6532. [3162

TR2 1955. Overdrive, heater, tonneau and hood covers. Extra seat as TR3. Never raced or rallied. Re-sprayed 1962. Whole car in first class condition. £315 o.n.o. Thrower, Gate House, Durrant Road, Bournemouth. [3165

CROSSLEY TOURER, *circa* 1921. Rare flat radiator model. Good original order, £145. 65, Haden Park Road, Oldhill, Dudley, Staffordshire. [3166

1933 CROSSLEY. M.O.T. Spare Climax 1222 engine. Offers, 78, Hyde Road, Caddington, Luton. [3168

BUGATTI TYPE 40 two seater sports. Splendid order throughout, Bugatti blue with non-original triple Carburetter engine, £375. Tel.: (Manchester) Didsbury 2050. [3169

AUSTIN A.95, 1958, overdrive, floor change, twin Carburetters. Fitted D.B. towbar, several extras. Ideal tender and towing vehicle. £365. Wakely, Woodmancote, Circencester, Glos. Tel.: North Cerney 307. [3170

LANCIA APRILIA. Really good. 1938 but post-war engine, wheels and front suspension. All sensible extras, special tools, many spares. Red leather, metallic silver. £135. Engineer owner bought Aurelia. Tel.: Woburn Sands 3055 (after 6 p.m.) (Near M.1). [3172

VOLKSWAGEN DE-LUXE, 1958, Capri blue. 35,000 miles. New Michelins. Tubeless front, "X"s rear. Exceptional condition. One owner. £395. Tel.: Combe Martin (Devon) 3164. [3173

AUSTIN NIPPY, 1934. New king pins required, otherwise excellent bodily and mechanically. Fast, "Alta" head, cruises 50, negligible oil. Within last 2,000 miles: new battery, silencer, brake linings, repainted, retrimmed, rewired. Well shod, good hood, screens, tonneau. £65 or offer. P. Muckleston, "Overdale," Toddington, Beds. [3174.

FOR SALE Rolls-Royce Phantom I, Barker boat tourer. Box No. J.175. [3175

TORNADO TYPHOON. 2-seater, B.R.G., 2,000 miles. Full instruments and lighting, electric rev.-counter, new tyres, balanced crank, racing pistons, light flywheel, Derrington head, twin S.U.s, c/r gears, hydraulic brakes, etc. My pride and joy but must go. £250. Box No. J.177. [3177

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FOR SALE—*continued*

O.H.C. TWIN-CARB. High ratio H.R.G. G/box and b/axle. Aluminium body, full weather equipment. Burgess exhaust. Export model 4 AD Singer. Under 37,000 miles from new, Monza red. all this or £225 o.v.n.o. Hilton, 5, Dudley Park Road, Acocks Green, Birmingham, 27. Tel.: Acocks Green 3497. [3178

SPECIMEN BRISTOL 401, 1952. Smoke blue. This car is in absolute first-class condition, mechanically and coachwork, and has been regularly serviced and maintained from new, record available. A superb example of this marque. Particularly at the price of £325. Williams, 3, Broadmead, Killay, Swansea. [3179

MADE TO MEASURE SPECIAL, professionally built in aluminium around man 5ft. 9in. tall, compact size means no seat adjustment. Ford 933 c.c. motor, and gearbox. Specially modified Ford chassis frame. Very light and fast. Would make good basis for 1172 Formula car. Photo and further particulars. G. H. Walker, 81, Sidney Road, Southport. [3180

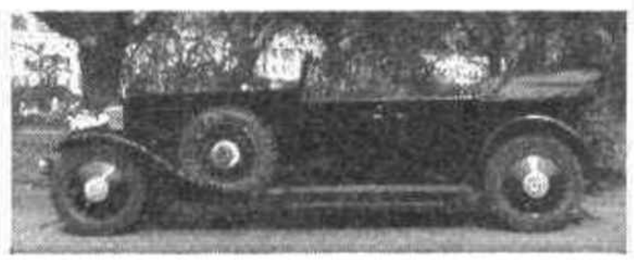
FOR SALE on behalf of owner, fitted lugagge boot 1937 Rolls-Royce Phantom III, Park Ward bodied. Good condition but no key offers. Geoff Keys Auto Services, Newcastle Street, Stone, Staffs. Tel.: Stone 169. [3182

RARE 15-H.P. 1933 Daimler coupé with dicky. Excellent condition. M.O.T. £175. 610, Chorley Old Road, Bolton, Lancs. [3184

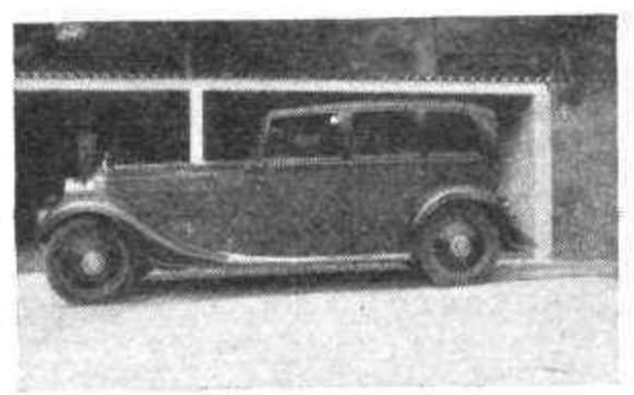
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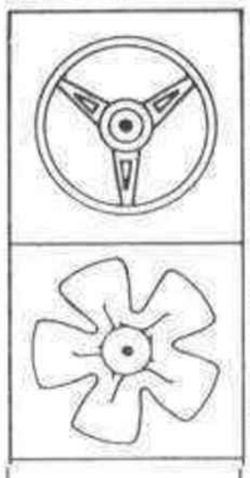
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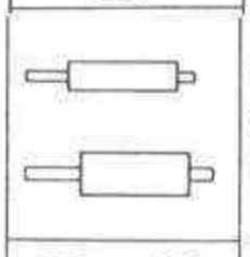


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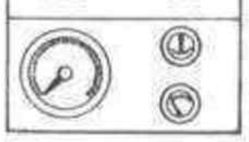
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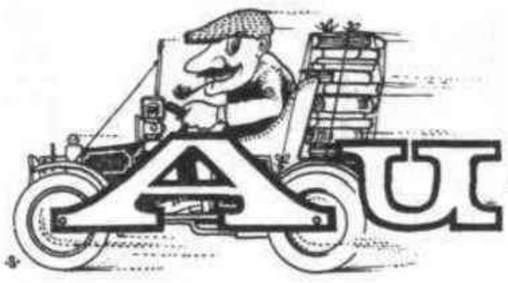
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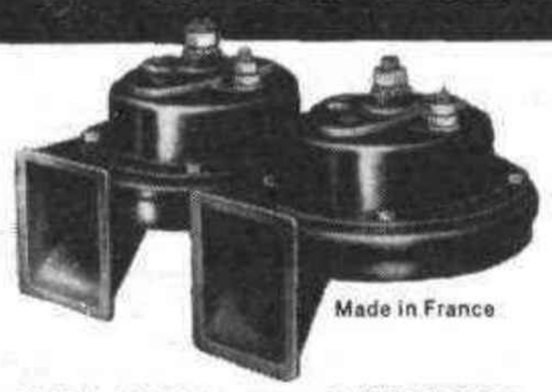
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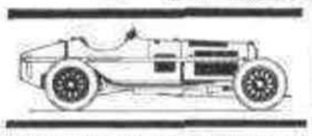
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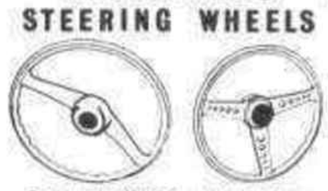
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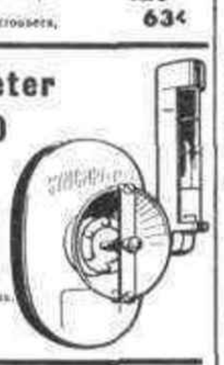
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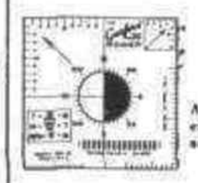
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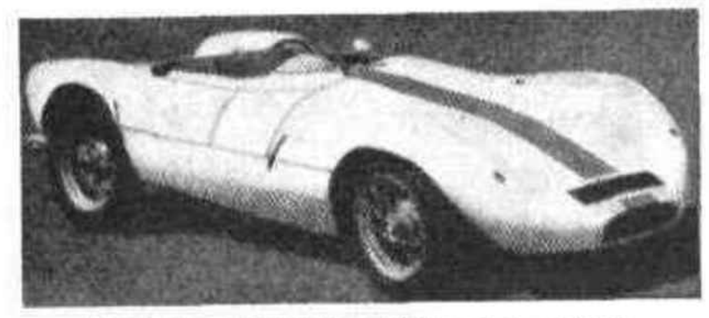
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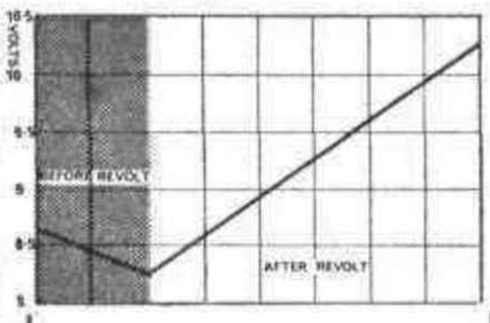
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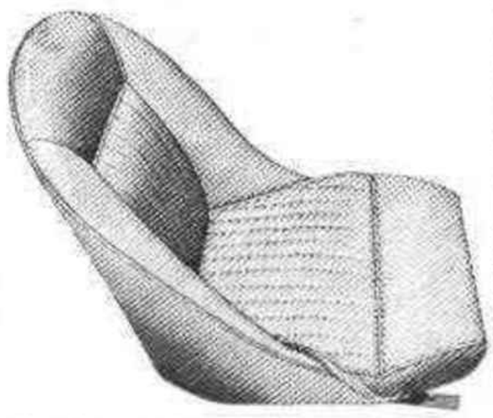
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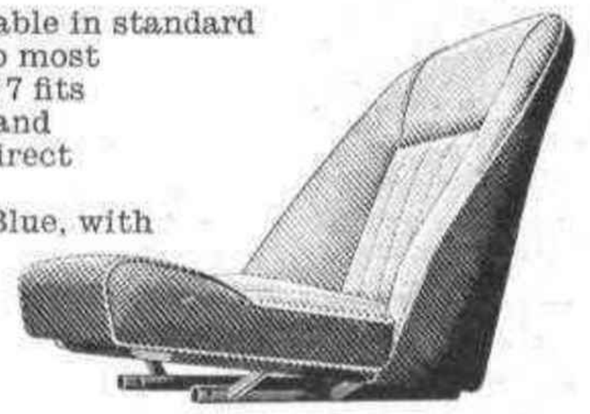
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TR2, 1955. £315 o.n.o. Hard-top, radio, £100 extras. Recond. engine 17,000. B.R.G. Immaculate paintwork; maintained perfect mechanical condition. 74, The Paddocks, Ingatestone, Essex. Tel.: 91. [3243

1937 4¼-LITRE BENTLEY—Park Ward sports saloon. Dual grey finish—blue interior. This is a perfect specimen in beautiful condition throughout. M.O.T. certificate. £450 o.n.o. Tel.: Northampton 4205. [3244

1937 FORD V8, 30 h.p., drophead coupé. Stored 12 years. Just decarbed, re-ringed. Recent new clutch, dyno., hood, carpet. Mileage 40,146. M.O.T. £95. Mr. Slim, c/o 319, Lord Street, Southport, Lancs. [3245

M.G. TC, 1949, red, very good condition. Recovered hood; radio, luggage carrier, spot-light, good tyres. £190. Bletcher, St. Helens, Wrawby, Brigg, Lincs. Tel.: Brigg 3154 [3248

1938 MORGAN 4/4. Mechanics reasonable. Tonneau and new lights. Ideal car for spares. £25. P. A. N., 174, Ringland Circle, Newport, Mon. [3250

1933 ALVIS FIREFLY. B.R.G. Mechanically sound. Sporty body. Tested Nov. 1963. Offers around £65. Sugden, Fire Section, R.A.F., St. Mawgan, Newquay, Cornwall. [3253

XK140 DROPHEAD, 1955. Ivory. "X"s. Recent decoke. £300. Part/ex. brake, vintage 4-seater. Stansfield, Sinnington, York. [3254

M.G. L MAGNA 2-seater, fitted racing K engine. 9 : 1 c.r., three carbs. magneto. New tyres and battery. Immaculate condition. £100. Mason, 45, Mark Road, Hightown, Nr. Liverpool. [3255

1958 AUSTIN HEALEY 100/6, BN4. Six-port head. Hard-top, soft-top, tonneau, wire wheels, "X"s, heater, spots, ammeter, washers. 26,000 miles. B.R.G. Excellent condition. £500 o.n.o. Box No. J.256. [3256

FOR DS CITROEN : Ali. cylinder head (perfect); ignition set with coils (overhauled); also Lucas 4-cyl. vertical magneto. £25 the lot. Taylor, "Willow Close," Whitehall Road, Sale, Cheshire. [3257

FOR 1200 TRIUMPH Herald : Twin S.U.s and Mangolesti inlet and exhaust manifold, nearly new. £15. Tel.: Frensham 3249. [3258

1960 VOLKSWAGEN, £350. Standard model, 34,000 miles. 11, Denny Close, Portishead (Tel.: 2571), Bristol. [3259

SPARES FOR 1956 Fiat 1100 : Head, Weber, manifolds, etc. Workshop and Spares Manuals. £7 10s. the lot. Tel.: Rickmansworth 4441. [3260

ASTON MARTIN INTERNATIONAL, 1931. Complete original order, used daily. £195 o.n.o. Parker, 2, Sandfield Close, West Derby, Liverpool 12. Tel.: STO 9556. [3261

RILEY NINE ENGINES, two. One with manual gearbox and magneto. Offers or exchange 12/4 engine, pref. S.S. Shearn, 17, Southstoke Road, Combe Down, Bath. [3262

MORGAN 4/4, 1939, Climax engine. Black with red wheels. Whole car in good condition; enthusiastically maintained. £120 or reasonable offer accepted. Whitwell, Pakenham Manor, Bury St. Edmund's, Suffolk. [3263

ALFA ROMEO, 1951, 2½-litre, 5/6-seater drophead coupé. £250 o.n.o. Wells, 24, High Trees, New England Road, Haywards Heath. Tel.: 2066. [3264

PACKARD LIMOUSINE, 1936, Eight, 32.5 h.p. Original and sound. M.O.T. February 1963. In daily use. £70, with complete spare car. Tel.: Downlands 4607 (Surrey). [3267

M.G.-A, 1958, f.h.c., 36,000. Engine 7,000. C/r. gears. Around £410. Box No. J.268. [3268

"MOTOR SPORT," 1950 to date. Bound, mint. Offers. Delivered London. Box No. J.269. [3269

FOR SALE—*continued*

VW OWNERS : Fish carb. with air cleaner, for 1961 plus models, 3,000 miles' use only, £30 o.n.o. Five Michelin "X" tyres, 155×15, four three-quarters worn, one virtually new, £12 o.n.o. Zenith-Stromberg, suitable 2¼-litre Sunbeam, £10 o.n.o. Lupton, Holden's Farm, Bracklesham Bay, Nr. Chichester, Sussex. [3266

1956 TR3. Black. Radio, heater, overdrive, "X"s, hard/soft-tops, tonneau. Molyslipped. M.O.T. T. & I. Low mileage. £298, or H.P. Hunt, 151, Chester Road, Hazelgrove, Cheshire. Tel.: STE 3620. [3270

ALVIS SPEED 20, fitted with DB2/4, 1958 Vantage engine and David Brown gearbox. Also the following spares : Aston DB3 exhaust manifolds, Speed 20 gearbox, carburetters, dynamo, starter-motor and mag. £225 the lot. 58, Howard Road, Shirley, Southampton, Hampshire. [3271

SHORROCK SUPERCHARGER assembly complete for Wolseley 1500, Riley 1.5, etc. Perfect condition. £45. T. Duxbury, Radcliffe-on-Trent, Nottingham. [3273

1936 TRIUMPH GLORIA, 12/32 Climax as original. Very good tyres. New king-pins, bushes, brake linings. In daily use. £60. Kirkman, 13, Hardwick Avenue, Shirebrook, Mansfield. [3274

ONE LOTUS SEVEN wire wheel, almost brand new, and unused tubeless German racing tyre, £10. 3, Hazelville Grove, Hall Green, Birmingham, 28. [3275

SPEEDY SPECIAL consisting of A.C. Ace chassis, M.G. Dowton-tuned engine, discs all round, rack-and-pinion steering, beautiful glass-fibre body. All components brand new. Ideal for sprinting or racing. £650. Tel.: Romford 62680—Mr. Beagle. [3276

VW SEAT COVERS, Kumficar, blue plaid, £6. Wind deflector for sun roof, £3. Two as new Michelin 5.50×15 tyres, £7. Scintilla magneto, fit Ford Ten, £5. Rally head-rest, £1. Tel.: Shepherds Bush 3985. [3279

ALFA ROMEO 1900 Super saloon, 1956. Colour burgundy. £110 spent on engine, etc. Nov. 1962. General condition faultless. M.O.T. till 1964. £425. H.P. arranged. Rusling, 56, West Side, S.W.18. Tel.: PUT 3622. [3280

