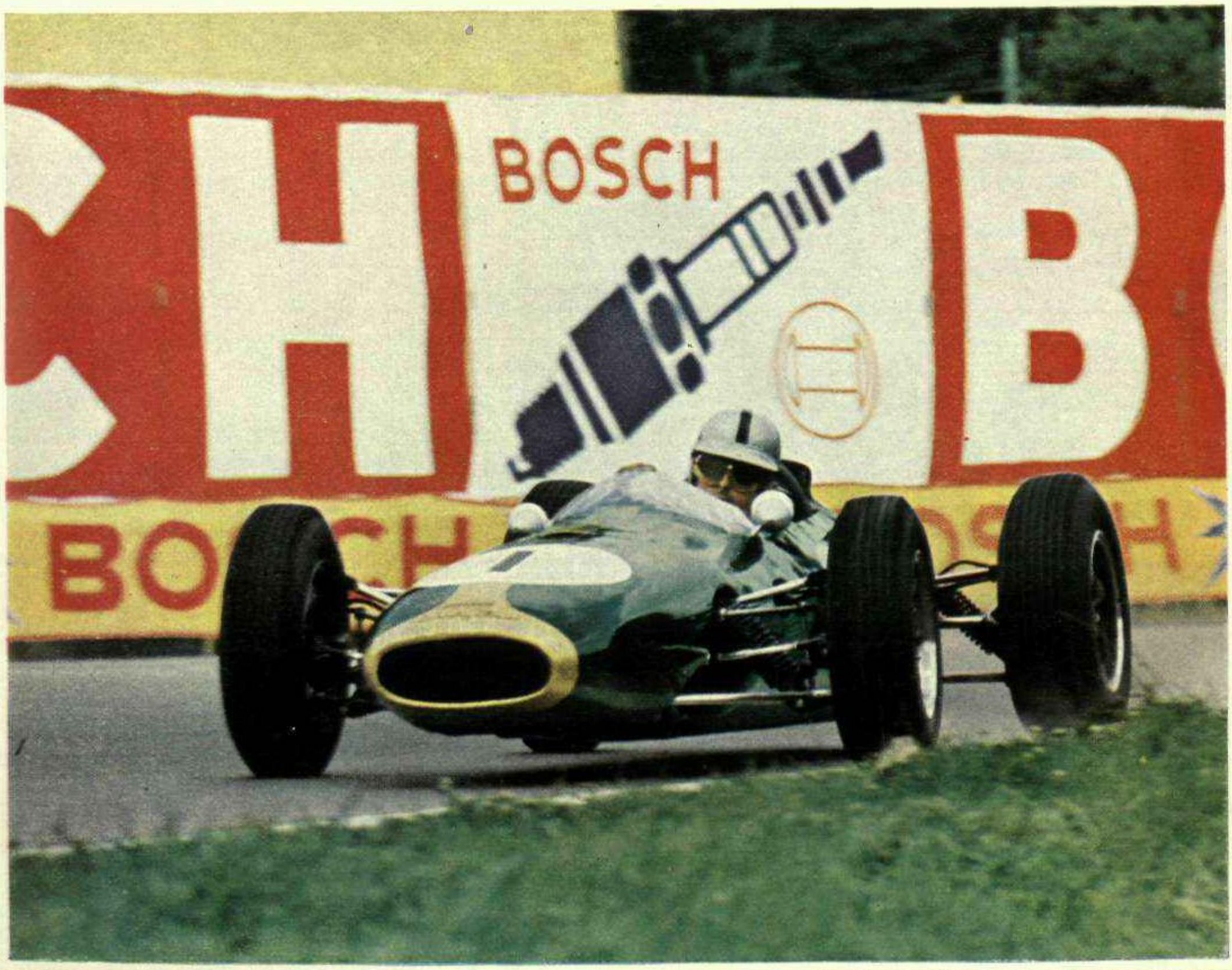
Vol. XXXIX No. 9 TWO SHILLINGS September 1963

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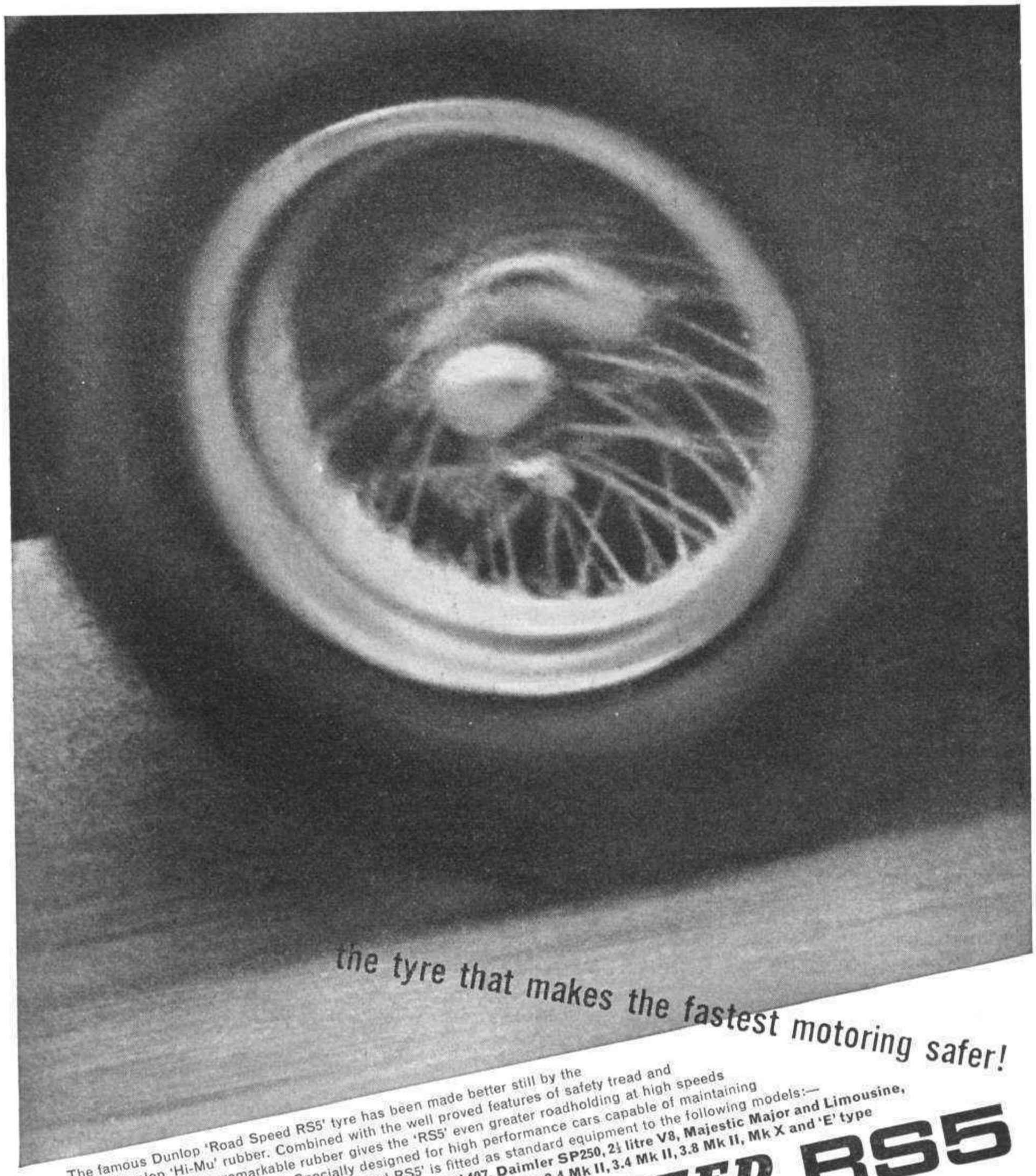
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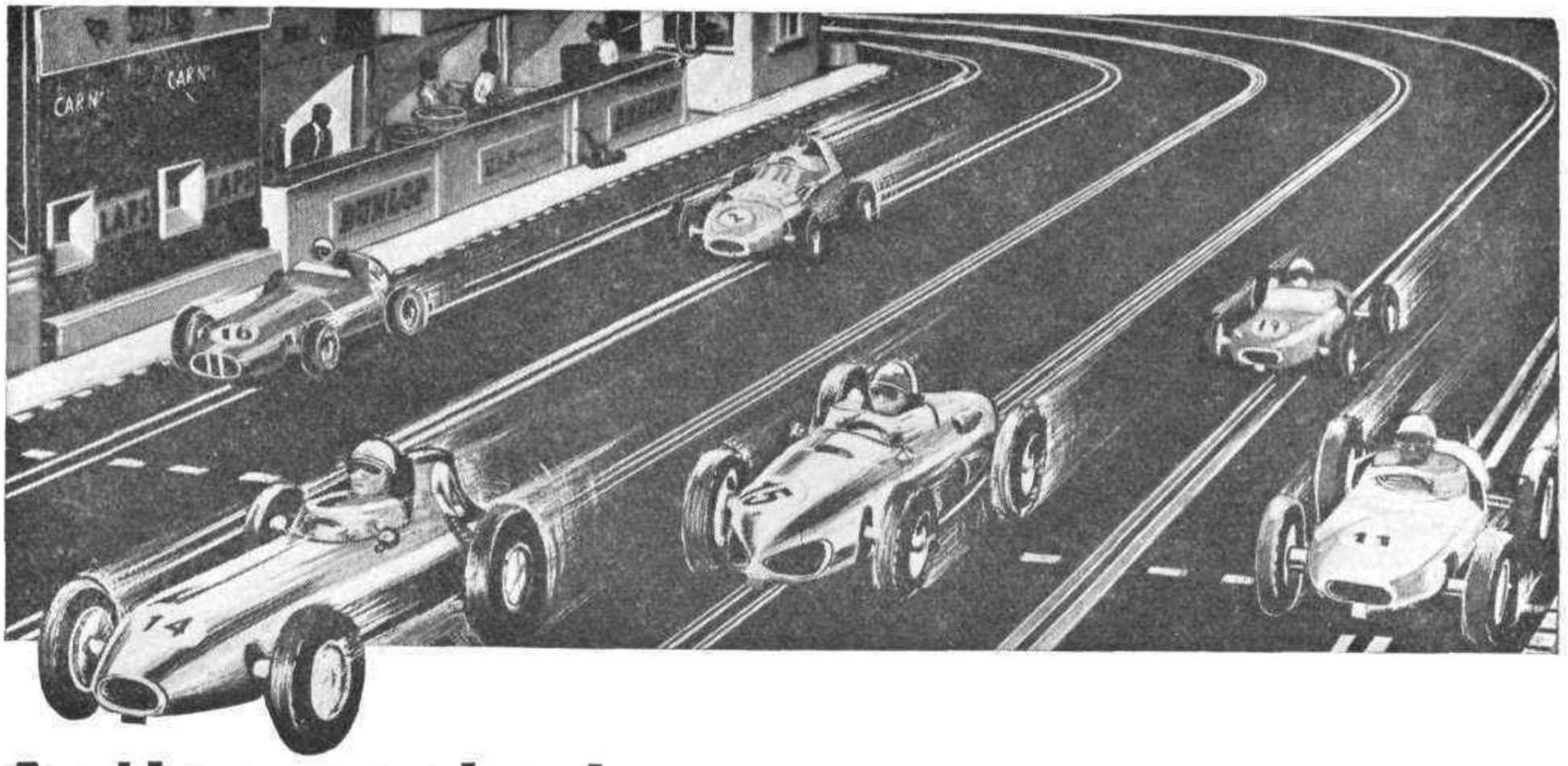
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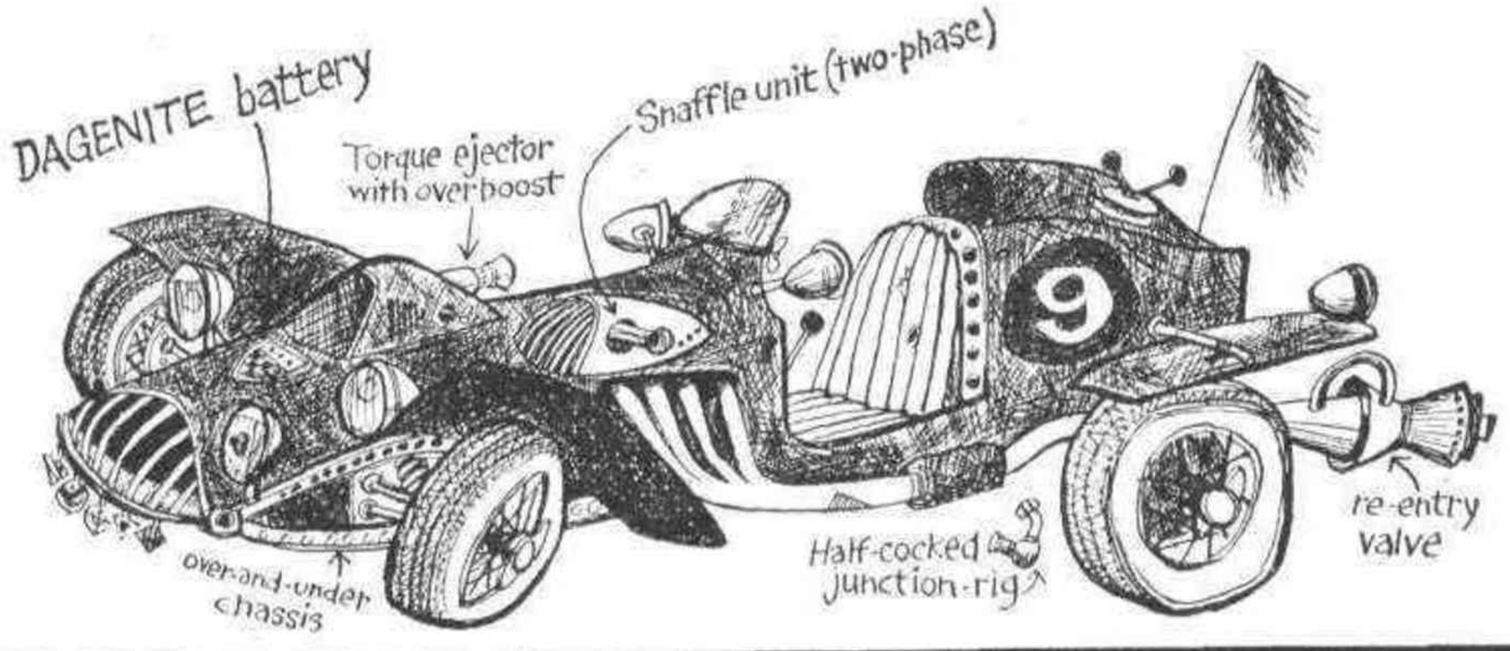
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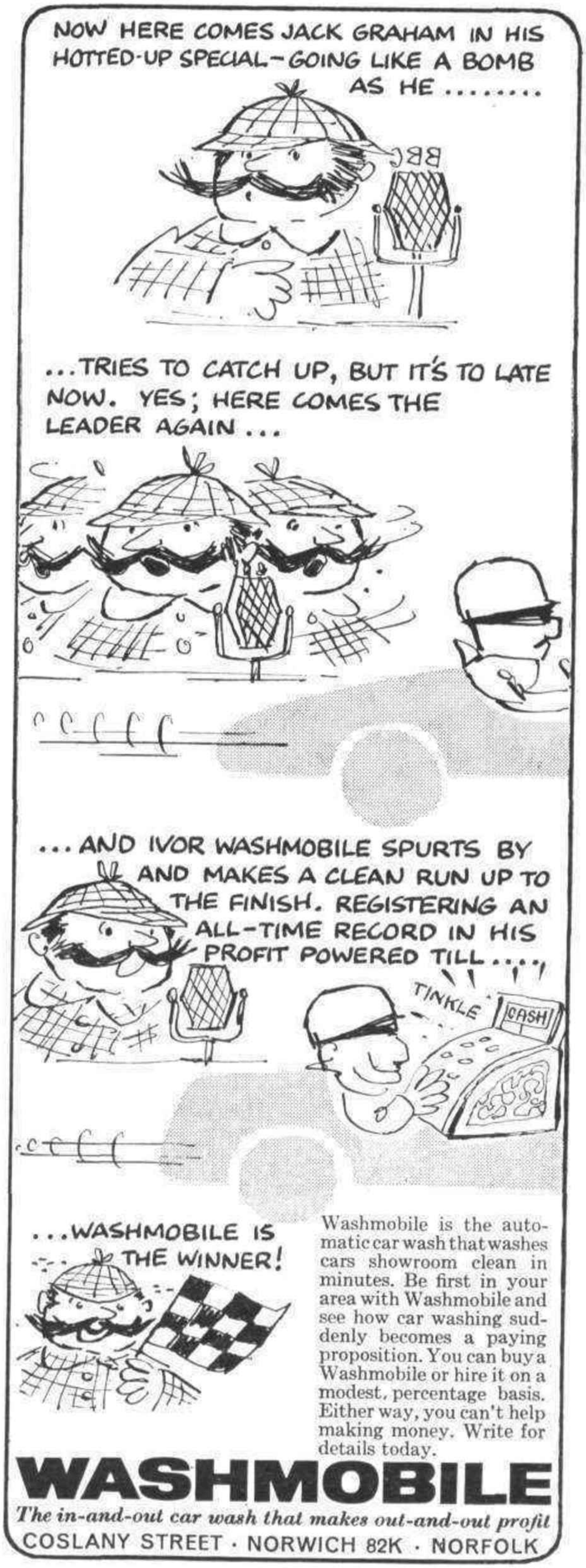
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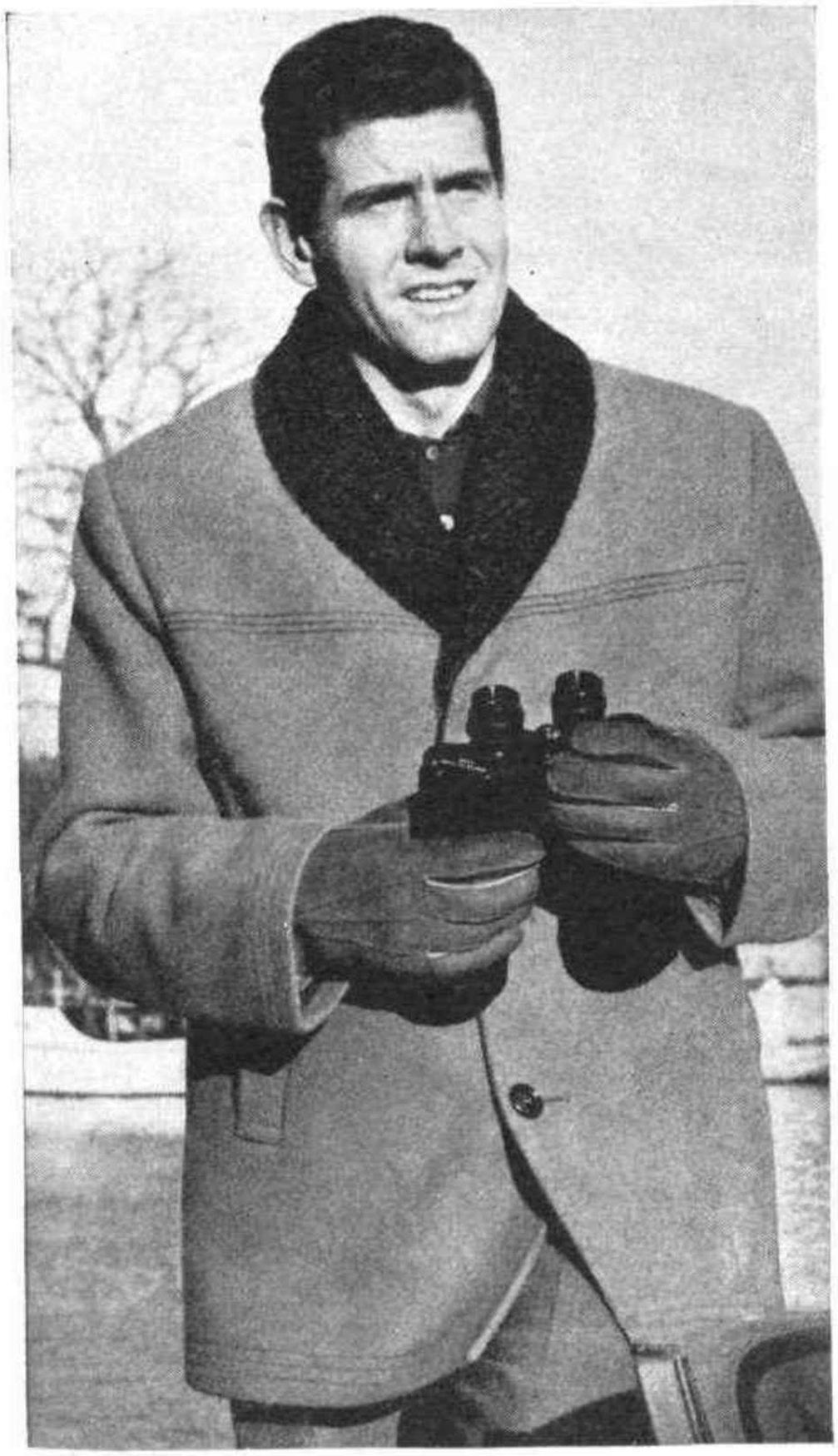
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VOL. XXXIX No. 9 THREE SPORTING ESTATE CARS—See pages 697 to 703 SEPTEMBER 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

IMPORTANT TECHNICAL DEVELOPMENTS

Three notable technical advances have been announced recently. The first is associated with the dispersal of power. American automobiles are accepted as offering effortless high performance by reason of large engines (which *Autocar* admits are sometimes quieter in cast iron vee-eight form than even our light-alloy Rolls-Royce Silver Cloud III engine, and mated to smoother automatic transmission) and spacious interiors on account of large overall dimensions. They are more suited to American highways than British roads (athough some of them are said to be better suspended than the modern Rolls-Royce), but more people would use them here if their brakes were not so universally prone to serious fade. Less pronounced on the "Compacts," nearly all the 100 m.p.h.-plus full-size Yanks we have driven, suffer this distressing and dangerous shortcoming to a greater or lesser degree. Consequently, the announcement that Studebaker and Ford are using Dunlop disc brakes made under licence by Bendix is of particular significance to those who root for American cars but crave the security of good braking.

Studebaker offer Dunlop discs on all their 1963 passenger cars, *vide* a Dunlop Press Release, and have adopted them for their 132-m.p.h. Super-Lark and 140-m.p.h. Super-Hawk models. Ford use Dunlop discs on their Falcon Sprints. Let us hope other American manufacturers will follow suit.

The next technical announcement of moment is concerned with increased power. The Volkswagen 1500 is now available in S-form, both as a saloon and estate car, with a twin-carburetter engine developing 66 b.h.p. (S.A.E.) or 12 more b.h.p. than the former VW 1500. The VW has many millions of admirers all over the World, so this is a development of great interest to a great many people. It will ensure a continuing high sales rate for a 1½-litre car of quality which was becoming dated in its comparatively low power output. At the same time VW announce two-tone colour schemes for the 1500S and new air-permeable leatherette upholstery and a metal in place of fabric sun roof for the 1200 model, while the commercial vehicle range is available in 1,500-c.c. form and in one-tonner guise. As usual, Volkswagenwerk brought about these notable technical advances when the factory re-opened after its summer vacation.

The third technical aspect is that of applying power to the road. Far from being shelved, the Ferguson four-wheel-drive system was in the news when the G.P. car was flown to Indianapolis for tests, Jack Fairman lapping at 141 m.p.h. with a rather tired 2½-litre Coventry-Climax engine.

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Front Cover Picture: BRABHAM.—Jack Brabham, driving a car of his own make, winning the Solitude Grand Prix

BLUEBIRD

A fine fuss is raging over the much-publicised Bluebird, which we have twice seen bowling round Goodwood, but which has not yet got anywhere near Land Speed Record velocity. Sir Alfred Owen wants a quicker return for his outlay of some £500,000; Donald Campbell claims the weather in Australia is against him and that no-one else is entitled to drive the monster.

We are not taking sides in the argument, except to say that we regard breaking the L.S.R. as very well worthwhile, however fast aeroplanes have flown since they exceeded the speed of the fastest racing cars many years ago. The bickering over Bluebird merely adds lustre to the late John Cobb and Reid Railton, owner-driver and designer, respectively, of the Railton Mobil that has held the fastest motor-car two-way record of 394.196 m.p.h. since 1947. Using out-dated Napier Lion aero-engines, this car cost comparatively little.

Breedlove's tricycle which clocked a mean speed of 408.43 m.p.h. at Utah last month had only the drag of three wheels to contend with and no problem of transmitting power through its wheels, being jet-propelled.

Cobb's 16-year-old record makes the exploits of Bluebird to date look puny. Thompson has exceeded 400 m.p.h. in one direction. It is certainly time that the brave Donald got cracking. . . .

THE SILVERSTONE PITS

Having drawn attention elsewhere in this issue to the confusion which has arisen following two fatal accidents at the dangerously-sited Silverstone pits, it is only fair to the B.R.D.C. to publish their explanation of what is being done. This reads as follows :—

"Subsequent to the experiments and tests carried out at Silverstone on Wednesday, August 7th, with the assistance of Graham Hill, Jimmy Clark, Mike Beckwith, Tony Hegbourne and John Taylor, the General Committee of

Continued on next page

Motoring Sport Events for September

★ **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. = Inernational Event.

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Sept. 1st ..	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.00 p.m.
Sept. 1st ..	B.A.R.C./M.G. C.C. (S.E.) ..	Firle	Selmeston	Hill-Climb (*C.*)	1.30 p.m.
Sept. 1st ..	Mid-Cheshire M.C.	Prees Heath	Whitchurch	Sprint (*C.*)	12.15 p.m.
Sept. 1st ..	Malden & Dist. M.C. ..	Kingston Barracks	Kingston-upon-Thames	Driving Tests (*R.*)	11.00 a.m.
Sept. 1st ..	Harrow C.C.	Colne Park	Earls Colne	Autocross (*R.*)	12.30 p.m.
Sept. 1st ..	B.R. & S.C.C.	Wisecombe Park	Southleigh	Hill-Climb (*R.*)	12 noon
Sept. 1st ..	N. Staffs M.C.	Swynnerton	Stone	Driving Tests (*C.*)	2.00 p.m.
Sept. 7th ..	B.R. & S.C.C.	Crystal Palace	London, S.W.	Race Meeting (*N.B.*)	2.30 p.m.
Sept. 7th ..	Motor Enthusiasts' Club ..	Corballis Circuit	Rathdrum	Race Meeting	1.45 p.m.
Sept. 7th ..	B.R. & S.C.C. (N.W.) ..	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
Sept. 7th ..	Aintree Circuit Club	Aintree	Liverpool	Race Meeting (*C.*)	2.00 p.m.
Sept. 7th ..	Jaguar D.C.	Silverstone	Towcester	Colibri Trophy Meeting (*N.B.*)	1.00 p.m.
Sept. 7th ..	Scottish S.C.C.	Rest-and-Be-Thankful	Arrochar	Hill-Climb (*R.*)	2.30 p.m.
Sept. 7th ..	A.W.R.E. M.C.	Aldermaston	Reading	*Concours d'Elegance*	2.00 p.m.
Sept. 7/8th	Hampton & Dist. M.C. ..	Lionvale Garage	Staines	September Sojourn Rally (*R.*)	10.30 p.m.
Sept. 8th ..	**A.C. d'Italia**	**Monza**	**Milan**	**Italian G.P.** (*INT.*)	3.00 p.m.
Sept. 8th ..	B.A.R.C. (Yorks)	Stockton Farm	Harewood	Hill-Climb (*N.B.*)	1.00 p.m.
Sept. 8th ..	V.S.C.C.	Madresfield Court	Malvern	Madresfield Rally	11.00 a.m.
Sept. 8th ..	Margate & Dist. M.C. ..	Sandwich Road	Ramsgate	Autocross (*C.*)	2.00 p.m.
Sept. 14th ..	**B.R. & S.C.C.**	**Brands Hatch**	**Fawkham**	**Race Meeting** (*INT.*)	2.00 p.m.
Sept. 14th ..	Peterborough M.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.30 p.m.
Sept. 14th ..	B.R. & S.C.C. (N.)	Rufforth	York	Race Meeting (*R.*)	2.00 p.m.
Sept. 14th ..	750 M.C.	Debden	Saffron Walden	Race Meeting (*C.*)	1.00 p.m.
Sept. 14th ..	Brighton & Hove M.C. ..	Madeira Drive	Brighton	Speed Trials (*N.B.*)	9.15 a.m.
Sept. 14/15th	Leeds & Dist. Traction E.C.	Harewood House	Leeds	Rally	2.00 p.m.
Sept. 15th ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*N.O.*)†	11.00 a.m.
Sept. 15th ..	Bentley D.C.	Firle	Selmeston	Hill-Climb (*R.*)	2.00 p.m.
Sept. 15th ..	Chiltern, Harrow & Circle C.C.s	Brands Hatch	Fawkham	Sprint (*C.*)	1.00 p.m.
Sept. 15th ..	Yeovil C.C.	Bridgehampton	Ilchester	Sprint (*C.*)	2.00 p.m.
Sept. 15th ..	Allard O.C.	Wateroakley	Maidenhead	*Concours d'Elegance*	5.00 p.m.
Sept. 15th ..	E. Anglia M.C.	Kingsford Park	Colchester	Autocross (*R.*)	1.00 p.m.
Sept. 21st ..	**Mid-Cheshire M.C.** ..	**Oulton Park**	**Tarporley**	**Gold Cup Meeting** (*INT.*)	11.00 a.m.
Sept. 21st ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
Sept. 21st ..	Bristol M.C. & L.C.C. ..	Dyrham Park	Bath	Hill-Climb (*N.B.*)†	1.00 p.m.
Sept. 22nd ..	London M.C.	Mallory Park	Hinckley	Race Meeting (*R.*)	2.00 p.m.
Sept. 22nd ..	W. Lancs M.C.	Spouts House Farm	Ormskirk	Autocross (*R.*)	1.00 p.m
Sept. 22nd ..	Bedford A.E.C.	Podlington Airfield	Hinwick	Sprint (*C.*)	2.00 p.m.
Sept. 28th ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*N.O.*)	11.30 a.m.
Sept. 28th ..	B.A.R.C.	Aintree	Liverpool	Race Meeting (*C.*)	2.00 p.m.
Sept. 28th ..	Lancs & Cheshire C.C. ..	Oulton Park	Tarporley	Race Meeting (*R.*)	1.00 p.m.
Sept. 28th ..	Burnham-on-Sea M.C. ..	Marine Parade	Weston-super-Mare	Speed Trials (*N.B.*)	11.30 a.m. *
Sept. 29th ..	Winfield Joint Committee ..	Charterhall	Berwick	Race Meeting (*R.*)	2.30 p.m.
Sept. 29th ..	Allard O.C.	Eelmore Plain	Farnborough	Sprint (*C.*)	2.00 p.m.
Sept. 29th ..	Circle C.C./B.A.R.C. (S.E.) ..	Brands Hatch	Fawkham	Sprint (*C.*)	1.00 p.m.*

* Recommended time for spectators.
† Qualifies for R.A.C. Hill-Climb Championship.

MATTERS OF MOMENT—continued from previous page

the British Racing Drivers' Club has made the following decisions in respect of improvements to be made during the off-season to the Woodcote Corner/Pits area at Silverstone Circuit.

" To enable these improvements to be carried out without the confusion of any other problems, it has been decided to postpone the Clubmen's Championship which was due to be run on October 5th until the beginning of next season, and the British Racing Drivers' Club is grateful to the individual clubs, to whom the organisation of this meeting was to have been delegated, for their immediate agreement and acceptance of this postponement.

" The physical actions being taken are as follows :—

1. The Circuit will be re-surfaced from the Main Entrance through Woodcote Corner and right up to Copse Corner and any bumps which might have contributed to potential instability will be eradicated.
2. Move the pedestrian bridge 16 ft. towards the outside of the circuit to remove a visual bottleneck and prevent the creation of any bottleneck in future years through rising speeds.
3. Widen the circuit by 8 ft. on the outside of this area to provide a greater safety margin for drivers and cars of all types. This will leave a grass verge of 8 ft. beneath the pedestrian bridge, thus contributing to safety.
4. Make the safety ditch and bank continuous throughout the entire length of the Pits Grandstand area, at the same time making the bank higher, deepening the safety ditch and reinforcing the face of the safety bank to prevent natural erosion.
5. Move working pits away from Woodcote Corner towards the pedestrian bridge and erect extra pits at that end.
6. Erect an Armco barrier approximately 18 ft. from the front of the pit counter for the entire length of the pits.
7. Modify radius of Woodcote Corner to enable cars to leave this corner on a straighter, smoother and easier line.
8. Modify deceleration zone and pit entry road so that all competitors stopping at the pits will be inside the Armco barrier.
9. Erect additional warning lights from Woodcote Corner back towards the farm so as to give earlier and more complete warning to drivers approaching the corner.

" In the experienced opinion of the General Committee, which has been arrived at after consultation and agreement with the Competitions Department of the R.A.C., these are the best decisions in the interests of both immediate and long-term safety, and it should be stressed that the aspect of cost has not been considered at all in arriving at them."

[And while all this is being done can we have a car-tunnel under the track such as is found at most of the leading circuits and which existed at Brooklands from 1907 onwards?—ED.]

INGENIOUS DRIVING GLOVES

It has become a fashion or a fad to wear racing-style string-back gloves when driving a fast or fast-looking car and there are all manner of these on the market, some of them associated with well-known racing drivers.

Now comes a different sort of glove, devised with rally drivers prominently in mind. John Hopwood, one of " Ecurie Cod Fillet's " three founder members and a keen rally navigator, heard his driver, Jimmy Ray, remark that he could do with a chamois-backed driving glove so that he could quickly deal with the ever-present Mini trouble of a misting-up screen. Being in the chamois leather trade, Hopwood set about making such a glove. Jimmy Ray was delighted and collared all the first batch. Since then these gloves have met with the approval of Anne Hall, Tony Fisher, Derek Astle, Mike Sutcliffe and others and Hopwood has been encouraged to put them into production.

Known as Alpine Cleanscreen Driving Gloves, they are made from soft-grain Cape leather for palm fingers, and thumb and backed by absorbent chamois leather, the gloves being sewn with rot-proof Ferelene thread. They are available in black, red, green grey, tan, etc., in gents sizes 7½, 8, 8½, 9 and 9½ and ladies' sizes 6½, 7 and 7½. The price of 25s. per pair seems very reasonable. They are obtainable, cash with order, from Bury & Hopwood Ltd., Boardman Street Works, Hyde, Cheshire. Incidentally, Paul Frere, in his book on Competition Driving, quotes a chamois-backed glove as the best for racing in the rain, for wiping goggles or vizor, so it seems that Hopwood has something for racing drivers as well as the rally boys.—W. B.

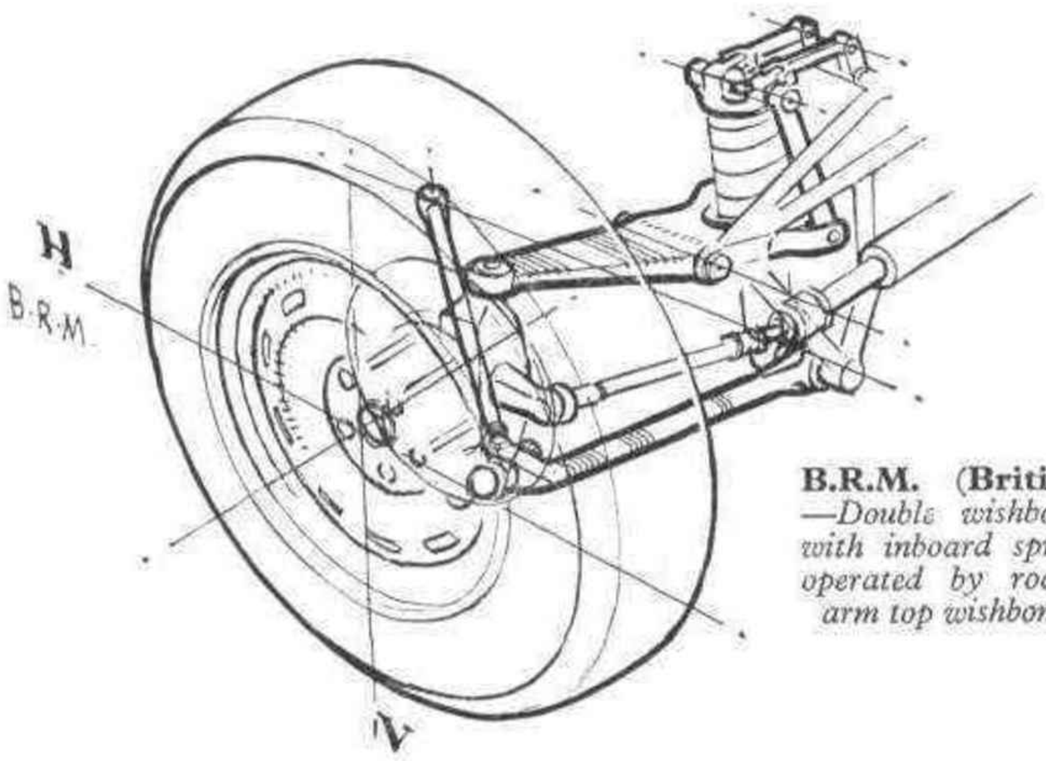
MEDITERRANEAN G.P. (August 18th)

Results :

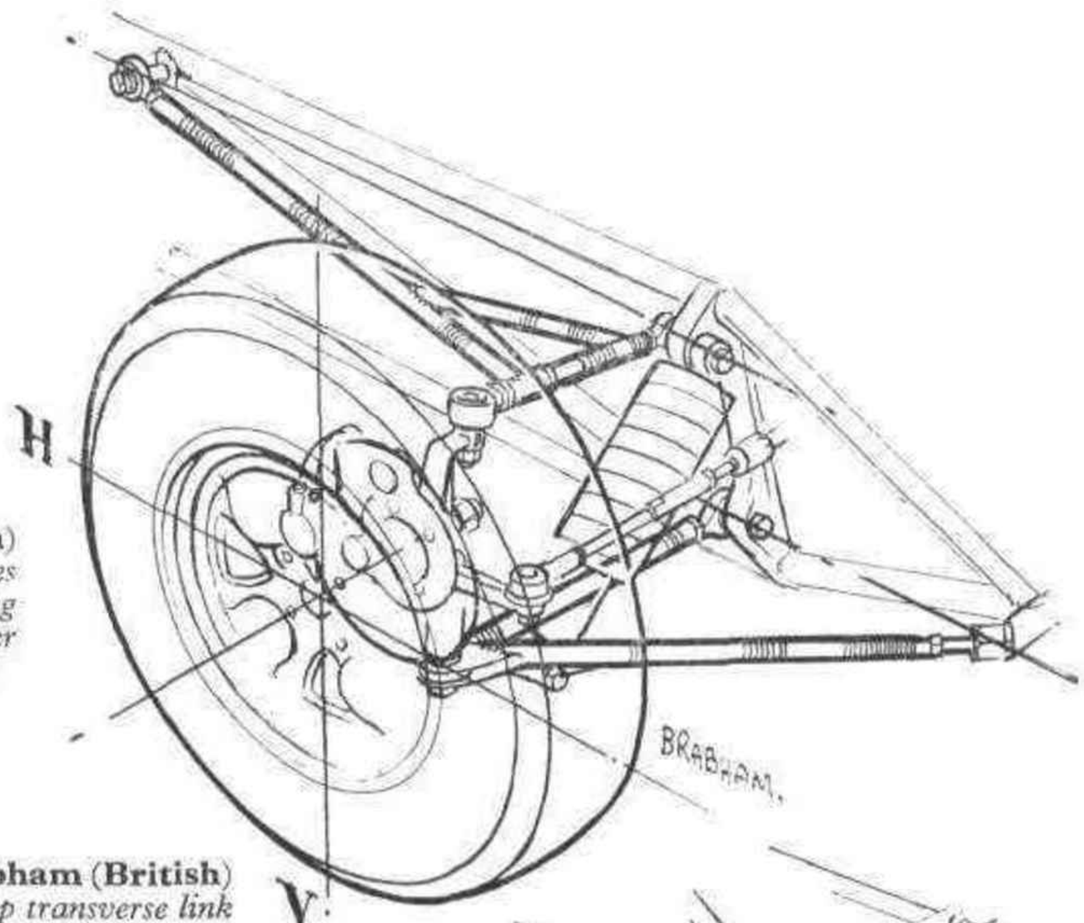
1st : J. Surtees (Ferrari) .. 60 laps—1 hr. 18 min. 0.8 sec. 221.824 k.p.h.
2nd: P. Arundell (Lotus-Climax) 60 laps—1 hr. 18 min. 18.2 sec.
3rd : L. Bandini (B.R.M.) .. 1 hr. 18 min. 18.5 sec.
4th : J. Bonnier (Cooper-Climax) at 2 laps; **5th:** J. Siffert (Lotus-B.R.M.) at 3 laps; **6th:** Cabral (Cooper) at 6 laps; **7th:** C. Abate (Lotus) at 7 laps.
Fastest lap: J. Surtees (Ferrari) 225.002 k.p.h.

GRAND PRIX DESIGN

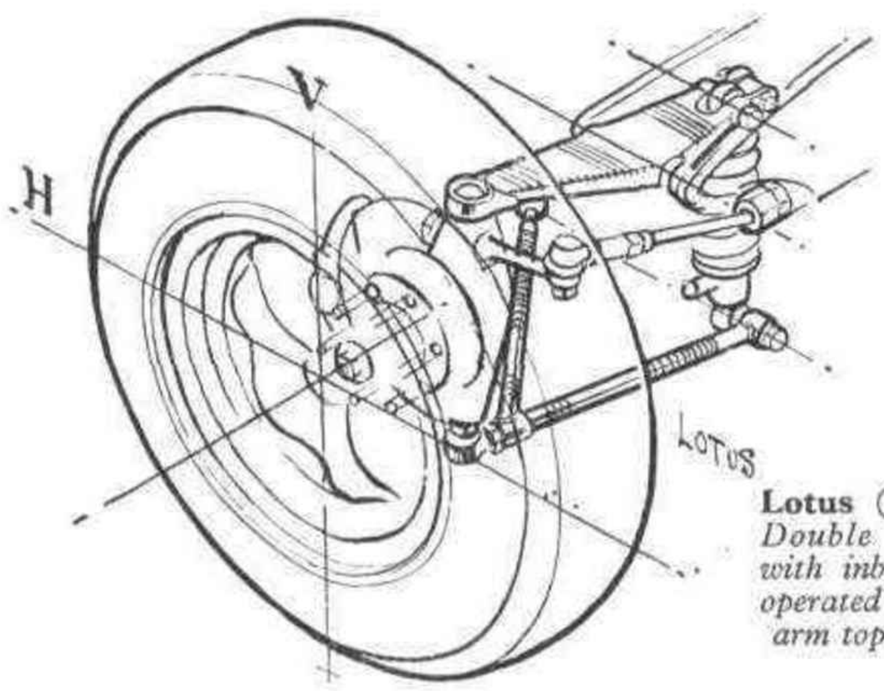
Last month the various methods of controlling rear wheel movement on Grand Prix cars were discussed and illustrated, and on this page are shown the front suspension systems on the same six cars. All use a system of full independence, but methods of withstanding brake torque reaction vary, as do spring mountings and the compressing of the springs. The use of coil-springs surrounding telescopic shock-absorbers is universal, though the mounting of them inboard to reduce frontal area is gaining popularity. This idea was started by Maserati in 1948 and continued on various Formula Three cars, to be revived by Colin Chapman on the Lotus 25.



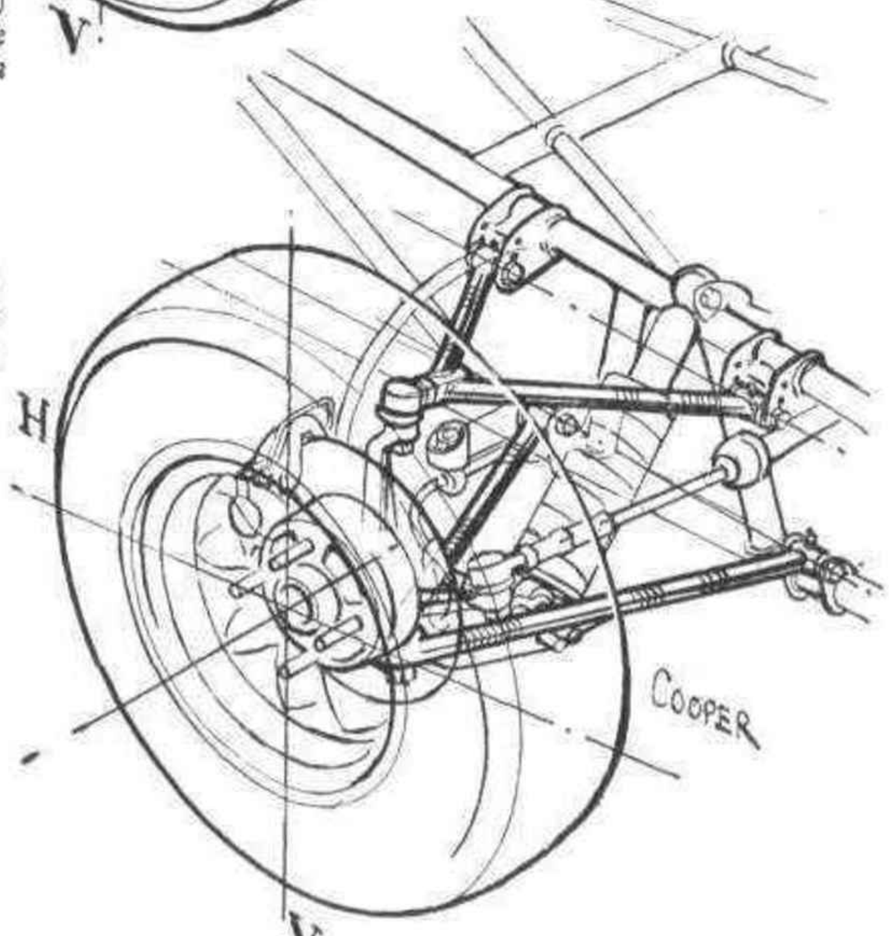
B.R.M. (British) —*Double wishbones with inboard spring operated by rocker arm top wishbone.*



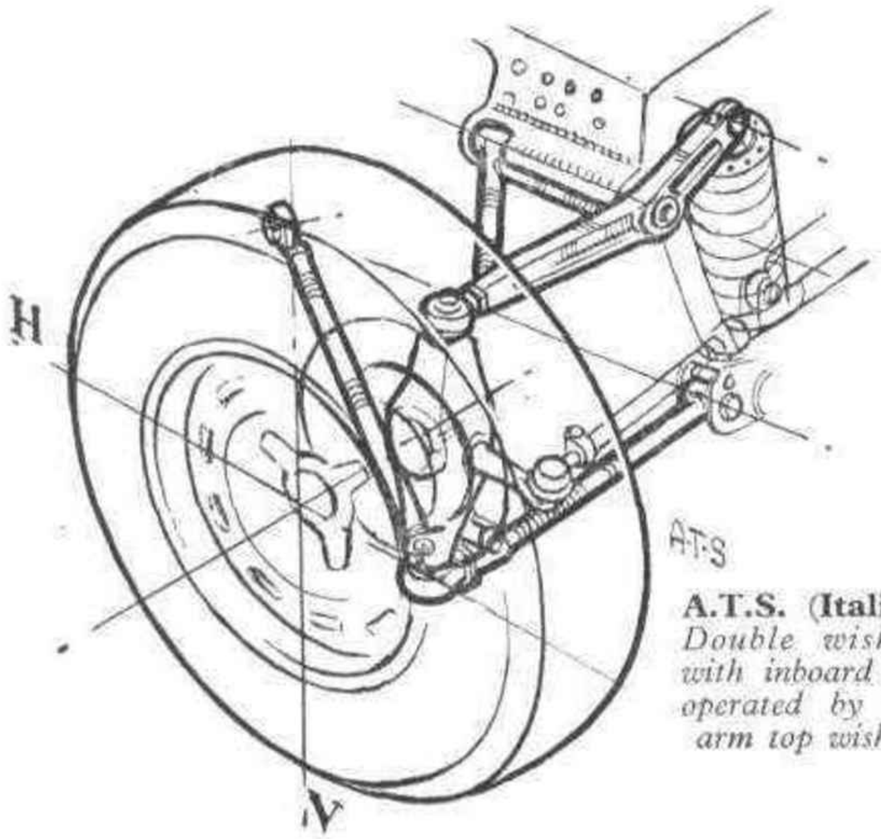
Brabham (British) —*Top transverse link and radius rod, bottom wishbone.*



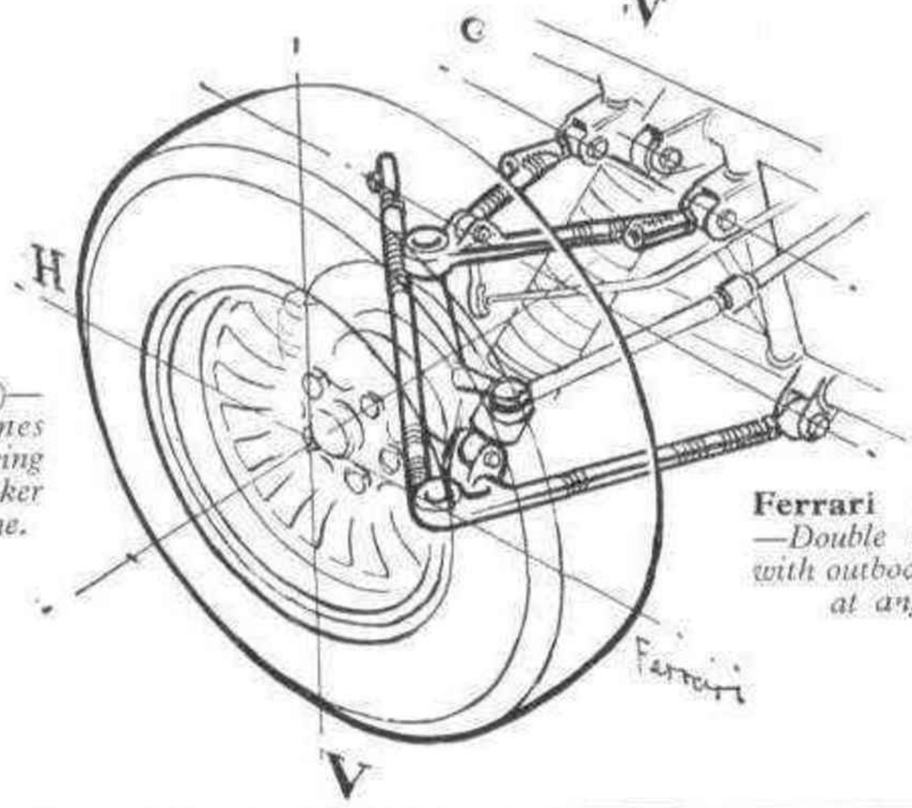
Lotus (British)— *Double wishbones with inboard spring operated by rocker arm top wishbones.*



Cooper (British) —*Double wishbones with outboard spring at angle.*



A.T.S. (Italian)— *Double wishbones with inboard spring operated by rocker arm top wishbone.*



Ferrari (Italian) —*Double wishbones with outboard spring at angle.*

CONTINENTAL NOTES

IT was less than ten years ago that the idea of a British car winning a Grand Prix was considered by most people to be impossible. There were British-built green cars in Grand Prix racing, but they were invariably on the back of the starting grid and seldom finished races, though occasionally green painted Italian cars in the hands of British drivers made some sort of show. In those days the aim of most private-owners was to acquire a Ferrari or Maserati, have it maintained at the factories in Modena and if possible, to borrow a works mechanic to look after it at the races. In fact, if you gave your own mechanic some blue Italian overalls and a white cap, and said nothing, the word soon went round the paddock that " so and so has a works mechanic looking after his Maserati " and this was reckoned to be the password to success, but then as now, it was the driver who won races. This season in Grand Prix racing we have seen a complete reversal of this situation, just as in Grand Prix racing everywhere green cars and British drivers dominate, apart from an occasional lapse, and have done for some years now. We now have the situation of an Italian private-owner and driver racing a British car, painted red, maintained at the parent factory in England and looked after by two works mechanics. This, of course, is Bandini with the Centro-Sud B.R.M., who has been causing quite a flutter recently. The Scuderia Centro-Sud is the hobby of Guglielmo Dei, who used to be the Maserati agent in Rome, for Central and Southern Italy, hence the name Centro-Sud, and he has run a private team of cars for many years now. He has long had great faith in the ability of Lorenzo Bandini, the young Italian from Milan, having discovered him in the original Formula Junior days. This season, with the financial help of the petrol firm of B.P. the Scuderia Centro-Sud acquired a 1962 works B.R.M., brought up to 1963 as regards the engine, it being the actual car that Graham Hill used in the early part of the 1962 season. It was being used by the factory team as a spare car, and they would not release it to Signor Dei until they had a new car of their own, which eventually appeared at Zandvoort. Just as Maserati owners in the past realised that the best place for maintenance was Modena, so did Dei realise that the best place for maintenance on a B.R.M. was at Bourne, and he was fortunate in being able to obtain the services of two factory mechanics to look after the car at meetings. They provide the transport for the car, travelling in an open lorry from the Rubery Owen Group, and look after the red painted B.R.M. independently of the factory team. With Bandini speaking a few essential words in English, like " O.K., very good, no good " and so on, and the B.R.M. lads' few words of Italian, such as " Candele, motore, cambio " they get along fine together and have proved a very happy combination.



How times have changed! Lorenzo Bandini listens intently while his B.R.M. mechanic explains things, as they stand on either side of the red-painted B.R.M. V8, which is maintained and serviced at Bourne for the Scuderia Centro-Sud and the Italian driver.

At the Nurburgring the Centro-Sud team acquired a new 1962 Cooper, which the Portuguese driver Mario Aruyo Cabral was using, and when they were in trouble with the gearbox they had to get the help of a Cooper works mechanic to sort things out. All this takes one back many years, except that the situation is now reversed, and instead of private-owners looking for the chief mechanics from Ferrari or Maserati to assist them, it is now a question of depending on B.R.M. or Cooper mechanics. The racing scene has indeed swung its pendulum to the full, and the interesting thing is to wonder what will be at the other end when it swings back again. Will the private-owners be bowing politely to the Japanese and asking for " honourable assistance " or will they be saying " hey bud " to a gum-chewing American. It would be nice if we could go the full circle back to the French, as in the 1920's, but I think that is out of the question.

* * *

While on the subject of private-owners the name of Giorgio Filipinetti keeps appearing in race reports, and some further light on the situation might prove of interest. He is a rich Italian, living in Switzerland, with a passion for fast cars and motor racing, and last year he got a number of Swiss amateurs together and formed the Scuderia Filipinetti, the idea being that banded together they would be more of a power when it came to negotiating with organisers and manufacturers and so on. Those who had racing cars, sports cars or G.T. cars of their own pooled them and while still running as private-owners they entered under the Filipinetti banner. One of these Swiss drivers was Joseph Siffert, who was beginning to show more than average ability, and he had an early Lotus-Climax 4-cylinder. Realising that Siffert had good prospects Filipinetti bought a Lotus-B.R.M. V8 for him to drive, but the big drawback was a lack of competent mechanics, especially to look after a V8 B.R.M. engine. Filipinetti tended to assume that a racing car did not need skilled attention, it merely wanted driving, and the result was not very good for Siffert, the car being troublesome and unreliable. Early this season Siffert decided to branch off on his own, not being too impressed with Filipinetti's organising powers, and having found a first-class Swiss mechanic to maintain the B.R.M. engine, Siffert bought the car from the Scuderia and set up on his own. At the same time Filipinetti's only other Formula One driver was Heinz Schiller who had an old Formula One Porsche, and he decided there was no future in Grand Prix racing for him, so he sold the car to de Beaufort and bought a Porsche Carrera for GT racing. Since leaving the Scuderia, Siffert had much more success and his new mechanics made the Lotus-B.R.M. V8 very fast and reliable, which upset Filipinetti and he promptly bought a brand new Lotus-B.R.M. V8 with the sole idea of beating Siffert and he looked around for a suitable driver. He fixed up with Ludovico Scarfiotti, but at the last minute Mr. Ferrari snatched the Italian away to use in his own team and Filipinetti was without a driver. His good friend Giorgio Billi, who finances the A.T.S. project, had a good driver signed up and no cars for him to drive, so they agreed that Phil Hill should drive the Filipinetti car when he was not driving for A.T.S. and Hill was directed to go to Reims and race the new car. The Lotus factory supplied the new car, but after that it was up to Filipinetti to find mechanics to maintain it and prepare it for races, and so far that is what he has failed to do, and Phil Hill has had some degrading experiences with the red and white car, not the least being when Siffert goes sailing by with his B.R.M. engine on full-song, as the Filipinetti car pops and bangs its badly prepared way round the circuits.

* * *

It is my hope that one day after a Grand Prix the winning driver will say in all honesty, " my car ran perfectly, and everything was marvellous." Almost without exception winning drivers today seem to have a gripe at the end of the race; perhaps gripe is not quite the right word, but they always have an explanation of why they did not go faster, as if winning the race was not enough. If you congratulate them and say " that was a fine race you drove " they will say " Yes, but the car was uncontrollable until the fuel tanks began to empty," or " With all that oil on the track and my car having the wrong roll-bar, it was understeering so much I could hardly get round some of the corners." Sometimes they have legitimate grumbles and will show you blistered hands from holding a gearlever in position, or blistered feet from overheating cockpits, there being insufficient lagging round the water and oil pipes, or you have already heard that the engine was not firing on all cylinders. Another after-race explanation is the oil thrown from other cars, from which the winner may have suffered until he got in front, his oil covered goggles bearing witness to this.