1935 ALVIS SPEED 20 saloon, sound and original; overhauled and resprayed 1962. £90. Darke, 2, The Brittons, Lansdown View, Kingswood, Bristol. [3282

M.G. TF. Taxed. Rack, r/lights. Fine example. £375. 192, Stock Road, Billericay, Essex. [3284

HEALEY ABBOTT coupé (1954). £100 overhaul just completed and in an excellent all-round condition. Worth double but would accept £295. Owner has just purchased a Tickford saloon as being more suitable for this climate. Box No. J.285. [3285

AUSTIN HEALEY SPRITE, August 1960. Blue. 25,000 miles. "X"s; many extras; hard-top. £315. 45, Saltwell View, Gateshead. Tel.: 71076. [3286

AUSTIN 750 SPECIAL with Silverstone body. Whole car completely rebuilt with new parts and usual mods. at cost of over £300. 98% complete and with all necessary parts to produce really nice sports car without further outlay. Genuine reason for sale. £100 o.n.o. Clarke, Cedar Terrace, New Road, Bromsgrove. [3287

RENAULT GORDINI, 1959. Absolutely immaculate. One previous owner. Five new Michelins, new liners and pistons. Looks brand new throughout. Demonstration anywhere. £349, or Plus-4? Bevis, 15, Stanmore Road, Birmingham, 16. [3288

ALFA ROMEO 34, 6-cyl., 18.2, t.o.h.c. Overhauled throughout. Smart modern body fitted in white. New carb. and chrome; tyres fair. What offers? Call or write, R. E. Coleman, 41, Shillitoe Avenue, Potters Bar, Middlesex. [3290

MINI MINOR, 1959. Genuine 15,000 miles only. As new. Radio, heater, etc. £300 o.n.o. Tel.: GUL (London) 9643 (day) or GUL 7884 (evenings). [3291

DELLOW Mk. I. Rebuilt, modified and re-registered 1961. Unused since. Ideal trials, sprint or fast road car. £150 o.n.o. Tel.: GUL (London) 9643 (day) or GUL 7884 (evenings). [3292

M.G. TC, 1949. Student with exams, no time or money to mend big-end(s). Good otherwise. Offers. Write, Cornish, 54, Mansfield Road, Ilford, for details. [3293

ALEXANDER CONVERSION for 1956-1962 Ford Zephyr, complete with exhaust system, 6-branch, and three carburetters. As new. £40. Please 'phone between 7-8 p.m., Tel.: SPRingpark 2555. [3294

PROSPECTIVE "SPECIAL" BUILDERS : Brand new fibreglass 2-seater bodyshell for Ford Special. B.R.G. Doors with locks. A. Jefferson, Gringley Grange, Doncaster. [3295

LANCIA APRILIA, 1938, saloon. Alfa red. Good all round condition. M.O.T. £130. Tel.: Worplesdon 2235. [3296

SPRITE, Mk. I, 1960. Green. Many extras. Immaculate. £385. Wilson, Tel.: Romford 41382 (evening), Holborn 2722 (office). [3297

FOR SALE : 1950 Javelin de luxe; extras. Good condition. Would exchange M.G. TA/B/C. 127, Princess Road, Market Weighton, Yorks. [3298

M.G. TA Tickford, 1939, good condition. £80. 14, Blundell Avenue, Horley, Surrey. [3302

FOR SALE—*continued*

750 SPECIAL. Low alloy body. Many mods. H/c. head, twin S.U.s, etc. £55 o.n.o. Four Ashes Garage, Dorridge, Warwickshire. [3299

ROLLS-ROYCE 25/30 Mann Egerton 7-seater. Partition. Recent mechanical overhaul; new battery; good tyres. £295. Tel.: Purleigh (Essex) 376. [3300

AUSTIN 750 SPECIAL. All new or recon. mechanical and electrical. Cost £65. Only completion of body necessary. Offers over £25. 47, Beggar's Lane, Leek (Tel.: 887), Staffs. [3301

AUSTIN A70 SPECIAL, incomplete. Four years' work and over £500 spent. Further details and offers, Box No. J.303. [3303

M.G. TA. Completely rebuilt, engineer owned and maintained. Must be the best TA on the road. Equipment, spares, etc. Best offer over £150. Full details, s.a.e. Moss, 87, Grasmere Road, Huddersfield, Yorks. [3304

1923 R.-R. 20-h.p. Quarter-Light coupé, £200. 1927 Austin Seven Chummy, partly dismantled but complete and original—towable, £30. Wanted—a "horseless carriage" any condition, a pre-First War or early vintage Grand Prix car, a Napier to co-habit with Edwardian Rolls in Victorian carriage house. £10 offered for information leading to discovery of R.-R. chassis No. 1289. T. Cook, Beck Farm, Guist, Dereham, Norfolk. [3305

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LAGONDA 16/80. Recent overhaul. Excellent condition. M.O.T. £125. Watson, 40, Wentworth Avenue, N.3. Tel.: FIN 3139. [3307

LOTUS VI, 1956, £175. Vivid acceleration plus economy. Buckler "C" ratios, 4.7 diff. Reconditioned E93A 6,000 miles ago. 12 volts. Water pump, twin carbs., Aquaplane inlet, 4-branch exhaust. Good Michelins, heavy-duty battery. M.O.T. H. Tippet, St. Pirans, Maidenhead, Berks. [3310

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BENTLEY 4½ Park Ward saloon, 1936. Very fast. Must go to make room for 30/98. Any reasonable offer. G. W. Samson, 12, Mayfield Avenue, Penkridge, Stafford. [3315

ASTON MARTIN DB2/4, 1954. 60,000 miles; 12,000 on Vantage engine. Excellent condition. Heater, winkers, washers, new tyres. Offers over £600. Noble, 3, Endwood Court Road, Birmingham, 20. [3316

VOLKSWAGEN, 1961, red. 34,000 miles. Excellent. £485 for quick sale. Noble, 3, Endwood Court Road, Birmingham, 20. [3317

TR2, 1955. B.R.G. "X"s, wire wheels, overdrive. M.O.T. £220. Tel.: Northwood 24563. [3319

XK120 SPARES : D.H.C. 1953. Good engine, gearbox, new RS5s, good chassis, wire wheels, etc. Radiator, steering, bonnet lid, etc. £100 the lot. Tel.: BE4 2176. [3320

ROLLS-ROYCE 20/25, 1934, James Young black sports saloon with disappearing division, in excellent condition. 4,000 miles since rebore and general chassis overhaul. Brakes relined. Four new Dunlop Fort tyres and new battery. Full history from new is available. I am the third owner. £395 o.n.o. Clayton, Heathayne Cottage, Colyton, Devon. Tel.: Colyton 201. [3322

1956 RAPIER. Overdrive, radio, heater, tachometer, twin exhausts, new tyres. Immaculate. £340 o.n.o. 1955 Sunbeam Alpine. Heater, radio, overdrive, etc. Recent new hood, tonneau, belts, "X"s. Very good condition. £300 o.n.o. Boyes, 142, Silverdale Road, Tunbridge Wells. [3323

ENGINE M.G. MAGNETTE ZA with carbs., manifolds, running order. Tewin (Herts.). Tel.: 267. [3324

1961 M.G.-A 1600, red discs, 16,000 miles, v.g.c. garaged two winters, owner not returning from U.S.A. £585. Tel.: AMBassador 9728. [3325

450/18 GOOD TYRES, £2 each; 500/19, 50s. each; three 32/4½, £9 each. 19 in. Alvis "knock-on" wheels, £3 each. Carriage extra. Etheridge, 65, Kingsfield Road, Watford. Tel.: 20637. [3326

ALVIS 3-LITRE 1951. Radio, heater, turbo-discs. Beautiful, luxurious, rapid sports saloon. Magnificent condition. £150 (illustration, January, p.61). Tel.: GRE 4287. [3328

RILEY. Two big port heads with big Sprite inlet valves. Set 8:1 D.T. 12/4 pistons. Lightweight flywheels, 9, 12 h.p. Set 9 h.p. Martlett pistons. Many spares must clear. S.A.E. enquires. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: Lee 8904. [3329

MUST SELL 1929 12/4 open tourer. £50 or offers. Details from Reed, 27, Rectory Terrace, Gosforth, Newcastle-upon-Tyne, 3. [3330

1962 TURNER GT special, twin carb, B.M.C. 950 motor, 3,000 miles. Genuine reason for sale. Best offer over £295. Doughty, 63, St. Heliers Drive, Sandfields Estate, Port Talbot, Glamorgan. [3335

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



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LIST OF STOCK

£1,295 JAGUAR E type Dec. 1961, FHC finished n B.R.G. One owner, 15,000 miles. Safety straps. Unmarked and completely original throughout.

£1,095 1961 3.8 JAGUAR. A superb model in indigo blue with grey hide upholstery. Push button radio, overdrive, disc brakes. Immaculate, low mileage-car.

£1,095 ALFA ROMEO Guilietta Spyder, 1962 series **(Photo 1).** L/H drive, 14,000 miles. Finished in red with black interior. Cintura tyres.

£825 1961 DAIMLER Dart SP250. One owner from new, 19,000 miles. Mint condition in Ferrari red with beige hide interior.

£625 Reg. 1958 ALFA ROMEO Guilietta Sprint coupé. A superb two owner motor car in cornflower blue with black interior. Pirelli Cintura tyres. A speciman car.

£595 1954 model ASTON MARTIN DB2/4 fitted with disc brakes, five speed gearbox, *radio, heater. Brand* new "X" tyres. Finished in black with beige hide interior. Exceptional and thoroughly recommended.

£595 A.C. ACECA Bristol (Photo 2) fitted with disc brakes, chrome wire wheels and finished in indigo blue with contrasting hide interior.

£585 1961 M.G.-A Roadster. Old English white with red interior. A low mileage car in excellent condition throughout. Heater, etc.

£565 1961 model SUNBEAM Alpine finished in leaf green with black hard-top and interior. Fitted with wire wheels, overdrive, soft-top, heater, etc.

£565 A.C. Ace 1957 (Photo 3). Finished in B.R.G. with red interior. Extras include hard-top, twin spot lamps' heater, tonneau, "X" tyres. An excellent example of this rare *marque.*

£545 1958 2.4 JAGUAR. Finished in Sherwood green with brown interior. Fitted with overdrive, radio, heater, disc brakes, etc. Unmarked.

£545 1955 PORSCHE Speedster 1500. R/hand drive fitted with Halda speed pilot, Reutter seats, detachable hard-top. White with black trim.

£545 T.V.R. Grantura Dec. 1960. Ford 105E engine. This low mileage car is finished in pale blue with black interior and *is in pristine condition throughout. Various extras.*

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£525 1959 SUNBEAM Alpine finished in sage green with black interior. Fitted with overdrive, heater.

£495 1960 T.V.R. Grantura, M.G.-A unit, close ratio gearbox, wire wheels. A superb example in B.R.G. meticulously maintained. "X" tyres, extremely fast and economical.

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£465 1958 AUSTIN HEALEY 100/6, 2-seater fitted with wire wheels, overdrive, radio, heater, disc brakes all round, hard-top, etc. Bodywork *in red with white hard-top, excellent throughout.*

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£395 1961 MINI de-luxe fitted with Stage 3 Speedwell mods. Microcell seat, special facia, racing wheels and tyres. Superb in powder blue.

£395 M.G.-A 1957 FHC in red with matching interior. Excellent throughout.

£375 1957 TRIUMPH T.R.3 fitted with overdrive, disc brakes, etc. Bodywork in old English white with black interior. Thoroughly recommended.

£365 1956 TRIUMPH T.R.3 fitted with overdrive, hard-top, heater, etc. Bodywork in moonstone with black hard-top.

£365 LANCIA AURELIA 2-litre, 4-seater DHC (Reg. 1961) **(Photo 5).** This car is the late property of Jonathan Routh and is in excellent condition throughout with bodywork in mid blue. Motorola push button radio, heater, etc. R/H drive.

£315 1958 AUSTIN HEALEY Sprite. An above average example in black with usual extras.

£295 1955 AUSTIN HEALEY B.N.1 fitted with wire wheels, overdrive, heater, etc. Bodywork in red with matching interior.

£295 BUCKLER/FORD (Photo 6), professionally built in 1960 by A. C. Cars, fitted with 100E engine, overdrive, full weather equipment, etc. Most attractive.

£295 1947 H.R.G. 1500 2-seater sports. A most original model in cornflower blue. A much sought after *marque.*

£235 1954 SUNBEAM Alpine Mk. I. *An excellent example in Polychromatic blue with red hide. New hood*

£225 1956 BORGWARD Hansa 2-door, 4-seater saloon. This very economical and rapid vehicle is fitted with radio, heater, etc.

£235 M.D. TD 1951. A much above average example in maroon with beige interior.

£195 SUNBEAM TALBOT 90 DHC, 1953, L/H drive. Excellent in Polychromatic blue with beige hide.

£195 1951 JAGUAR XK120 Roadster. An above average motor car with bodywork in black with red and beige trim.

£195 1952 M.G. YB Saloon fitted with modified T.F. 1500 unit giving maximum speed in excess of 95 m.p.h. Excellent *bodywork in maroon with beige interior. Ex Phillip Morris.*

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AUSTIN HEALEY 100/4, 1954, h/top, s/top, w/wheels, o'drive **£295**
AUSTIN HEALEY 100/4 o'drive, radio, htr, 1956, maint. receipts **£395**
AUSTIN HEALEY, BN.4, 1957, h/top, w/wheels, o'drive, spots, htr **£495**
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AUSTIN HEALEY Sprite, 1959, 2-str Sports, rev. counter, o/riders **£325**
AUSTIN HEALEY Sprite, 1960, Alexanderised engine and bonnet, htr **£345**
AUSTIN HEALEY Sprite, 1960 late, htr, rev. counter, 2 toned **£395**
AUSTIN HEALEY Sprite, 1962, Mk. II, seat belts, h/top, rev. counter... ... ... **£495**
BENTLEY 4¼ Special one off body by Cockshoot, beautifully finished in metallic charcoal with grey leather interior. Mechanically we cannot fault the car and all accessories and tyres are in first-class condition **£295**
BENTLEY 4¼, 1938, *Park Ward razor edged* four-door saloon, really superb condition, unmarked black, tan leather interior, two owners from new, one till 1956. Recent £400 complete overhaul, fitted radio. Fully guaranteed in writing for 3 months **£395**
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BENTLEY Mark VI, 1951, Big Bore, big boot example, immac. **£595**
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JAGUAR 2.4, 1959 model, automatic, heater, immaculate **£645**
JAGUAR 3.4, 1958, o'drive, htr, immaculate, white, red in. **£595**
JAGUAR 3.4, 1960, Mk. II, o'drive, heater, unmarked B.R.G. **£995**
M/BENZ 220, 1955, R.H.D., 1 owner, htr, grey, red leather... ... ... **£545**
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M.G. TC, 1946, 2-str, sports, blue, silver wheels, etc. **£165**
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ALVIS TA 14 DROPHEAD. Recent respray. B.R.G. engine overhaul. £220. Tel.: Horsham 3679. [3332

TALBOT SPARES 1935. Rudge wire wheel and unused retread 19×5.50, £5. Delco Remy double cam ignition set new, £4. Talbot instruction book, 5s. Williams, 11 Samuels Drive, Thorpe Bay, Essex. [3334

1938 25/30 ROLLS-ROYCE. Unusual elegant semi-razor edge Hooper owner-driver saloon. Big boot. Carefully maintained car for connoisseur. Fully equipped. Full service sheets. £575. Photos., history. 20, Linden Road, Leatherhead, Surrey. Tel.: 4961. [3337

FORD-ROCHDALE G.T. 1172 c.c., C/R gears, 4.4 C.W.P., 15 in. wheels, Michelin "X", heater, many extras, professionally finished. £195 o.n.o. Gooch, 56, Chapel Street, Long Lawford, Rugby. [3338

CITROEN LIGHT FIFTEEN, "immaculate." Recondition engine, gearbox, clutch, transmission. New "X"s. £150. Also breaking engine clutch gearbox. 25, Kilburn House, Malvern Place, N.W.6. [3340

LESTER-M.G. Coupé. Tubular chassis. Professional aluminium body. Rebuilt Laystalled XPAG engine, C.R. box Alfin drums, "X" tyres. Spare RS5 tyres, wheels other spares. Silverstone club 1m. 20secs. Sensible offers or see exchanges. Stringer, 18, Princes Street, Dorchester, Dorset. [3342

J2 ALLARD 1951, De-dion Alfins, all independent, Allard H.C. heads, Allard inlet with dual twin choke solex, Burgess exhaust, resprayed, rechromed, reupholstered, engine, gearbox, clutch, exhaust, tyres, batteries, brakes, all new, bills, 3 manifolds 6 carbs. incl. £260 o.n.o. Hope, 57, Wellington Road, Eccles. Tel.: PRE 2225 (day), ECC 4352 (night). [3343

FASTEST TR AROUND! 2/3 resprayed ivory, maroon interior. H/S/top. Tonneau. W/wheels, s/belts, recon. eng., 6,000 m. Well shod, "Cints," "X"s. Genuine 35 m.p.g., 115 m.p.h.+. £200. Extras. No "bends," quick sale, £265 cash. Shipp, "The Beacon," St. Catherines, Guildford Tel.: 5565. [3344