Listening to all these stories I often wonder that anyone finished the race at all, let alone won it. However, I still live in hopes that one day a Grand Prix winner will say afterwards " Marvellous, I enjoyed every minute of it and the car went like a bird." I am sure a lot of team-managers and mechanics would like to hear the same thing.

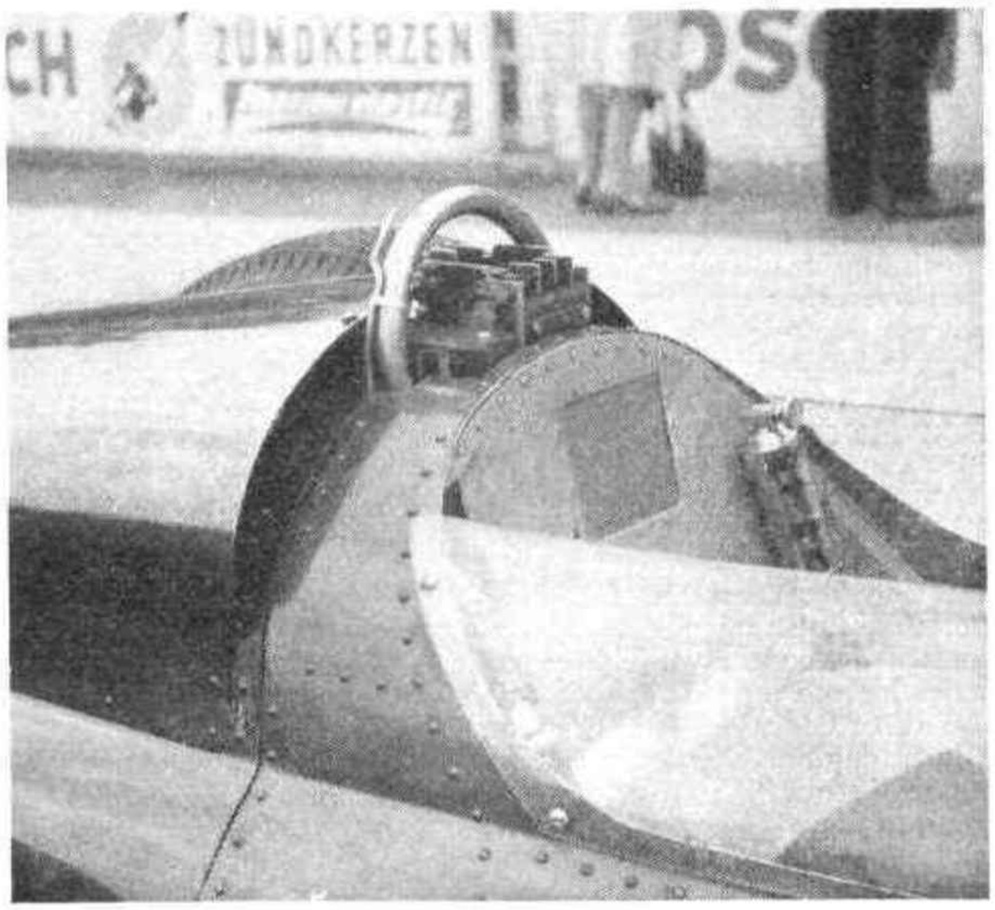
* * *

And now a technical word. In the accompanying photograph is illustrated the rear of the cockpit of the 1963 stressed-skin-and-tube chassis B.R.M. and just behind the driving seat, protruding from the body is the " bete-noir " of mechanics, the transistor box that supplies sparks for the Lucas transistorised ignition that is used on the British V8 engines, both B.R.M. and Coventry-Climax. I do not profess to know what goes on inside that little black box, but I do know that it must be kept cool and that it generates sparks, but also it has often been known to suddenly stop producing sparks, without giving any warning. Many cars have been driven from the pits to the starting grid, revved up and switched off and that is the last sign of life that comes from the engine until a new transistor-box is fitted. The situation has become so fraught recently that the latest boxes fitted to the works Coopers have been designed to be held in place by an aircraft elastic for easy removal and replacement, whereas previously they were bolted in place and took a long time to replace.

Just why these things suddenly give up the ghost is an electronic problem that will obviously be overcome, for Lucas don't just sit down and keep putting new ones on in place of duff ones, they are as concerned about the failures as drivers and mechanics. This sort of thing takes the mind back to the days when new-fangled low-tension magnetos were coming into use, and until complete reliability was achieved the magneto was a dreadful cause of worry. It lost many a race due to going dead at the wrong moment, and now that a replacement for the magneto has been found, to cope with 10,000 r.p.m. and more, the replacement is having its teething troubles. No Grand Prix mechanic is happy on the starting grid today until his engine has actually burst into life, and equally drivers are getting nervous as well. Today the Grand Prix car has so many electrical things on it that it actually has a wiring loom and diagram and each team should really have a qualified electrician on the staff. All this electricity came about with the F.I.A. ruling that Grand Prix cars should be started from the cockpit, by the driver, with an automatic device, and everyone immediately plumped for a conventional electric starter motor, which meant carrying a 12-volt battery. Having got a battery on board a dynamo or alternator was required to keep it charged, and having it fully charged it was then decided to use it for working fuel pumps and ignition. Had some designer schemed up a system of cartridge starter, or inertia starter, then the battery would not have appeared and neither would all the electrics and we may well still have been using magnetos and not be having trouble with transistor boxes.

Also visible in the photograph mentioned are two " sops " to F.I.A. regulations, one being the " arc of security " or crash-bar behind the driver's head and the other the regulation fire-extinguisher. I refer to these two items as " sops " to regulations as they are both within the letter of the law, but are both virtually useless from the practical point of view The tiny crash-bar is supposed to be strong enough to support the weight of the car should the driver invert it, and the regulations call for this bar to " exceed in height the driver's head when he is seated at the steering wheel " and " exceed in width the driver's shoulder's when he is seated at the steering wheel " I know there are some slim young men in racing, but not as slim as many racing car constructors imagine, and also that they sit low in the cockpit but not as low as most of the crash-bars It so happens that my picture is of a B.R.M., but it could easily have been any of the other Grand Prix cars. Some of them do comply, but most of them do not, while some comply when the driver is not wearing a crash-hat which is a very funny way of interpreting regulations.

The other " sop " is the diminutive pocket-size fire-extinguishers most of the Grand Prix cars carry in order to satisfy the scrutineers. The tiny things would extinguish a cigarette lighter, but certainly not a petrol fire, though I did once see a driver try and use one on a carburetter fire. Luckily, only one of his three down-draught carburetters had lit up and the miniature extinguisher was just sufficient to keep the fire in the one place, but it could not put it out, and it was very fortunate that a fireman arrived on the spot with a proper-sized extinguisher just as the miniature one ran out of fluid. Had the fire-brigade not been prompt there might well have been one racing car less. This hazard of motor racing was brought to mind when a German enthusiast produced a colour photograph of Innes Ireland watching his works Lotus burn out completely during the 1961 German Grand Prix, a photograph which he gave to Ireland in the paddock at Nurburgring this year as a grim reminder of a dodgy moment.



The box of tricks. The cockpit of the 1963 B.R.M. V8 showing how the transistor box for the ignition now protrudes out into the air-stream and is protected by a crash-bar, which in reality should be protecting the driver's head. The double skin of the engine hatch can also be seen, forming air scoops for the engine.

In the rules for the construction of Formula One cars there is the statement that the driver must be able to enter or leave the cockpit without the removal of a panel or door, or the steering wheel. There is one Grand Prix design today which has a detachable steering wheel, could it be that the designer has not read the regulations. Few of them have read the crash-bar regulations, so I suppose it is possible.—D.S.J.

KARLSKOGA RACES. (Sweden)—(August 11th)—

Two heats of 20 laps each

On the tight little circuit at Karlskoga, a Formula One race was run in two heats, the addition of times deciding the winner. Brabham led the first heat from Clark and Taylor with Lotus-Climax V8 cars, but trouble in the Brabham-Climax V8 just before the end allowed the two Team Lotus cars to finish first and second. In the second heat Clark and Taylor let Brabham win, knowing that providing they stayed close enough he could not win on overall time. Brabham drove one of his latest Grand Prix cars, and his works Formula Junior driver Dennis Hulme had his first race in a Formula One Brabham, finishing fourth.

Results :

1st :	J. Clark (Lotus 25-Climax V8) ..	1 hr. 04 min. 26.7 sec.
2nd:	T. Taylor (Lotus 25-Climax V8)	1 hr. 05 min. 01.7 sec.
3rd :	J. Brabham (Brabham-Climax V8)	1 hr. 05 min. 12.8 sec.
4th :	D. Hulme (Brabham-Climax V8)	1 lap behind
5th :	J. Bonnier (Cooper-Climax V8)	1 lap behind
6th :	M. Gregory (Lotus-B.R.M. V8)	2 laps behind
7th :	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
8th :	R. Anderson (Lola-Climax V8)	2 laps behind

LOTUS-FORD V8 AGAIN (Aug. 18th)

Driving one of the Indianapolis Lotus-Ford V8 cars, Jim Clark won the 200-mile race at Milwaukee (U.S.A.) against the cream of American professional track racers. Held over 200 laps of a 1-mile asphalt oval track, Clark stirred things up a short time ago when he tested the car and circuit, and raised the fastest lap speed from 105 m.p.h. to 110 m.p.h. As we go to press we understand he led from start to finish. Floyd Clymer should be really impressed by European Road Races now, and if Jim Clark becomes 1963 World Champion he will be able to make-up for some of the statements that Clymer made about Fangio a few years ago.

Results :

1st :	J. Clark (Lotus 29-Ford V8)	1 hr. 54 min. 53 sec.
2nd	A. J. Foyt (Offenhauser Special).	
3rd :	D. Gurney (Lotus 29-Ford V8).	

R.A.C. HILL-CLIMB CHAMPIONSHIP 1963

OUR last article on the R.A.C. British Hill-Climb Championship appeared in our July issue and gave the position after the Midland A.C.'s Shelsley Walsh Hill-Climb. Since then five other qualifying rounds have taken place; these being Bo'ness, Rest-and-Be-Thankful, Bouley Bay, Great Auclum and Craigantlet.

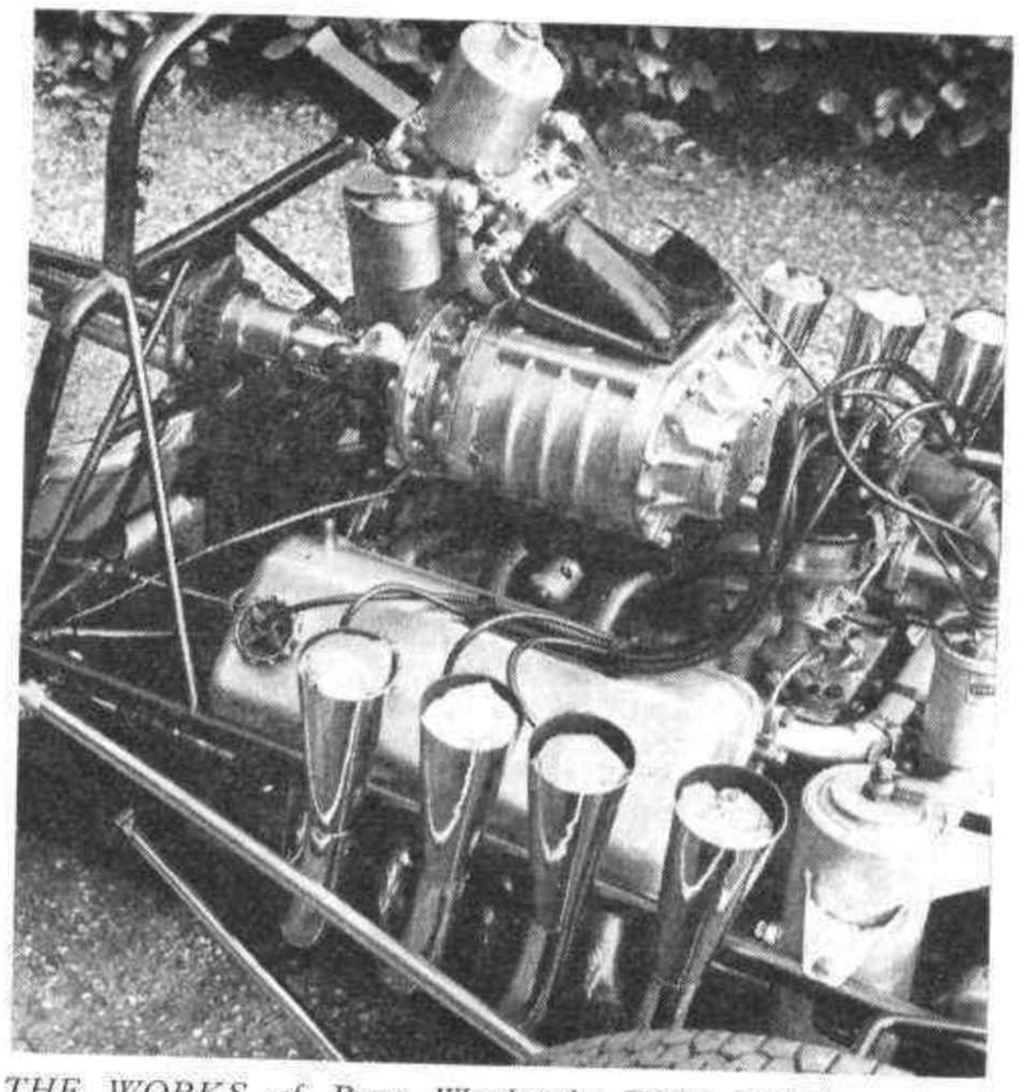
Bo'ness, organised by the Lothian Car Club on June 22nd, saw Tony Marsh increasing still further his lead in the Championship by taking his 2.5-litre B.R.M. up the short climb in 31.16 sec. Peter Westbury collided with the banking on a practice run and snapped a rear hub carrier on the 2.6-litre supercharged Felday-Daimler. Unfortunately, a replacement could not be obtained in time and Westbury had to share David Good's 2.6-litre Cooper-Daimler, finishing sixth. Second place to Marsh went to the domiciled Scot, Ray Fielding, who drove the Lotus 21 used by Innes Ireland to win the 1961 American G.P., now fitted with the ex-Arthur Owen, ex-Jack Brabham, 2.2-litre 4-cylinder Coventry-Climax engine. Third place went to the Scot, Gray Mickel with the ex-Arthur Owen 2.5-litre Cooper-Climax, with fifth place going to his wife Agnes, using the same car. Marsh's record put up with the Marsh-B.R.M. last year was not, however, broken.

Rest-and-Be-Thankful, organised by the R. Scottish A.C. a week after Bo'ness, saw Westbury coming to the fore to break the three-year-old record set up by David Boshier-Jones' 1.1-litre V-twin Cooper-J.A.P. at 52.05. In all, three drivers broke the 52-sec. barrier in the Championship runs, the other two being Tony Marsh, who drove one of his finest drives of the season with an ailing B.R.M. engine, and Ray Fielding with the Lotus-Climax. Other drivers to score at Rest-and-Be-Thankful were Peter Boshier-Jones (1.3-litre Lotus 22-Climax), Ian McLaughlin (1.1-litre Cooper-J.A.P.), and Keith Moore with the ex-Reg Phillips 1.5-litre supercharged Fairley-Climax, which has its engine transversely mounted at the rear. At this stage Marsh had a clear lead with 71 points to Peter Westbury's 50, Phil Scragg's 40 and Peter Boshier-Jones' 38. Gray Mickel, who had done so well in the earlier events was a victim of Rest-and-Be-Thankful's bumps, crashing the Cooper badly although escaping serious injury.

The drivers then had a short respite as a result of the Westbrook Hay Hill-Climb being cancelled, and the next event was the Jersey M.C. & L.C.C.'s Bouley Bay Hill-Climb on July 25th. For once Tony Marsh gave Bouley Bay a miss and the main protagonists were Westbury, Good, Boshier-Jones, and the Jersey driver Mac Daghorn. The Jersey-Italian Tico Martini had set up the record with his 650-c.c. Triumph-engined Martini "Go-kart" Special at last year's Championship event but since then the road had been resurfaced and Daghorn had, in fact, made a faster ascent at an earlier Club event. Wet, dreary conditions prevailed throughout practice and nobody could get near the record. David Good's Cooper-Daimler made the best time with just over 57 sec., which was some 6 sec. or so slower than the record. On race day conditions could not have been better and Westbury became the first man to break 48 sec. with a first



THE COMBINATION of Tony Marsh and the 2.5-litre B.R.M. proved almost unbeatable in the early stages of the Championship series, but engine troubles intervened at Rest-and-Be-Thankful. Marsh also scored with his 1.5-litre supercharged Marsh-Climax but has now changed to a 2-litre unsupercharged Climax engine.

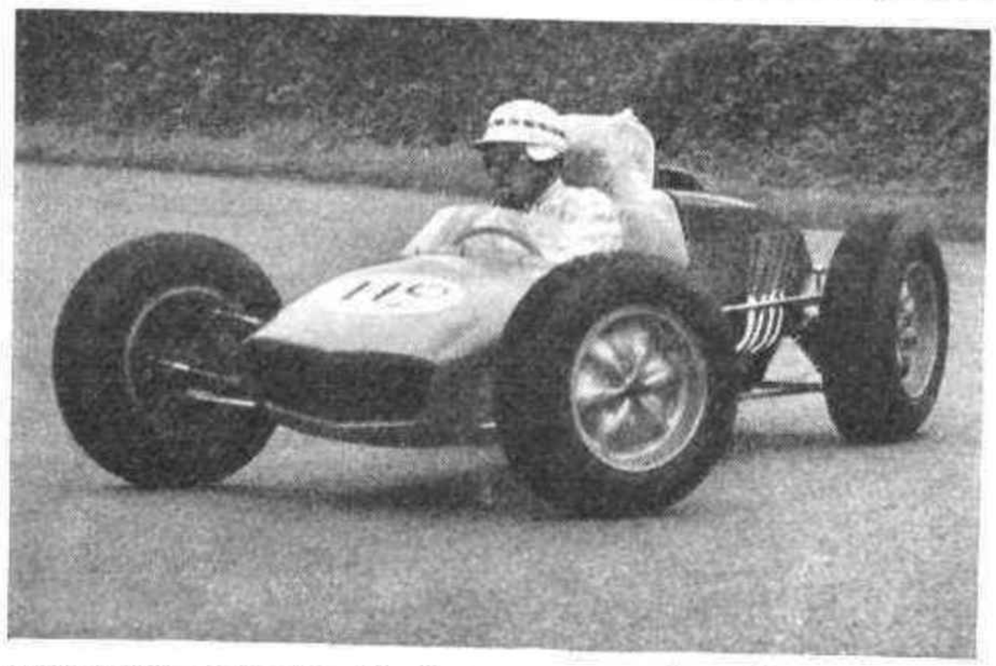


THE WORKS of Peter Westbury's Felday-Daimler exposed. Clearly seen is the single S.U. carburetter, the Roots-type supercharger which is rated at 8 p.s.i., and the fearsome-looking megaphones. The space-frame is based on a Lotus 20 prototype with Westbury's own rear-end.

ascent of 47.97 sec. Second was Daghorn with 48.50, third David Good and fourth the consistent Peter Boshier-Jones, whose seven points for fourth place now brought him up into third place ahead of Phil Scragg. The only other drivers to score in the Championship were Peter Le Gallais with his 500-c.c. L.G.S. II "Go-kart" Special and Ray Terry with a much modified Lotus 7 which used Lotus 20 suspension components.

The Hants and Berks M.C.'s Great Auclum Hill-Climb on August 10th was the shortest hill to be included in the Championship series and actually started downhill before climbing upwards out of a steeply curved banking. This was another hill where Martini had astounded everybody with the "Go-kart" and several of the big car drivers, including Marsh, Fielding and Scragg (who has now sold the B.R.M. to Formula Junior driver Tony Griffiths and is concentrating on his Chaparral sports car) decided to give the event a miss. Westbury, however, was the nearest challenger to Marsh and a win at Great Auclum would bring him into the lead providing he could pick up a bonus point for breaking the record. The going appeared good for Westbury in the class runs, where he set up a new record at 19.33 sec., but theChampionship class produced a surprise win for Peter Boshier-

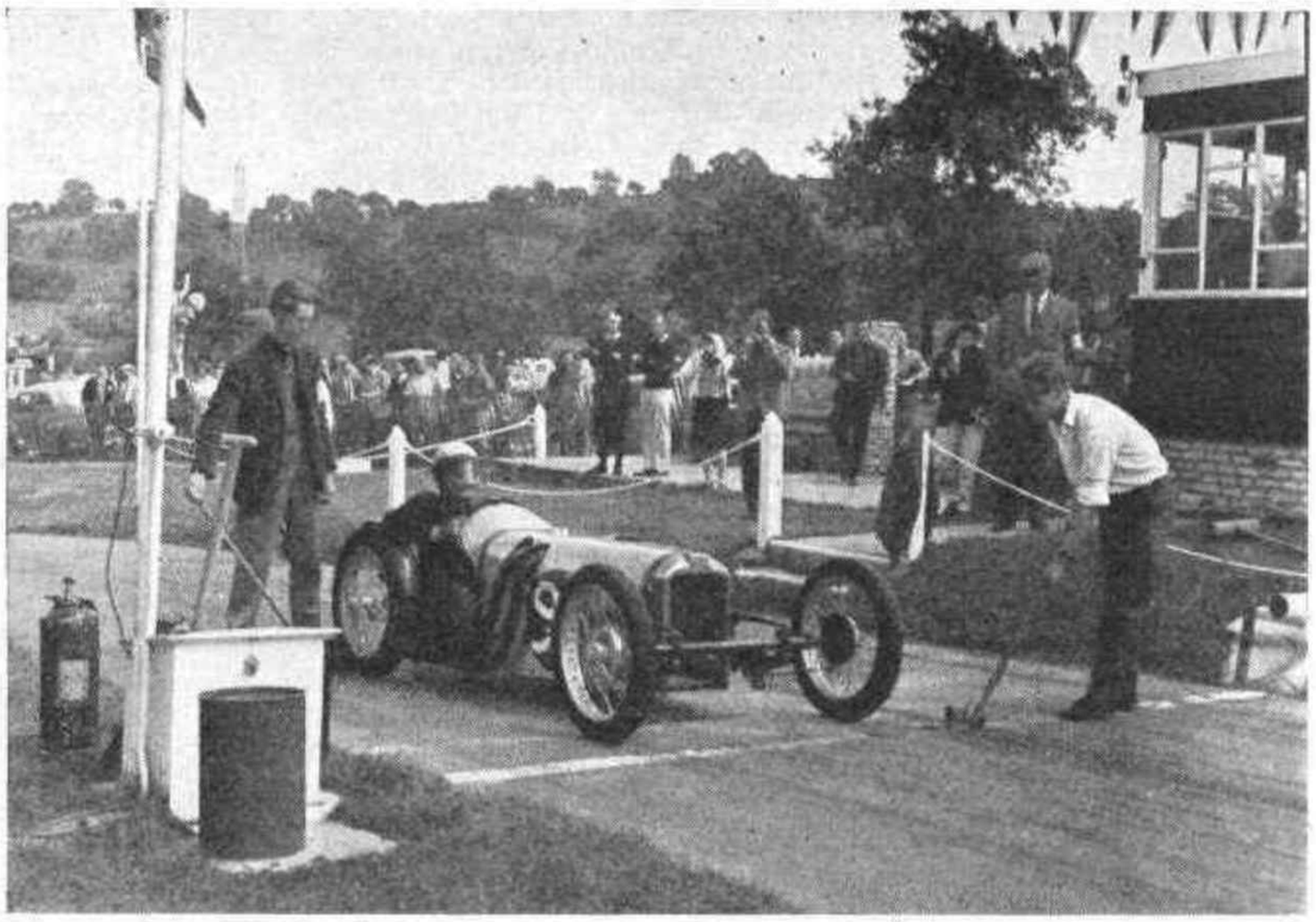
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LEADING at the time of going to press was Peter Westbury, whose Felday-Daimler holds the record at Rest-and-Be-Thankful, Bouley Bay, Great Auclum and Craigantlet.

The V.S.C.C. at Prescott

August 18th



GOOD SHOW!—Bolster, a competitor again after all these years, about to start on an ascent of Prescott in his two-engined Bloody Mary which occupied only 47.9 sec., or 7th fastest out of an entry of over one hundred. This picture taken by the Editor, will arouse nostalgic memories for many pre-war spectators.

The sun shone and there was over-spill from the large car parks to an adjacent field for this year's Vintage S.C.C. Prescott Speed Hill-Climb. The entry of 103 was truly representative but few "new" old cars appeared. However, John Bolster, after opening Shelsley Walsh recently in his 1925/9 J.A.P. V-twin two-engined Bloody Mary, had entered this exciting car this time. It was an enormous attraction and no plaything, for it climbed in 47.9 sec., being second in its class. Doggett drove Marston's 1922/7 G.N. Special which has a "cooking" long-stroke 12/50 Alvis engine with modern Zenith carburetter, cooled by a cut-down Talbot 90 radiator and the tail from Bolster's 4-engined Mary—a car in the best V.S.C.C. tradition and great fun. Evans ran the more modern J.A.P. V-twin-engined Chawner-G.N., which was fractionally slower than Holland's 2-litre A.C.-engined Earls Court G.N. Special.

The 1,100 c.c. Sports Car Class was won by Barry Clarke's famous Austin Chummy (58.97 sec.), in spite of strange happenings on Pardon hairpin. He went half-a-second faster than Marchant's *blown* Austin 7, which was second, Beavis' p.v.t. Riley 9 with cut about body and triangulated rear-axle radius arms third.

Vintage cars also beat the p.v.t.s in the 1,101-1,500 c.c. Sports Car Class, Geog Legan's 1928 Frazer Nash winning in 51.96 sec. after being wound up by hand on the line, from Skirrow's 1930 Frazer Nash. Frazer Nashes dominated this class, many with polished aluminium bonnets and Joseland's being polished all over and sporting an under tray. Third vintage was Still's 1930 Frazer Nash but it was beaten by Riseley's 1931 Aston Martin.

Taylor's 328 B.M.W. took the 1,501-3,000 c.c. Sports Car category, clocking 54.22 sec. Second, and first vintage, was Major Charles Lambton's smart 1,750 blown Alfa Romeo 4-seater (55.57 sec.), third place going to another vintage car, Leo's blown 2-litre Lagonda.

Charnock made one of his copybook ascents in the 4.3 Alvis to win the over 3,000 c.c. Sports Car Class in 49.7 sec. Second place was secured by Bromley Johnson in Grice's Bentley-propelled Frazer Nash (49.74 sec.) and first vintage and third overall was Morten's vintage Bentley, which left the start very quickly indeed (51.57 sec.). Much admired was Glydon's 3/4½-litre Bentley tourer. Fastest 30/98 Vauxhall was Quartermain's (54.57 sec.) and fastest 4½-litre Invicta was Marsh's (52.27 sec.). McCall's 4½-litre high-chassis Invicta had been rebodied with a very long tail, *a la* Brooklands, and Buckley's 1920 30/98 looked superb.

So to the racing classes, Pitt's K3 M.G. Magnette being no match for the 1,100 c.c. vintage cars, of which Bruce-White's flat-twin f.w.d. H.M.-special was fastest (51.3 sec.), runner-up being Brown driving Binn's Riley (52.34 sec.).

On a brave ascent, very fierce away from the start and using all the narrow road, Chapman made f.t.d. and a new 1½-litre class record in his E.R.A., clocking 45.08 sec. Waller was second (46.72 sec.), Cottam third (47.39 sec.), an E.R.A. walk-over. However, in the 1,501-3,000 c.c. category, Horton's Connaught contrived to exert post-war superiority, with a time of 45.7 sec., whereas Hull, driving Morris' twin-rear-wheeled 2-litre E.R.A., did both ascents in 46.25 sec., splendidly consistent but not fast enough. The commentator told us, as the E.R.A. blasted its way up the hill, that Hull had only left hospital the day before—at some moments it seemed a return might be imminent! Kergon in "Hanuman" didn't use enough revs in vital places (52.14 sec.) and the Altas misfired, while the Martini Maserati, was held too long on the line before its best run (51.22 sec.). Doc Taylor took his usual vintage-first, and third in class, in the Caesar Special. The commentator explained how he was driving as instructed by Taruffi, with a grass-clipping run between the lower corners but to us it seemed that the Caesar might be taking its own line, faintly out of control .... (47.42 sec.). Bolster drove Bloody Mary as if it were 1933, not 1963, wrestling all the way, with daylight between front wheels and road out of Pardon (47.9 sec.). Let's hope he appears again in 1964.

George Burton had the responsibility of driving Taylor's Type 59 3.3-litre Bugatti in the big racing car class. He was very calm,



FASTEST OVER 3,000 c.c. VINTAGE CAR at Prescott on V.S.C.C. Day was Nigel Arnold-Forster's delightful Delage II.

but concentrating, away from the line, and won very easily (48.06 sec.). The vintage award went to Arnold-Forster, whose Delage II went up seemingly without effort, in 50.49 sec., beating Hutchings' Bugatti and Williamson in Burton's de Dion Bentley but being beaten by Charnock's sports Alvis. Both the Type 59 and the Delage raised smoke from their inner rear wheel, at Orchard Corner!—W. B.

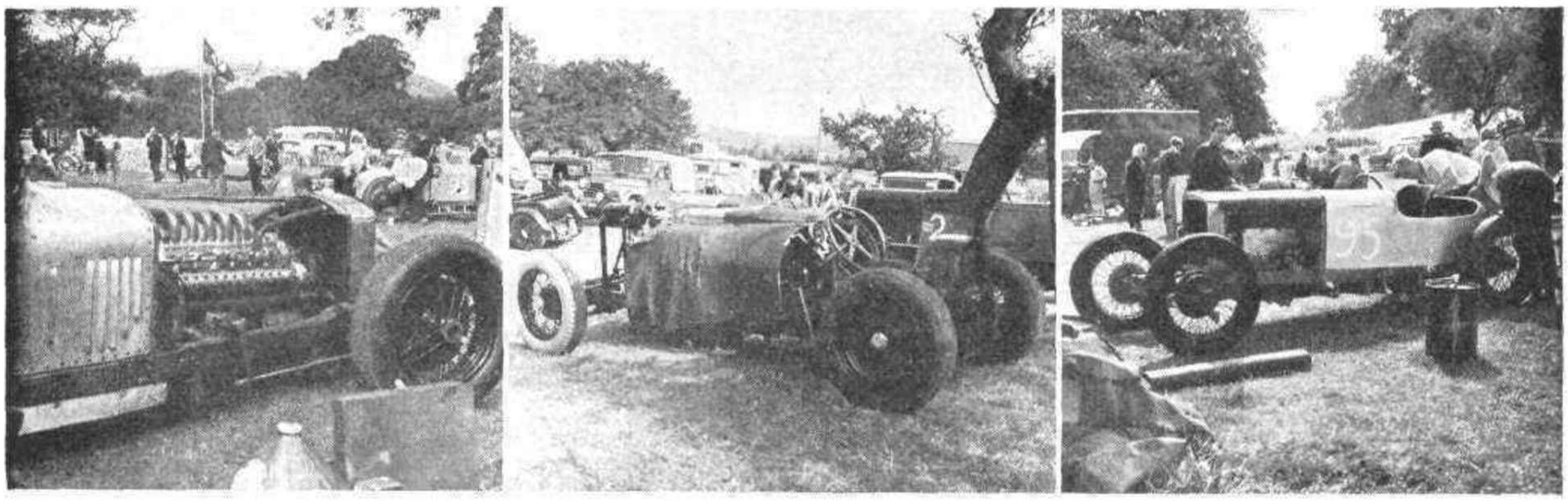
Postscript:—The motoring dog, always left behind when we go to watch motor-racing, told of the many dogs in the enclosures and even one in the Paddock, wants to know whether the "No-Dogs" rule has been rescinded ?

The Fastest Baker's Dozen

Results :

1st :	G. Chapman (1½-litre s/c 1934 E.R.A.)	45.08 sec.
2nd:	J. Horton (2-litre 1950 Connaught)	45.70 ,,
3rd :	D. H. C. Hull (2-litre s/c 1936 E.R.A.)	46.25 ,,
4th :	P. Waller (1½-litre s/c. 1936 E.R.A.)	46.72 ,,
5th :	A. S. Cottam (1½-litre s/c. 1935 E.R.A.)	47.39 ,,
6th :	W. A. Taylor (2-litre 1930 Caesar-Special)	47.42 ,,
7th :	J. V. Bolster (2-litre 1925/29 Bloody Mary)	47.90 ,,
8th :	G. H. G. Burton (3.3-litre s/c. 1934 Bugatti)	48.06 ,,
9th :	A. J. Gibson (1½-litre s/c. 1936 Frazer Nash)	48.30 ,,
10th :	A. K. Haworth (2.3-litre s/c. 1928 Bugatti)	49.13 ,,
11th :	K. Neve (2.3-litre s/c. 1927 Bugatti)	49.45 ,,
12th :	A. S. N. Charnock (4.3-litre 1932/9 sports Alvis)	49.70 ,,
13th :	M. Bromley-Johnson (4¾-litre 1932/7 sports Frazer Nash) ..	49.74 ,,

No-one else under 50 sec.



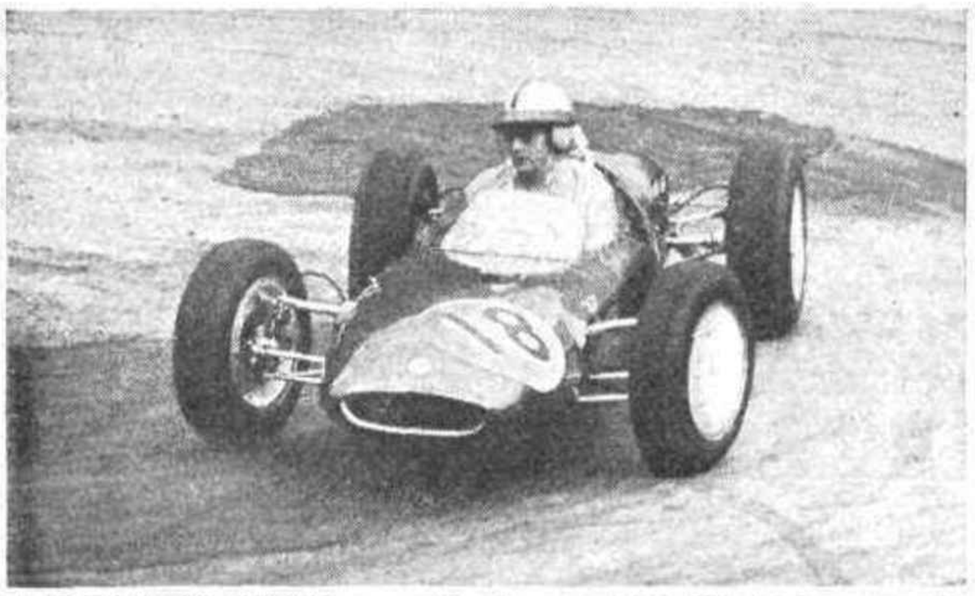
Seen in the Prescott paddock, l. to r.—The recalcitrant V12 engine of the President's 1924 G.P. Delage, which was suffering from a sticking valve; the Caesar Special rests under its sweat-cloth before taking Dr. Taylor up in 47.42 sec. to win the Vintage award in its class; the pleasant 12/50 Alvis-engined G.N. Special entered by R. H. H. Marston and driven—"its great fun"—by T. S. Doggett.

R.A.C. HILL-CLIMB CHAMPIONSHIP 1963—

continued from page 678

Jones who took the Lotus up the short climb in 19.75. Westbury was very close to Boshier-Jones on his first ascent but his second ascent was slower as a result of a battery going flat on the Felday-Daimler and second place was the outcome, although he was still inside the old record and gained ten points, to put him level with Marsh at 71 points each. Boshier-Jones' win increased his score to 56 points but did not improve on his existing third place. Good, who took third place at Gt. Auclum remained in fourth place with 41 points. The Guernsey driver, Peter Wilson, who has been driving the Tico Martini Special with little success this year, took fourth place, and Patsy Burt (2-litre Cooper-Climax 4-cylinder) finished fifth, with reigning Champion Arthur Owen sixth, to score his first points in this year's Championship in the Lotus 23 which he drove to third place in the Japanese Sports-Car Grand Prix. An interesting entry at Great Auclum was Josh Randles' re-vamped Cooper Monaco which was using the 3-litre Maserati engine from the ex-Jim Berry, ex-Brian Naylor J.B.W. Randles set up a new sports-car record on the car's first outing.

The last event to catch our press schedule was the Ulster A.C.'s Craigantlet Hill-Climb where Peter Westbury finally snatched the record from Bangor driver John Pringle (2.5-litre Cooper-Climax). Also inside the old record was Ray Fielding's Lotus, which just beat Pringle, who himself bettered the old record by a narrow margin. Westbury's win gave him another eleven points but as only eight events can count towards a driver's score he had to drop the five gained at Bo'ness, thus giving him a total 77 points to Marsh's 71. Fielding's second place, plus the one bonus point for bettering the old record, moved him from sixth place to fourth, one point ahead of David Good. The last three events to count towards the Championship are as follows : August 25th, Shelsley Walsh; September 15th, Prescott; September 21st, Dyrham Park.—E. L. W.



AFTER FINISHING second in the 1962 Hill-Climb Championship with a 2.5 B.R.M., Ray Fielding changed his mount to an ex-Team Lotus Lotus 21 fitted with a 2.2-litre 4-cylinder Climax engine. The car suffered numerous teething troubles in the early part of the season but is now running reliably. Fielding is currently fourth.



BROTHER OF a one-time triple Hill-Climb Champion, Peter Boshier-Jones, using a single-cam, 1.3-litre supercharged Climax-engined Lotus 22, has had a very consistent season so far and is in a reasonably safe third place.



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M179/6

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Insist on Bluemel's number plates.

The world's finest number plates

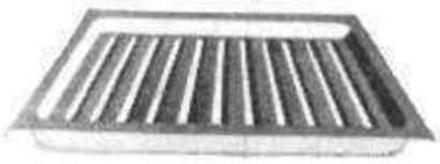
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Strongest washable Terylene lap and diagonal — two point floor fixing — quick release buckle — Also full-harness for children up to 9 years of age — Play safe with Bluemels.



ANTI-CONDENSATION PANEL
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PLASTIC DRIP TRAY
Strong flexible material, light to handle, easily cleaned size 26½" x 23½" white, blue, green or grey.

LEARNER PLATES
Flexible plastic tie-on plates. Light but very strong, completely weather-proof.

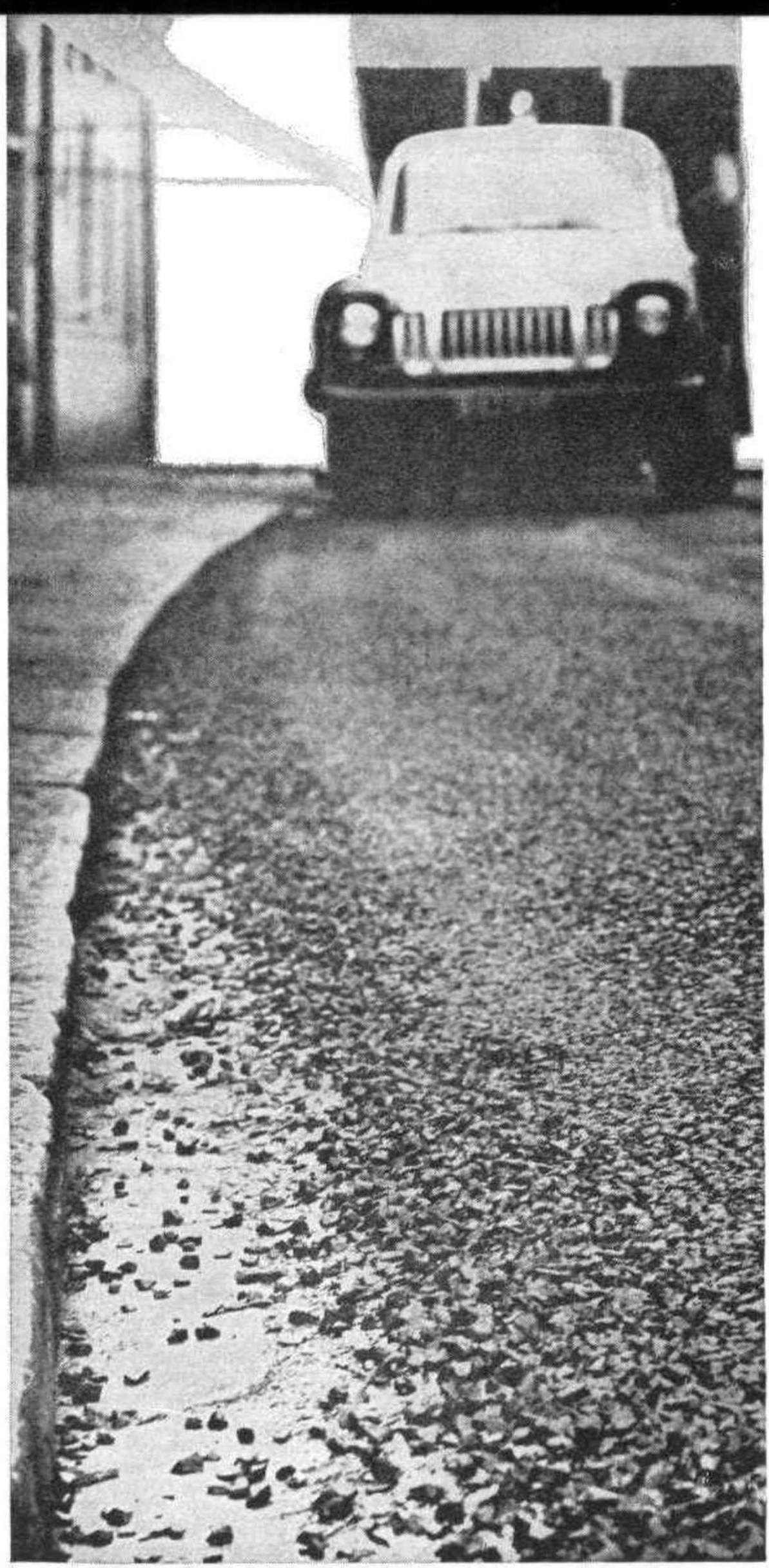
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Not the best conditions for your car. In fact flying granite chippings are one of the main causes of underbody abrasion. But grit is not the only hazard. Water splash, clinging mud, de-icing salts—all take their toll, leading to corrosion and rapid deterioration. One application of Flintkote Under-Body Protective Coating is the permanent answer.

Spray applied by selected garages throughout the country. Flintkote Under-Body Coating is specially formulated to provide a thick, tough, flexible skin, permanently sealing joints and protecting floor panels and chassis members. It cushions against impact, improves sound comfort and ensures a higher re-sale value. Ask any Flintkote user.

A WORD OF WARNING There are several underbody protective compounds available today. Some good—some not so good. Underbody protection calls for something more than a thin film of anti-rust. It needs a rugged resilient impact resistant protective coat by pressure spray application. Get real value for your money—Specify FLINTKOTE.

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ROAD TEST

The 1.8-litre M.G.-B

A Good All-rounder, Capable of over 110 m.p.h., with Adequate Acceleration and the Usual Sports-Car Amenities, Plus Improved Weather Protection



SUCCESSOR TO THE FAMOUS M.G.-A.—The revised appearance of the latest "big" sports M.G. is apparent from this photograph, taken on a disused runway adjacent to Blackbushe Airfield.

FROM the days of Cecil Kimber the M.G. has, in all its various guises, been primarily a sports car and always an excellent British export proposition. The famous Midget, weaned as the Minor-like M-type, has been developed out of all recognition and is today such a potent motor car in its own right that the engineering team at Abingdon, under the fatherly eye of John Thornley, decided last year that it was time the well-established M.G.-A grew up, taking on a new-found refinement and becoming endowed with even greater performance.

Consequently the well-known push-rod 4-cylinder engine was enlarged to 1,798 c.c. (80.3 × 88.9 mm.), developing a net maximum output of 94 b.h.p. at 5,500 r.p.m. This is accomplished on a c.r. of 8.8 to 1, and carburation is looked after by twin inclined type H4 S.U. carburetters.

This revised power unit is installed in a restyled unitary structure strengthened by box-section members below the doors and forming a body at once more modern, easier to enter and leave, and offering better-contrived weather protection (wind-up side windows and proper quarter-lights) than the A-series M.G. which the new B-type replaces. Although the acquired rigidity results in a comparatively heavy car, an axle ratio of 3.9 to 1 is specified, which, with overdrive, raises the topmost gear ratio to 3.135 to 1.

Every attempt has been made to render this open sports 2-seater a habitable car. The separate seats have pre-adjustable squabs and soft cushions formed of foam polyether plastic on a resilient rubber diaphragm mattress, upholstered in a combination of real and imitation leather. The wide screen affords maximum protection, the doors have the aforesaid glass windows, the body sides come up to shoulder level. Access to the restricted back seat is by folding forward the seat squabs but it is kinder to carry briefcases or suitcases thereon than human freight. The doors have press-down plastic interior handles, set close up and forward, under the sills, and hinged "pulls" for closing them. There are exterior door locks. The centre of the screen is stayed to the scuttle sill and the high-set rear-view mirror does not impede forward vision.

Control arrangements are straightforward, simple and typical of a British sports car that does not change merely in recognition of the passage of time. The remote, very rigid central floor gear-lever protrudes from the pronounced propeller-shaft tunnel and has a rubber draught-excluding gaiter. It is set rather high but is easy to operate and has a sensibly small knob, engraved with the gear positions. A conventional central floor handbrake lever nestles between tunnel and driver's seat cushion, rather closely, and gone is the once-much-appreciated fly-off action, the usual knob at the lever's extremity having to be depressed to free it.

The 3-spoke sprung steering wheel has a hub-knob sounding the horn and there is a r.h. stalk for the direction-flashers. Rather small pendant pedals are used. Rubber mats cover the floor.

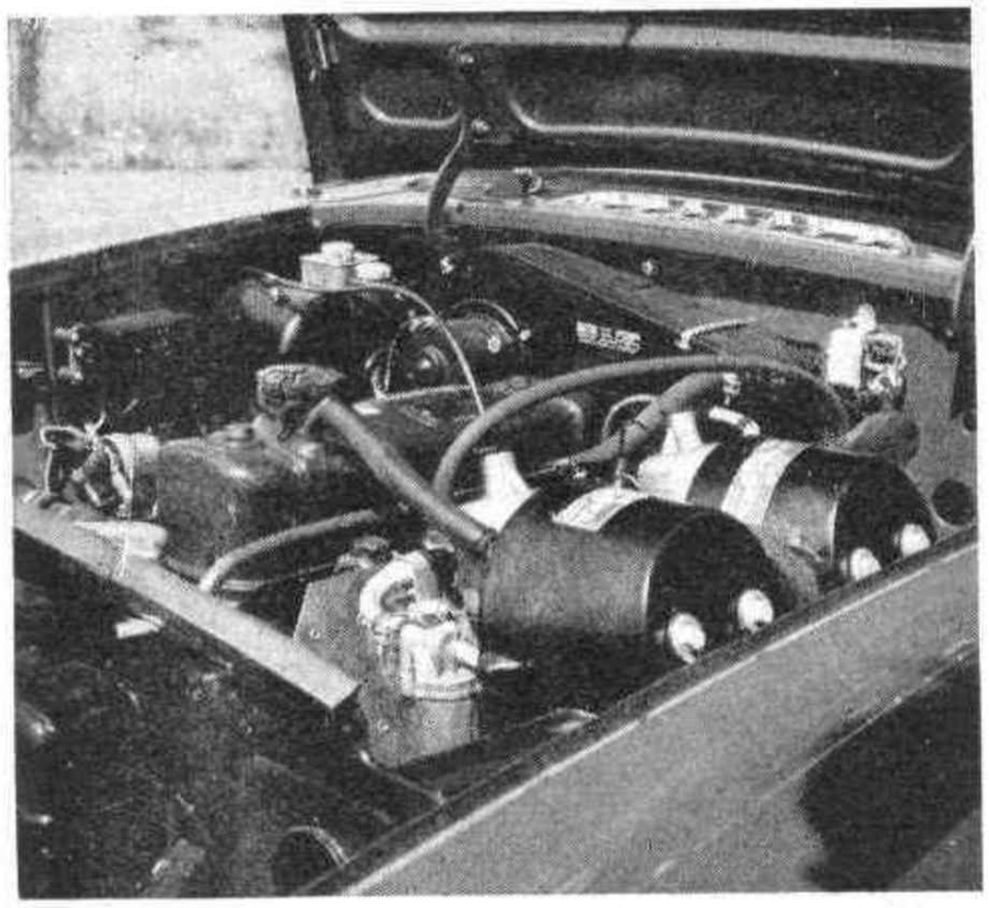
The facia layout, on a matt black surface, again, is simple and practical. A hooded nacelle before the driver carries a Jaeger 120-m.p.h. speedometer having trip with decimal and total mileometers, matched by a Jaeger tachometer reading to "70," with yellow warning area from 5,500 to 6,000 r.p.m. and the danger area from 6,000 to 7,000 r.p.m. There are conventional warning lights for dynamo charge (in the tachometer dial), main beams (in the speedometer dial) and direction indicators (arrows inset into the black moulded facia panel). To the right of the nacelle is a quite worthless fuel gauge, the needle of which swings from "empty" to "full" as the car corners regardless of how much petrol is in the 10-gallon tank. To the left of the nacelle there is a combined water-temperature/oil-pressure gauge (normal readings: 50 lb./sq. in. and 170°F.). The flick-switches favoured by B.M.C. and rather large knobs look after the various electrical services, and there are two large heater control knobs with a rotary action, borrowed from bigger B.M.C. models. Fresh air can be admitted from the scuttle-located grille by a control on the facia having three positions.

Before the passenger there is a lockable but too-small cubby-hole, the lid of which has to be locked with the key, otherwise it falls open. As the lid is cranked it does not form a shelf when down. The driver's door could not always be opened with the sharp-edged exterior pull-out handle and its interior handle functioned stiffly. Panel lighting is brought in by a knob between the main instruments and there is a map-reading lamp with its own switch-knob on the extreme left of the facia on r.h.d. cars. The aforesaid flick-switches look after lamps (foot-dipper), wipers and heater fan, additional flick-switches on the underside of the facia controlling the fog and pass-lamps, if fitted. A knob above the oil gauge is depressed to operate the screen-washers. The release-control for the rear-hinged bonnet panel is below the facia on the driver's side.

The luggage boot will take small cases or squig-bags but it is largely occupied by the horizontally-accommodated spare wheel. The lid locks but, like the bonnet-panel, has to be manually propped open. The hood is the usual snug affair, clipping to the screen and behind the seats, and supported on a divided, folding-hoop frame.

It will be appreciated from the foregoing that the M.G.-B, while of handsome, much improved appearance, marred only by a rather short bonnet, bath-like cockpit, and recessed headlamps that could collect liberal quantities of snow, remains a sports car in the best British, rather antiquated tradition.

This extends to the specification. The engine has a long stroke, piston speed at peak revs. being as high as 3,150 ft./min. The valves are vertical in an iron head, and push-rod prodded. The drive goes through an 8-in. Borg & Beck clutch with spring diaphragm to a gearbox having synchromesh on the upper three forward ratios. An open one-piece propeller shaft connects this to a hypoid-bevel rigid back axle sprung on ½-elliptic leaf springs



The 1,798-c.c. engine of the M.G.-B. Note the twin S.U. carburetters with their drum-type air cleaners.

damped by Armstrong lever-arm shock-absorbers. Front suspension is by coil springs and unequal-length wishbones, likewise Armstrong damped.

Rack-and-pinion steering is used and there is an option of disc wheels shod with 5.60×14 Dunlop C41 "Gold Seal" nylon tyres or, at an extra charge, centre-lock wire wheels with 5.90×14 Dunlop RS tyres.

Fuel feed is by an S.U. electric pump, the engine sump holds 7½ pints of oil, the gearbox 4½ pints, the back axle 2¼ pints. Ignition advance is 10° b.t.d.c., the sparking plugs Champion N5.

Driving Characteristics

On the road the M.G.-B is a typical M.G., responsive, very accelerative, hard sprung but not uncomfortable, and very docile even in o/d. top gear, in which it will poodle along at 20 m.p.h. The seating position is low, which is not entirely conducive to good visibility, but the seats are commendably soft and comfortable. It is just, but only just, possible to make "heel-and-toe" gear changes. The rather high-set gear-lever works well, in a "mechanical feel" sense, but was rather stiff on the test car, which was apparently only about 3,000 miles old. Reverse is obtainable by slapping the lever beyond 2nd-gear location. The clutch is moderately heavy and some slight judder was noticeable on rapid take-offs. There is a ledge on which the left foot can be rested clear of the pedal.

The steering, with its helical gear, is free from kick-back but very slight vibration is transmitted to the wheel, for, although the new form of unitary construction adopted for the M.G.-B is commendably rigid, some slight tremours are noticeable in the region of the scuttle. There is adequate castor-return action and this is sensibly high-geared steering (2.9 turns, lock-to-lock), yet it is not unduly heavy. As expected of rack-and-pinion mechanism, there is no lost motion. The steering column, incidentally, incorporates a universal joint.

The Lockheed brakes, 10¾ in. dia. discs at the front, 10 in. dia. drums at the back, providing a total friction area of 310 sq. in., kill the performance reasonably well—and there is very considerable performance, as the following figures, electrically recorded on a test track, show :—

Acceleration :

0-30 m.p.h. ..	3.3 sec.	0-70 m.p.h. ..	16.9 sec.
0-40 ,, ..	6.1 ,,	0-80 ,, ..	22.5 ,,
0-50 ,, ..	8.8 ,,	s.s. ¼-mile ..	18.5 ,,
0-60 ,, ..	12.8 ,,		

Maximum speeds : 1st : 30 m.p.h.; 2nd : 50 m.p.h.; 3rd : 80 m.p.h.; top : 106 m.p.h.

Overdrive is selected by a conveniently-placed flick-switch on the extreme right-hand corner of the facia and operates in 3rd and top gears. It is worth the extra £60 8s. 4d. charged, because the normal low top gear limits the maximum speed potential. First and 2nd gears are also low, and present an unfortunate gap between the "take-off" gears and 3rd, in which 80 m.p.h. is obtainable. The makers ask that 100-octane fuel is used and that crankshaft speed is not taken above 6,000 r.p.m. Fast cornering results in a small degree of oversteer and slight body lean.

The test car had a Radiomobile radio in the centre of the facia panel, with an aerial that extended to a considerable height, and a speaker between the transmission tunnel and the facia.

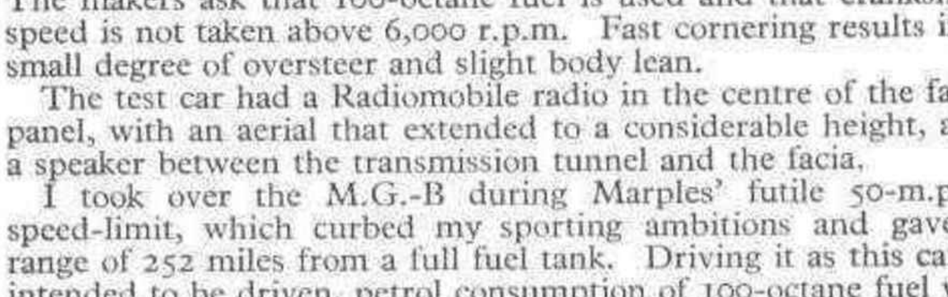
I took over the M.G.-B during Marples' futile 50-m.p.h. speed-limit, which curbed my sporting ambitions and gave a range of 252 miles from a full fuel tank. Driving it as this car is intended to be driven, petrol consumption of 100-octane fuel was found to equal exactly 24 m.p.g. After 470 miles 1½-pints of oil were necessary to restore the sump level. The horizontal filler cap on the back panel of the body is unsecured.

The engine has plenty of space under the bonnet, so is commendably accessible, including plugs and dip-stick. An unusual item of detail concerns float-chamber vent pipes to drain off surplus fuel. The twin S.U.s have neat, separate Coopers air-cleaners.

Old-fashioned this latest 1.8-litre M.G. may be, but it provides very fast, enjoyable, predictable fresh-air motoring for two keen people. All manner of extras are available, such as heater, ash-tray, tonneau cover, oil-cooler, front bumper, over-riders, headlamps flasher (which I would like to see as standard on such a fast car), anti-roll bar, luggage-grid, etc. With all these the price is somewhat high, but most people will settle for the normal trim, when an M.G.-B can be bought for £834 6s., inclusive of p.t.

There were aspects of the car calling for mild criticism, including door rubbers all too easy to kick-off when getting out of the car. On the whole, however, the British Motor Corporation again offers notable value-for-money with this 110-m.p.h. sports M.G., and those who have long been staunch advocates of "Safety Fast" motoring will not be disappointed by the M.G.-B.—W. B.