ROLLS-ROYCE mascot, condenser cap, (20/25), original handbook, also original handbook for Bentley Mk. VI. £20 lot. Box No. J.345. [3345

M.G. TC 1949. Black. M.O.T. tested. New screens, battery, generator, tyres. Excellent condition. £210 o,n.o. 12, Burcott Close, Bierton, Aylesbury, Bucks. Tel.: Aylesbury 3258. [3346

FOUR CINTURAS 1.55×15 with tubes. Used 500 miles only on Rapier. Cost £32. Accept £20. Cave. Tel.: Pinner 2339. [3347

SINGER LE MANS 1935, 9 h.p., arson damage. Most of body burnt out apart from front and wings—still intact. Recon. engine, brakes, 2,000 miles ago. Carefully maintained, restorable, offers. D. Darbyshire, 32, Friendship Avenue, Gorton, Manchester. [3348

750-c.c. SPECIAL expertly built. Fibre-glass Sabre body. Vynide hood, sidescreens. Hydraulic brakes, twin carburetters, fully instrumented. Bills over £300. £120. Angley House, The Lake, Bushey Heath, Herts. Tel.: BUS 3496. [3349

RILEY 2½-LITRE roadster 1951, green, £220. Private sale. 52, Sheen Court, Richmond, Surrey. Tel.: PRO 6183 (after 6 p.m.). [3350

VOLVO 122S. 31-m.p.g. 97-m.p.h. 1959, "X"s all round. New Brakes and battery, top end overhauled recently. £580, will haggle. H.P. Newman, London. Tel.: ELTham 2732 [3351

1960 SPRITE. Leaf green. Sebring bonnet. Heater. Carpets. "X" tyres. Various other extras. One owner. Enquiries: Hainault 2720. [3352

TVR GRANTURA. Dark blue. June 1960. Immaculate throughout. Leather interior. Ford 105E with Fordspeed conversion. New tyres. Other extras. £465. Tel.: BUC 0446. [3353

ALVIS 1936 FIREBIRD. Anyone wanting Firebird D.H.C. will surely buy mine on sight. Maintenance only hobby during 12 years ownership. Deserves enthusiasts care. Unpunctured. £85. Hastings, *Whitecot, Furzehill,* Wimborne. [3354

1958 TR3A. Disc brakes. Wire wheels, radio, rear seat. Tonneau cover. Heater. Electric screenwash. £395. Salter, 15, Marion Close, Bushey Herts. Tel.: EDGware 5201 (9-5 p.m.). [3355

1954 JAGUAR XK120. Fixed head, S.E. model. 43,000 miles, full history, recent respray, twin exhausts, new "X"s, radio, excellent condition. £275. 1929 Austin Seven, aluminium de-luxe saloon in exceptionally good order, £65. Fox, 386, Astwood Road, Worcester. Tel.: 27447. [3356

ROCHDALE G.T. Many mods., fully trimmed, recent complete mechanical overhaul, including new 1172 engine. First offer near £100 secures. Fine machinery. Write/call: 31, Mount Close, High Wycombe, Bucks. [3357

MORGAN 39, Climax engine, 1022-c.c. Rebuilt 60. Modified cylinder head, new steering. 2 new tyres. M.O.T. £80 o.n.o. Smales, Roberts Hall, R.M.C.S., Shrivenham, Swindon [3358

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

FOR SALE—*continued*

RILEY 12/4. P/S gearbox and centrifugal clutch. P/S box stripped for spares. 6-speed six Bentley H.C. pistons std. bores, unused. M.G. TC cylinder head and valve gear. 1—TC rear spring. 14, Romanter Lane, Keyworth, Notts. [3360

SHORROCK'S SUPERCHARGER, complete with S.U. carburetter, practically new, suit mini, Renault, Ford. Cost £80, accept £30. Hartley, 50, Finkle Street, Cottingham, Yorks. Tel.: 45876. [3361

A.C. COMPETITION SPORTS, 1936. One owner 25 years. New weather equipment. Tested. Licenced. Original and excellent P.V.T. £169. Dennis, Woolland, Camelford, Cornwall. [3362

MARRIAGE NECESSITATES PARTING much beloved and restored 1933 J2 M.G. Bills £100 available. £85 o.n.o. Tel.: FREemantle 0557. [3363

BALILLA FIAT 508, good condition, excellent body, 1172 and 100E box fitted. New hood and side screens. Well shod, many spares. M.O.T. £60. Wilkins, 33, Charles Street, Warwick. [3364

MORGAN SUPER SPORTS 1954 w/c 1100 c.c. J.A.P. Completely restored to Concours condition by enthusiast. £200. A. D. Haddrell, Woodborough, Pewsey, Wilts. Tel.: Woodborough 223. [3365

ROCHDALE RIVIERA HARD-TOP. Ford components. Five Michelins. Full professional trim. Taxed, insured, not run in. Owner has company transport, thriving family, large overdraft. Cost £425, all bills. Offers £195. Details, photograph: Gray, 36, Carr Hill Avenue, Calverley, Pudsey, Yorks. Tel.: Pudsey 76548. [3367

PATHFINDER 1957. Low mileage, as new throughout. £295. Tel.: PAD 0849. [3368

XK140 D.H.C., 1955, grey, new hood and lining, good car generally. £365 o.n.o. (see exchange column). 8, South Road, Baldock, Herts. [3369

1926 ROLLS 20 shooting-brake. Rear seat converts to rubber-foam double bed. Ideal trouble-free family motoring. 20 m.p.g. Excellent condition throughout. £100. Tel.: Bedford 66972. [3371

ONE OF THE nicest 1959 Sprites in the country available on April delivery of new car. Iris blue. "X"s and a host of extras. Recent comprehensive o'haul. Best offer over £300 or with hard-top and tonneau, best over £315. H.P. possible. Rosenberg, 38, Coleridge Street, Blackburn. Tel.: Blakewater 42751 (evenings), 85416 (work). [3372

1955 CITROEN 6H. Peacock blue, immaculate throughout. £250. P/Exchange Light 15. 99 St. Augustine Street, Taunton. [3373

RARE M.G. F type. Stiles coachwork. Registered 1961. New battery, hood, screens. Offers: 23, Downs Park East, Bristol, 6. [3374

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FOR SALE—*continued*

LANCIA APRILIA 1938. Stripping, all parts for sale. C. R. Walker, 63, Saltwill Places, Bensham, Gateshead, Co. Durham. [3375

XK 150, fixed-head, special equipment model, overdrive, absolutely first class throughout. Very low mileage. £650. Tel.: BUChurst 6304. [3376

DAIMLER EMPRESS, 2½-litre sports saloon, 1952. Razor edge body by Hooper in black/grey. Luxurious and economical. One previous owner. 30,000 on recon. D.B. 18 sports engine. Recent extensive overhaul. Fluid flywheel, preselector, radio, heater, screenwash, etc. In nice condition and daily use. £435. Seen Eastbourne. Tel.: Hampden Park 704 (evenings). [3377

M.G. TD 1953. Unmarked blue. 11,000 m. Wife expecting. £295 o.n.o. McFarlane. Tel.: Chelmsford 4467. [3378

MERCEDES-BENZ. Pre-war '2.3' chassis with good quality post-war small estate-type body. Good history and conscientiously maintained (2 cars in use). Thoroughly sound and will remain so for years. £135. Seen W. Lancs. Box No. J.379. [3379

1961 TR3A, white, red hide. Overdrive, heater, washers, "X"s. Soft and hard-top. One owner. 27,000 miles. £650 or exchange Mini or 1100—cash adjustment. Jacques I. Ashway, Gayton, Wirral, Cheshire. Tel.: Heswall 3193. [3380

1919 MODEL T Ford tourer, 1927 Morris Cowley. Offers. Norman, 35, Ormsby Lodge, The Avenue, London, W.4. Tel.: CHI 1685. [3381

FISH CARBURETTER for Volkswagen, £13. Gowling, 116, Manygates Lane, Sandal, Wakefield. [3382

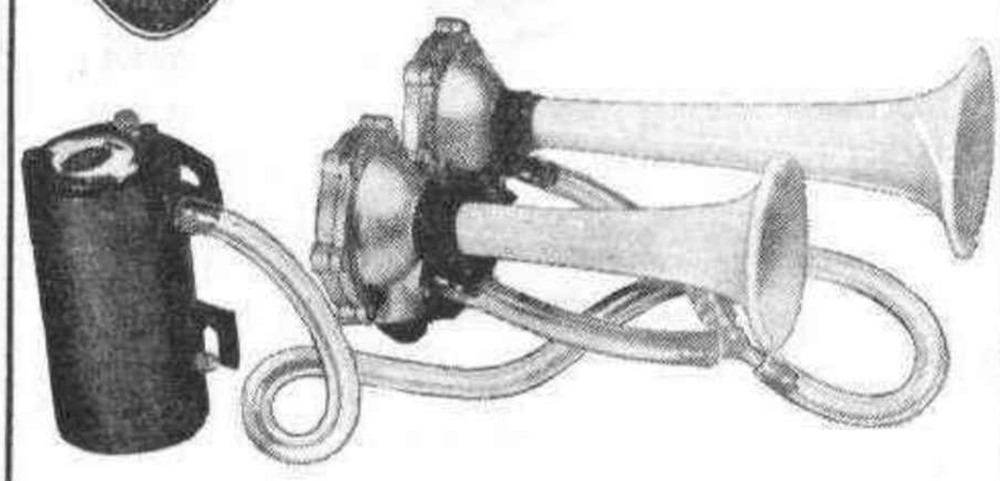
ROLLS-ROYCE 20/25 1934. Owner driver James Young sports saloon. Complete history and 84,000 miles from new. Engine done 1,500 miles since complete re-build. All new tyres, brakes, etc. Won three *Concours* last year. Must be seen to be appreciated. Regrettably selling. £650. 52, Trinity Road, Four Oaks, Sutton Coldfield. Tel.: Four Oaks 2602. [3383

FORD V8 91A D/H/C. Late property of titled owner. Genuine 55,000 miles from new. The whole car is in superlative condition. Full original tool kit, £275. Would consider exchange with other interesting vehicle. Cash either way. G. Burton. Tel.: Wentworth 2233. [3384

MERCEDES-BENZ, type 220, cabriolet 'B'. 1953 model, registered 1958. New hood, reclining seats. This car is now offered at less than 10% of its original cost. £275. Also type 230 saloon, with very interesting history, £125. G. Burton. Tel.: Wentworth 2233. [3385

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1933 20/25-h.p. ROLLS-ROYCE sportsman saloon, large boot, spec. **£350**

1936 25/30-h.p. ROLLS-ROYCE sedanca de ville by Barker, fully restored, receipts for works history approx. £800 odd. **Offers invited.**

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RAILTON S.8, 1935, foursome tourer. In exceptional original condition. One owner from new. Has been stored since 1947. Hood and sidescreens as new and unused. Five new Michelin tyres, also new clutch and H.D. battery. 55,000 miles from new. Enthusiast's or collector's car. £300. Must be seen to be believed. View by appointment. All letters answered. T. Holliday, 87, Maney Hill Road, Sutton Coldfield. [3625

ALVIS, 1953, 3-LITRE. Powerful, handsome TA21. Every extra, including s/roof, twin-speaker radio. (Silver, black.) V.G.C. £225 o.n.o. Tel.: TED 6592. [3626

ROCHDALE OLYMPIC, 105E, registered July 1962, 6,500 miles. Fully trimmed and instrumented. £550. Hoare, Tangley House, Oak Avenue, Hampton, Middlesex. Tel.: MOLesey 166 (after 6.30 p.m.). [3627

1929 ALFA, s.o.h.c. 1750. Good condition, engine dismantled. Alvis Speed 20, 1934, good mechanical, fair body. Offers. Wrigley, "Cunloo," Twyford, West Felton, Oswestry. [3628

MINI MINOR CONVERSION equipment, as new : twin carbs., Aquaplane, £15. Pearce, 71, Oldfield Park, Westbury, Wilts. [3629

1957 FIAT 600. Sun roof, fog-light, new dynamo and distributor. 37,000 miles. Engine and coachwork in excellent condition. £195. Sims, Tel.: TEDdington Lock 1039 (day), or 1234 (evenings). [3630

RILEY GAMECOCK, 1932, open 2-seater. Undriven since engine rebuild and body repainted. Brakes relined and five excellent tyres. Sound and original. Seen Northamptonshire. £125. Box No. J.631. [3631

LANCIA APRILIA. Post-vintage thoroughbred. Excellent order. £165. Seen Bath. Box No. J.632. [3632

AERO MINX, 1935. Rare aluminium-bodied open sports. M.O.T. Best offer secures. Bailey, 82, High Street, Wootton, Northampton. [3633

FRONT-WHEEL-DRIVE Alvis fabric tourer, completely original. £100. Box No. J.634. [3634

TYPE 110 E.N.V. c/r. gearbox. Brand new internals. Offers over £25. Box No. J.635. [3635

FRAZER NASH. Very fast 328 F.N.-B.M.W. Mechanically and bodily sound. Recent new gearbox and clutch. A very striking car. Owner to Australia. £285. Prance, 28, West Street, Reigate. Tel.: 43689. [3639

M.G. TF, 1,250 c.c. Green. Good condition throughout, near new "X"s, and extras. Will travel. £325. Towers, Springfield House, Gosforth, Newcastle/Tyne, 3. Tel.: GOS 54518. [3640

1929 BENTLEY 4½ Mulliner saloon. Excellent chassis and body. £400 o.n.o. Barlow, 2, Kenwood Gardens, George Lane, E.18. Tel.: WANstead 5457. [3637

IMPECUNIOUS ENTHUSIAST'S G.T. 85 m.p.h. 38 m.p.g. 1958 Popular, full L.M.B. modifications. 18,000 miles. £240 o.n.o. Hamilton, 18, Bibury Crescent, Boothville, Northampton. [3636

1956 RENAULT 750, rebuilt by Rudds with special crank, shell big-ends, 850-c.c. (Dauphine) liners, high-compression head and new manifolds. Extras include Marchal light units, spot-lights, wind horns, link mats and spare set of four snow tyres. Regularly serviced. Just fitted with new liners, pistons and exhaust valves, also new battery. Very lively, comfortable and economical saloon for £150. Cole, 17, Back Wakefield Road, Sowerby Bridge, Yorks. [3641

TALBOT drophead coupé, B.D.75, 1936—completing extensive rebuild early April. Complete engine overhaul. Brakes relined; rewired; resprayed. New p.v.c. welded hood and headlining, carpets, etc., etc. An as new car of character. S.A.E. for full details and photo. Box No. J.642. [3642

1962 MINI-COOPER. Five new tyres, thanks to original Dunlops cracking. Windscreen washers, fresh-air heater, safety harness. Beautiful specimen indistinguishable from showroom model both mechanically and bodily. £485 o.n.o. 169C, Haverstock Hill, Hampstead, London. Tel.: PRImrose 1158. [3643

1939 PEUGEOT saloon, model 402B. Good runner. £60 o.v.n.o. Ellis, Garage, Walnuttree Lane, Sudbury, Suffolk. Tel.: Sudbury 2732. [3644

S.S.100 SPARES : Engine, cylinder head two camshafts, two oil pumps, front axle, wheels and much more for sale. 27, Upper Park Road, Kingston, Surrey. Tel.: Kingston 1496. [3645

LOTUS SEVEN, Series I (late 1959), very handsome dark metallic blue. Climax 1,098 c.c. Stage II, competition clutch, c/w. gears; new hood, R5s, w/rim wheel, wire wheels, wrap-round Perspex racing screen, special mudguards, new seats, redesigned dash chronometric instruments, w/screen washers, carpeted. £495 o.n.o. London area. Box No. J.646. [3646

AUSTIN SEVEN CHUMMY open tourer, 1928, original (mag. ignition, etc.). V.S.C.C. approved. £110 o.v.n.o. Box No. J.647 [3647

M.G.-A 1600, 1960 model. Blue/black trim. Excellent condition. Heater, l/rack, spot and rev. lights "X"s. Genuine reason for sale. £490 o.v.n.o. Oliver, 34, The Coppice, Enfield, Middlesex. Tel.: ENF 4720. [3648

M.G.-A 1,500-c.c. f.h.c., 1958. Mechanics, bodywork perfect. B.R.G. Adjustable wheel, safety belts, twin horns, spots, Mich. "X." Never rallied, raced. Expectant mother requires larger car. £415, cash. Tel.: Ffestiniog 786 (Merionethshire). [3649

SUNBEAM Mk. II, Aug. 1956. Overdrive, floor change, Mich. "X," radio. Smart and sound. £330. Biske, 5, Kingsmead, Upton Lane, Chester. Tel.: 20263 (after April 3rd). [3650

LANCIA AUGUSTA. Exceptional condition. Completely original. Excellent tyres. New battery. Number new spares. £175. Tel.: Bayswater 7797. Box No. J.651. [3651

M.G. TD. Excellent condition. Bills for £200. £220 o.n.o. Joy, 15, Wetherby Mansions, S.W.5. Tel.: FRO 3537. [3652

SPRITE TONNEAU, sliding screens, pair 1¾-in. S.U.s, four unused 155×15 Cinturas with tubes. Offers. 2, Sandicroft Place, Preesall, Lancs. [3653