THE M.G.-B SPORTS 2-SEATER



Engine : Four cylinders, 80.3×88.9 mm. (1,798 c.c.). Push-rod-operated overhead valves. 8.8-to-1 compression ratio. 94 (net) b.h.p. at 5,500 r.p.m.
Gear ratios : 1st, 14.21 to 1; 2nd, 8.65 to 1; 3rd, 5.37 to 1; overdrive 3rd, 4.30 to 1; top, 3.90 to 1; overdrive top, 3.13 to 1.
Tyres : 5.60×14 Dunlop Gold Seal C41 on bolt-on steel disc wheels (but see text).
Weight : Maker's figure : 17 cwt. (unladen).
Steering ratio : 2.9 turns, lock-to-lock.
Fuel capacity : 10 gallons. (Range : approximately 252 miles.)
Wheelbase : 7 ft. 7 in.
Track : Front, 4 ft. 1 in. Rear : 4 ft. 1¼ in.
Dimensions : 12 ft. 9 3/16 in. × 4 ft. 11 15/16 in. × 4 ft. 1⅜ in. (high —hood up).
Price : £690 (£834 6s. 0d., inclusive of p.t.).
Makers : The M.G. Car Company Ltd., Abingdon-on-Thames, Berkshire, England.

ACCURACY AND LOW CURRENT CONSUMPTION

Last March I commented that I had put a 12-volt MotoMeter car clock on a simple Meccano test-rig, energising it from a 9-volt Exide dry cell. The intention was to put this clock in my Morris 1100. But time evaporates and this has not yet been possible. The other day I realised that the clock was still on its test-rig. It is still functioning, has gained approximately 3 min. in six months, and the original Exide DT9 cell is not yet exhausted. This, I suppose, is where I write *verb sap!*



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

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1,500 dealers in Britain alone display the STANPART sign—your guarantee of authorised Standard-Triumph after-sales service.

Solitude Grand Prix

STUTTGART, *July 28th*

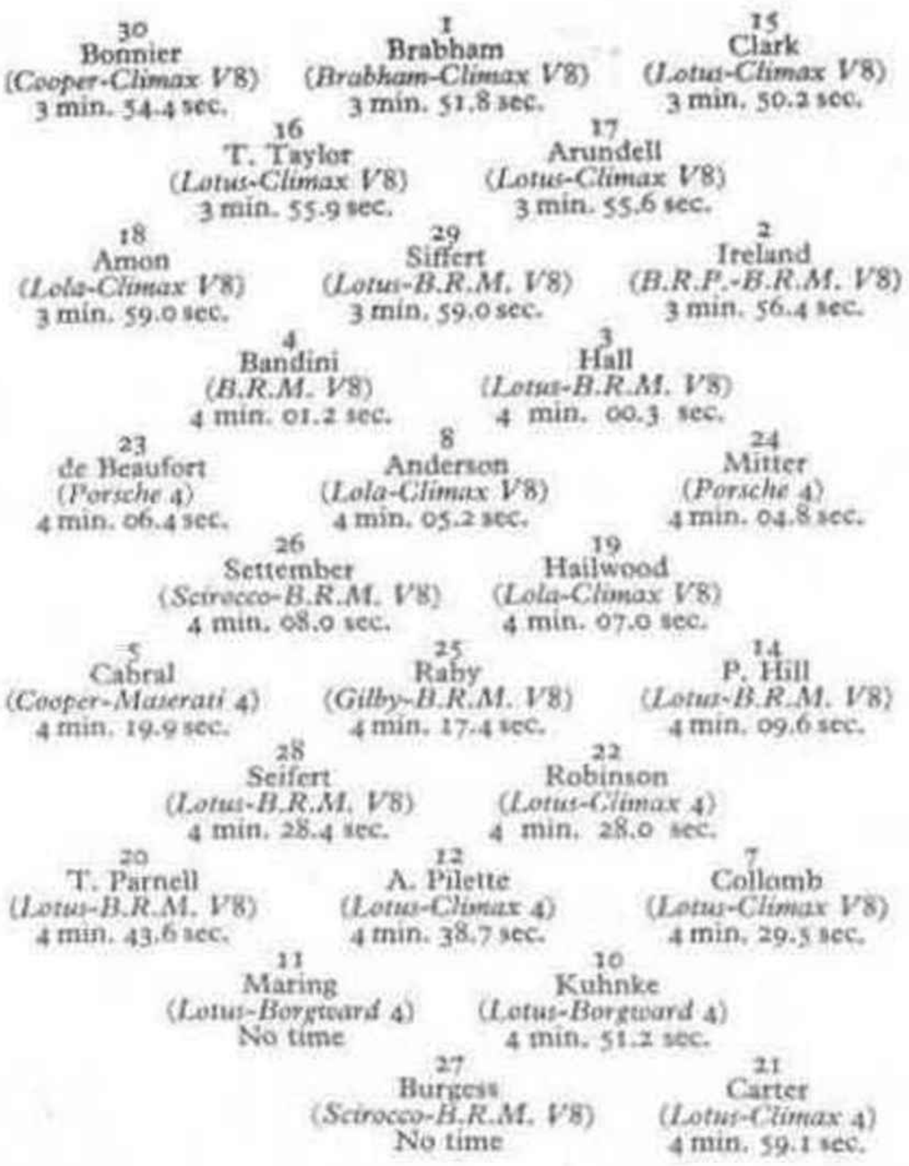
A CIRCUIT that is made up from normal everyday roads, with climbs that bring an ordinary saloon down to 2nd gear, descents that make normal people apply the brakes, an 160 m.p.h. straight, corners from 30 m.p.h. to 130 m.p.h. and a length of 11.417 kilometres, all in a glorious wooded valley, is one that deserves a visit no matter what the type of racing is that is being held. Such a circuit is Solitude, named after the castle on top of the hill overlooking the valley in which the circuit lies. A Formula One race on such a circuit is motor racing at its best, and with supporting races for Formula Junior and G.T. cars, the 220,000 people who turned up to watch on race day had plenty to keep them interested. The first time I experienced the atmosphere of the Solitude races was in 1950, as a motorcycle competitor, and that year there were 300,000 spectators; in 1954 the total rose to 435,000, there always being a bigger crowd when a combined car and motorcycle meeting was held. Over the years the circuit has been improved steadily, and this year a new tarmac paddock for the Grand Prix cars was built behind the pits, the entrances to the main paddocks were improved, a fine new road built between the Autobahn and the circuit and many smaller improvements were made, all of which, added to a very efficient and friendly organisation by the A.D.A.C. made the Solitude meeting a very pleasant one, especially as summer came to Southern Germany at long last, with blue skies and warm sunshine.

A remarkable list of 29 entries was received, ranging from a full Team Lotus down to private owners making their first appearance in a Formula One race. The Cheshunt team fielded their complete collection of Lotus 25 models, for Clark, Taylor and Arundell, the last named also being in the Junior race with a Lotus 27 of the Ron Harris team. After mechanical disasters at Silverstone the Brabham team were reduced to one Coventry-Climax V8 engine and this was fitted into the early Formula One Brabham chassis for Jack to drive, it being the car he used earlier this season with the Colotti gearbox. The B.R.P. team had Ireland in their own stressed skin car and Hall in a Lotus, both with B.R.M. V8 engines, and Reg Parnell had his two Lola-Climax V8 cars for Amon and Hailwood, the motorcyclist now being part of the Parnell team. Tim Parnell had three cars entered, himself in his Lotus-B.R.M. V8 and Robinson and Carter in old 4-cylinder Lotus-Climax cars. Hugh Powell entered his two Scirocco-B.R.M. V8 cars, both of them now fitted with their own design of solid-disc electron wheels, and Rob Walker entered his 1962 ex-works Cooper for Bonnier, the 1963 car being in process of being repaired after it ran its bearings at Silverstone. The Scuderia Centro-Sud had two cars entered, the ex-works B.R.M. V8 for Bandini and one of their old Cooper-Maseratis for the Portugese driver Cabral. Private owners were Collomb (Lotus-Climax V8), Anderson (Lola-Climax V8), Raby (Gilby-B.R.M. V8), Siffert (Lotus-B.R.M. V8), de Beaufort and Mitter (Porsches), Pilette (Lotus-Climax 4-cyl.) and Seifert (Lotus-B.R.M. V8). Once again Phil Hill was on loan to Mr. Filipinetti to drive his new Lotus-B.R.M. V8, and to complete the field there were two old Lotus 18 cars fitted with the Borgward engines used in Formula Two some years ago. The only non-starters were Abate with a Centro-Sud Cooper-Maserati and Schlesser with a Brabham-Ford.

The circuit was closed for the whole of the Friday and Saturday prior to the race, and each day there were two hours of practice for the Grand Prix cars, the rest of the time being taken up with practice for Juniors and G.T. cars. Last year in practice Clark had lapped in 3 min. 53.9 sec. and during the race Gurney had set a new lap record with 3 min. 55.6 sec. but such is the progress of Clark and Coventry-Climax that within a very short space of time the Team Lotus leader had done 3 min. 50.2 sec. in a total of only nine laps. As the nearest opposition was Brabham with 3 min. 55.7 sec. and Bonnier with 3 min. 56.0 sec. there was no point in Clark wearing out the Lotus. The only other drivers to break 4 min. for the lap were Arundell with the old Lotus 25 with Weber carburetter Climax engine and ZF gearbox, he turning in a very creditable 3 min. 57.8 sec., and Siffert with 3 min. 58.7 sec., while Taylor was having trouble with the Colotti gearbox on his Lotus 25, but whether due to Colotti, Lotus or Taylor I would not like to say. The Filipinetti car was in a dreadful state of tune, the engine going in fits and starts, and during one "start" it caught Phil Hill on the hop and he shot off the road, fortunately without doing any serious damage. Quite a number of people missed this first practice, which was not sensible of them, for the Solitude circuit takes a lot of learning, but on Saturday everyone was out and the track was very busy. With such a shattering time recorded yesterday, Clark had little need to do much more and waited to see if anyone was going to approach his time. As one would expect, it was Brabham who did this and the Australian got down to 3 min. 51.8 sec. and was obviously in good form, driving with the old Brabham crouch that always seems to appear at Solitude. Clark did a few more laps and equalled this time, and then concentrated on race preparation by doing a pretty quick lap after filling the petrol tanks; this was 3 min. 52.6 sec. which gave a good idea of his race potential. There were quite a number of "moving *chicanes*" out on the circuit, but no names shall be mentioned so that no umbrage can be taken, but lap times are the answer, and this situation made it hard for the faster drivers, but they could not complain for this was essentially a non-works motor race. Bonnier was in surprisingly good form, the Solitude circuit obviously being much to his liking, and he was pressing on to good effect with the blue Cooper, but Ireland could not seem to get into the swing of things, even though the B.R.P. car was going very fast down the straight. However, after meditating in the sunshine for a while he got going quite well, but not as fast as one would expect. Team Lotus were still messing about with the Colotti gearbox on Taylor's car, and as time was running out they switched numbers and Taylor had a go in the hack car with which Arundell had recorded 3 min. 55.6 sec. Taylor did 3 min. 55.9 sec. which must indicate something or other, except that Arundell had done a session of Junior practice and was in fine spirits, while Taylor was unhappy and dejected. Others who got under the 4 min. mark were Siffert, who nowadays drives faster than many team drivers, and Chris Amon with Parnell's Lola, while Jim Hall missed the bogey time by three tenths of a second. Bandini had missed the first day of practice and was a bit late in getting going in this final session, so that his time of 4 min. 01.2 sec. was not really indicative of his capabilities and more could obviously be expected from him.

Sunday morning was taken up with G.T. races and a Formula Junior event, which Arundell won convincingly, so that he was in good form for the Grand Prix, and as the time of the start approached Team Lotus were still assembling the Colotti gearbox on their second car, but it had Arundell's number on it. In order to give Taylor a chance of a serious drive it was decided that he would take the old reliable carburetter car with ZF gearbox, and Arundell would have to make out as best he could with the experimental car, which had an "air stream" windscreen like Clark's car and was also carrying the thick yellow stripe down the centre of the green body. This not being a race of great importance Lotus were experimenting with some new drive shafts on Clark's car. In fact all three works Lotus cars were using different designs of shafts, the differences being in the spider that bolts on to the rubber ring at the inboard end by the gearbox. The hack car had original shafts with spiders fabricated from sheet steel, Arundell's car had the current ones with forged solid one-piece spiders, and Clark's car had experimental ones with spiders formed from taper tubing welded direct onto the shaft. In all three designs the outer ends carried a conventional Hardy Spicer universal joint.

It was some minutes after 1.30 p.m. before everyone was lined up on the grid and Arundell had a piece of paper stuck on his instrument panel to show him the gear lever positions, as he had not driven the Colotti gearbox car before and he was trying to remember that he had six gears to play with now. From practice times it was obviously going to be a race between Clark and Brabham, but when the flag dropped Brabham shot off on his own and Clark's arm went up to indicate that he was in trouble. Everyone dodged him and roared away after the leaders and mechanics ran to the stricken Lotus, to find that the right-hand drive-shaft had ripped one of the tubular ears of the spider off the shaft and mangled the rubber coupling, while the left-hand shaft had also bent the prongs of the spider. While the remaining twenty-six runners raced up into the hills, led by Brabham and Bonnier, the works Lotus was pushed to the pits and mechanics set to work to take off the drive shafts and fit the old ones they had as spares, for



Clark had insisted that it was worth while to do this and permit him to have a drive, even if all hope of getting anywhere had gone. While the mechanics got on with the job Clark assisted with the lap timing and signalling, and was overjoyed when Taylor came round in second place behind Brabham at the end of the first lap. With Clark on the side lines this was Brabham's big chance and it was clear that no one was going to catch him. Behind Taylor came Bonnier (Cooper), Ireland (B.R.P.), Amon (Lola), Arundell (Lotus), and Siffert (Lotus), the rest already being left behind. On the second lap young Amon jumped up into third place but his team-mate Hailwood came into the pits with a dead engine, the Lucas transistor box for the ignition having died. He was shortly followed by the biggest and most miscellaneous collection of cars heading for the pits that anyone has seen, for nearly all the tail-enders found that two laps of the Solitude was more than their cars could stand! On the next lap Bonnier re-asserted himself and got by Amon, but Brabham and Taylor were now well away, and Bandini now came into the pits with his B.R.M. running on seven cylinders, which it had been doing from the start. A plug was changed and he went back into the race now down to 18th place, but determined to improve his position.

After five of the 25 laps had been run Brabham had a 2 sec. lead over Taylor, who in turn was 7 sec. ahead of Bonnier, but the Swede had Amon, Arundell and Ireland very close behind him. Then came Siffert all on his own, and the rest trailing along behind. The odds and ends were still in and out of the pits, so that the second half of the field was a bit of a joke as far as racing was concerned, and on lap six it looked as though the front half was going to turn into a joke as well, for as Brabham went by to start his seventh lap Taylor was seen to be heading for the pits, and he had barely stopped when Amon came in, and both retired. Taylor had lost oil from his final drive unit and the crownwheel and pinion had broken, while Amon's new Climax engine had run a bearing. As a race the whole thing was now over, before it had even begun, for Brabham was well out in front and settling down to 4 min. laps, and Bonnier, Arundell and Ireland were following at respectable distances. Siffert was in fifth place but was having trouble with 4th and 5th gears jumping out of engagement and was having to hold the lever in position, and behind him came the Porsches of Mitter and de Beaufort. However, there was one interesting spark in the middle of the field, and this was Bandini who was going at a terrific pace, and rapidly making up for his slow opening laps and pit stop. The B.R.M. was going very well and the young Italian was making good use of it and lapping faster than anyone and gaining places consistently. This kept interest going, and as Brabham started his 16th lap there was the sound of a Coventry-Climax V8 behind the pits and Clark appeared, to begin racing. In true "Stirling Moss Style" Clark joined in the racing just for the fun of the thing and proceeded to set new lap records one after the other, his first flying lap being 3 min. 52.8 sec., and he got progressively faster. Over half the race having been run his mechanics had taken the opportunity to drain off half the fuel in the tanks, so that he joined in with the car in good trim for fast laps. As he shot by Brabham, who was cruising round at about 4 min. (or about 105 m.p.h., average), the race leader thought for about 1 sec. "where did he come from?" but immediately realised that he had no need to try and keep up with the flying Lotus. For the rest of the race Clark gave the vast crowd a magnificent demonstration of high-speed driving, his pulverisation of the lap record hesitating on one lap when he got held up through the twisty section of the circuit. Brabham quietly got on with the job of winning the race, keeping comfortably ahead of Bonnier, while Arundell was doing a splendid job in the works Lotus and having no trouble at all with the Colotti gearbox, though he had to think carefully before selecting gears but was getting used to things and lapping as quick as he had gone in practice with the hack car. Bandini was moving up all the time, and when Siffert's B.R.M. engine succumbed to consistent over-revving as gears jumped out, by breaking a valve, the Italian took over a worthy fifth place. Hailwood had rejoined the race after Amon's retirement, by having the transistor box from the broken Lola fitted to his car, and was cruising round well behind the field, getting in some Grand Prix driving practice.

Brabham went by to start his last lap and then Arundell came into sight, now in second place, followed by Ireland and Bandini, and at last Bonnier appeared coasting along with a broken engine. With one lap to go his Coventry-Climax V8 had let him down and he stopped just before the finishing line on the right hand side of the road, in a most dangerous position, for the finish is just after a long fast open left-hand bend. With the broken Cooper sitting by the finishing line yellow flags had to be waved to warn drivers to change their line through this last corner, and Bonnier must have felt very uncomfortable sitting there. He was hoping that the engine would re-start and run sufficiently long for him to drive across the line and be classified. Clark appeared and flashed by to start a last attack on the lap record, and then Brabham appeared to win the race after a very good drive, and Bonnier tried to drive the Cooper over the line, but the engine was solid so he was not credited with his last lap and the car was pushed away. Arundell was flagged in second, after a splendid drive in his first serious attempt at Formula One racing, having profited from his Junior race earlier in the day, and having coped with the unfamiliar and supposed unreliable Lotus and Colotti gearbox, with no trouble at all. A not very satisfied Ireland finished third, and fourth came Bandini after having put on a display of driving that more than justified Signor Dei's belief in him and also justified the acquiring of the B.R.M. Clark's final lap was his final word in lap records, 3 min. 49.1 sec. which was 6½ sec. improvement over the old record, and in only ten laps of racing, with cars spread out all round the circuit.—D. S. J.

Results:

SOLITUDE GRAND PRIX—Formula One—25 laps—185.425 Kilometres —Warm.

1st:	J. Brabham (Brabham-Climax V8)	1 hr. 40 min. 06.9 sec.—171.060 k.p.h.
2nd:	P. Arundell (Lotus-Climax V8)	1 hr. 40 min. 31.6 sec.
3rd:	I. Ireland (B.R.P.-B.R.M. V8)	1 hr. 42 min. 37.4 sec.
4th:	L. Bandini (B.R.M. V8)	1 hr. 43 min. 46.0 sec.
5th:	G. Mitter (Porsche 4-cyl.)	1 lap behind
6th:	J. Hall (Lotus-B.R.M. V8)	1 lap behind
7th:	G. de Beaufort (Porsche 4-cyl.)	1 lap behind
8th:	R. Anderson (Lola-Climax V8)	1 lap behind
9th:	J. Bonnier (Cooper-Climax V8)	2 laps behind
10th:	M. Cabral (Cooper-Maserati 4-cyl.)	2 laps behind
11th:	B. Collomb (Lotus-Climax V8)	3 laps behind
12th:	A. Pilette (Lotus-Climax 4-cyl.)	4 laps behind

Still running but not classified:—I. Raby (Gilby-B.R.M. V8), P. Robinson (Lotus-Climax 4-cyl.), M. Hailwood (Lola-Climax V8), G. Seifert (Lotus-B.R.M. V8) and J. Clark (Lotus-Climax V8).

Fastest Lap: J. Clark (Lotus-Climax V8) in 3 min. 49.1 sec.—179.4 k.p.h.

Retired: K. Kuhnke (Lotus-Borgward 4-cyl.); P. Hill (Lotus-B.R.M. V8); T. Taylor (Lotus-Climax V8); C. Amon (Lola-Climax V8); T. Parnell (Lotus-B.R.M. V8); R. Carter (Lotus-Climax 4-cyl.); T. Settember (Scirocco-B.R.M. V8); I. Burgess (Scirocco-B.R.M. V8); J. Siffert (Lotus-B.R.M. V8); E. Maring (Lotus-Borgward 4-cyl).

27 *Starters* — 12 *finishers*

FORMULA JUNIOR—15 laps—171.255 kilometres

1st:	P. Arundell (Lotus-Ford)	1 hr. 03 min. 02.0 sec.—163.000 k.p.h.
2nd:	D. Hulme (Brabham-Ford)	1 hr. 03 min. 14.5 sec.
3rd:	F. Gardner (Brabham-Ford)	1 hr. 03 min. 18.1 sec.
4th:	J. Schlesser (Lotus-Ford)	1 hr. 03 min. 40.1 sec.
5th:	R. Attwood (Lola-Ford)	1 hr. 04 min. 14.0 sec.
6th:	K. Ahrens Jnr. (Cooper-B.M.C.)	1 hr. 04 min. 16.1 sec.

Fastest Lap: P. Arundell (Lotus-Ford) in 4 min. 04.7 sec.—167.9 k.p.h.



GUARDS TROPHY RACE

at Brands Hatch on August Bank Holiday

The Guards Trophy Race for sports cars, prototype grand touring cars and grand touring cars was won by Roger Penske, driving a Cooper Zerex Climax, in a time of 1 hour, 28 minutes, 46.8 seconds. His average speed was 89.55 m.p.h.

Second was Roy Salvadori (Cooper Monaco Climax) who set up a new lap record for sports cars of 2,000 to 3,000 c.c. of 91.73 m.p.h.

Tim Mayer (Cooper Monaco Climax) was third.



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The 25th German Grand Prix

A Well-Deserved Win

ADENAU, *August 4th*

AS if to celebrate the 25th German Grand Prix the weather at the Nurburgring in the Eifel mountains almost behaved itself for the duration of the meeting, which covered practice on Friday and Saturday and the race on Sunday. On such a long circuit with a change in height between the start area and Breidscheid of many hundreds of feet, and hills and valleys where it can be raining in one valley and not in the next, the weather plays an important part. The "ice-age" of last winter had played havoc with many parts of the course, not in large visible bumps, for last May at the 1,000 kilometre race the heavy G.T. cars were not troubled, but in a general roughness that caused the light Grand Prix cars to be on tip-toe in a lot of places. Any natural hump that normally made them rise or fall to the limits of their suspensions was now making them become airborne or making suspensions hit the bump stops. Observation round the circuit during practice made this very obvious, for wheels were pattering visibly and many inches of daylight could be seen under the wheels in all sorts of unlikely places.

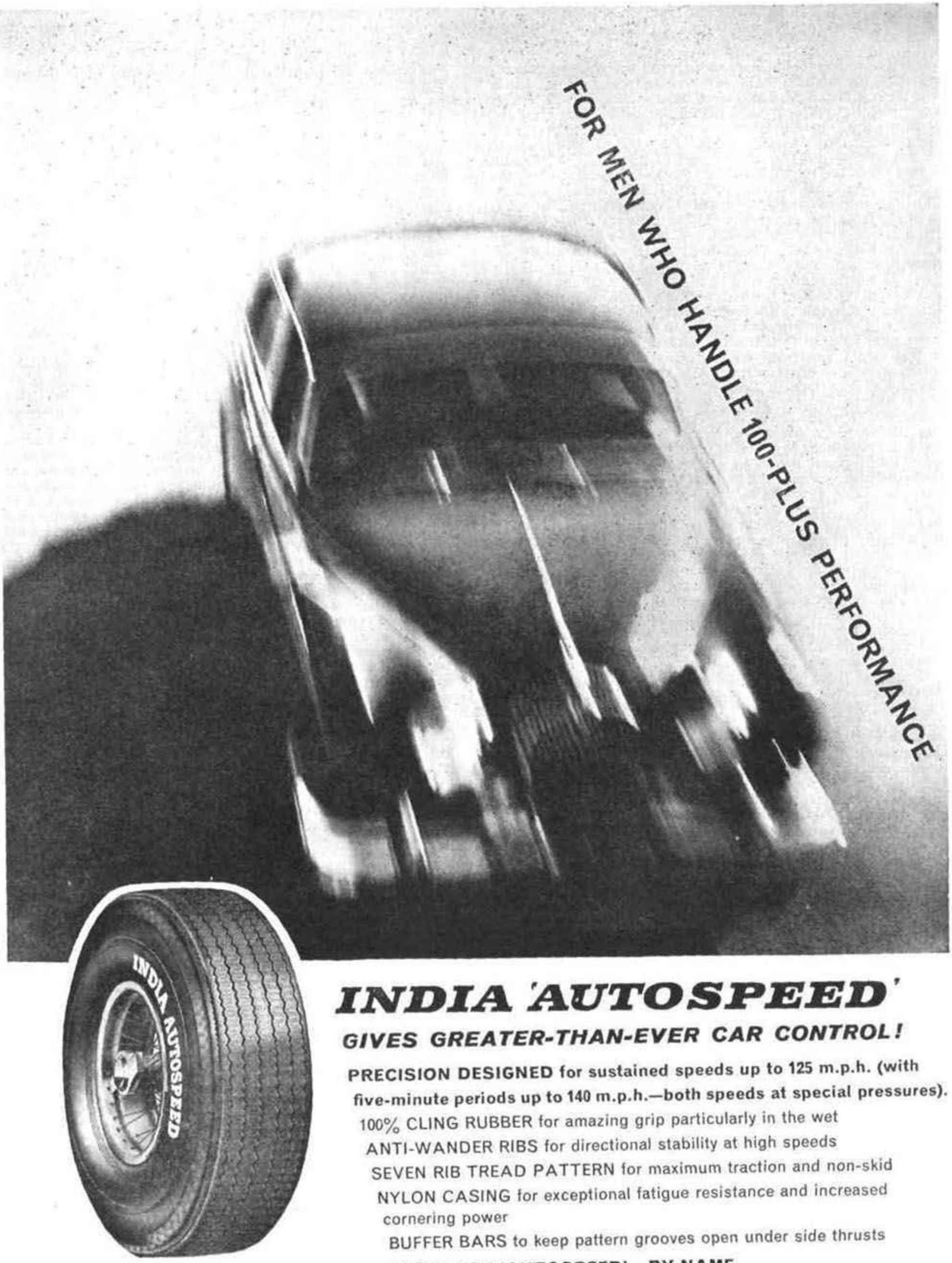
Eighteen entries were accepted from works teams, private teams, and good private owners, and eleven extra entries were given to drivers or teams who had yet to prove themselves or were of known dubious potential as serious Grand Prix competitors. The selected eighteen comprised the B.R.M. works team, Team Lotus, the Cooper works team, the Scuderia Ferrari, the Brabham team, the A.T.S. team, Ireland with the B.R.P. car, Bandini with the Centro-Sud B.R.M., Bonnier with Walker's Cooper-Climax V8, de Beaufort with his Porsche, Joseph Siffert with his Lotus-B.R.M. V8 and Masten Gregory with Tim Parnell's Lotus-B.R.M. V8. The B.R.M. team had Graham Hill with the new stressed-skin car and one of the earlier cars as a stand-by, and Ginther with his regular 1962/3 car. The 1963 car had been improved in various ways, notably by a stiffening of the front arm of the lower front wishbones, this being done by welding a second tube along the length of the existing one. Also the oil radiator was relocated, being at the front in a more normal position, while the "nightmare" of British Grand Prix cars, the Lucas transistor box for the ignition, was now mounted higher behind the driver's head so that it was in the air-stream. A rudimentary anti-crash bar ran over the top of this (as if B.R.M. had read our caption of last month?), though like most Grand Prix cars it still did not comply with the F.I.A. regulations. The air-intakes let into the engine hatch previously were now replaced by air scoops on either side, to take air to the Lucas fuel injection trumpets. Ginther's car had various stiffening gussets welded into the frame and suspension at the front in search of more rigidity, and both this car and Hill's earlier one were using B.R.M. 6-speed gearboxes. The Bourne team were at Nurburgring early and did a lot of pre-race testing. Team Lotus travelled directly from Stuttgart, where they had been racing the previous weekend, and Clark retained the same car he had used there to do his series of record laps, and Taylor was back on the Lotus 25 with Colotti gearbox, both cars having the "air-stream" windscreens. The Cooper works team of McLaren and Maggs were as raced at Silverstone, John Cooper not being in attendance as he was still not fully recovered from his accident, so Ken Tyrell was running the team. The Scuderia Ferrari were back to full strength, with Surtees and Mairesse, the Belgian being recovered from his Le Mans accident. The two V6-engined cars were basically as before, but the car Surtees was driving was fitted with bolt-on wheels in place of the usual knock-off hubs which were fitted to Mairesse's car. These were still the Ferrari cast wheels, with pin-drive but the method of fixing had at last followed the trend set by Lotus and Cooper many years ago. It was obviously a great moment when Ferrari threw wire-wheels over the hedge, but to follow this by throwing eared hub-nuts after them must have caused a lot of heart-searching in Maranello. Who knows, he may one day discover about 10 mm. sparking plugs, for at the moment he is still the last haven of 14 mm. plugs in Grand Prix racing. Endeavours have been made to keep the air temperature down at the intake trumpets, first by shrouding the six inlets with an aluminium shield to keep engine heat away, and now the inboard rear brakes were fitted with shrouds to deflect the generated heat downwards, as previously it was being thrown up into the vee of the engine and warming the injection pump abnormally. The engine hatch was fitted with a single-piece wire gauze cover over the intake trumpets, which resulted in a lower tail line.

After his win at Solitude Brabham's mechanics removed the Coventry-Climax V8 engine and when they got to Nurburgring they met the remainder of the team with Brabham's newest Grand Prix chassis, with the VW-Hewland gearbox, and installed the Solitude engine into it. Gurney's car was as used at Silverstone, except that he was back on an earlier injection Coventry-Climax engine, the only usable part salvaged from his blow-up with the single-plane crank engine being a cylinder head. The A.T.S. team was to have been Phil Hill and Baghetti, but they were still learning about racing the hard way, for this time the transporter ran out of road on its way through Austria and the cars fell off and were damaged. At some time or other all teams suffer this sort of misfortune, brought about by lateness, or tiredness on the part of the mechanics, and when this news reached Nurburgring many mechanics in teams now well organised thought back to their early days when they were learning the hard way that there is more to racing than building a car or paying a top-driver. The B.R.P. team's entry in the invited list was for Innes Ireland and the car was their own stressed-skin car as it had finished at Solitude, and though Ireland was in better spirits he was inwardly convinced that Nurburgring was against him, having so far chalked up a tale of misery at every visit. The B.R.M. works mechanics were still looking after the red-painted 1962 car for Bandini and Centro-Sud, well pleased with their Italian driver after his performance at Solitude, and he with them and the car. The Rob Walker team were well organised, the mechanics taking the 1962 car, with its broken engine suffered at Solitude, to Ostend where it was sent back to England, and there receiving the 1963 car repaired after the Silverstone blow-up, and returning with it to Nurburgring for Bonnier to drive.

No greater tribute could be paid to those two regular and serious-minded private owners, Godin de Beaufort and Joseph Siffert, than to give them selected entry for the German Grand Prix, on an equal with all the works teams; the big Dutchman with his 4-cylinder Porsche and Siffert with his Lotus-B.R.M. The young Swiss driver and his mechanics had done a monumental piece of organising and hard work after the Solitude race where the engine blew-up and the gearbox gave trouble. One mechanic had flown to England with the engine and gone to Bourne and repaired it, another had flown to Italy and gone to Modena to have the Colotti box overhauled, the third had stayed at Stuttgart and got the chassis cleaned and checked over, and they had all met again in the paddock at Nurburgring and assembled the car and had it ready for the first practice period. Siffert and his little band are a model of determination and dedication that many could follow. The last selected entry was for Masten Gregory and he was to have driven a borrowed car but it was unserviceable so the entry was scrubbed.

Of the miscellaneous eleven extra entries the fastest six in practice were to start, but with Gregory's withdrawal this was increased to seven. They comprised Jim Hall with the B.R.P. entered Lotus-B.R.M. V8, his performances although steady this season have not shown much serious improvement; Chris Amon with Parnell's Lola-Climax V8, the driver having good potential but the reliability of the car not being outstanding; Mario Cabral the Portuguese driver being comparatively inexperienced, though he now had a brand new 1962 Cooper-Climax V8, it being a third works car from last season that was never completed at the time, the entry being made by the Scuderia Centro-Sud; the Scirocco-Powell team of Scirocco-B.R.M. V8 cars with Settember and Burgess, neither cars nor drivers having yet proved themselves on speed or reliability; Ian Raby who took over Abate's entry at the last moment, driving his Gilby-B.R.M. V8; Gerhard Mitter driving de Beaufort's second Porsche 4-cylinder; Kuhnke with his unknown Lotus-Borgward; Pilette and Tim Parnell with old 4-cylinder Lotus-Climax cars, and Collomb with his Lotus-Climax V8.

On the Friday morning there was one and a half hours of practice, which is not very much on a 22.8-kilometre circuit, on which each lap takes more out of a car than a whole race at some of our little circuits in Britain. Jim Clark was first away, using the Lotus



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*TESTED **TOUGH**—FOR YOUR SAFETY*

just as it came from Solitude, though a brand-new engine was awaiting him in the paddock. On his very first lap Ireland got into a slide with the B.R.P.-B.R.M. and spun off into the undergrowth, putting a nasty dent in the right-hand side of the chassis/body unit, and bending some of the suspension parts. He managed to get it back to the pits, and luckily B.R.P. had his Lotus-B.R.M. V8 on hand so he was able to use that for the rest of practice. Graham Hill started off in the 1963 B.R.M. but was soon back and using the older car, which did not encourage the B.R.M. team very much. Chris Amon was awaiting the return of his engine from Coventry, so in the meantime he went out in the Lola that Hailwood had driven at Solitude the previous weekend, but had not gone far before a big-end bearing went. A lot of drivers were out but not many did consecutive laps, most of them being content with a single one at a time. However, Mitter was going round very neatly and steadily, and Bandini was looking fast and confident, while Mairesse seemed well back on form. This first session was a try-out for most people, and only Surtees and Bandini were able to get below the 9 min. mark for a lap, the Ferrari driver being out to make the most of this circuit where driving and knowledge is worth many horsepowers, and where adaptation of the handling to the conditions is all important. In view of the tendency for the Grand Prix cars to become airborne Surtees was getting the Ferrari team to concentrate on spring-rates and shock-absorber settings that would keep the car on the ground as much as possible, even if it meant that it did not handle to his liking on some of the corners. The lap record for the circuit was set up in 1961 by Phil Hill (Ferrari) with a time of 8 min. 57.8 sec., and last year in practice Gurney (Porsche 8-cyl.) did 8 min. 47.2 sec., but race day was so wet that no records were possible. The whole front row on that occasion were faster than the record lap, so with the weather set fine and clear the works drivers could all anticipate laps in under 9 min. when they got truly wound-up. Surtees did a lap in 8 min. 46.7 sec. which not only showed that the Ferrari was competitive, but indicated just how seriously he was getting on with the job of driving. Bandini did 8 min. 59.3 sec. which was second fastest, he also getting on with the job of driving and not worrying too much about handling or technicalities. As the practice-time table shows, the fast runners were settling in, the slow runners were slow and the hopeless runners were as hopeless as ever.

After lunch there was another hour and a half of practice, and everyone was set to have a bit of a go, either to catch Surtees who was setting the pace, or to wipe off the smiles that were on many faces due to Bandini having lapped faster than the B.R.M. works team, and all the other highly-paid "stars of the universe!" Unfortunately the Eifel weather lost interest in this being the Jubilee year of the German Grand Prix and a few scattered showers drifted about the mountains and dropped here and there in an unpredictable manner so that all hopes of fast laps were gone before practice started again. Hill was about to go out in the old B.R.M. when the oil pressure showed signs of sagging and investigation showed that it was a tiny piece of dirt under the pressure relief valve, but during the investigation a jet of hot oil came out of the works that made it look as though B.R.M. had "struck oil." Meanwhile Hill had gone off in the 1963 car, but it was beginning to look as though it was going to be relegated to training only. Clark's Lotus was showing signs of getting tired, his ten meteoric laps at Solitude having taken the edge off the engine, and he was having to use 6.00 × 15 in. tyres on the back to get it up to maximum r.p.m. The damp parts of the circuit discouraged much effort in the way of practice, but even so some people were in trouble, McLaren's Cooper engine sounding rough, and when the exhaust pipes were taken off a valve-head fell out! The A.T.S. team had still not arrived, and the Scirocco team were still being prepared in the paddock. It was interesting that the rain put almost exactly a whole minute on to the lap times of the faster drivers, Clark being best with 9 min. 44.0 sec., and Surtees next with 9 min. 46.6 sec. Some portent of what was to come could be seen from Ginther doing 9 min. 55.0 sec., Bonnier 9 min. 58.6 sec. and Siffert 9 min. 59.3 sec.

During the evening the paddock was very busy, with Ferraris putting another engine into Surtees' car, Clark having a new Climax V8 put into his Lotus, together with a new ZF gearbox from which reverse gear had been left out in order to avoid any possible trouble with selectors as the reverse-gear selectors are on the same shaft as the forward gear selectors and can cause trouble; Coopers were putting another engine into McLaren's car, and sorting out the gearbox on Cabral's car, and the Scirocco cars were at last made ready. Saturday morning was fine and dry and everyone was out for a final fling under good conditions. The A.T.S. cars had arrived and the mechanics were trying to make one good one out of the two, in order to get Phil Hill out for practice. The front suspensions had been redesigned, the principle being the same, but the manufacture looking much more permanent, and there was a general air of everything being much tidier and a lot less temporary and hastily made. The engine in Hill's car was fitted with Lucas fuel-injection, but after troubles with brakes and fuel tanks the engine was reluctant to start and time ran out on them so that there was no hope of practice. As the A.V.D. would not permit them to start without practice there was no alternative but to pack up and go back home, bitterly disappointed and cheated through no fault of the cars themselves.

Observing at a fast downhill and bumpy section, Surtees, Clark, Bandini, McLaren and Graham Hill were really travelling, and it was no surprise to find they were officially the fastest. Watching at half a dozen different corners, and seeing them all on the limit all the time, it was reasonable to assume that they were driving like that all round the circuit. Equally, some drivers came by looking as though they had no idea where they were going, and their lap times confirmed this. McLaren went by very slowly, limping back to the pits, having had the lower right-hand front wishbone break which gave him a nasty moment, and many cars were grounding on some of the bumps. Surtees had his chassis crack, and Clark's new engine and gearbox were working well. Taylor was having a miserable time once more with the second Team Lotus car, the Colotti gearbox seeming to give trouble the moment he touched the gear-lever. Amon was getting in some much needed practice, now having his new engine fitted to his own car, and he was showing that time spent circulating in a private-car earlier in the week was paying off. Clark made fastest lap in 8 min. 45.8 sec., Surtees did not improve on his time of the first practice session, but was still second and Bandini did a terrific 8 min. 54.3 sec., which made him third fastest ahead of the works B.R.M. drivers and a whole host of acknowledged top drivers. This was no fluke, but the result of enthusiasm and the spirit to press-on and get cracking. Watching him out on the circuit it was noticeable how he knew where he was going and was driving with great force, concentrating on the circuit and not worrying about too much oversteer, too much understeer, wrong shock-absorber settings, or wrong gear ratios or other technicalities. The challenge to him was obviously the circuit and all its corners, and he was using all the B.R.M. had got and dealing with situations as they arose. Another praiseworthy effort was that of Siffert, who got round in 9 min. 11.1 sec., which put him well among the works runners.

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Friday Afternoon	Saturday Morning
1	G. Hill	B.R.M. V8	9. 11.8	10. 13.8	8. 57.2
2	R. Ginther	B.R.M. V8	9. 02.8	9. 55.0	no better
3	J. Clark	Lotus-Climax V8	9. 02.0	**9. 44.0**	**8. 45.8**
4	T. Taylor	Lotus-Climax V8	9. 33.8	10. 34.2	no better
5	B. McLaren	Cooper-Climax V8	10. 01.5	10. 00.9	8. 57.3
6	A. Maggs	Cooper-Climax V8	9. 45.0	10. 04.4	9. 11.6
7	J. Surtees	Ferrari V6	**8. 46.7**	9. 46.6	no better
8	W. Mairesse	Ferrari V6	9. 05.5	10. 41.2	9. 03.5
9	J. Brabham	Brabham-Climax V8	9. 04.2	11. 17.8	no better
10	D. Gurney	Brabham-Climax V8	9. 38.2	10. 41.4	9. 17.2
11	P. Hill	A.T.S. V8	NON-STARTER		
12	G. Baghetti	A.T.S. V8	NON-STARTER		
14	I. Ireland	Lotus-B.R.M. V8	9. 48.1	10. 37.9	9. 14.6
15	L. Bandini	B.R.M. V8	8. 59.3	10. 28.0	8. 54.3
16	J. Bonnier	Cooper-Climax V8	9. 24.3	9. 58.6	9. 16.0
17	G. de Beaufort	Porsche 4-cyl.	9. 34.9	10. 21.5	9. 25.1
18	J. Siffert	Lotus-B.R.M. V8	9. 23.3	9. 59.3	9. 11.1
19	M. Gregory	Lotus-B.R.M. V8	NON-STARTER		
20	J. Hall	Lotus-B.R.M. V8	9. 50.1	11. 19.0	9. 22.7
21	C. Amon	Lola-Climax V8	—	—	9. 20.1
22	M. Cabral	Cooper-Climax V8	14. 20.3	—	9. 53.1
23	T. Settember	Scirocci-B.R.M. V8	—	—	10. 02.0
24	I. Burgess	Scirocco-B.R.M. V8	—	—	9. 52.2
25	I. Raby	Gilby-B.R.M. V8	10. 44.7	11. 37.1	no better
26	G. Mitter	Porsche 4-cyl.	9. 34.8	10. 58.8	9. 20.9
27	K. Kuhnke	Lotus-Borgward	14. 48.1	12. 53.2	11. 23.5
28	B. Collomb	Lotus-Climax V8	10. 11.4	—	10. 01.0
29	A. Pilette	Lotus-Climax 4-cyl.	11. 16.9	11. 20.1	10. 20.0
30	T. Parnell	Lotus-Climax 4-cyl.	11. 07.2	12. 02.2	—

Although work for the drivers stopped at 12.30 on Saturday morning, it then began for the mechanics, and all round the well-equipped paddock there was a lot of overtime being done. Ferraris had to remove the engine from Surtees' car in order to weld the chassis frame just behind the cockpit, Lotus were removing the Colotti gearbox from Taylor's car and fitting a ZF in its place, though this was not as easy as it sounded, Cooper's were bronze-welding stiffening plates to all the front wishbones, B.R.P. were putting another engine into Ireland's Lotus, the stressed-skin car being out of action after its crash, Bandini's B.R.M. was having

a thorough check-over of its engine and chassis, the work it had been doing being shown in the way suspension and steering ball-joints had been reaching the limit of their movement, and mingled with all this work were G.T. cars being prepared for the race that was to open proceedings on race day.

A large, but not astronomical, crowd poured into Adenau and the surroundings and all the wonderful vantage points around the circuit filled up during Sunday morning when the race for G.T. cars from 1,000 c.c. to 2,500 c.c. was held. To celebrate the Jubilee of the German Grand Prix there was a parade of past winners, including Fangio, Moss, Brooks, Chiron, Graham Hill and Bonnier, accompanied by three celebrated team-managers, Neubauer, Ugolini and von Hanstein, and this parade was led by 88-year-old Carl Joens driving a 1913 Opel Grand Prix car, which he did remarkably well for one of such an advanced age.

It was warm and dry when 22 starters prepared themselves at the pits and the sun was shining as they formed up on the grid in rows of four-three-four. Graham Hill was driving the earlier B.R.M., both Team Lotus cars had the " air-stream " windscreens, and Ireland was driving a Lotus 24 with B.R.M. engine. As the flag was raised to start the 15-lap race there was a mild panic to one side of the grid as it was seen that Brabham could not get his engine to fire, though the starter was turning it round fast enough to generate 60 lb./sq. in. oil pressure. The Lucas transistor box had died and as the flag fell he was left on the line, together with

STARTING GRID

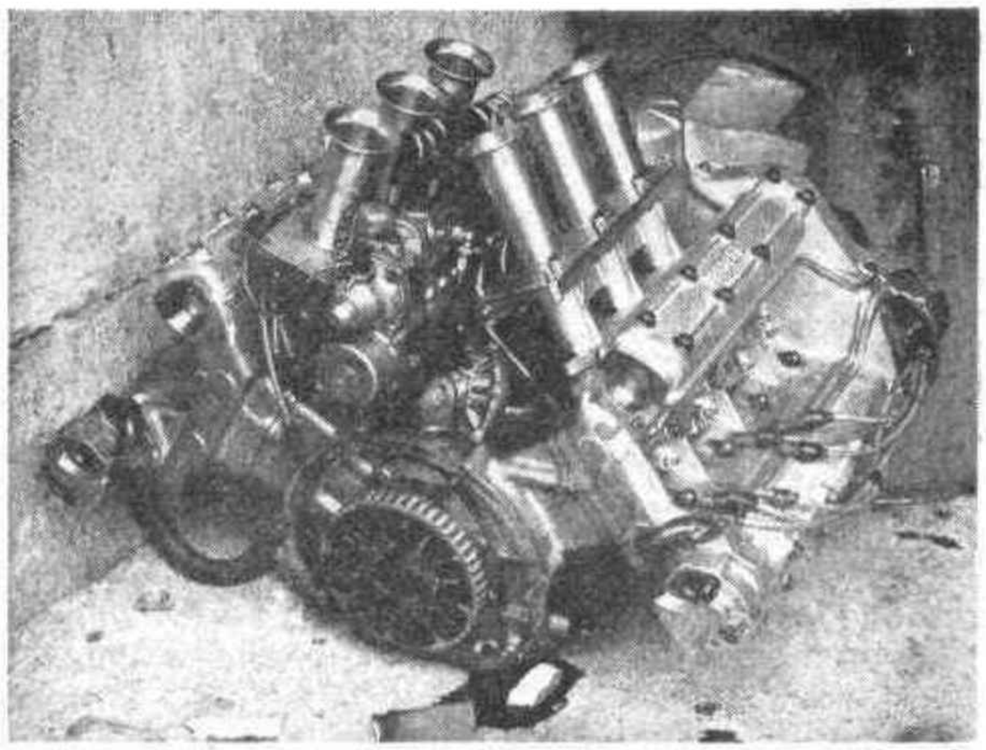
1 G. Hill (*B.R.M. V8*) 8 min. 57.2 sec.	15 Bandini (*B.R.M. V8*) 8 min. 54.3 sec.	7 Surtees (*Ferrari V6*) 8 min. 46.7 sec.	3 Clark (*Lotus-Climax V8*) 8 min. 45.8 sec.
8 Mairesse (*Ferrari V6*) 9 min. 03.5 sec.	2 Ginther (*B.R.M. V8*) 9 min. 02.8 sec.	5 McLaren (*Cooper-Climax V8*) 8 min. 57.3 sec.	
14 Ireland (*Lotus-B.R.M. V8*) 9 min. 14.6 sec.	6 Maggs (*Cooper-Climax V8*) 9 min. 11.6 sec.	18 Siffert (*Lotus-B.R.M. V8*) 9 min. 11.1 sec.	9 Brabham (*Brabham-Climax V8*) 9 min. 04.2 sec.
21 Amon (*Lola-Climax V8*) 9 min. 20.1 sec.	10 Gurney (*Brabham-Climax V8*) 9 min. 17.2 sec.	16 Bonnier (*Cooper-Climax V8*) 9 min. 16.0 sec.	
4 T. Taylor (*Lotus-Climax V8*) 9 min. 33.8 sec.	17 de Beaufort (*Porsche 4-cyl.*) 9 min. 25.1 sec.	20 Hall (*Lotus-B.R.M. V8*) 9 min. 22.7 sec.	26 Mitter (*Porsche 4-cyl.*) 9 min. 20.9 sec.
28 Collomb (*Lotus-Climax V8*) 10 min. 01.0 sec.	22 Cabral (*Cooper-Climax V8*) 9 min. 53.1 sec.	24 Burgess (*Scirocco-B.R.M. V8*) 9 min. 52.2 sec.	
		23 September (*Scirocco-B.R.M. V8*) 10 min. 02.0 sec.	

Non-starters after practice: I. Raby (Gilby-B.R.M. V8) 10 min. 44.7 sec.
K. Kuhnke (Lotus-Borgward) 11 min. 23.5 sec.
A. Pilette (Lotus-Climax 4) 10 min. 20.0 sec.
T. Parnell (Lotus-Climax 4) 11 min. 07.2 sec.

Burgess whose Scirocco had also failed to start, as twenty of the runners roared away, Bandini and Surtees on the front row making very poor starts and getting passed on all sides. Clark leapt into the lead and looked all set to perform another " start-to-finish " domination, but along behind the pits it was seen that Ginther and Maggs were already gaining back ground on the Lotus, which indicated that all was not well. Down the twists and turns to Adenau, where Clark should have got well away Ginther caught and passed him, and Surtees was soon up with him after his hesitant start. Bandini was being held up by Ireland and as they arrived at the wide right-hand hairpin leading up to the Karussel, the Italian shot past on braking, overdid things and spun. Ireland dodged, but the B.R.M. flicked round the wrong way and the two cars collided, the red car being left derelict by the roadside and Ireland limping back to the pits with bent rear suspension. Meanwhile Brabham's mechanics pushed him to the pits and set about fitting another transistor-box and Burgess was also wheeled to the pits, where after a short while his car fired on the starter and he started the race. The leaders had nearly completed the opening lap before Brabham got away, and as he disappeared down to Hatzenbach, Ginther led a bunch of cars over the brow from Tiergarten. This group comprised Ginther, Surtees, Clark, McLaren and Hill, and they were so close after this opening lap that all seemed set for a really good battle. Some way behind and spread out came Maggs, Mairesse, Bonnier, Taylor, Amon and Siffert, with the rest following. Gurney came into the pits, his Brabham not running properly and Ireland arrived to retire and explain what had happened to Bandini. The group at the front did not last long for on the second lap Surtees and Clark got away from them and went ahead on their own, and going over the hump at Flugplatz Mairesse became too airborne and landed off line, which pitched him all over the place and into the ditch, writing off the car and putting him back into hospital with arm injuries. Bonnier was just behind and had an uncomfortable view of it all, and on the next lap a few hundred yards further on Amon had something break in the steering of his Lola and spun at very high speed, bouncing off the protective hedges and coming to rest in a shower of dust and shrubbery, with a damaged knee and a wrecked motor-car. Once again Bonnier was just behind and saw it all happen! On this same lap Hill had stopped by the wayside just round the North Curve, with a broken gearbox, so the situation was now Surtees and Clark very close together, the Ferrari driver on top of his form and giving Clark a run for his money, but the Lotus was far from well, as it was cutting out on one cylinder every now and then. Time and again Clark would get by the Ferrari, only to pop and bang onto seven cylinders for a moment, and this was all that Surtees needed to get back in front again. On the fourth lap Clark actually led across the finishing line, but not for long and Surtees was soon back in front, and on this lap McLaren, who was in third place, had a breakage in a vital chassis part somewhere, on a long fast left-hand curve leading to Aremberg, and this sent him off the road to crash heavily, knocking himself unconscious but getting away comparatively lightly. This put Ginther into third place, followed by Maggs, but they were both a long way behind the leading pair. Then came Siffert, who had displaced Bonnier, but after seeing two lurid accidents it is not surprising that the Swedish driver eased up a bit, and behind them came the two orange Porsches of de Beaufort and Mitter. Right at the back of the field was Taylor, who had come into the pits to see if his car could be made to go any better, and Burgess who had lost so much time at the start. The Brabham team were in dreadful trouble, Brabham being now a lap behind, and Gurney being in and out of the pits with an engine that would not perform properly in spite of having all possible electrical accessories changed.

As the two leaders went by the pits at the end of the fifth lap, with Clark just holding on to the Ferrari, the Lotus driver was urging his car along like a jockey to indicate to his pit-staff that " it just would not go," but Surtees was not worried and pressed on to good effect, making the most of a golden opportunity. Previously when Clark has had a car that was not on form he has managed to out-drive everyone in spite of it, but this time it was different and no one was going to out-drive Surtees and the Ferrari was sounding very healthy. Clark was doing all he knew and thrashing the Lotus unmercifully, but the result was only that he could keep up with the Ferrari and he was not sure how long it could go on. Retirements were still coming thick and fast, Settember having spun off the road and gone through the wire protecting fence, luckily without injury to anyone, Burgess had skated to rest when his

Continued on page 708



After practice the engine was removed from Surtees' Ferrari in order that the cracked chassis could be welded. This photograph of it sitting on the garage floor shows the long intake pipes, the Bosch fuel-injection pump and the 120° angle of the cylinder blocks.



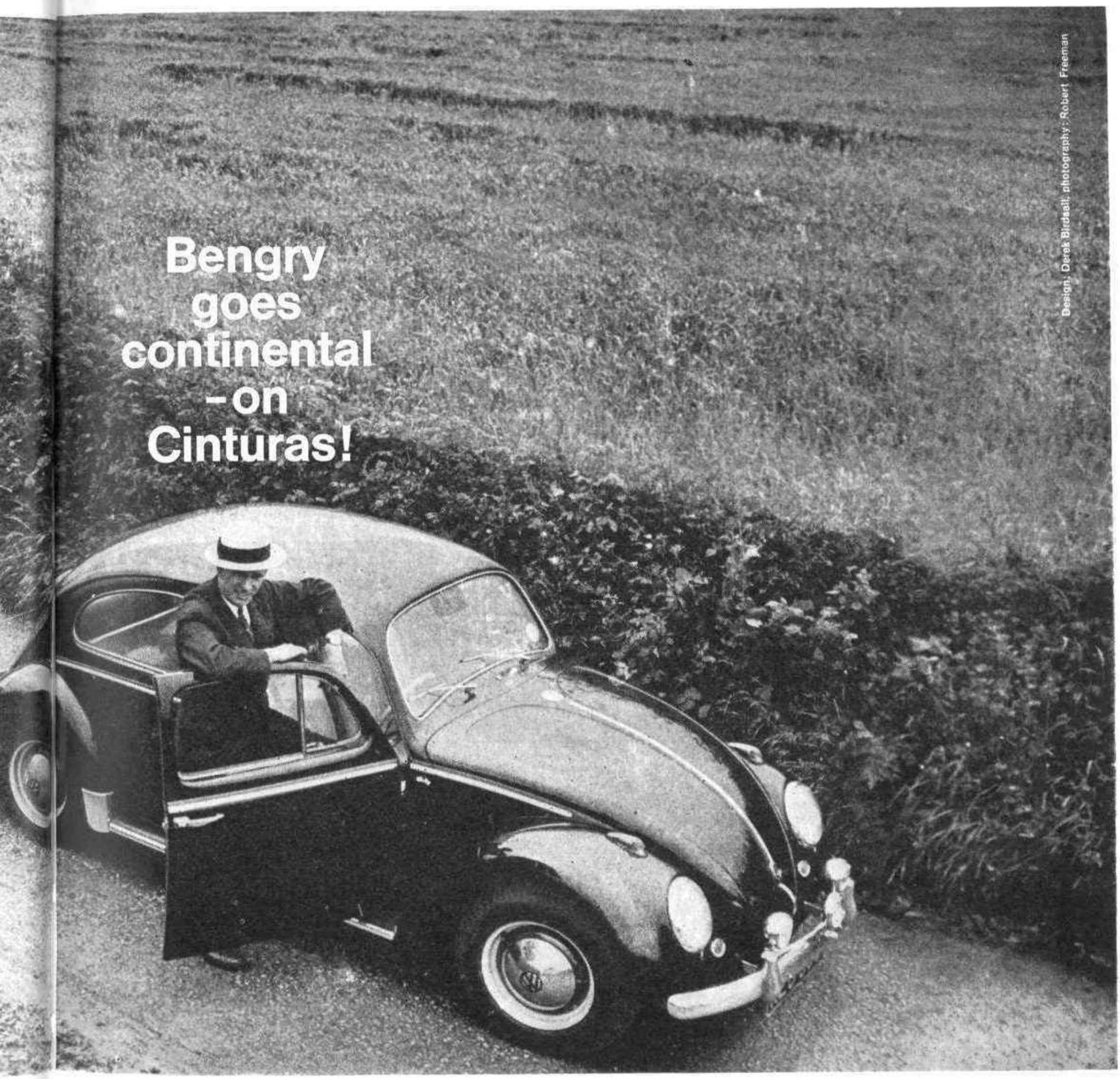
A Volkswagen, a Volvo, a Simca and a Saab—these are the four continental cars that Bill Bengry has been testing on Cinturas. Bengry was the only British driver to complete the course on the East African Safari this year, and he's well known for his experience of foreign cars—he's been driving and selling them for years. So Pirelli asked him to test Cinturas on several of the most popular continental cars—here are some of the things he said in his report.

Versatile 'What I notice about the Cintura is how well it adapts itself to different road surfaces and even different driving techniques—so many conventional tyres are only good under certain conditions. I find this a great advantage when I'm rallying: Cinturas give a really firm grip on any surface—even loose gravel or mud—and I noticed particularly on the Saab what good traction and positive steering I was getting on very greasy surfaces'.

Adaptable 'The thing about the Cintura is that it seems to bring out the best in a car and at the same time help eliminate any difficulties. The Simca for example is one of the best cars that exists for driving on a wet road, yet Cinturas make it even better; fit Cinturas to a Volkswagen, on the other hand, and the ordinary d will hardly notice the different h ling problems that a rear-engine can sometimes offer'.