ARMSTRONG SIDDELEY, 17 h.p., 1936. Short-chassis sports saloon. Sound. Good history. M.O.T. Many spares. £28. Dr. H. G. Martin, Lawn Cottage, Church Lane, Whittlesford, Cambridge. Tel.: Sawston 3214. [3654

T.V.R. Mk. III. M.G.-A 1,622-c.c. August 1962. 5,000 miles. White/black int. W/wheels, heater. £725. Atkins, "Juan," New Farm Road, Alresford, Hants. [3655

NORDEC SUPERCHARGER, fit ZB Magnette, M.G.-A, etc. Complete kit including S.U. H6. In perfect working order. Full fitting instructions and drawings. Cost £100, sell for £40 o.n.o. Box No. J.656. [3656

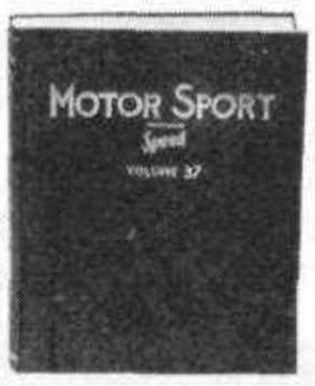
1961 FORD SPECIAL. A.K.S. 2/4-seat saloon body. Boxed chassis. Downflow rad., remote gear-lever. Fully trimmed. Heater. 12,000 miles. Spares. £225. 18, Osborne Road, Enfield. Tel.: HOW 4243. [3657

LAGONDA SALOON, 1938, 4½-litre, long chassis, L.G.6 (i.f.s.). Black. Fair all-round condition, well shod. Comfortable car for enthusiast requiring some warmth. Heater for rear passengers. £165 o.n.o. Crocker, 15, Graham Terrace, S.W.1. Tel.: Sloane 9420 (home), MAN 8733 (office). [3658

1957 M.G. MAGNETTE ZB, 45,000 miles. Reconditioned engine. New battery, tyres. £30 radio. Wing mirrors. Superb condition. £385 o.n.o. Unmarked 1958 Rapier saloon wanted. Mogridge, Cranley Cottage, Shamley Green, Guildford. Tel.: Bramley 2149. [3659

A40 SPRITE, 1952. New engine, battery and heater. Tested. £130. Tel.: Romford 40037. [3660

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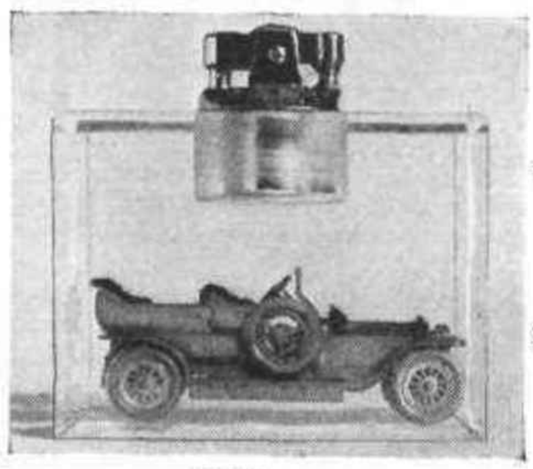
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M.G.-A 1600 FIXED-HEAD. 1960. Spotless beige, with red upholstery, this is a most carefully used example. Fitted with wire wheels, twin exhausts, twin spots, "X" tyres, and wood-rimmed steering wheel, etc. **£585**

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0-50	15.0 secs.	10.5 secs.
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XK120 d.h.c., 1954. Black. Usual extras. Mint condition. Bargain, £275 o.n.o. Juniper, 26, Silchester Close, Andover. Tel.: 4194. [3446

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T.V.R. GRANTURA, 1962. M.G.-A 1622, c/r. gearbox, s/mirrors. Maroon/black. 9,000 miles. £665. 25, Eagle Hill, Upper Norwood, London, S.E.19. [3661

WIDE BENCH SEAT in my 1947 Triumph 1800 roadster is equally suitable for bachelor or small family. Superbly preserved car, original gleaming black cellulose, unblemished chrome, mechanically faultless, M.O.T. till Nov., taxed till Oct. Genuine 54,000 miles. Good home required for this rare specimen. About £160 or exchange Mk. 1 Sprite. Gilson, Grange Hostel, Farnborough, Hants., or Tel.: Ewell 2505 (weekends). [3662

BENTLEY, 1937, 4¼ Thrupp & Maberly saloon. Good condition. £210 o.n.o. Barlow, 172, Green Lanes, Sutton Coldfield, Warks. Tel.: SUT 1157. [3663

1953 M.G.-YB. B.R.G. M.O.T. Engine, back axle needs attention. Company car or would keep. £125. Hobill, Easteroff Garage, Sutton Coldfield. [3664

LANCIA AUGUSTA, 1936. Saloon, leather, good condition. £85. Tel.: St. Albans 50374. [3665

ASHLEY 750 BODY, with hard top, mounting frame, locks, etc., including new headlamps, £70. Fully tuned 750 engine, plus C/R gearbox, £30, and much more. Everything new, reconditioned and unused. Tel.: ERD (Birmingham) 7591 (after 6 p.m.). [3666

ROCHDALE GT, 1960. Tubular chassis, i.f.s., 15 in. L.M.B. wheels. "X"s. Ford 1172 c.c. Excellent appearance/performance. £150. S.A.E., M. C. Cantwell, 100 Squadron, R.A.F. Wittering, Peterborough, Northants. (Surrey at weekends). [3667

1960 CITROEN I.D. 19. Irreparable damage to off side. Best offer over £40. Box No. J.670. [3670

DOWNTON-MINI. Faster than Cooper. 1960. One owner, Unraced. Immaculate. £350 o.n.o. Tel.: Wolverley 418 (Kidderminster). [3674

INVICTA 4½ vintage tourer, sound throughout, must sell for £185. Warth, "Lyncombe", Shipham, Winscombe, Somerset. [3677

RARE VINTAGE MORRIS, 1928, 2½-litre o.h.c., 2 owners, 85,000 miles. A dignified and utterly reliable car, seating 5 comfortably, in excellent original condition. Extras include trickle-charger, Tapley meter, klaxon, trafficators, various spares, handbook. £180. Box No. J.678. [3678

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M.G.-VA TICKFORD. Broken crankshaft, otherwise good. Offers. Break if necessary. Whiting, Loughborough Road, Asfordby, Melton, Leics. [3682

M.G. TC, 1948. Above average condition. New hood tonneau, twin spots. £185. 17, Lewis Road, St. Leonards-on-Sea. [3683

RILEY KESTREL SPRITE, 1½-litre sports saloon, 1936. 8.3:1 Hepolite pistons, S.U.s and Scintilla Vertex magneto give real performance. Body completely rebuilt, good cellulose, completely retrimmed red/grey interior. New armatures, starter/dynamo, new battery, rewired, new tyres on 16 in. wheels. M.O.T. February, 1964. A very well cared for and attractive car. £110. Tel.: BAT 7727. [3684

M.G. TF, 1250, Downton tuned, grey (original), recent hood, tyres, brakes, battery, etc. Bills available, thorough inspection/trial welcomed. £325 cheap considering excellent condition. Jones, 38, William Road, Boscombe, Bournemouth (owner 7 years). [3685

1954 M.G. TF. Excellent condition. Owner going abroad. £315. Box No. J.686. [3686

FORD 10 SPECIAL. Recon. engine. 4.7 axle, hydraulic brakes, I.F.S., fibreglass body, fully equipped. £175. Tel.: Epsom 1076. [3687

LEA FRANCIS, 1930, 1500 c.c. rebodied 2-seater, new hood, bags of spares including cylinder block and pistons, steering box, half shafts, etc. A really hairy vehicle at £70. Rawlinson, 46, Arran Street, Cardiff. [3688

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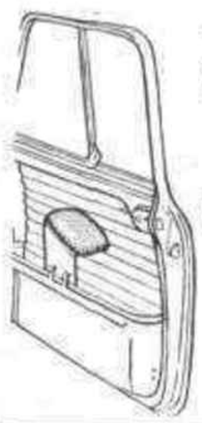
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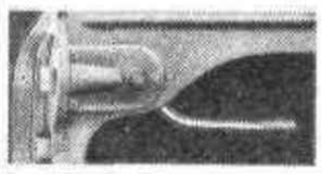
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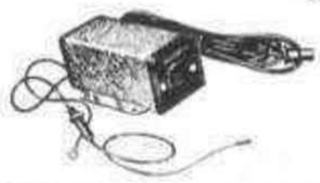
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M.G. MAGNETTE sports saloon, 1954. 4000 miles on new engine. Excellent condition, £225. Luke, Filmer's Cottage, Bredhurst, Gillingham. Tel.: Rainham (Kent) 81382 or Wellington (Somerset) 2678. [3693

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BUGATTI, T38, T40, T44, front and rear axles complete, T38 petrol tank, chassis, rear springs, T40 gearbox. Exchange Brescia spares or sell. 1924 Rolls-Royce, close-coupled Barker saloon, early radiator, new tyres, artillery wheels, M.O.T. Good original condition, £210 o.n.o. Box No. J.695. [3695

M.G. ZB engined special, tubular chassis, fitted Mistral shell, full weather equipment. First reg. Dec. 1957. Small mileage engine, M.O.T. certificate Growing family forces reluctant sale. £150 o.n.o. 5, Trimdon Avenue, Acklam, Middlesbrough. [3697

MORGAN +4 TR engine. 4-seater. "X"s. Heater. Excellent condition. Finances force sale, hence price, £195 o.v.n.o. Tel.: Bradford 21656 (Daytime). Booth, Alma Place, Bradford Moor, Bradford, 3, Yorks. [3698

XK 120 F.H.C., 1954. 100% mechanically immaculate potent, £290 cash, or exchange A1 Volkswagen, similar value. Rogers, Clock Lane, Bickenhill, Solihull. [3699

RILEY KESTREL-SPRITE, 1937. Good condition. M.O.T. £60. Also Kestrel Six, towable. Aston-Martin gearbox, radiator. Burgess, 202, Coatham Road, Redcar, Yorkshire. Tel.: Redcar 4696. [3702

M.G. TC. Immaculate, resprayed B.R.G., new hood, steering box, 4 × 16 in. wheels, carburetters. Reconditioned engine, Laystall head, 1½ in. S.U.s. Sealed beams, relined brakes, good tyres. 30 m.p.g., £250. Wanted TR2 with wire wheels. Denman, Sedgemoor, North Curry. Taunton. [3703

LEA-FRANCIS 1951 brake. Engine rebuilt, 10,000 miles. Body good. Brakes relined. M.O.T. £85. Starling, Stoke-Holy-Cross, Norwich. [3704

M.G. F MAGNA, 1932. Retrimmed, reupholstered. Mechanically sound except clutch. £50 o.n.o. Court. Tel.: UPL 7361. [3705

ALVIS S.E., 1935. Bodywork scruffy, engine fair, transmission, suspension, brakes excellent. New batteries required to make it go. £15. Tel.: BYW 3075 (evenings). Seen Barnehurst. [3706

MINI MINOR with full Downton conversion plus balanced components, lightened flywheel, competition clutch, anti fade brake linings. Work done only 8,000 miles ago. £425. Sutton, Riversbridge, Dartmouth. [3707

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1952 HEALEY SPORTS Mobile, d.h.c. Reconditioned engine, M.O.T., nearest £80. Hodgson, 42, Wymersley Road, Hull. [3718

1172 SPECIAL PARTS. Tubular ladder chassis, enveloping body. Cheap. Space needed. M.M. rack. Ballamy Michelin "X"s. Shortened 4.7 axle. Bowden hydraulics. Lowered swing axles. Reasonable prices. Call weekends or S.A.E. 61, Grey Street, Stalybridge, near Manchester. [3719

1956 ARMSTRONG SIDDELEY 234, radio, heater. Beautiful condition, £325. N. Mitchell, Parklands, Wangfield Lane, Curdridge Botley, Hants. Tel.: Botley 2191. [3720

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ALLARD 1950 P1 saloon. Black, red leather. Good tyres. V8 engine, 30 h.p. Fast. £95. Wright, Spencer House, Chapel Road, Tadworth. Tel.: 3259. [3727

J4 M.G. Supercharged, 1933, with ex Dobson N.E. Magnet body off 34 T.T. Winning car. Engine and supercharger and carburetter rebuilt. All there, some work required. £250. 1950 Frazer Nash Le Mans, in excellent fettle. Tyres, hood and tonneau, British racing green. Ex Bob Jerrard car, £450. Both of these cars are being offered cheap for quick sale. No correspondence. Viewing only, 2, Barton Road, Streatley, Luton. Tel.: Icknield 640. [3728

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ALVIS 3-LITRE SALOON, 1951. Grey/black, red leather. Heater, washers, taxed year. Engine overhauled and new battery 1962. £175. Tel.: St. Albans (Herts) 53314. [3730

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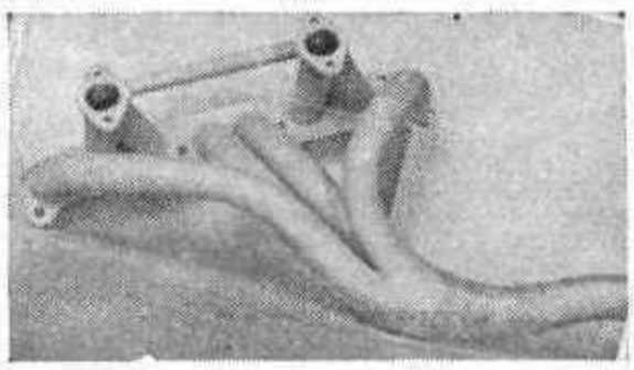


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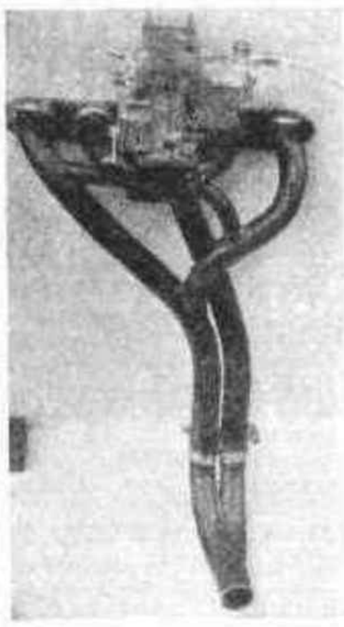
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XK 140 F.H.C. C type engine, o/drive, wire wheels, safety belts. 42,000 miles. £350. 36, The Gresleys, Ross-on-Wye. [3736

B.M.C. A SERIES 948 c.c. engine/gearbox for Morris 1000. Oil cooler. 9, Dyrham Close, Westbury, Bristol. [3738

M.G. TC in fair condition. Bargain for enthusiast, £135. Lodge, 26, Ropergate, Pontefract. Tel.: 3604. [3739

M.G., 1935, P-TYPE midget, black, new red upholstery; recently fitted factory reconditioned PB engine, new hood, side screens, tonneau cover; tyres and battery good, six wire wheels, M.O.T. test, taxed, £125. Tel.: Powick 386. (Near Worcester). [3740

TWIN CAM SUNBEAM, 1927. 3-litre open 2-seat tourer with pointed tail. Change of plans force sale. A bargain at £275. Peter Wase, 33, High Street, Stourport-on-Severn, Worcestershire. [3741

PAIR P.100 H/LAMPS (bell shape), £8 10s. Four 450×18 tyres, £6. Pair 500×20 five stud Humber wheels, £1. Pair Austin 7 headlamps (1928), £1 10s. 33, High Street, Stourport-on-Severn, Worcestershire. [3742

ROLLS-ROYCE 25/30 owner driver saloon, 1938, by James Young of Bromley. Very pretty body with protruding boot in really lovely condition. Completely original but fitted heater and screenwash. All tools, mascot and handbook. Chassis and mechanically excellent, first class tyres. Finished black with green leather interior. A truly beautiful example maintained with great care. Offers over £400 should be made to The Malt House, Bewdley, Worcs. Tel.: Bewdley 2301. [3743

HARDTOP FOR M.G. Midget, red, complete with sidescreens, £40 o.n.o. Dovey, 12, Park Terrace, Stirling. [3744

M.G. PA. Black. Engine overhauled. Mechanically sound. Body needs slight attention. £75. Tel.: Leicester 77222. [3745

1948 ALVIS TA14, also 1935 Daimler LT15. Mulliner 2-door coupé. Both mechanically sound. M.O.T. cert. Offers. Nunn, Heald Nook Cottage, Barkisland, Halifax. [3746

AUSTIN-HEALEY 100-6 (BN4), regd July 1959, white. Low mileage, stored over winter. 6 port head, "X"s, wire wheels, twin spots, radio, heater, new tonneau. Good standard throughout, bills available. Seen North London or near. £465. Box No. J.747. [3747

TONNEAU COVER. TR3. Fawn. As new, £5 10s. Tel.: Wombourn 3427. [3748

1937 RILEY KESTREL Six light. B.R.G. in V.G.C. Attracts attention everywhere it goes. 25, Altyre Way, Beckenham. (April 24th on.) [3749

LOTUS 11, whole car just completely rebuilt with Climax Stage three engine. Complete with trailer, £520. Tel.: Fulham 0192. [3750

E93A REBUILT AQUAPLANE, S.U.s, Buckler, 4.7 c.w.p., mounted, A.7 chassis, I.F.S., interesting beginnings, £75, Leicester. Box No. J.751. [3751

RILEY 1½, 1955, black, 35,000 miles, new tyres, many extras, absolutely superb condition throughout, much admired, £365. Tel.: Ewell 3271. [3753

RARE 1926 ROVER 9. Excellent running order. M.O.T. Full weather equipment. £100. Tel.: REL 4960. [3754

BENTLEY 3½-LITRE sports saloon. Offers to Yarland, 175, Farringdon Road Buildings, London, E.C.1. [3755

ALFA ROMEO GIULIETTA Spyder, 1957, registered 1960, white, Michelin "X", excellent condition, £550. Owner going abroad. Tel.: WEL 0694 (day), HAM 1721 (evenings). [3756

M.G. MAGNETTE, 1955, 51,000 miles, exceptional condition. Gold engine, Mangoletsi head, Derrington exhaust, "X"s. Detailed history. Regretful (family increase) seller: Harris, High White Stones, Upper Hall Park, Berkhamsted, Herts. Tel.: Berkhamsted 331. Say £325. [3757

M.G. TC, 2 seats, excellent condition, goes like a bomb, bargain, £135. White, 290, London Road, St. Albans. [3758

1960 TRIUMPH HERALD
Convertible
Yellow with black hood, 18,000 miles, twin spot-lamps, Koni dampers, Michelin "X" tyres, Shorrock Supercharger, power assisted brakes, rev.-counter, wood facia and door fillets, 98 m.p.h. One careful owner, fully maintained by us. **£525.**
MANTLES GARAGES LTD.,
Biggleswade. Tel.: 2056

FOR SALE—*continued*

ROLLS-ROYCE, 1937, 25/30, Barker owner-driver saloon. Two owners. Original body and upholstery. Spaight, Moor Green House, Finchampstead, Berks. [3450

2500 G.T. LANCIA AURELIA, 1956/5. Black. Superb. Recent check report by Thompson and Taylor. £780. 1, Chesham Road, Guildford. Tel.: 3671. [3453

VOLKSWAGEN DE-LUXE, June 1958. Good condition, extras, one previous owner. £350 o.n.o. Tel.: BATtersea 6692 (after 6 p.m. or weekends). [3454

BRISTOL 400 with 401 modified engine. Above average. £165. Tel.: Bradford 46645. [3455

ALVIS SPEED 25, 1939. D.H.C. Extensively overhauled, engine, clutch, front suspension, bodywork and hood. £200. Box No. J.456. [3456

HEALEY ROADSTER, 1947. 100 m.p.h. 27 m.p.g. Good tyres. M.O.T. £65. Tel.: Derby 46269. [3457

M.G. TC. Red, immaculate throughout. £185. Weekends, 187, Sarehole Road, Birmingham, 28. [3458

ALVIS TA 21, 1953. Engine just overhauled. New radiator. Radio, heater, "X"s, etc. Excellent paintwork, chrome. Deliver anywhere. £160 o.n.o. 18, Lind Street, St. John's, London, S.E.8. Tel.: TIDeway 3831. [3459

1937 PHANTOM III Park Ward R.R. saloon with division. A real G.T. car, 100 m.p.h., 16 inch brakes, precise steering. £250 or exchange sports car of comparable performance. Clark, 3, Baring Road, Lee, S.E.12. [3460

VOLVO P444. 100 m.p.h. £260 haggle or exchange. de Chair, 60, Onslow Gardens, S.W.7. Tel.: FRO 3496. [3464

PEUGEOT 203, 1955 saloon. French grey. Just overhauled, very good condition throughout, Michelin "X". Reason for sale—company car. £150 o.n.o. Tobin, Rock House, St. Day, Redruth, Cornwall. [3465

1934 AUSTIN 12/4. Mechanics sound, but body rough. Laid up 2½ years. 5 new 19 inch tyres. Who will tow away for spares ? Tel.: PINner 1373 (evenings). [3466

ALVIS, 1947. Brakes relined. M.O.T. tested. £75 o.n.o. Say, 35, Blackthorn Drive, Stopsley, Luton, Beds. [3467

ROCHDALE OLYMPIC : 15 months old, 22,000 miles. M.G.-A 1622 engine, oil cooler. Twin fuel tanks, Kenlowe fan, new "X" tyres. Heater, harnesses, rear seats, 2-speed wipers, washers, wood-rim wheel. Fully trimmed. A really practical, economical, high-performance car. Immense fun to drive, very rapid on long journeys. Owner/builder going overseas. £540, part exchange considered. F/L. Oulton, "Greensleeves," Shepreth, Cambs. Tel.: Melbourn 394. [3468

M.G. TD, 1951. Good body condition, new tyres; flashers; engine overhauled and tuned; new brake linings and master cylinder. £255 o.n.o. Tel.: Morecambe 774. Box No. J.469. [3469

VOLKSWAGEN DE LUXE, 1956. Attractive dark green original finish with immaculate interior. Whole car very good condition. Nearly new tyres. Extras. £310. Tel.: Painswick (Glos.) 3120. [3470

OFFERS : TWO A.C. 2-litre cars. One broken, one complete. Jones, 52, King William Street, Tunstall, Stoke-on-Trent. [3471

A/HEALEY 100/6, yellow/black. Overdrive, w/wheels, twin spots; new batteries; tyres v.g.c. £415. Wellings, Tel.: CHA 3593 (day), SHE 8387 (evening). [3472

SUNBEAM-TALBOT 90 IIA d.h.c., 42,000 miles, 1952 model. Wireless, heater, wing mirrors, good tyres, battery, recent decoke. Whole car in excellent condition. Taxed. M.O.T. £200. Tel.: Northwood (NL) 21484. [3473

VINTAGE ROLLS Hooper 21.6. Original. Cheap. 19, East View, Llandon, Cowbridge. [3474

LAYSTALL LUCAS alloy head with valves and springs, suitable for M.G. XPAG engines. £18 o.n.o. Taylor, 291, Bury New Road, Heywood, Lancs. [3475

COVENTRY-CLIMAX FWE engine, M.G.-A gearbox, hardly used. £195. Complete Lotus Elite transmission, suspension, brakes and wheels. Four nearly new Firestone Sports tyres, 4.80–15. Offers. High Wycombe. Tel.: Radnage 3179. [3476

UNIQUE SHOW 1937 Alvis Speed 25 sports saloon, no running-boards. Twin spares, six perfect tyres. Best preserved as original in England; complete history of maintenance. Two owners since new. Absolutely nothing to spend. £300, no offers whatsoever. Millhouse, Blunham, Beds. Tel.: Blunham 266. [3477

BORRANI LIGHTWEIGHT WHEELS, suit Aston Martin. £15 the set. Birmingham, Tel.: Sheldon 4446. [3479

VERY ATTRACTIVE FORD Special, reg. 1960. Tubular chassis, i.f.s., 4.7 axle, E.B. body, hard-top, tonneau, sidescreens. £175 o.n.o. Ungless, 16, Sidegate Avenue, Ipswich. Tel.: 76685. [3480

ZAGATO-BODIED RILEY Nine. 1928 Alfa touring body. Red. Laystalled engine v.g.c. Scintilla, new tonneau, exhaust, battery. Tested March, brakes 90%. Accepted V.S.C.C. Superb condition. £195. 11, Pinner Green, Pinner (Tel.: 2766), Middlesex. [3483

FOR SALE—*continued*

BRISTOL 401. Must reluctantly dispose of this well-loved and cared for vehicle. Just returned from comprehensive works check-up and has just been M.O.T. tested. Black coachwork. Michelin "X" tyres, leopard seat covers, radio, heater, washers, twin fog-lamps, etc. This car is a joy to own and drive. Price £350, or exchange small car suitable learner wife who necessitates sale Seen West Wickham, Kent. Tel.: SPR 4450. [3481

MORGAN 4/4 II, 1957. Immaculate dark blue, only second owner. Aquaplaned balanced unit, 15,000 from replacement. New c/r. gearbox Christmas. Re-instrumented, recalibrated Jaeger speedo., Crypton rev.-counter, etc. Other extras : radblind, heater, wood-rim wheel, screen-washers. New front tyres, battery, hood. £325. Browne, Newbarn, Kennaways, Faversham (Tel.: 2907), Kent. [3484

SHORROCK SUPERCHARGER. Complete kit for 100E and suit 950-1,250 c.c. Brand new, not unpacked; first £55. Browne, Newbarn, Kennaways, Faversham (Tel.: 2907), Kent. [3485

ROLLS-ROYCE PHANTOM II, MS 118, Barker sedanca de ville, 61,000 miles; unused for 10 years, towable. £80. Critow, 12, Rock Grove, Olton, Solihull, Warwicks. [3486

ROLLS-ROYCE 20/25, 1930/31, Rippon limousine. Good runner but minus radiator; towable. First £50 o.v.n.o. Box No. J.487. [3487

OVERSEAS POSTING forces sale of 1959 red Morgan 4/4, Series II. 40,000 miles and excellent condition. £350. Also 1925 Vauxhall 14/40 2-seater, partially rebuilt. Complete car for spares, £60. Mackenzie, White House, Spetisbury, Blandford, Dorset. [3488

ASTON MARTIN DB2/4, 1958 series, 3-litre special engine. Immaculate. Burgundy/scarlet. Condition guaranteed. Rose, 12, Parkhill Drive, Whitefield, Manchester. Tel.: Whitefield 3640. [3489

1928 LEA-FRANCIS 14/40 tourer. Excellent all-round original condition. Spare half, crank, camshafts, head, mag., rods, valves, etc. Just had valve grind and brakes lined. £125 o.n.o. Devon. Box No. J.491. [3491

1950 2½-LITRE SPORTS Lea-Francis, immaculate. Just fitted overhauled engine (with h.c. pistons, twin H4s) which has done only 10,000 miles since new. Recent work includes new gearbox parts, track rods, exhaust, rechroming, clutch, brakes, tyres, etc.; new hood, tonneau, twin spots. Bargain £300 o.n.o. Complete with spare engine and clutch. Richardson, "Leafonda," Swillington Lane, Swillington Common, Leeds, 15. Tel.: Garforth 2962. [3492

ROLLS-ROYCE (1938) Thrupp & Maberly 25/30 sports saloon. Mileage 94,000. Heater, handbook, mascot, radio, tools complete. £575. Glasgow. Box No. J.494. [3494

JAGUAR XK140. B.R.G. "X"s, heater, fog-lamps, screen-washers, radio, safety belts. Good condition throughout. Forced sell : family increase. £335. Tel.: Bookham 4717. [3495

SPECIAL "SPECIAL" 1172, i.f.s., Ashley, green. All weather equipment. Offers. Chatburn, "Newlands," Manor Road, Colne. Tel.: 521. [3496

TURNER-B.M.C., January 1961, 20,000 miles. Metallic blue. Wire wheels. £395. Tel.: IMPerial 5462. [3497

FAIRTHORPE ELECTRON, 1960. Red. Professionally built. Herald engine. Heater, electronic rev.-counter, tonneaux, Perspex sidescreens. Immaculate. £250. Blake, Tel.: Brentwood 1968. [3500

M.G.-A ROADSTER, November 1958. 35,000 miles. Immaculate red, black trim. Push-button radio, heater, luggage/carrier, screen-washers, etc. Enthusiast maintained, any trial. £325. Tel.: Luton 53778. [3501

ALLARD, 1949, drophead 4-seater with winding windows. Good condition throughout. Good tyres. Excellent engine. Oil, 1,500 m.p.g. Much time and money spent on renovation. £75 o.n.o. Tel.: Woking 583. [3502

M.G.-A 1600 roadster, July 1961. Immaculate red/red trim. Heater, l/carrier, tonneau. Factory maintained. Never raced or rallied. Stork delivery promotes sale. £575. Evenings or weekends. 3, Moat Farm, Hedgerley Green, Hedgerley Village, Nr. Slough, Bucks. [3503

FORD SABRE SPECIAL, white 2-seater. Sounds, goes, looks splendid. Detail finishing required. £40. "Heatherdale," St. George's Hill, Weybridge. [3506

EKCO TRANSISTORISED push-button 1963 car radio, unused. Cost £27, offers over £12. Box No. J.507. [3507

1938 B.M.W. 328. Fitted with well-designed fibreglass body. New hood. Engine just rebored. Crank reground. Excellent tyres. M.O.T. Taxed. £195. Tel.: Manchester CHOrlton 1840. [3509

ASTON MARTIN, 1938, 2-litre s/c. d.h.c. Very good general order. Recent engine rebuild; three new tyres. Good hood. Resprayed B.R.G. Bills and photograph. £185. Bosanquet, Little Pednor, Chesham, Bucks. Tel.: Chesham 287. [3510

SHORROCKS SUPERCHARGER, complete, for M.G., etc. £40 o.n.o 390, Rochester Way, Bexley, Kent. [3511

FOR SALE—*continued*

B.S.A. SCOUT, red sports 2-seater. New clutch, battery; set of spare easy-clean wheels. M.O.T. Bargain, £75. Tel.: VANdyke 8462 (London). [3512

B.M.W. 501, 1954, reg. 1960, 6-cyl. L.H.D. Engine good, body fair. Reutter seats, Becker radio. Must be seen. £250 o.n.o. Harrison, 173, Replingham Road, London, S.W.18. Tel.: VAN 2497. [3513

TUNED M.G. TC, 1949. This is an export model with normal right-hand drive. Returned from Singapore and first registered here in 1958. The bodywork, tyres and engine are in good condition and it has brand new p.v.c. hood and sidescreens. Extras include bucket seats, safety belts, fog-light, flashers, etc. Price £195. 17, Heygarth Road, Eastham, Cheshire. Tel.: Bromborough 1099. [3514

HEALEY SILVERSTONE sports 2-seater, 1951, 2½-litre Riley engine. M.O.T. Good tyres. Red £160. M. R. Tait, 5, Lordswood Road, Southampton. [3515

RILEY 1½, 1954, RME. Rebored. £275. Proud, Stamford House, Goldhawk Road, Shepherds Bush, W.12. [3518

BERKELEY ANZANI, 1959 model. An excellent specimen of a rare bird. Genuine reason for reluctant sale. Excellent Michelins; 4-wheel independent suspension. Overhauled differential, starter, transmission (bills shown). All spares available. Literature. 189 gns. Burrage, 2, Avondale Avenue, Burnley. Tel.: 2850. Available after April 16th. [3519

BENTLEY, 1936, 3½-LITRE f.h.c. Mechanically rebuilt, body good. First applicant with £200. London : Tel.: Potters Bar 55397; or Cornwall : F/Lt. Ryall, 10 O.M.Q., St. Eval. [3521

ALPINE, late 1959. Immaculate, 33,000. Hard-top, whitewall RS5s, belts, undersealed, spots, heater, carpets. £525-ish. Surbiton, Tel.: Elmbridge 8699. [3523

LUXURIOUS SPEED. 1952 Jensen Interceptor 4/5-seater cabriolet. 1,000 miles since £80 overhaul. 90 in 3rd, 21 m.p.g., 50 p.s.i. hot. "X"s rear, enormous boot, leather dash, heater. Fabulous vehicle in B.R.G. Trial welcomed. £350 o.n.o. Returning to 2-seater motoring. W.H.Y.? Box No. J.524. [3524

1954 Mk. VII JAGUAR. First offer over £130. Tel.: Grappenhall 727. 73, Windsor Drive, Grappenhall, Warrington. [3525

HARD-TOP for Sunbeam Alpine, £45. Tonneau, £6. Dr. Mann, R.N. Hospital, Plymouth. [3526

1,172-c.c. A.K.S. fibreglass G.T. body Special. Aquaplaned engine, crossflow radiator, c.r. gears h.r. axle, L.M.B. suspension; new tyres; many other desirable features; beautifully finished. M.O.T. £170 o.n.o. Anderson, "Glenelg," Barrack Hill, Romiley, Cheshire. Tel.: Woodley 2137. [3527

SHORROCK SUPERCHARGER for Herald. 1,500 miles. £45. 48, French Street, Barrow-in-Furness, Lancs. [3528

750 SPECIAL on Ruby chassis. Super Sabre fibreglass shell in B.R.G. Tonneau, hood, sidescreens. Fully-tuned engine to Formula standard. I.F.S., Bowdenex brakes, 15-in. rear wheels. Many other modifications. No competitions. Completed May 1962. Taxed. M.O.T. £170 o.n.o. Photograph from and inquiries to : Edge, Gill Wood, Wadhurst, Sussex. Tel.: Wadhurst 278. [3529

SUNBEAM ALPINE, 1961, red/black. Overdrive, high-lift camshaft, twin S.U.s, oil-cooler, wire wheels, safety belts, tonneau cover. £625 or will exchange for very new VW or Saab. Savage, 34, Limberlost Close, Birmingham, 20. [3530

D.K.W., 1938, 684 c.c., cabriolet, excellent running order, M.O.T. Large stock of spares. £35. 5, Elmwood Avenue, Barwick in Elmet, Leeds. Tel.: 395. [3531

SPRITE, 1958, superb condition, primrose yellow, modest mileage. Tachometer, heater, twin spots, carpets, new tyres; many other extras. Genuine offer at £330. Richards, 88, Marlborough Crescent, Sevenoaks, Kent. Tel.: 53626. [3532

"A"-TYPE AQUAPLANE alloy head. H.C., large valves, etc. Complete. Bargain, £12 10s. Rev. J. Fellingham, Coltishall Rectory, Norwich. [3533