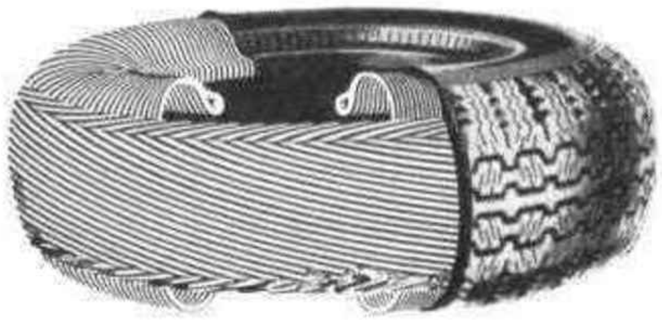
Predictable 'I always feel that Cinturas I know my limits exa whichever car I'm driving. The tura is a much *safer* tyre. Steerin more precise—especially on cor —and braking is more accurate; general comfort of the ride is m improved too, and there's far noise. I'd say that in every case turas have improved the cars' formance—handling, braking, cor ing, and general roadability'.

What's the secret of the Cintura?



basic structural fact is that the tyre has its own built-in safety belt—an inextensible textile belt running right round the circumference of the tyre under the tread. Result? The tyre profile remains virtually unchanged under all conditions. So you get exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power and reduced fuel consumption. Whatever car you drive—continental or otherwise—change to Cintura—**the fabulous tyre with the built-in safety belt.**

PIRELLI CINTURA



To: the Pirelli Performance Bureau, 343-345 Euston Road, London NW1. Please send me a copy of the Cintura book and Bill Bengry's full test report. B/A

Name

Address

Make of car

Usual garage

KONI SHOCK ABSORBERS IN ENGLAND

WHENEVER anyone has a suspension or handling problem on a car they will eventually receive advice from an enthusiast to "fit a set of Konis." Certainly the Koni shock-absorber has achieved a fantastic world-wide reputation and to find out why, we visited the U.K. Concessionaires, J. W. E. Banks and Sons Ltd., at their premises at Crowland in the Fen district between Peterborough and Spalding. Bill Banks has been a well-known competitor in International rallies for many years, his speciality being the Monte Carlo and Tulip rallies. He used a Bristol for most of these events, (and in fact still uses a Bristol 404 which has the Registration Number KON 1) and discovered that shock absorbers were always giving him trouble. He tried various different makes and they seldom lasted very long but one day in 1954 he was browsing round the Motor Show when he spotted a sectional model of a Dutch shock absorber called the Koni. Its design interested him and the standard of workmanship appeared to be better than most while its method of adjustment was unique at that time when few shock-absorbers were adjustable at all.

A set of Konis was acquired and fitted to the inevitable Bristol and in the Tulip Rally Bill Banks finished second overall, in front of Dutch driver Maurice Gatsonides' Standard Ten. There was a special prize for the highest finisher with Koni shock-absorbers and it was awarded to Gatsonides as nobody imagined that anyone other than a Dutchman would use Konis. When Banks pointed out that he was using Konis a special prize was rustled up but more important it led to an introduction to Konis and a visit to the factory at Oud- Beijerland not far from Rotterdam. This led to Konis offering Banks the job of importing Konis into the United Kingdom. What they didn't tell him at the time was that the two previous importers had failed miserably, the first one selling none at all and the second one exactly 36 shock-absorbers! However he gave them £1,000 and told them to send over a selection of suitable shock-absorbers. This they did and soon it began to look as if the Company would follow the way of the previous importers, for business was very slow. In fact, from casual inspection it might have been thought that Bill Banks' establishment was the worst possible place from which to sell engineering equipment, for he was, and still is, a farmer, and the shock-absorbers were retailed from the farm. However, with increasing mechanisation on the farm several workshops were taken over for overhauling farm machinery, a blacksmiths shop established and Vauxhall-Bedford and Perkins diesel engine dealerships taken on. This enabled the Company to expand and soon the supply of shock-absorbers swelled from a trickle into a steady flood. Popular cars at that time for the fitting of Konis were the XK120, and in fact all Jaguars, Standard 8 and 10, Morris Minor, Ford Zephyr, Fiat, D.K.W., Volkswagen, Hillman Minx, Ford 100E, M.G. Magnette, Borgward Isabella, Rover 75 and naturally, after that rally success, the Bristol.

As was to be expected Koni were strongest on Continental cars because they were the cars more readily available to them. However, Bill Banks co-operated with them on British cars and if a British car was not available to the factory in Holland he would obtain one and take it over to be fitted or have measurements taken and with the knowledge of the weight of the car the Koni engineers could quickly arrange a suitable shock-absorber. Now that British cars are more plentiful on the Continent Koni seldom have difficulty in getting hold of one soon after the announcement date and Bill Banks is not often called upon to supply data on a new model. One recent exception is the Hillman Imp which is not to be sold on the Continent until all the bugs are ironed out so he got hold of one and made all the necessary measurements and Koni soon had a suitable shock-absorber listed. Some cars offer difficulties in the fitting of Konis. Most cars already fitted with telescopic shock-absorbers can be easily fitted with Konis, but those with lever type shock-absorbers are much more difficult to adapt, and in some cases quite impossible. Where necessary, special mounting brackets are made up so that the Konis can be fitted and for all shock absorbers sold in this country the brackets are made up in the blacksmiths shop at Crowland. Certain cars with lever-type dampers just do not have enough room for the fitting of telescopic dampers and in these cases Konis are not offered. It is usually the front end where they cannot be fitted but Konis are often sold for one end of the car only. The B.M.C. range is difficult to fit with Konis and they cannot be fitted to the front end of the A40, A60, A99, Austin Healey Sprite and M.G. Midget, and to the rear end of the 2-seater Healey 3000 model. They also cannot be fitted to the front of the Ford Anglia, Classic, Capri and Cortina, also the Peugeot 404, the M.G. B and the rear of the Lotus Elite. Apart from these the majority of cars can be supplied with Konis on all wheels.

The most popular model at present as far as Konis in England are concerned is the Austin Mini range with the Jaguar range not being far behind numerically, with the Jaguar 3.4 and 3.8 taking almost 50% of business at Crowland. Other popular makes include Sunbeam Rapier, Volvo, Saab, Triumph Herald and Vitesse, Rover 3-litre, Jaguar E-type and Mk. 10. The E-type and Mk. 10 have four shock-absorbers at the rear so this is an expensive change but a surprisingly large number of people change over to Konis on these models. The manufacturers estimate that the make which use more Koni shock-absorbers than any other as replacements is the Mercedes range, but this covers a large number of commercial vehicles as well.

The obvious question to ask is "If Koni dampers are so good why aren't they on my car already?". The answer can be boiled down to sheer economics, for the Koni is not cheap. The average cost for Koni shock-absorbers is around £4 10s. each which is, of course, more expensive than most other competitive makes. Many manufacturers would like to use Konis but they consider the

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The British Koni importers use a testing machine (left) for checking of damping rates, which are recorded by a pen on the graph paper near the operator's hand. In the centre is a sectioned Koni damper with plastic case and on the right is the Bristol 404 of Bill Banks showing his appropriate Registration number.

Still More Variety

The Editor Revives His Enthusiasm for the Volkswagen by Driving the VW 1500 Estate Car for 2,000 Miles, Finds the Peugeot 404L 7/8-seater Family Saloon an Exceedingly Useful and Highly Desirable Car, and Refreshes his Memory of the Two-Stroke Saab

THIS series, like Richmal Crompton's William books of my boyhood, seems to go on and on, in an endeavour, which MOTOR SPORT has pursued under various headings for many years, to give impressions of variants of cars of which full road-test reports have been published previously and of cars of which insufficient experience has been gained to justify a more detailed report or which, for other reasons, seem more fitted to a comparatively brief appraisal rather than several thousand words of analysis.

The first car to come up for such treatment this month is the Volkswagen 1500 Estate Car, in which I was able to revive the enthusiasm I have long felt for the products of Wolfsburg by driving it for an appreciable mileage and really making it work for its living. My one-time unconcealed appreciation of the VW (which has persuaded so many MOTOR SPORT readers to purchase these cars, usually without any regrets, and has upset a number of patriots who consider that I had no right to accord so much praise to a foreign product, no matter how good) was nurtured some half-a-dozen years ago, when British cars were not anything like so sound, so interesting or so ambitiously designed as is the case today.

Since the Editorial VW went the way of all metal, I have used B.M.C. cars exclusively for official motoring and although during this time I have on far more than isolated occasions had reason to wish myself back in a VW, I had in recent times thought of the Wolfsburg wonder as dependable, comfortable, extremely pleasant, good fun to drive, and superbly finished, but somewhat sluggish, out-dated and unable to rush its corners like the Mini Minor I exchanged it for.

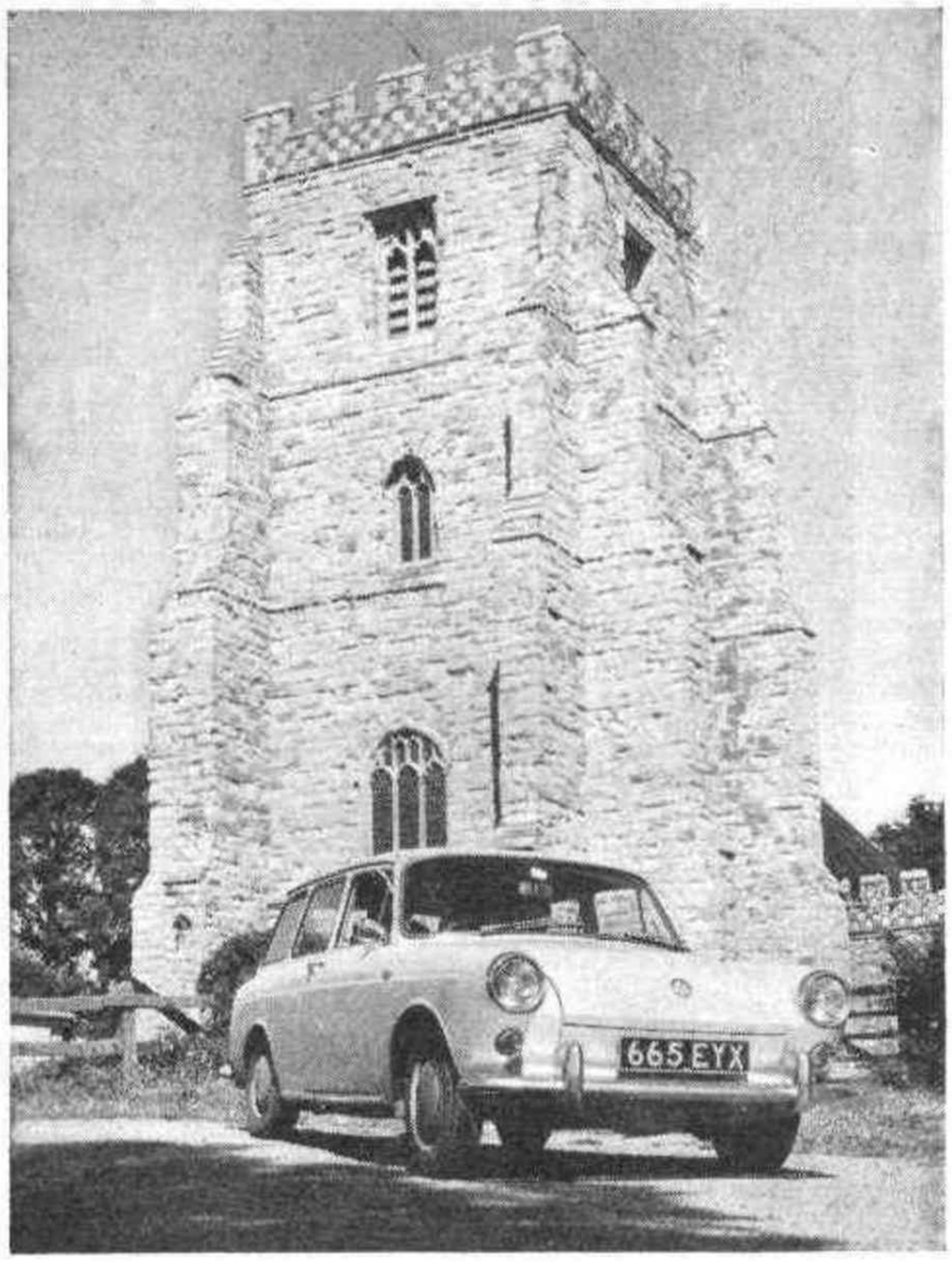
This impression persisted when I made the once-so-familiar journey to Lord's Court to collect the road-test VW 1500 Estate Car, or VW Variant as the magnificently-produced colour catalogue has it, to distinguish it from the saloon 1500. The fact is that in traffic the clutch and brake pedals are in continual use and the position of those in a VW makes them tiring to operate. As I crawled through traffic-infested Marylebone Road, Bayswater and Holland Park in making my escape to Hampshire it occurred to me that protagonists of automatic transmission are probably influenced as much by having no clutch to control in heavy traffic as by automatic selection of the gears . . . .

The VW 1500 needed lots of work with the gear-lever, had nothing very elaborate in the way of instrumentation, the steering, though quite commendably light, had none of the finger-and-thumb lightness that so delighted me in the 1955 VW 1200 I used to drive (indeed, the front wheels of a Morris 1100 turn more easily, in spite of being coupled to driving-shafts!), and acceleration wasn't anything to feel particularly pleased about (in sober fact, 0-50 m.p.h. in approximately 15 sec., 0-60 in 22 sec., the tell-tale s.s. ¼-mile occupying the same time as rest to mile-a-minute step-off).

I was irritated that a car which, in this country, due to the import duty that protects the products of the British Motor Industry from foreign invaders, costs, with p.t. £977 10s. in Estate Car form (or £997 8s. 9d. in heavy-pay-load form) had not been fully converted for r.h.d., by which I mean that the interior lamp and bonnet release knob had not been moved to the driver's side. The front bonnet needed a hefty slam to make it stay shut and, mindful of how the bonnet broke its safety catch and blew up on a very early 1500 I was sampling, this worried me. The wipers left a blind spot on the right-hand side of the screen. The appearance was neat and entirely unobtrusive, but not exactly inspiring. My VW days are over and no regrets, I thought.

The next day I (or rather my wife) loaded the car full of household equipment and bade me hurry it 165 miles to a week-end party. The weight was really formidable but the VW 1500 took it in its high-geared, generous-tyred, torsion-bar-sprung stride. The brakes pulled a bit and *felt* as if descent of an Alp might make them fade, but remained effective, nevertheless.

For a week I used the VW as matter-of-fact transport, noting only the more obviously apparent items. Then I got down to testing it seriously, and the excellence of this unobtrusive 1,493 c.c. all-purpose car stood out clearly and irrepressibly.



UNOBTRUSIVE.—The Volkswagen 1500 Estate Car, about which the Editor has written a 99%-enthusiastic report in the accompanying article, photographed at Canewdon Church on the Essex marshes. Note the sensibly high-set front number-plate.

I realised that the VW 1200 built up such a reputation that the VW 1500 is expected to be quite impossibly perfect, and that the keen anticipation with which it was awaited automatically tended to a certain disappointment when test figures were published. When I wrote the full MOTOR SPORT road-test of the VW 1500 saloon (issue dated May, 1962) I was enthusiastic, but perhaps not wildly so.

Now, able to assess the larger of the Volkswagen models in a more unbiased state of mind, I recognise that it is a very good motor-car indeed, incorporating all, or almost all, the good features of the smaller VW, with more performance, improved handling characteristics and greater refinement. It is not intended as a super car, a paragon among automobiles, so much as a thoroughly dependable, quality-finished product that will go on serving its owner day after day, year after year, with the assurance that it will start and keep going effortlessly and predictably, which are the factors on which the Wolfsburg reputation is based.

Judged like that, the VW 1500 cannot fail to appeal. Its air-cooled, flat-four 83×69 mm. (yes, really!) engine, so cleverly buried under the rear floor (see accompanying drawing), develops 45 (net) b.h.p. (53 S.A.E. b.h.p.) at a comfortable 4,000 r.p.m., on the modest c.r. of 7.8 to 1, and contrives to pull a 3.67 to 1 top gear. Because of its sober crankshaft speed the beautifully engineered and constructed power unit hardly ever needs attention, or uses any oil. If you do want to inspect this ingeniously compact power unit the cover over it is released by operating the "*Auf*" and "*Zu*" catches, and the electrical components, Solex 32 PHN-1 side-draught carburetter and air-cleaner are then rendered accessible. The oil-filler-cum-dip-stick could not be more accessible, being immediately seen, and clearly labelled, as soon as the tail-gate is raised, with no need to open the engine hatch cover.

The VW 1500 Estate Car was described by one of my friends as



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CLEVER.—Without this ingenious underfloor burial of the engine the VW could not be offered in Estate Car form, nor could luggage boots at front and back of the VW 1500 saloon be provided. Note that the oil filler and dip-stick remain entirely accessible, without the necessity of lifting the engine-hatch cover.

a shooting brake for those who don't go shooting. By this he implied that it is nicely made, perhaps not quite so roomy as some, the sort of vehicle for filling with household effects rather than gun-dogs and carcases. Nevertheless, it is an entirely practical vehicle, providing a platform of 42½ in. × 46 in., or 12 sq. ft. with the back seat in use; a space of 65¾ in. × 48 in., or 19½ sq. ft. with it folded. The tail-gate, which is lockable, rises automatically after the initial lift, and stays up under the influence of a torsion-bar, giving protection from rain to the loader. The floor may be slightly higher than on some similar-bodied cars, but there is a flat-floor, sensibly covered with rubber matting.

The under-floor power unit has one disadvantage, it transmits quite a lot of heat to the hatch cover, enough to turn butter rancid or melt it even when it was in an insulated container. Housewives and picnickers should take heed and carry perishable foodstuffs up front!

The body, admittedly, possesses but two side doors, but entry to the back seat is reasonably easy and the front-seat backs lock automatically when the doors are shut. This back seat folds down firmly and easily when the full platform space is required.

The VW 1500 Estate Car in fact swallows a fine amount of luggage (see photograph) and, when full, there is still the very considerable front luggage space, 6½ cu. ft. of it, for the family suitcases, squig bags and rain-coats! The petrol filler and spare wheel are safe when the front bonnet is shut and the car locked.

Naturally, coat hooks are provided, excellently-contrived safety-belts, locking onto a plated metal hoop bolted to the transmission tunnel, were fitted on the test-car, and the clever twin-lever interior door-handles-cum-locks are beautifully made and, like all VW minor controls, function impeccably. The doors also have splendidly contrived shallow arm-rests-cum-most-conveniently-formed moulded " pulls."

The controls I described fully when writing-up the VW 1500 saloon. Suffice it to remark that there is absolutely nothing flamboyant or superfluous about the interior of any VW. The metal facia is quality-painted, the black-matt facia sill nicely formed, the low-set steering wheel with its half-horn-ring pleasant to hold and to look upon.

The three hooded Vdo dials (clock, speedometer with total but no decimal mileometer, and fuel-gauge-cum-warning lights), are simple but effective. There is a clearly-indicated fuel reserve area on the fuel-gauge dial which the needle shows accurately, providing for approximately 32 miles' motoring. The r.h. press-buttons for wipers, washers, side and headlamps, are small, neat but rather " fumbly " at night. Horizontal knurled dials provide for variation of instrument lighting and wiper speed. The screen pillars are rather thick. The ¼-lights have rain gutters, the door winders wind nicely, the side windows act as vents, and there is a Ford-style roof lamp, with courtesy action. The rear-view mirror is excellent, and really effective vision is provided by the o/s external mirror. The seats are of the usual generous VW dimensions, comfortable, but very hard. The squab angle is adjustable by rather stiff side knobs although the backs do not fold down to form beds. The doors shut with quiet precision.

I never did get accustomed to the high-set pedals, the treadle accelerator biased to the left to clear the front wheel-arch, and blame them for the pain I noticed in my right leg while I was in possession of the car—has anyone any comment, or must I attribute it, in fact, to old age and a damp summer?

The fresh-air ventilation system, with three single facia controls, is good, although more air blown on the face would be welcome at times. The blue spots for identification of these and the red spots on the floor knob that controls a very effective heater, with front and rear compartment floor ducts, is typical of the unobtrusive quality-finish of VW interior appointments.

On the road this VW gets along so unobtrusively (a word it is difficult not to over-apply where the Wolfburg product is concerned!) that it can be misjudged as sluggish. Acceleration isn't brilliant but the engine will wind up to 68 in 3rd gear and top gear gives a genuine maximum of 82 m.p.h., with more to come along an *autobahn* or Motorway, when the speedometer can be wound up to beyond 90 m.p.h., a real speed of 84 m.p.h. or more. Modestly, the makers settle for a cruising/maximum speed of 78 m.p.h.! All this is done quietly and effortlessly, the engine noisy to by-standers but all but inaudible within the car, especially if the fresh-air vents and windows are closed. The quietness of the indirect gears contributes to this peaceful motoring. The gear change is superb—light, smooth and quick, but perhaps not quite so decisive from 3rd to 2nd as on the VW 1200. There is synchromesh on all four forward gears but a crunch can be caused if the clutch isn't fully depressed. Reverse is extremely easy to select, in common with the forward ratios. The gear change is in frequent use, on account of the high gearing, the ratios being 15.67, 8.50, 5.44 and 3.67 to 1.

The steering is high-geared, smooth and light, and transmits not so much return-action as a typical rocking feel over bad roads as it pulls against the hydraulic damper. The clutch needs care for starting if some mild judder is to be avoided. I was never quite happy about the brakes yet never made them fade seriously. But they felt hard, ready to fade, and were too sudden—the fact is they needed adjustment, the pedal going down rather far. The conventional central floor handbrake lever is substantial, well-finished and beyond criticism—typically VW.

A very good item is the substantial, nicely-placed l.h. stalk for the direction flashers that incorporates on its underside the switch



LOAD-CARRIER.—This picture gives a good idea of the VW 1500 Estate Car's capacity for swallowing a large quantity of goods and chattels.

for daylight headlamps' signalling, or dipping at night. The action is excellent; like the foot-controlled wipers button on the Fiat 1500, I could almost buy a VW 1500 for this feature alone! The facia contains an unlockable cubby-hole of reasonable but not remarkable size, above which is a rather shaky moulded hand-grip. There are useful elastic-topped pockets in the doors.

The outstanding items which helped to endear the smaller VW to its adherents are found in the VW 1500—the sensible size 6.00 × 15 6-ply tyres (Continental " Schlauchlos " tubeless on the test car), the big 8.8-gallon fuel tank, providing a total range of 234 miles, the low engine speed which makes for small oil thirst and long life—peak revs. are only 3,860, at which r.p.m. piston speed is only 1,720 ft. per min., and 3,000 r.p.m. in top gear equals 62½ m.p.h. These factors, coupled with the well-known service facilities, fine finish (four coats of synthetic enamel) and long life are what make the VW 1500 a unique proposition, rather than jazzy appearance or sheer performance.

The suspension gives a very good, slightly lively but notably level ride, and is unaffected by enormous loads. The old excessive oversteer bogy (largely imaginary anyway) has gone entirely. I even felt a trace of understeer at times. Using normal good-quality fuel (although mixture-grade was acceptable) I got an average of 31 m.p.g. inclusive of London traffic, long-distance fast cruising and much heavy haulage work. Oil consumption? Checked after 1,500 miles the level had dropped by barely ½-a-pint. The sump only needs draining and refilling at 3,000 mile intervals and is then satisfied with less than 4½ pints of oil.

There was an occasional tendency to stall. Starting can be mildly troublesome when the engine is hot, but the automatic choke functioned entirely satisfactorily from cold.

The low oil consumption is, again, typically Volkswagen, much appreciated if only as evidence of careful engine assembly. The bodywork's freedom from rattles is another recommendation along these lines. A minor, but discerning, feature is the sensibly high location of the front number plate and, of course, the doors seal perfectly against rain and dust. Ground clearance is such that one can motor over fields and unsurfaced places with impunity, aided by the good rear-wheel grip.

Unusual aspects, apart from the highly ingenious engine, are the perhaps not entirely necessary air-pressurised screen washers and the availability of two suspension variants on the Estate Car, providing for payloads of 827 lb. or 1,013 lb., respectively. Eight chassis points need greasing every 3,000 miles. There is no starting handle; the Bosch-Hella electrics are 6-volt.

I am genuinely convinced that the VW 1500 is the answer to the many people who are fed up with gimmicky, shoddy modern cars. There—I've become a Wolfsburg disciple again; for better or for worse, cancelled subscriptions by irate patriots or not, I feel compelled to give this honest (if dull by some standards) car my blessing. When I returned it, it was running as well as ever except for a squeak, characteristic I believe, from its clutch pedal. The oil level was at the correct mark on the dipstick—that ½-pint had sufficed for the 2,064 miles covered.

* * *

Exactly two years ago I reported in enthusiastic terms about the Peugeot 404 saloon, and last year expounded on the practicability of the Peugeot 403 Station Wagon. The next car to come along for appraisal after the VW 1500 Estate Car was that highly individualistic vehicle, the Peugeot 404L Family Saloon.

The VW and this Peugeot have several things in common—high gearing, spacious luggage accommodation and an essential honesty of engineering and construction. I am immensely enthusiastic about this ingenious 7/8-seater Peugeot because there is no other car quite like it and for carrying capacity allied to conventional saloon-car layout there is but one European car that in any way resembles it, the Citroën Safari, which I have yet to test.

French logic argues that the ordinary saloon is only just big enough for the average family of five or six, leaving no accommodation for friends or relations. In the Peugeot 404L Family Saloon there are two separate front seats which will accommodate two or three people, a bench seat with central folding arm-rest behind that to carry another three passengers, and behind that again, another bench seat which will accommodate two persons, sitting higher up, over the back axle, so that their view forward is over the heads of the other occupants. This third seat, its squab normally held in place by two domestic bolts, can be folded to provide almost as much luggage space as the average station wagon (see photograph), while even with the seat in use there is a reasonable baggage well behind it, for piled-up suitcases, the motoring dog, etc.



ANOTHER LOAD-CARRIER.—The Peugeot 404L Family Saloon, another car which the Editor emphatically enthuses over, will carry this amount of luggage even when all three of its seats are in use.

Access to this third seat is by lifting the central seat after a lever found on either side of it has been used to release the catch that secures it. It is not difficult for the occupants of this back-most seat to release themselves. Access to the other seats is through the doors, as on the saloon.

In fact, this extremely useful Peugeot will seat something like ten people at a pinch—the makers claim that it is suitable for six persons and 440 lb. of luggage or eight people and 110 lb. of luggage.

For anyone requiring commodious family transport, a small station 'bus, an accommodating hire-car, etc. I can think of nothing better than this so sensibly contrived Peugeot 404L. Even if it paid the penalty of load-carrying by sluggishness, indifferent handling or noise, it would still represent an enormously practical vehicle. In fact, it is a delightful car to drive, and its length and seating capacity are never apparent to those in control of it.

The rack-and-pinion steering is really light and smooth, and the lock is so good (35 ft. turning circle) that parking or turning this 9 ft. 4 in.-wheelbase Peugeot presents no problems. Even with a very heavy load, represented by much luggage and all the seats occupied—the passengers in the rearmost seat seeming astonishingly far away from the driver!—I found that the car could be cornered with ambition and that the unobtrusive Lockheed-actuation ribbed cast-iron/steel drum brakes were entirely adequate. The worst that could happen was the sensation that bad roads were twisting the structure to some extent, but the grip of the 185 × 380 French-made Michelin " X " tyres holds the Peugeot securely to the intended path.