SINGER NINE ROADSTER, 1949. Tested and attractive. £150. Write, Kerridge, 21, Torrington Square, W.C.1. [3534

LAGONDA, 1928, 2-LITRE high-chassis Speed Model. Completely original. Excellent mechanical condition with recent engine rebuild. Brakes relined 1963, two new tyres. £140, will haggle. Fletcher, 22A, Osborn Road, Fareham, Hants. [3535

TRIUMPH ROADSTER, 1949. Bronze, red interior. Good body, mechanism, tyres. M.O.T. £120 o.n.o. Jeynes, 35, Bradfield Road, North Walsham, Norfolk. [3536

BULLNOSE MORRIS COWLEY parts. Excellent radiator, £15. Engine gearbox, £15. Axles, wheels, steering, instruments, etc. Also for B.M.W. 319, engine spares, rear axle, chassis, brakes. Please write : Gillard, 28, Moorlands Road, Malvern. [3537

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

FOR SALE—*continued*

ROVER 14 SPORTSMAN'S saloon, 1934. Few left, most are wrecks £20 or less. This for £150 is a showpiece attracting attention everywhere. Dark green and fawn. Most chrome new. Wonderful long range, double dip headlamps, Easyclean wheels, Pirelli tyres. ¾-in. floor felts. New carpeting including boot. Mechanically excellent. M.O.T. 11,000 miles, new engine. Performance as new, smooth, quiet. Looks and drives like small Rolls. See this wonderful vehicle. Milne, 151, Common Lane, Sheldon, Birmingham, 26. Sunday mornings after 10 a.m. [3538

AUSTIN 7 CHUMMY, 1928. Exc. condition, new hood, curtains, upholstery, king-pins, c.w. and p., dynamo. V.S.C.C. approved. Lockheed hydraulics, genuine vintage, spare gearbox and five wheels. M.O.T. cert., licensed Sept. 1963. Inquiries: Duckworth, Ring O' Bells, Chagford, Devon. Tel.: 2166. [3539

AUSTIN HEALEY SPRITE, Mk. I. Superb condition, completely modified with Shorrock supercharger, balanced Sebring crank and lightened flywheel, competition clutch, oil cooler, radio, heater and belts. Sparkling acceleration, easy 100 m.p.h. Many more extras. £430. 96, Lady Byron Lane, Knowle, Warwickshire. Tel.: Knowle 2512. [3540

RILEY IMP 2-seater, 1936. Excellent and original condition throughout. Including many spares, £330. Bagley, Oakham (Tel.: 2421), Rutland. [3541

M.G.-A 1600 ROADSTER, late 1960, 27,000 miles. White body. Disc brakes; recent decoke, etc. Perfect throughout; every extra; Radiomobile. 495 gns. Exchange larger car. Tel.: HADley 1133 (London). [3542

1962 ROCHDALE OLYMPIC, all mod. cons. £570, immediate possession. Can be viewed at 4, Thorpe Place, Tattershall, Lincoln. [3543

MORGAN PLUS FOUR, 1955. Red. Two-seater sports. TR engine, "X" tyres. Many extras. (Stork!) £285. For details write, Cathie, 122, Powerscroft Road, Clapton, London, E.5. [3544

IMMACULATE WHITE CARIBBEAN for sale. New: 1172 engine, gearbox, back axle (4.4), chassis, 15-in. wheels, Lockheed hydraulics, i.f.s., Woodhead-Monroe s/a., 12-volt system. All aluminium flooring, fully trimmed and carpeted. Winding safety glass side windows. Business requires larger car. Consider offers around £250. Weekends only. 14, Thames Hill Avenue, Romford, Essex. [3547

MORGAN PLUS FOUR coupé, 1955. 1956 twin S.U. engine. 100 m.p.h. Dark blue. Good condition. Extras. £215. P. S. Temple, 6, Green Lane, Hunsworth, Cleckheaton, Yorks. [3548

M.G. Y, 1950, 1½-litre sports saloon. Good condition both mechanically and bodily. Replacement gearbox fitted recently. Fast, comfortable, economical. £145 o.n.o. Tel.: BER 1012. [3549

1936 BENTLEY 4¼ sports saloon, Park Ward, duo-grey. Very good condition all round. M.O.T. £300 o.n.o. Brewer, "Arden," South Hill Avenue, Harrow. Tel.: Byron 5107. [3550

EKCO CAR RADIO, brand new. Boxes unopened. Cost £27 10s. CR.917. Bargain at £17. Wanner, 315 Grease Guns, Brand new. 55s. Box No. J.551. [3551

ELEPHANTIASIS SUFFERERS, PRESIDENTS, gangsters. 1928 V8 Lincoln Dietrich Berline, magnificent, R.H.D. Excellent easily obtainable tyres. See p. 190 "Vintage Motor Car." Financial reasons. Might take other vintage plus cash. Offers. Davidson, 25, Oak Tree Close, R.A.F., Middleton-St.-George, Darlington. [3553

MORGAN, 1939, S.S. 3-wheeler, MX4 engine. Engine completely overhauled, new pistons, valves and springs; complete new clutch assembly; new suspension, shockers, throughout; new 8-in. hydraulic brakes. Professionally re-upholstered. Body completely dismantled and rebuilt. New windscreens, exhaust pipes, silencers; new battery; completely rewired. 2,000 miles since completed. Immaculate specimen. Overhaul cost over £100. M.O.T. Good tyres. Offers. 63, Victoria Road, Whetstone, Leicester. Tel.: Narborough 2110. [3554

CITROEN LIGHT FIFTEEN, 1951. Reconditioned engine and drive shafts last year, 5,000 miles ago. Gearbox including crown and pinion 10,000 ago. Fitted twin carbs. Millimetre off head. Michelin "X"s, radio. Taxed August. Has edge on Maigret; suit Gallic crook or family man. £130. Tel.: Camberley 21542 (after 8 p.m.). [3555

M.G. TC. Excellent condition. Extras include tonneaux, chrome grid, sealed beams, etc. £165. Graham, 86, Barnet Road, Potters Bar, Middlesex. [3556

TR3(A), 1957. Hard-top, wires, overdrive, heater, belts, undersealed, Konis, "X"s, discs; reconditioned 2.2 balanced engine. 120 m.p.h., fantastic performance. £400, offers, exchanges, want TR2. 67, Pilsley Road, Clay Cross, Chesterfield. [3557

F.N./B.M.W. 319 4-seater tourer, £60 o.n.o. 26, Station Road, Winchmore Hill, N.21. Tel.: Laburnum 6104. [3558

M.G. YB 1½-LITRE sports saloon, 1952. A fine example of the last real M.G. Built up to specification, not down to price. M.O.T. New tyres, battery, exhaust, brakes, etc. Many extras. £170 o.n.o. Box No. J.559. [3559

FOR SALE—*continued*

AUSTIN NIPPY. Original, complete. Pristine condition mechanically, bodily, electrically. £70 spent; unused since. Photographs available. M.O.T., etc. £95 o.n.o. Box No. J.560. [3560

1936 TRIUMPH GLORIA, 10.8 h.p. M.O.T. Free-wheel. Taxed to June. New batteries, five new tyres, new clutch plate. £75 o.n.o., or will break. Bramley, East Villa, Eastfield Road, Pickering, Yorks. [3561

D.K.W., 1957, F.93 standard saloon. L.H.D. Lime green. First reg. U.K. Feb. 1960. New engine same date. "X"s, roof rack, carpets, twin fogs. One owner. Bargain at £225 (or more). Flt. Lt. Brown, 47 Sqn., R.A.F., Abingdon, Berks. [3562

XK120 F.H. COUPE, 1954. Resprayed. Mechanically excellent. Many extras. Wire wheels, radio, heater, etc. Director's personal car. £345. Roberts, Bovey Tracey, Devon. Tel.: 2132. [3563

EX-TOMEI M.G. TD 1500. Fitted 90-b.h.p. TF engine which has recently been completely stripped and rebuilt with new crank for this season. Genuine 100-m.p.h. car. Prepared for racing and maintained almost regardless of cost by Dick Jacobs, but complete with full road equipment, including hard-top. It is in impeccable condition, having been recently resprayed. Ideal sprints, hill-climbs or potent road car. M.O.T. tested. £375. Carlton, 38, Lawrence Gardens, Mill Hill, London, N.W.7. [3565

HALF PRICE. Fabulous Lotus XI Series 1. First built and registered November 1962. 1,000 miles since completion. 105E engine, twin 1¾-in. S.U.s, c.r. gears. Full instrumentation. Weather equipment, tail fairing and metal tonneau available. Spare block, pistons, cylinder head. Finished in dark blue with full-width screen. Offered at half actual cost. £550. Walters, Tel.: ELGar 2658 (evenings), or KNIghtsbridge 7811 (day). [3566

S/TALBOT, 1952, drophead. Radio, heater. M.O.T. £110 o.n.o. Tel.: STO 8851 (after 7 p.m.). [3567

JAGUAR ENTHUSIASTS!! The most immaculate 1948 2½-litre sports saloon in existence is for sale. This impeccable vehicle has been meticulously maintained by one owner from new and has covered only 33,000 miles. The exterior is faultless in black and chrome, with an interior finish in brown leather and pile carpet. Needless to say it is mechanically perfect. Offers accepted around £200. Genuine inquiries only please. Write or telephone to M. E. Jones, 27, Upper Park Road, Kingston-upon-Thames, Surrey. Tel.: Kingston 1496. [3568

1957 M.G.-A coupé, red/black. Heater, spot and reverse lamps, luggage rack. Maintained first-class condition. £370. Phillips, 152, Essex Way, South Benfleet, Essex. Tel.: 2130. [3569

1956 ACECA-BRISTOL. Scintilla twin-breaker ignition, disc brakes, duplicate fuel system, "X" tyres, heater, reconditioned gearbox. £525. Phillips, 152, Essex Way, South Benfleet, Essex. Tel.: 2130. [3570

VW, LATE 1954 de luxe, in excellent order. Flashers, washers; recent new tyres, silencer, clutch and battery. Negligible oil consumption. M.O.T. Jan. 1964. Taxed. £225. 22, Church Crescent, Finchley, N.3. Tel.: Finchley 0418. [3571

PEERLESS, 1959, MARK II G.T. Superb condition, ivory; 26,000 miles. Overdrive, discs, new Turbospeeds. Many extras. Very fast yet economical 4-seater. Really beautiful machine. Handbooks, heaps of spares. £450. Exchanges and private H.P. possible. Hector, 152, Greenford Avenue, London, W.7. [3572

AERO MINX, 1935. Small aluminium-bodied 2-door saloon. Knock-off wheels. Partly rebuilt, needs finishing. Spare engine. Delivered by lorry to sender of cheque for largest amount. Knibb, Penpoll Mill, Mawnan, Falmouth, Cornwall. [3574

AUSTIN SEVEN NIPPY, 1936. Immaculate bodily and mechanically. M.O.T. Taxed. £95. Tel.: PAL 8679. [3575

ALLARD P1, 1950, saloon. Manufacturer's overhaul. Spare engine. £85. Tel.: Dartford 21691. [3577

1927 BLUE LABEL: M.O.T. saloon in good order. £185 or offers. 79A, Wrottesley Road, N.W.10. Tel.: ELGar 2658. [3578

1947 M.G. TC. New hood, screens; recent respray. Good condition. £185. 34, Stancliffe Road, Bedford. [3583

TR2, NOV. 1955. Red, immaculate. Fitted works reconditioned engine, not yet run-in, wire wheels, heater, overdrive, etc. £350. Pears, 11A, Queen Anne Avenue, Bromley. Tel.: WIDmore 2403. [3584

B.M.W. 327 CABRIOLET, £25. Good hood, four good tyres, but bodywork needs attention. Must sell. Tel.: Guildford 3115. [3586

TORNADO TYPHOON 2/4-seater hard-top, Nov. 1960. Tubular chassis, i.f.s., c.r. gears, etc. 85 m.p.h., 40 m.p.g. Excellent condition. 15,000 miles only. Freeman, 2, Spital Close, Gretton Road, Winchcombe, Glos. [3587

1933 MORRIS ISIS, d.h.c. by Gill, V8 engine, good running order, taxed May. Offers. A.D.F.T. National Foundry College, Wolverhampton. [3588

M.G. TF 1250, reg. 1957. Heater, new hood, tonneau, screens. Excellent ivory body and red interior. "X" tyres. Offers around £335. Tel.: TUD 7816 (evenings). [3589

FOR SALE—*continued*

1932 CONTINENTAL 2-LITRE Lagonda tourer. One owner 30 years and is only being offered for sale due to sudden death. Perfect mechanically, body excellent. £185. Details from Herbert L. Schofield, Foxhill, Mottram Road, Stalybridge, Cheshire. Tel.: STA 2017. [3590

ROLLS-ROYCE, 1935, 20/25 saloon. Mechanically excellent. New tyres. Interior/exterior very good condition. £300. Box No. J.591. [3591

S.S.1, 1934, saloon, 16 h.p. Good condition throughout. Recent engine overhaul. M.O.T. £80 o.n.o. Tel.: Reigate 44092. [3592

ROLLS 20/25, 1933, Mann Egerton D-back owner-driver saloon in excellent condition. Black and beige with blue hide. No division, no occasionals. £280. Newin, 49, Mansfield Road, Basingstoke, Hants. [3593

1172 SPECIAL, S.U.s, Aquaplane head and manifolds, 4.7:1 c.p., weather equipment. Tel.: Ruislip 4884. [3594

1958 VW BUS. L.H.D. £295. Scrapping 1962 transporter, body u/s. Rosedene, 42, George Street, Kingsclere, Newbury. Tel.: Kingsclere 381. [3596

RILEY LYNX, 1936 model 26 F.K.L.-type 1½-litre. One owner; in daily use. £100. Tel.: Bentley 3105. [3597

DELLOW, 1951. Excellent all-round condition, well worth seeing. Taxed, M.O.T. £185 o.n.o. Cox, 17, Payzes Gardens, Woodford Green, Essex. [3598

MAGNETTE ZA saloon, 1955. Grey with red trim. Paintwork needs some attention but very good mechanical condition. Two owners. Would take interesting car in exchange. H.P. available. £225. Tony Bullen, Box No. J.599. [3599

TWIN S.U. CARBURETTERS, complete with manifolds. Suitable for a 105E Anglia. £20. G. J. Pattinson, 27, River Mount, Walton-on-Thames, Surrey, or Tel.: Walton 27594. [3600

M.G. MAGNETTE, 1956 ZA. Radio. 55,000 miles. £300 o.n.o. Godsell, 6, Kirk Close, Oxford. [3601

6.50-20 UNUSED REMOULD, £11, carriage paid. Brown, 69, Grange Road, Sanderstead, Croydon. [3602

AUSTIN HEALEY, 1957, 100/6, BN4. Overdrive, wire wheels, Konis, "X"s, heater, new hood, tonneau; resprayed ice blue. £450 o.n.o. Grayson, 4, Carline Road, Lincoln. [3603

LAGONDA SPARES for sale, including tyres, wheels, headlamps. Tom Pinguey, 121, Copers Cope Road, Beckenham. Tel.: 9316. [3604

LAGONDA 4½-LITRE d.h.c., 1938. I.F.S. £150 o.n.o., or swap Mini-van. Lagonda 4½-litre d.h.c. (new hood), 1936. Needs attention wings. £100 o.n.o. Tel.: BECkenham 9316. [3605

VINTAGE HEADLAMPS: Bullseye P100s, mint condition, £20 o.n.o. Marchal, bullseyes, need polishing; best offer. Tel.: BECkenham 9310. [3606

BENTLEY, 1934, P.W. saloon, aluminium. Excellent mechanics, body sound but drab. £75. Minor 5.375 axle complete, £12 10s. J2 universal joint, 30s. TR2/3 zip tonneau, £6. 3, Warwick Road, Longeaton, Nottingham. [3607

1949 M.G. TC. Tested. Mechanics good, body rough. Tel.: Goring-by-Sea 42439. [3608

COOPER-FORD SPECIAL. Regd. 1957. Open A.7 fibreglass body. 1172 Aquaplane, i.f.s. Nearly completed. £120. Tel.: Hatfield 2919. [3609

1963 105E LOTUS 7. Green. Tonneau, sidescreens, carpets. Flared wings. Wooden wheel. 8,000 miles. £430. Hazelwood, Tel.: Watford 23938. [3610

FORD ZEPHYR Mk. II. Low mileage, one owner, late 1960. This Zephyr which is fitted with disc brakes, Mays head, Laycock o/drive, special headlamps and modified suspension, is an extremely pleasant, fast touring car, for the enthusiast who needs four seats. £535. Stanton, Tel.: London, Hillside 6181; Hillside 9537 (after 6 p.m.). [3611

RILEY NINE LYNX. Good condition. All original. In daily use; many spares. M.O.T. Taxed, insured. £50. 220A, Canterbury Road, Birchington, Kent. [3614

M.G. J2. Swept wing, Morris engine, new hood, tonneau, hydraulics. Excellent condition. £95. Smalley, R.C.E.T., Rugby. [3615

NOV. 1959 T.V.R. Red with red/black trim. Heater, Alfins, wire wheels, Michelins; supercharged 100E, low mileage; close ratios, high gear axle. Elderly gent's 3rd car. £375 o.n.o. Box No. J.616. [3616

SPEEDWELL ANTI-ROLL BAR, fits Wolseley 1500, Riley 1.5, Minor. Never fitted; all brackets and instructions. £3. 220, Ramsgreene Drive, Blackburn. [3618

M.G. TB, 1939. Rare model. £115. S. Fitzpatrick, Grove House, Batley, Yorks. [3619

M.G. XPEG engine parts suitable for TC, TD, TF, all low mileage. Laystall balanced crankshaft, lightened flywheel, competition clutch assembly £16; Laystall shaved 9.5:1 cylinder head £5; competition and standard camshafts; the pair £6; twin S.U. semi-downdraught 1¾-in. carbs. c/w. linkages, rampipes, manifolds, £12; multi-branch exhaust with split tail-pipe, £5. Also sundry gears, distributor, starter, oil pump, etc. Write, Lovell Dean, Copthorne Bank, Sussex, or Tel.: Copthorne 23. [3620

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

FOR SALE—*continued*

1937 LAGONDA LG45 saloon. Good all round condition, £125. 109A, High Street, West Wickham, near Bromley, Kent. Tel.: Spring Park 4477. [3759

RILEY MERLIN 12/4, 1936. Just runs. Complete or will break. Muir, Palmers Farm, Wootton Bridge (Tel.: 200), Ryde, I.o.W. [3760

M.G. PB. M.O.T. B.R.G. Fine example. New equipment regardless of cost. Tel.: Harrogate 84783. [3761

LAGONDA 2-LITRE, 1933, low-chassis tourer. Partially dismantled. Owner leaving country end April. Offers. Box No. J.762. [3762

1939 RILEY 1½ drophead. M.O.T. tested. Nearly new hood, Girling brakes; good runner. Price £25. Box No. J.763. [3763

TR2, 1955. Mechanically excellent, bodywork reasonable. £190 o.n.o. M.O.T. Also Jaguar XK120, immaculate condition; T. & I. Offers. Exchange considered. 56, Arnside Road, Bestwood, Nottingham. [3766

1,100-c.c. SUPERCHARGED ELVA-CLIMAX. Very successful English, Continental events. Overhauled. Ideal sprints, hill-climbs. Aerodynamic, road equipped. £395, or exchange, W.H.Y.? 112, Croham Valley Road, South Croydon. Tel.: SAN 1921. [3768

RILEY IMP, 1935. Resprayed. New engine, reupholstered. Immaculate. £415. 8, Manor Close, Cossington, Bridgwater, Somerset. [3774

1960 SPRITE. Wireless, heater, etc. £350. Arnsby, Three Elm Lane, Tonbridge, Kent. [3777

JAGUAR 2.4, 1956, Special Equipment saloon. Overdrive, "X"s rear, RS5s front. Mk. II rear wheel spats; twin spots. £340. Tel.: St. Albans 52054. [3779

M.G. VA sports, 1938. New hood and screens, good tyres, flashers. M.O.T. Beautiful condition. £60. Tel.: Dunstable 61480. [3781

AUSTIN HEALEY, 1955, 100/4. Steel grey. Good condition. Four new RS5s, reconditioned gearbox and overdrive; wheels respoked. £300 o.n.o. McDonald, Whitehill Farm, Dane End, Ware, Herts. Tel.: Dane End 322. [3782

AUTO UNION SONDERKLASSE, 1956, de luxe. R.H.D. Grey, white. Complete reconditioned engine. New Michelin "X." Motorola radio, electric washers, freewheel. £265 o.n.o. Taylor, 81, Pepys Road, S.E.14. Tel.: DOL 8142. [3783

H.R.G. 1500, 1948. Green. New batteries, lights. £280. Tel.: Glenn, Battersea 7845 (evening). [3784

M.G.-A 1600, 1959. Excellent condition, carefully driven. Radio, heater, luggage rack, etc. £439. 131, Eglinton Hill, S.E.18. [3785

FOR SALE—*continued*

DELLOW. Outstanding example. E93A. Twin S.U.s, 4-branch, full weather equipment; many extras. £200. Genuine sale. 14, Banyardway, Rochford, Essex. [3780

DELAGE D8C, 1931, elegant sports saloon. Beautiful condition. £125 o.n.o. 30, Windmill Crescent, Wightwick, Wolverhampton. [3786

M.G. TA ENGINE (dismantled) for sale. Head cracked but block guaranteed sound. Most other parts available. Offers? Alhadeff, Cottenham, Cambridge. [3787

1930 SUNBEAM 16, 4-seat fixed-head coupé. Partly rebuilt at great expense. Towable. Space urgently needed. £25 o.n.o. Thompson, Barberry, Bordesley, Redditch, Worcs. Tel.: Redditch 4326. [3788

TRIUMPH 2000 roadster, 1949. New big-ends and carburetter. Body and hood sound. Test certificate. £75. 13, Wyndham Close, Grantham, Lincs. Tel.: 2419 (evenings). [3789

1958 TURNER, 948 c.c. B.M.C. recond. engine. Full instrumentation. Spot, w/washers. Nice condition. £270 o.n.o. Dr. Mein, 4, South View, Mona Taylor Hospital, Stannington, Nr. Morpeth. Tel.: Hepscott 252. [3790

M.G. TA/B engine, gearbox, accessories. Engine parts. Springs. Many other parts. Singer Le Mans engine/gearbox, complete. 4.50–18 tyres. Complete Jaguar instrument panel. Ford Ten engine. Please write. Benington, The Twitten, Crowborough. [3799

QUICK SALE. XK120, white, 1951. £100. F.3 Kieft-Norton, trailer, £120. Tel.: BYR 8721. [3800

ALPINE, 1955 model. Red. Good condition. Beige leather, Vynide hood. Relined brakes. Heater, radiator-blind, fog-lamp, washers, anti-thief, etc. Tel.: HIL 7680. [3801

TR2, 1955 model, red. "X"s, heater. Gets away in all weathers. Baby forces sale. £185 o.n.o. Tel.: PRI 9323, GUL 1505 (evenings). [3802

S.S.100 SPORTS JAGUAR, fitted XK120 body. £90 o.n.o. The Grange, Hillside, Horsham, Sussex. Tel.: Horsham 4597. [3803

SUNBEAM TWENTY, 1933, o.h.v. 6-cyl. saloon. Maroon/black. 16-in. hydraulics. Good condition but needs big-end. Offers. 195, Green Lanes, Sutton Coldfield. [3804

JAGUAR AUTOMATIC 2.4 saloon, one owner. White, red interior. Radio, turbo discs. £465. 4, Ellers Drive, Bessacarr, Doncaster, Yorks. Tel.: 55041. [3805

M.G. TA, 1938. Mechanically sound, hood and trim rough. M.O.T. £95. Wood, 17, Elmdon Close, Solihull, Warwickshire. [3808

FOR SALE—*continued*

RILEY GAMECOCK, 1932. Passed test and quite tidy. Engine due for sleeving, otherwise good. £25. Full details to genuine inquirers. Throssell, 17, Hookstone Chase, Harrogate. Tel.: 84587. [3806

1952 2½-LITRE 4-seater Riley convertible, very rare model, good condition. Taxed, M.O.T. Two-tone resprayed; new dynamo, front shock-absorbers. Well looked after by owner, only selling because of going abroad. £220 o.n.o. West, The Court, Axbridge, Som. Tel.: Axbridge 456. [3807

AUSTIN CHUMMY. Completely rebuilt. New seats, trim, hood, screens, battery, tyres, Klaxon. Immaculate blue/black/brass. Utterly reliable. £80 to enthusiast's good home only. Hughes, Tel.: Knowle (Warwicks.) 2845. [3809

ALVIS SPEED TWENTY, 1936, saloon. Factory rebuild 1947. Taxed. Tested. Good tyres and battery. Fine condition. £75 o.n.o. for quick sale. Baigent, 31, Croome Drive, West Kirby, Wirral. Tel.: Hoylake 7148. [3810

CLIMAX 1220, Stage II. Bench-run only. M.G.-A gearbox, 4-branch exhaust, brand new auxiliaries, etc. £230. 7, Lima Road, St. Annes, Lancs. [3811

ALVIS SPEED 25 saloon, 1937. Green. Excellent condition and performance. For quick sale, £50. Box No. J.812. [3812

1960 SPRITE, red. Heater, wing mirrors. £360, H.P. arranged. Box No. J.813. [3813

ASTON MARTIN, 1938, 2-litre short-chassis. B.R.G. New hood and re-upholstered in red. Good order throughout. Daily use as second car. £250 o.n.o. Longton, 35, Church Hill, Epping. [3814

H.R.G.-DERRINGTON crossflow head for B-type, complete with two 1½-in. S.U.s, ready to fit. £45 o.n.o. Longton, 35, Church Hill, Epping. [3815

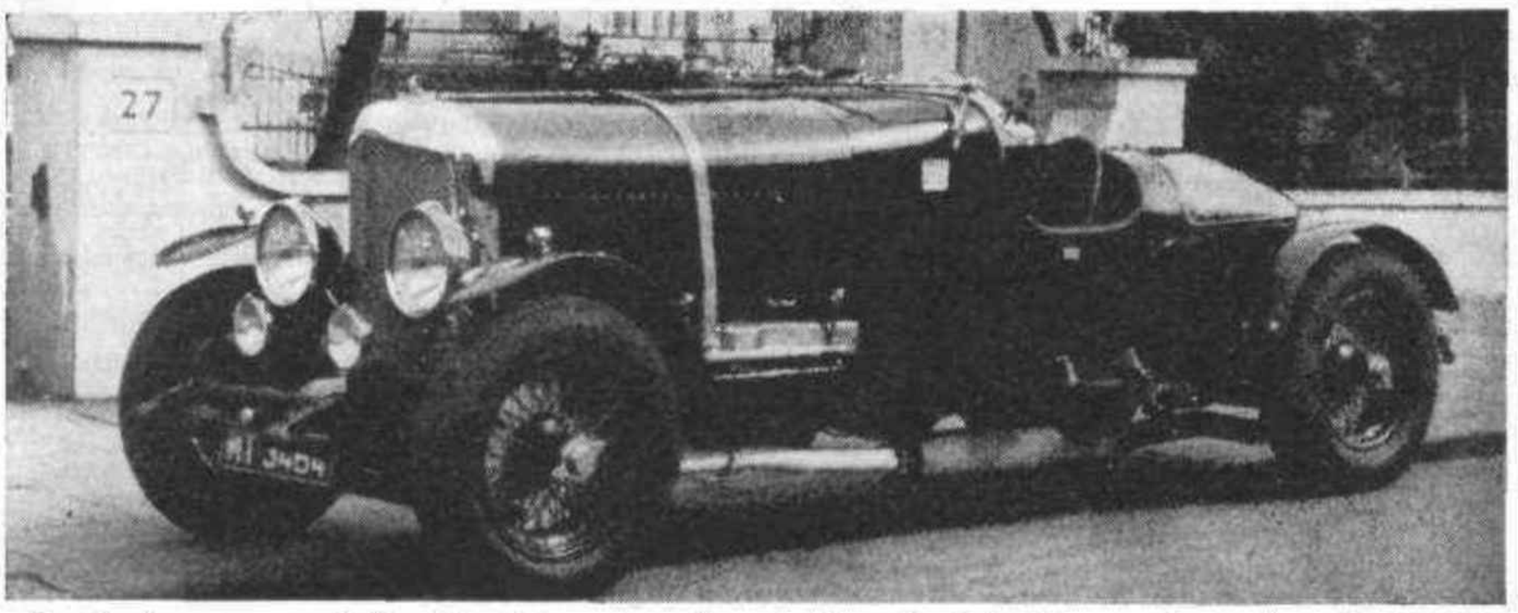
FALCON CARIBBEAN, 1961, red. 15-in. Michelins; new engine (6,000). Professionally built, new parts throughout. Extras: radio, w/rim, bucket seats, spot and fog, etc. Fully trimmed interior. This car must be seen. Quick sale, very reasonable price. A. Hall, 28, Beaconsfield Road, St. Albans, Herts. [3816

1953 JUPITER, red. SRS III unit. Superb. £185. Terms arranged. 16, Bowling Green Avenue, Kettering. [3909

FOR A REASONABLE offer, you can enjoy the coming spring with my excellent 1956 M.G.-A. Ross, 17, Rokesly Avenue, London, N.8. Tel.: MOUntview 4849. [3910

EXCEPTIONAL OPPORTUNITY. Cooper with Black Lightning engine prepared by George Brown for Shelsley, Prescott and the like. £220. Fairthorpe Ltd., Gerrards Cross. Tel.: 3881. [3916

PAD 2731 **Vintage Autos Ltd.** **PAD 2731**



England's finest selection of **immaculate** *thoroughbred cars*

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BENTLEY 8-litre. This is the world famous ex-Barnato Bentley team car known as Old Number 1. (Reg. No. MT 3464). Amongst its many successes were winning the Le Mans in 1929 and 1930 (as a 6½-litre) and driven by Tim Birkin and Woolf Barnato. 426 miles only since a complete rebuild by a leading Bentley specialist and has to be run in for 1,000 miles. Complete history, etc. £3,250

By the time you read this advertisement we hope to have the following cars in stock and many more that are not advertised in this issue.

EVERYONE IN IMMACULATE CONDITION:

BENTLEY 1925 3-litre Le Mans Team Car (No. 10).
BENTLEY 1929 4½-litre open 2/4-seater.
BENTLEY 1930 4½ sports saloon.
BENTLEY 1935 3½ d.h. coupè by Barker.
BENTLEY 1938 4¼ sports saloon by Park Ward.
BENTLEY 1938 4¼ sports saloon by Gurney Nutting.
BENTLEY 1939 O/drive 2-door coupè by Freestone & Webb.
BENTLEY 1949 S.S. saloon (full flow unit).
ROLLS 1940 PIII sports saloon by Gurney Nutting.
ROLLS 1934 25 sports saloon by Barker.
ROLLS 1937 25/30 sports saloon by H. J. Mulliner.
ASTON MARTIN 1937 2-litre 2/4-seater d.h. coupè.
A.C. 1924 open 2/4-seater coupè.
FRAZER-NASH 1930 open 2/4-seater.
S.S. 100 1939 2½ open 2-seater.
MERCEDES 1938 540K d.h. coupè (40,000 miles only).

HOURS OF OPENING, 9-6; SATURDAYS, 9-4; OR ANY TIME BY APPOINTMENT. (CLOSED SUNDAYS.)

WE URGENTLY WISH TO PURCHASE THE FOLLOWING MAKES OF CARS BUT THEY MUST BE IN MINT CONDITION:
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WE SPECIALISE IN THE WORLD'S MOST EXOTIC AUTOMOBILES. ALL MODELS AND MAKES FOR SALE AND WANTED, 1900-1960

TELEGRAPHIC ADDRESS: CONCOURCAR, LONDON, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

FOR SALE—*continued*

MAKER'S UNUSED new spares for sale for Lanchester Ten, 1931 to 1936. S.A.E. list. The Ridge, Baslow, Derbyshire. [3917

1960 SUNBEAM RAPIER convertible. Velvet green/sage green. Fitted overdrive, twin spots, rev.-counter, seat covers, safety belts, undersealed. One owner. £575. Tel.: Ewell 1106 (evening). [3908

FORD 1,172-c.c. with 1956 Popular body, undersealed. Ballamy suspension, E93A engine, Cromard liners and hard big-end bearings. Bosch coil, electric pump and wipers. Reliable vehicle in excellent condition. £135 o.n.o. Hands, Tel.: MONarch 0391. [3865

PORSCHE, 1956, 1600 standard. A unique opportunity, *only £590. Car stored* and thoroughly rebuilt at great cost after accident in 1960. Low mileage. Open to examination. Good part-exchanges considered. Tel.: Bromham Green 521 (Bedford). [3817

PUBLISHERS consider memoirs uninteresting, forced to sell M.G. TC, 1949, red, factory reconditioned engine, new hood, sidescreens; much money lavished. £160 o.n.o. View Bucks or Sussex. Tel.: High Wycombe 2046 (after 6 p.m.). [3818

ROLLS-ROYCE, 1933, 20/25 large coachbuilt shooting-brake, well maintained, four new tyres, etc. Taxed Dec. Any trial. Nearest £265. Steynor, Lane End, High Wycombe, Bucks. Tel.: Lane End 254. [3819

AUSTIN HEALEY 100/4. New gearbox; good condition. £260 o.n.o. View London or Leicester. Tel. Mr. Lewin, KNI 0408. [3820

1959 AUSTIN HEALEY Sprite, red, carefully maintained. £325. Moorby, 19, Park Road, Ipswich. Tel.: 51609. [3821

ALVIS 12/70, 1939, d.h. White with red hood. New tyres, brake linings, king-pins, chrome. Straight-through exhaust. Amazing condition. Regretful sale. £125 o.n.o. Tel.: Walton-on-Thames 20885 (after 5.30 and weekends). [3822

1951 BENTLEY with magnificent Mulliner saloon body in pastel green and black. Full-flow recon. engine fitted, and just top and bottom overhauled at cost of £181 inclusive of other work. Enormous expenditure incurred in maintaining car. Winner of *concours d'elegance.* £795. Photo available. *Tel.: Vigilant 6606 (day) or Ewell 2181 (evenings)* [3823

LAGONDA RAPIER, 1935, P.V.T. 1,100-c.c. Abbott tourer. Mechanically sound, body needs rebuild by enthusiast. £150 o.n.o. Gomm, "Pyghtle," Wickham-Bishops, Witham, Essex. Tel.: W.B. 402. [3824

A.C. 2-LITRE sports saloon, 1948. Excellent mechanics, reconditioned engine last month; tyres and bodywork good. Owner going abroad, so quick sale. Taxed. M.O.T. £120 o.n.o. Tel.: Cambridge 47348. [3825

LEA-FRANCIS, 1935, ex-Ace saloon. Meadows 4ED engine. Good condition. £65. Fielding, Ingarsby Road, Keyham, Leics. [3826

1936 LAGONDA LG45 saloon, in good condition. £180 o.n.o. Old School House, Great Budworth, Northwich, Cheshire. [3827

LAGONDA RAPIER (1934), in excellent condition. Price £145. Woodlands, Cookham, Near Maidenhead, Berkshire. [3826

AN EXCEPTIONAL 1956 Austin Healey BN2 for only £275. Box No. J.829. [3829

ALVIS, 1952, 3-LITRE sun saloon. Engine, gearbox overhauled, new clutch, Exide, etc. Mechanically very good; body, interior, tyres good. £170. Tel.: Midhurst 342. [3830

RILEY LYNX NINE, 1934. Body grey primer. Transmission needs attention. Preferably Register member. £30. Westbrooke, 47, Sherwood Avenue, St. Albans. [3831

LANCHESTER 15/18 (1932). Basically in very good condition, but one big-end needs attention. Offers invited. 45, Mill Lane, Kegworth, Derby. [3832

WANTED

16-in. or 15-in. B.M.C. knock-on wheels, good condition. 15, Heather Close, Kingswood, Bristol. [3773

BACHELOR SEEKS COMPETENT lady navigator. Club events, etc. Attentive driving assured. Birmingham area. Box No. J.984. [2984

LAGONDA 2-LITRE Speed Model, pre-1931. Original, mint, for cash. 135, Norcot Road, Reading. [2997

FOR WOSELEY HORNET Special, 1934. Five 18-in. dia. knock-off wheels. Wright, St. Thomas' Vicarage, Wells, Somerset. [3029

CASH WAITING FOR *perfect 1953 1½ M.G. saloon.* Tel.: Wallasey 2456. [3030

GOOD CONDITION C/R. GEARS for 100E Ford and wood-rim s/wheel. Mr. B. M. Cole, 21, Colmore Avenue, Birmingham, 14. [3031

MERCEDES 1,767 c.c., preferably 170V, cylinder block or complete engine if condition excellent. Box No. J.053. [3053

WANTED : OVERDRIVE or c/r. gears for 1956 Ford 100E saloon. Beckett, 40, Kings Road, Faversham, Kent. [3054

ASTON MARTIN, 1953/4, DB2/4. Good cash price paid for clean, well-shod car—no dealers. Box No. J.056. [3056

WANTED—*continued*

RILEY BROOKLANDS : Body, radiator and remote control. Any other parts considered. Shortland, 69, Orchard Drive, Woking, Surrey. [3055

SHOCKING INTESTINES WANTED! Raving Purist wants as original electrics or complete engine for " de-modernising " a *concours* 1925 Chummy. Any offers? G. King, 34, Avenue Hill, Leeds, 8 [3058

WANTED—J-TYPE ALLARD, Frazer Nash Le Mans Rep., Invicta 100 M.P.H. or S.S.100 Jaguar. Car must be in above average condition. Submit pictures and specifications to : Joerres, 1527 Grant, San Francisco 11, Calif., U.S.A. [3084

HARD-TOP AND TONNEAU for 1960 Alpine. *Middleton, 66, Prospect Road, Moseley, Birmingham.* [3090

WANTED : LANCIA APRILIA. Preferably post-war, reasonable condition. Write : Thompson, 30, Neal Avenue, Ashton-under-Lyne. [3091

WANTED : W/RIM WHEEL, tonneau for TC. Also c.w.p., front teles. for TA. Colquitt, 227, Barton Road, Stretford, Manchester. [3093

MORGAN THREE-WHEELER, preferably Ford engined; must be M.O.T. tested. Box No. J.101. [3101

PIRELLI RACING TYRE. Corsa 359 or similar. 700–16. Day, 31, Goddard Avenue, Swindon, Wilts. [3102

MERCEDES WANTED. 1927-30 Mercedes S series cars or parts; bodies, chassis, engines, Bosch and Stephen-Grebel headlamps, spotlights and tail-lights of this era. Also Mercedes with diesel replacement engines and other large sports classic cars. Send photos and prices. Photos will be returned. Ray Jones, 27550 W. 14 Mile, Birmingham, Michigan, U.S.A. [3116

SPRITE PISTON, rings, con.-rod. 1A, Baileys Lane, Halewood, Nr. Liverpoo . [3121

ASTON MARTIN INTERNATIONAL : H/c. head, spares, W.H.Y ? Norrington, 34, Warren Road, Ickenham, Middlesex [3143

DESIRE WRAITH drophead or similar elegant closed car. Please provide ful particulars, photos, and price. 24B, Holland Park Road, W.14. [3161

ROLLS-ROYCE 20 or 20/25 with openable coachwork. Box No. J.176. [3176

BENTLEY : Vintage Red Label 3-litre or 4½-litre for good home. Box No. J.181. [3181

HALF-SHAFTS complete with universals required to fit Cooper 500 Mark 4 hubs. Bruce White, Winterbourne Gunner, Salisbury. [3183

WANTED : CRASHED or dilapidated Healey, M.G.-A or TR. Cash waiting. 928, Rochester Way, Sidcup, Kent. Tel.: BEX 2914. [3187

ORIGINAL M-TYPE M.G. rear body end, also *D-type camshaft (with valve over-lap) and original* instrument panel. State price. Browne, Weaver's Cottage, Silverton, Exeter, Devon. [3144

LOW-LOADER TRAILER suitable taking M-type M.G. to race meetings : price ? Browne, Weaver's Cottage, Silverton, Exeter, Devon. [3145

HILL CLIMBER/CLUB racer. Anything considered below £450 Weatherby, Ashmores Lane, Alsager, Cheshire. [3210

ALTA CONVERSION for Morris Minor in good condition. Bainbridge, 21, Grangeway, Runcorn, Cheshire. [3218

IF SELLING GOOD M.G. TD or Morgan at around £250, write Marsh, 22, Ashfield Road, Chippenham, Wiltshire. [3227

12/50 ALVIS. Original pre-1927 sports 4-seater tourer. Good home with Register member. State condition. Box No. J.231. [3231

RILEY BODY and chassis for Six Light Kestrel required in restorable condition, or will buy complete car from anyone considering breaking, preferably 12/4. Prince, " Draycott," Chilworth, Southampton. [3240

2-c.v. CAR, post 1956, good condition. Beynon, 6, Oaks Way, Epsom, Surrey. [3246

LAGONDA, 1951, 2.6 engine in good condition wanted. Box No. J.247. [3247

WANTED : SIX-PORT cylinder head for Austin Healey 100-6. Must be reasonable condition, complete or stripped. Box No. J.252. [3252

M.G. 2-LITRE SA saloon. M.O.T. and some good points essential. 8, Ansdell Road North, Lytham St. Annes. [3265

ASTON MARTIN INTERNATIONAL *or Le Mans* car in preferably original and complete trim. Preference given to 1930 car but will consider all offers. High price paid. Box No. J.278. [3278

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ROLLS 20. Reconditioned engine urgently required, or crankshaft only. Larsen, 2, Royal Chase, Tunbridge Wells, Kent. [3283

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WORKSHOP MANUAL for 1948 Sunbeam Talbot 10. Write : Brownsword, 9, Vernon Street, Derby. [3313

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WANTED—*continued*

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HARDTOP FOR Austin Healey 100/6 4-seater. Seymour, 38, Laburnham Gardens, Cranham, Essex. [3359

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SHORROCK SUPERCHARGER. Anything considered, Sprite, Mini preferred. Details : 35, Mulgrave Road, Middlesbrough. [3390

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EXCHANGE 1956 STANDARD 10 de-luxe for good M.G. TD or TF. Small cash adjustment or sell. Hull, Gore End, Woolton Hill, Newbury. [3403

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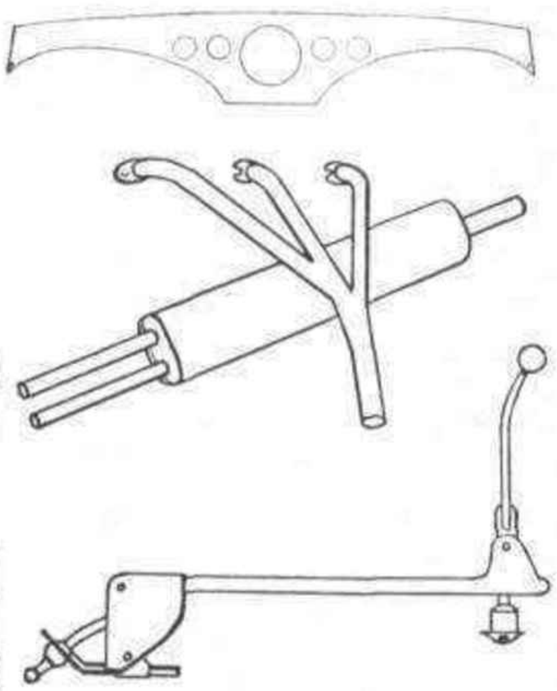
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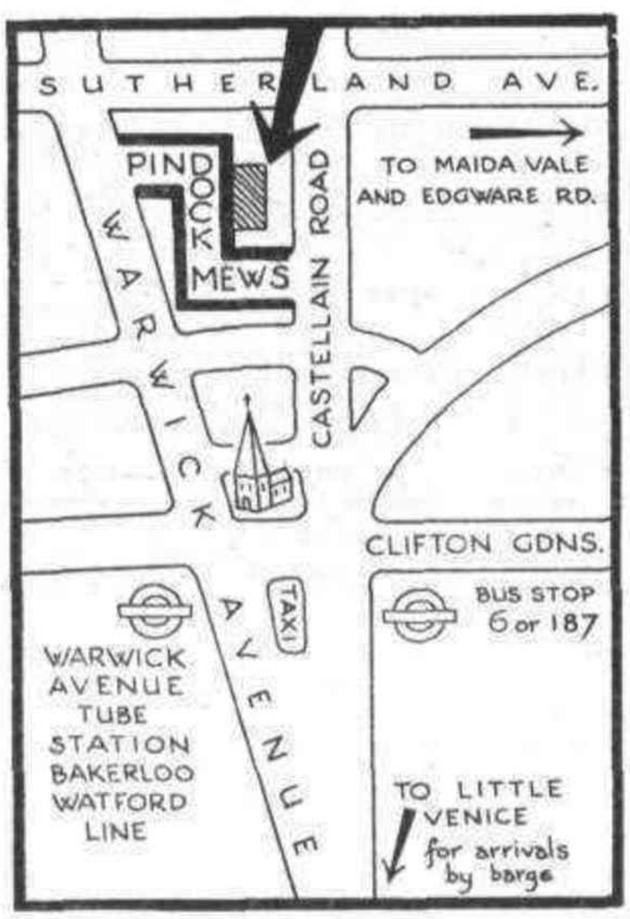
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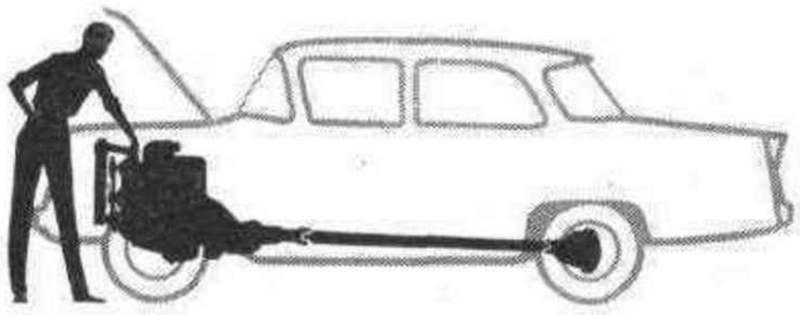
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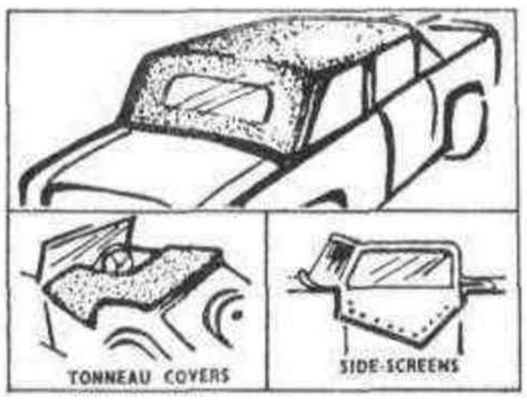
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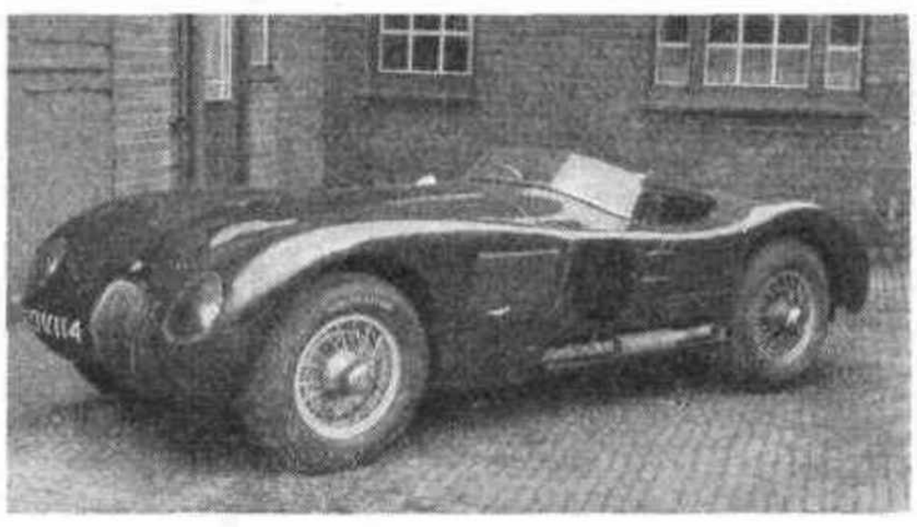
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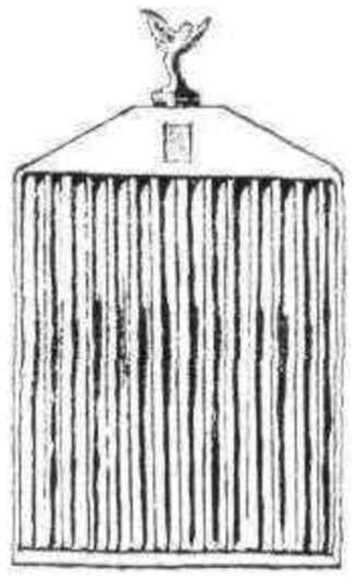
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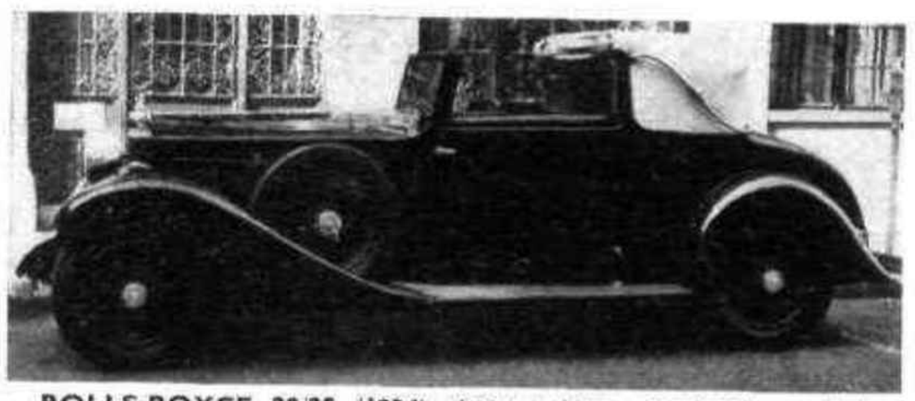


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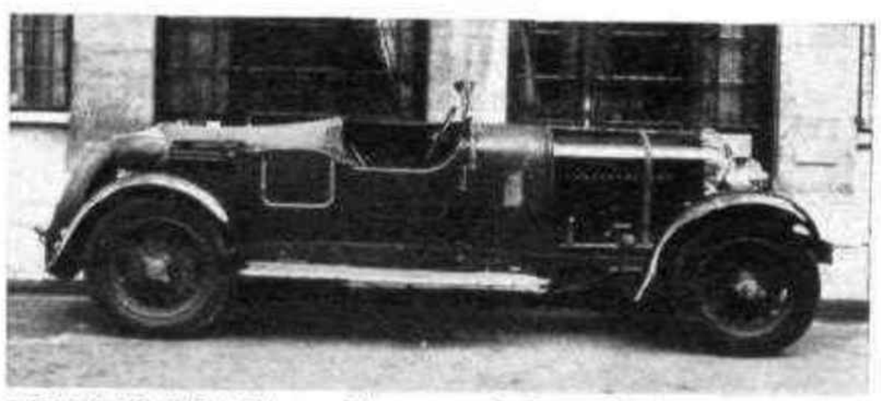
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