The tax system keeps engine capacity modest in France. This Peugeot 404L relies on the Type XC four-cylinder 84 × 73 mm. 1,618 c.c. engine. But if this restrictive taxation has encouraged the Peugeot engineers to employ an Alpax alloy head in which the valves are inclined in segmental hemispherical combustion spaces (but operated by push rods from a base-chamber camshaft), so that 65 b.h.p. (72 S.A.E. b.h.p.) is developed at 5,400 r.p.m. on a c.r. of 7.4 to 1, I am all in favour. In other countries the tendency would be towards less-ambitiously-designed iron power units of 2½-3-litres! Peugeot, incidentally, use an 80 mm.-

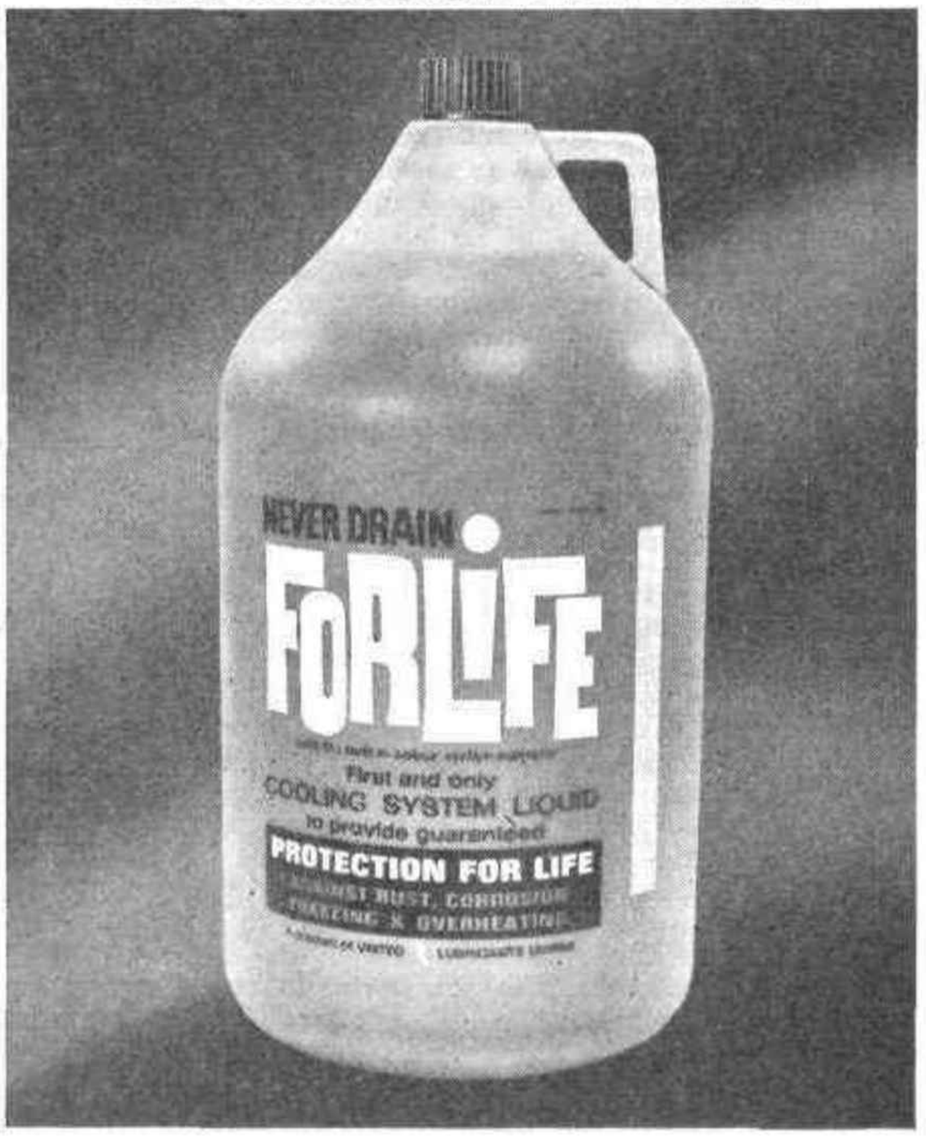
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SPORTING OMNIBUS!—The Peugeot 404L Family Saloon accommodated all seven passengers, plus the two dogs, and the driver also got in comfortably after operating the Rolleiflex. This really is an excellent load-carrier, pleasant to drive and full of character.

bore version of this engine for their 1,468 c.c. station wagon, which, on a fractionally higher c.r., gives a maximum b.h.p. of 60 at 5,000 r.p.m. Both power units have removable wet cylinder liners.

The only indication that this big vehicle is propelled by a 1.6-litre engine is mild power roar from 50 m.p.h. in top gear, suggesting that an even higher ratio could be pulled, and intimating to the driver that he should change up, or put in overdrive. In fact, Peugeot intend this 4.75 to 1 top gear as an overdrive, although you can run down to 20 m.p.h. in it. The substantial l.h. steering-column gear-lever is arranged with French logic. At first I disliked this gear-change but now I have come to accept it as entirely sensible. Bottom and reverse gears are in the lowest plane, second and third gears in another, to which the lever is spring-loaded, while top is uppermost and forward. Many drivers would disregard bottom except for restarting on steep gradients and use top only for fast cruising, regarding the Peugeot as mainly a two-speed car, content with the 2nd and 3rd gear ratios of 10.64 and 6.84 to 1. The ratios are well-chosen and the indirect gears notably quiet, while the change functions nicely, adding to the pleasure of driving this unique Peugeot. Other details are as for the 404 saloon and do not call for detailed repetition. The big, clear speedometer has separate windows for total and trip with decimal mileometers, and for the water thermometer (calibrated 104, 140, 176 and 212°F., with the needle normally just below the third calibration), fuel gauge, ammeter and clock. There are no ¼-lights for the door windows, but these open to give a venting effect at their trailing edges, and are supplemented by truly efficient fresh-air vents, with rotary adjustments, at the extremities of the facia sill and a scuttle fresh-air intake. Apart from ventilation controls two knobs suffice, one for screen wipers-cum-washers, the other for the choke on the Solex carburetter.

The driving position is excellent, the big steering wheel low-set and sensibly serrated for grip, the front-seat squabs recline fully to form beds, there is a commendably spacious (if unlockable) cubby-hole and pockets in the front doors, while access to the luggage compartment is by a top-hinged lockable tail gate that stays open automatically.

The doors have sill-locks that pull up for locking, just another item of Peugeot individuality, and the petrol filler is concealed beneath a spring-loaded flap on the near-side rear of the body and accepts a can for refuelling.

I need hardly remind enthusiasts for foreign cars that Peugeot use lots of stainless steel, provide proper inbuilt roof-rack mounting points as if the luggage accommodation inside this Family Saloon isn't enough, and retain the famous 4-thread worm-drive back axle with its cast-aluminium casing. It is a rigid axle, but at least a lightweight one, decently located by Panhard rod and triangulated torque-arms. The coil-spring suspension gives a very comfortable, fluid ride, and the seats are of generous dimensions, deep, soft, and luxurious.

No separate lamps-flasher is needed on this Peugeot, because a r.h. stalk goes easily from lamps off, through sidelamps-on, to dipped and full headlamps' beam positions. The direction indicators are operated by a light l.h. stalk above the gear-lever. Four electrical fuses are accessibly located on the scuttle, by the front passenger's feet.

There is a starting handle, courtesy action of the interior lamp is effected by the front doors even when all the car lighting is off, a full horn-ring operates a two-tone horn, there are pockets in the front doors, the lamps function well, the ignition and steering can be locked by the Neiman steering-column lock, the doors lock easily with two keys for ignition and door-locks, there are dual vizors with vanity mirror and a large ash-tray in the centre of the matt-surface facia sill—that kept jumping out on the test car. The exterior mirror tended to blow out of adjustment at speed and, as I think I once criticised this on a Ford, I had better add that the headlamps are rather crudely inset into the wings so that the seams show. Sliding interior door catches, rigid metal "pulls," arm rests—all are well contrived, and there are child-proof safety locks for the rear doors.

The fuel tank holds 11 gallons, so that I was able to leave S.E. Hampshire, drive to mid-Wales, continue the next day to the Welsh coast, and return, all on a tankful. Indeed, the range was a useful 283 miles, without putting the very last drop into the tank.

This so-spacious Peugeot completely captivated me. It is so essentially practical, without the noise, unusual forward-control driving arrangement and "commercial" appearance of those passenger vans that are the only other way of carrying so many people, so much luggage, in one vehicle. It is an honest car, full of character, which runs and steers with a subtle smooth luxury. Speed is obviously not a primary appeal, yet, when August Bank Holiday was over and I was able to disregard the "universal 50,', this long, angular 8-seater showed 28 m.p.h. in 1st, 47 m.p.h. in 2nd gear and indicated a furious Marples-horrifying 70 m.p.h. in 3rd gear on its speedometer, which has a very easy-to-observe steady needle (like a piece of twin plastic flex which vanishes from sight when the car is stationary), arcing over the clear dial of a French Jaeger 100 m.p.h. instrument that is illuminated clearly with rheostat-controlled brightness when the sidelamps are put on.

Pottering about under Marplean control fuel consumption averaged 24.8 m.p.g. A long fast run put this to 27.8 m.p.g., an average of 26.3 m.p.g. of premium petrol. At the end of an entirely enjoyable test I found I had driven this "sporting omnibus" over 800 miles. The clearly and logically calibrated dip-stick then showed that a pint of oil had been consumed.

I must refrain from going on about this particular automobile or I shall be accused of being as pro-French as I am classed in some quarters as pro-German when writing about the Volkswagen. I will content myself by saying that there is nothing like it, or so essentially useful. The bulk of the Peugeot 404L Family Saloon need be no deterrent to its purchase. It costs, in this country, purchase-tax paid, £1,274 2s. 11d. The basic price is but £1,054, which gives some conception of the value provided. The Peugeot Lion badge has every justification for riding proudly on the Farina-styled front-end of this remarkably useful and adaptable car.

* * *

By co-incidence, the next car I drove was also a station wagon, in the form of a Firestone-shod four-speed, two-stroke f.w.d. Saab 95B. I have never been a particularly keen Saab advocate but two-stroke fanatics who want a tough car just love them. The 3-cylinder two-cycle engine may be as smooth as a four-stroke six when it is pulling but when idling it vibrates steering wheel and gear lever like a car in a Mack Sennett comedy. This vibration persists when the Saab is going, due to transmission of road shocks through the body structure.

The two-stroke 70×73 mm. 841-c.c. engine is a nuisance because oil has to be added with the petrol (a quart per six or eight gallons), whereas Auto-Union now contrive automatic mixing of fuel and lubricant. Although the Saab will consume the least-expensive petrol, this petroil nonsense inflates the cost to that of using the higher octanes, and at the extravagant fuel-thirst associated with a ported two-stroke. A petrol gauge that cannot make up its mind contributes to the fussiness of re-fuelling a Saab, of which one is firmly reminded by a facia transfer reading "Add oil to gasolene when refuelling."

The engine doesn't pull the skin off the proverbial milk pudding unless it is revving, so that continual gear-changing is called for. A free-wheel (surely illegal?) is incorporated in the transmission to obviate low-speed snatch, but this calls for smooth throttle action to avoid another kind of snatch as the drive takes up and serves to emphasise what a heavy push the brake pedal needs—the Lockheed drum brakes are powerful enough but insensitive,

rather like vintage cable-applied anchors. They proved fade free with eight up over mountain roads, however.

Although the four-speed gearbox is an improvement, the gap between 3rd (7.0 to 1) and 2nd (11.4 to 1) is unfortunate. The body shape may be nicely aerodynamic, but it is narrow and out-dated and the high scuttle precludes seeing very much on the near-side, while the mounting of the mirror on the scuttle sill does nothing to assist vision.

The Saab hasn't any springs to speak of, although the ride is reasonably flat (but so lively) and the separate front seats, with (stiffly) adjustable squabs, are comfortable in a hard sort of fashion. The station wagon body tries to ape that of the aforesaid Peugeot 404L in having three rows of seats when the full luggage space is not in use. With the centre seat folded there is a platform space of 5 ft 4 in. But the two rearmost passengers have to face backwards, with their feet in a well, which may be highly enjoyable to troublesome children who want to make faces at following traffic but which can otherwise only be inflicted on serving-menials! So I regard this Saab 95B as only a very occasional 7-seater (eight at a pinch) and normally it is a 5-seater like most estate cars. The spare wheel lives inaccessibly under the centre seat; there are two doors and a convenient self-supporting tail-gate.

Apparently Saab doesn't entirely trust the thermostat, which has been with us since vintage times, because water temperature has to be controlled by a blind positioned by an inconveniently long, crude piece of cord.

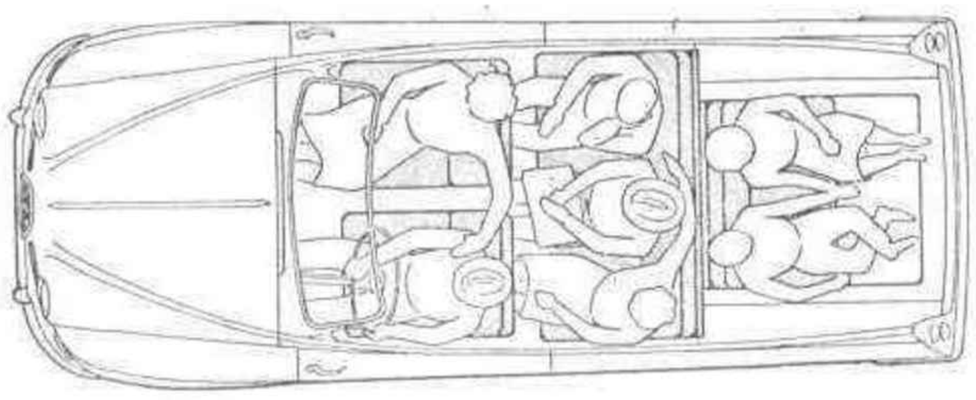
Performance is nothing phenomenal, although the willing stream of smooth power from the 38 b.h.p. engine gives the impression that acceleration is better than it is. The steering is not outstanding and some snatch from the front-wheel-drive can be felt at low speeds, but the little car certainly rushes round corners, especially for those brave enough to do a Carlsson and bounce it off the banks. There is some roll and a feeling of instability unless the wick is kept burning brightly round the the bends, however, and I prefer a Morris 1100, which you don't have to bounce off the banks!

With windows shut this is a notably quiet and smooth car except for subdued two-stroke yowl. The steering column gear change functions in a pleasantly seductive manner, quick changes aided by the (lockable) free-wheel and spring-loading aiding the swop from 2nd to 3rd gear. Reverse is quite easy to find, beyond 2nd gear position. The engine starts promptly, warms up very quickly, and feels indestructible.

Good items of the Saab include two good exterior mirrors to supplement a wide interior mirror, unusual forward-hinged door windows that exclude most draughts without recourse to ¼-lights, hot-air venting to demist these windows, adjustable arm-rests on the doors, scuttle ventilator, a wide but rather shallow lockable cubby hole, door pockets, mud flaps behind the back wheels, an air deflector to keep the tail-gate window clear of mud, soft anti-dazzle vizors, and a row of neat intrument dials for water temperature (uncalibrated), fuel contents (pretty useless), ammeter and clock—the latter has to be hand-wound every eight days, however. There is a clear strip-type speedometer, with a total no-decimal mileometer, and two lidded ash-trays hung on the doors rather as an afterthought. There is rheostat panel lighting, and courtesy action of two interior lamps from both doors and tail-gate.

An ingenious idea is to put the radio in the cubby hole to render it thiefproof but the Motorola set on the car I drove was located normally. The side windows of the rearmost compartment open inwards as air vents and the tail-gate can be opened from inside the car.

Although I quite enjoyed my re-acquaintance with the Saab, which gave me an entirely reliable spell of concentrated two-stroking, and it is a car which has deservedly gained a great



Seven in a Saab.



The Saab 95B, photographed at Silverstone during the Six-Hour Relay Race, is not a pretty car, but it is notably rugged and has an unusual seating arrangement so that seven or even eight slim people can be carried in this 841-c.c. two-stroke, f.w.d. estate car.

reputation on account of its rally victories, it is old-fashioned in so many aspects that it is not worth buying merely because it is foreign—a foreign car is often attractive because it is "different" but it must also show superiority over native products to justify import duty, and the ugly Saab 95B Estate Car is not in this category and is too expensive at £909 4s. 7d.—W. B.

Postscript: After experience of these two multi-seater estate cars the Peugeot 404L and Saab 95B, I shall in future regard any vehicle of this type which does not have three sets of seats to be displaying a ridiculous waste of passenger space.—ED.

MINIATURES NEWS

The miniatures continue to flow from the production lines but many of those sent to us recently have been of diggers, earth-moving equipment and the like, to which we have given a miss. But from Corgi comes a frivolous little Ghia-Fiat 600 "Jolly," that little beach car with sun canopy, occupied by a blonde in a very brief swim-suit and male driver in swimming trunks. No. 270 in the Corgi series, it is just the job to cheer you up on wet English summer days, and it costs 5s. 0d. Another vividly-painted Corgi is No. 465, a Commer Pick-Up. The price of this 3½-in. long miniature is 5s. 6d. Another well-finished and strongly-constructed Corgi is a Commer Police Van (very topical for model railway layouts!) with flashing roof light. It is also 3½-in. long and costs 7s. 11d. (spare bulbs 8d.)

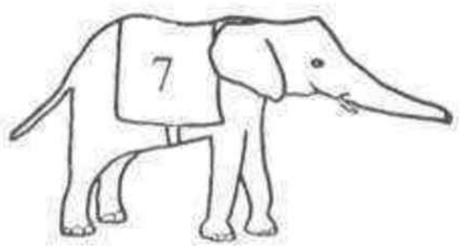
Lesney have returned to the car field with their Y-2 "Model of Yesteryear," which is a very brassy and detailed 1911 8-h.p. Renault 2-seater, a miniature of the actual car found on the estate of Sir John Finlay of Aberlour and subsequently restored. To a scale of 40 : 1, this Renault is 3 in. long and is modestly priced at 4s. 0d.—W. B.

FREIBURG HILL-CLIMB (August 11th)

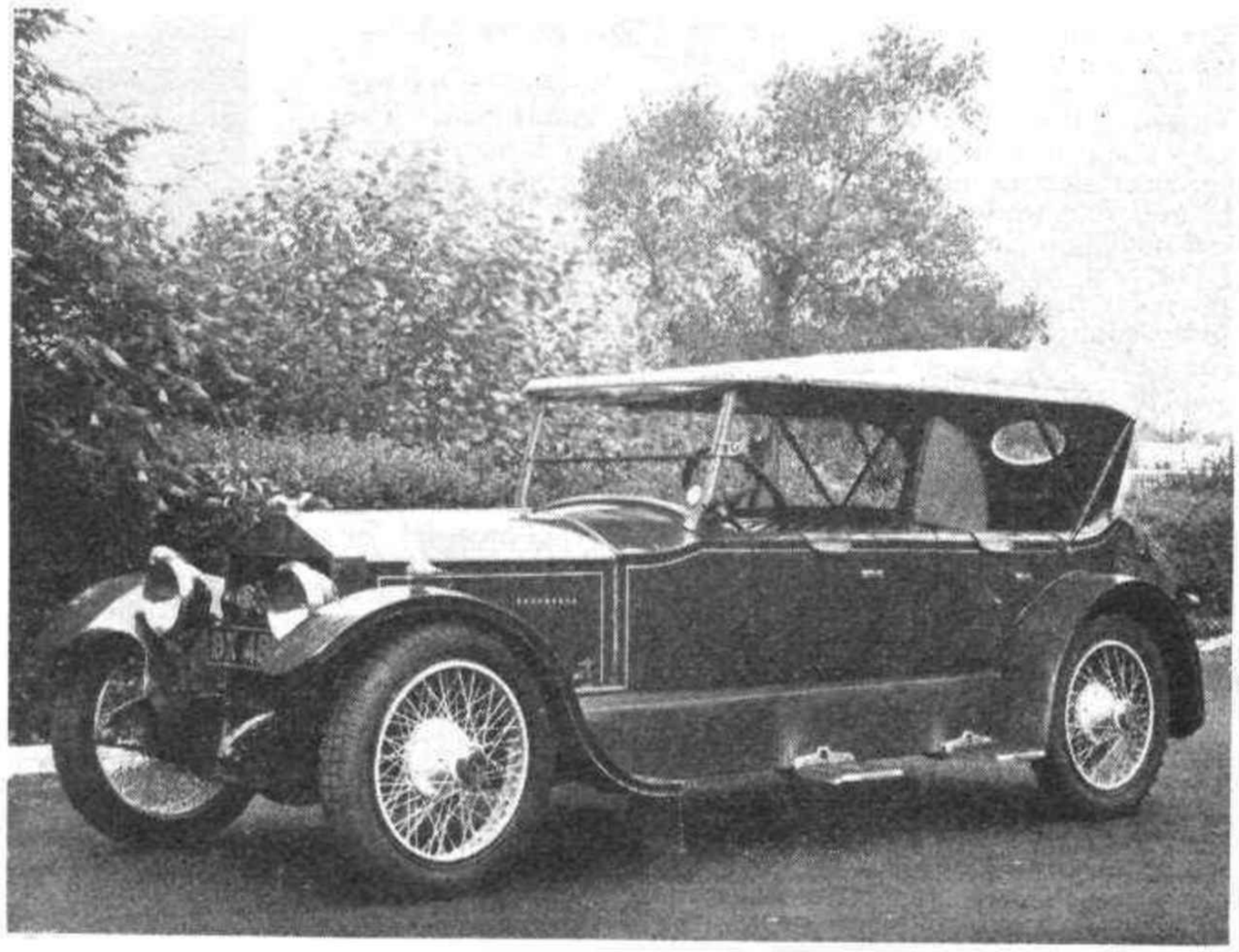
Edgar Barth scored another victory in the European Mountain Championship on August 11th when he won the Freiburg hill-climb with his works flat-eight 2-litre Porsche.

Sixty thousand German spectators were present to watch a German victory in this event, the sixth in the year's Championships. Second came Hans Herrmann, but in an Italian car, a 2-litre Abarth prototype, his time for the two runs, however, was very close to that of the 2-litre Porsche 13 min. 29.7 sec. against 13 min. 26.6 sec. Third and fourth were two more Porsches, driven by Walter and Müller, and fifth was also Porsche mounted Sepp Greger.

WHITE ELEPHANTITIS—



Rare Encounter— A Roamer with Duesenberg Engine

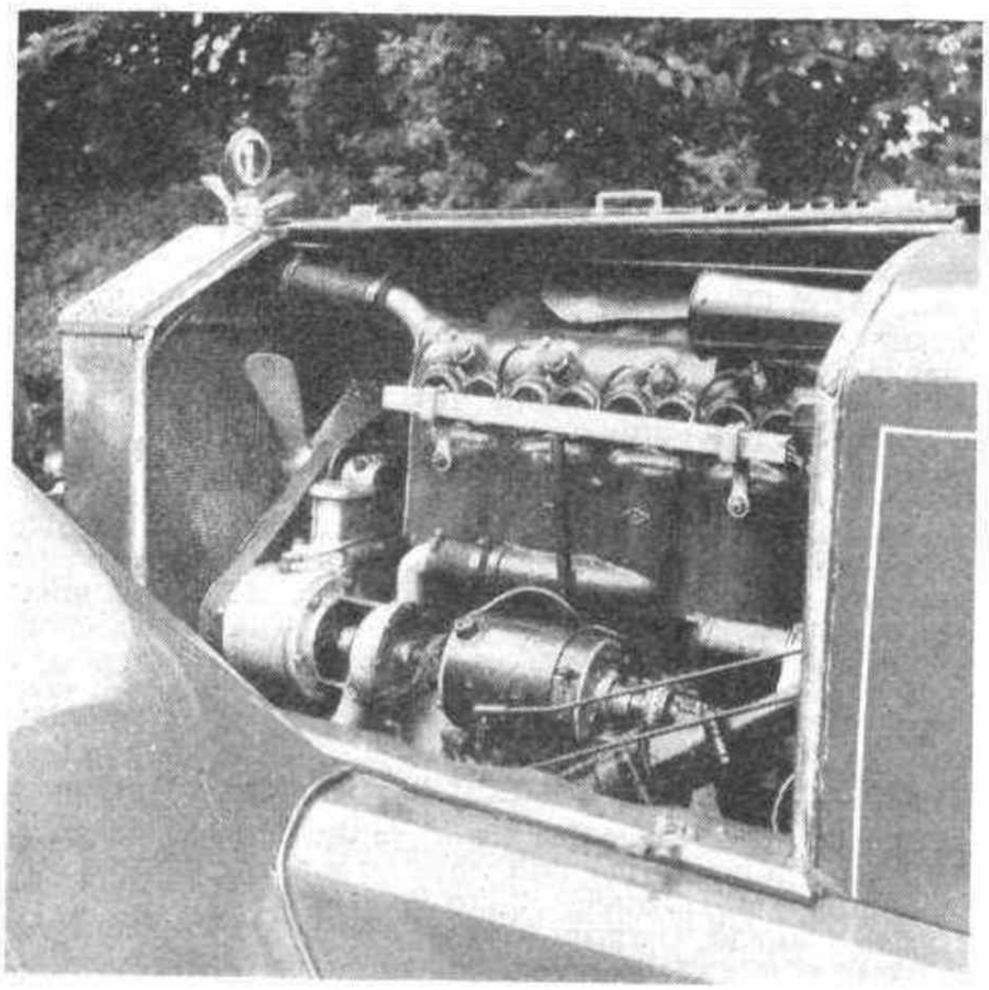


CAUGHT IN ITS LAIR.—The 5.6-litre Roamer poses shyly for its picture.

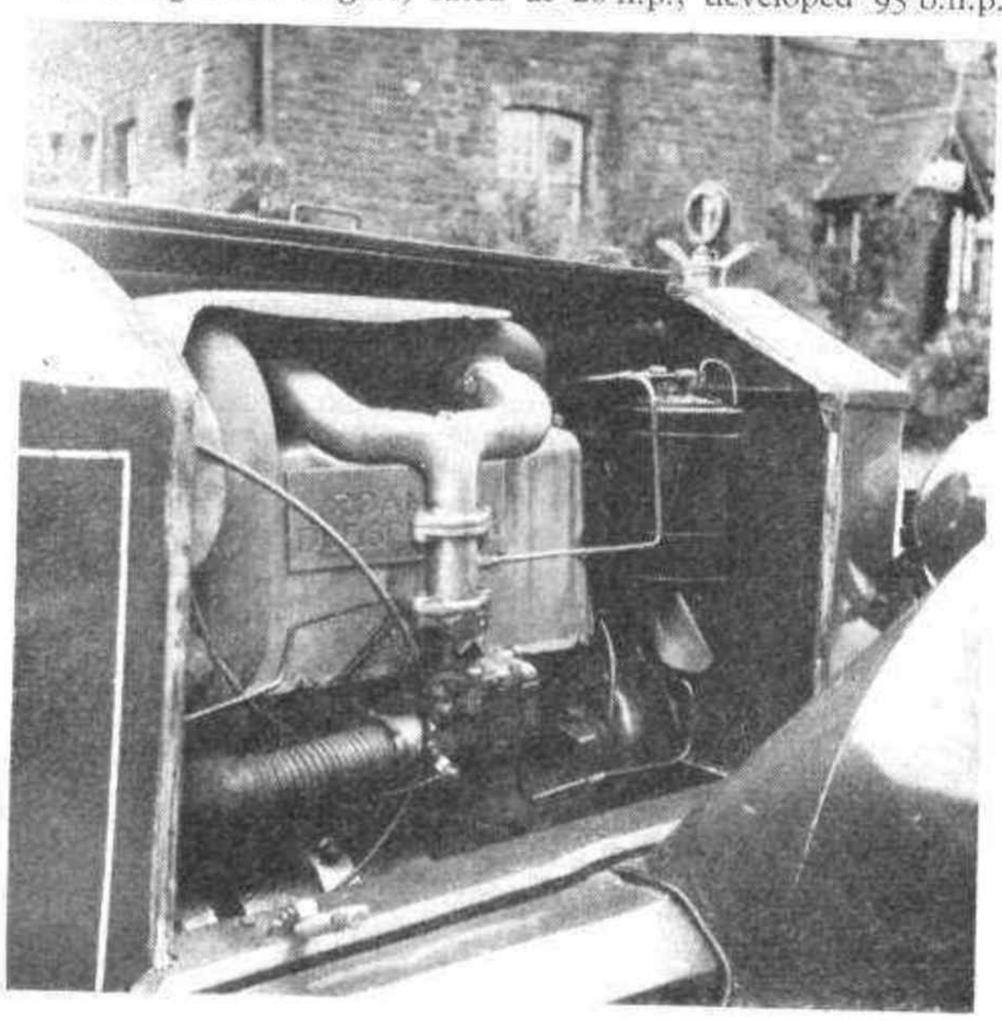
I STALKED this exceedingly rare specimen to its lair in Llanelly, a Welsh industrial town on the North shore of Carmarthen Bay. It was no chance encounter, because its enthusiastic owner, Mr. Gwynne Jones, had kindly invited me to take a run in this Roamer when we, and our respective wives, shared a table at that elaborate buffet-supper at Butlin's Holiday Camp that concluded the Veteran and Vintage International Rally.

A 1920 touring car, this Roamer is interesting for several reasons. In the first place, although many cars can be quoted as having imitation Rolls-Royce radiators, either by design or accident, the Michigan-built Roamer is a pretty deliberate R.-R. crib, in radiator shape and detail, rivets along its bonnet, R.-R.-type centre-lock wire wheels, and a wheelbase that is the same, I believe, as that of a pre-1914 Silver Ghost. Even the radiator badge has capital "Rs" at each end of the name Roamer! The makers began production in 1916 and, seeking a quality power unit for their car, no doubt with their R.-R. imitation in mind, chose a type G3 Duesenberg engine—sometimes referred to as "The Power of the Hour," built by Rochester after Duesenberg closed down and found also in Revere, Meteor, Mercury, Fremo-car, Richelieu, Colonial, Kenworthy, Biddle, Argonne and Shadwyck cars. It is a 4-cylinder 4 in. × 6 in. 5.6-litre engine with horizontal valves set along the off-side of the head and actuated from a base-chamber camshaft by long vertical rocking levers, with tappet adjustment (4-thou., cold) between these and the valve stems.

This ingenious engine, rated at 28 h.p., developed 95 b.h.p.



DUESENBERG ENGINEERING.—The near-side and off-side of the unusual horizontal o.h. valve engine of the 1920 Roamer. Note the in-line water pump, dynamo and magneto and the impressive alloy inlet manifold and high-set shielded exhaust manifold. The imitation Rolls-Royce radiator is also clearly apparent.

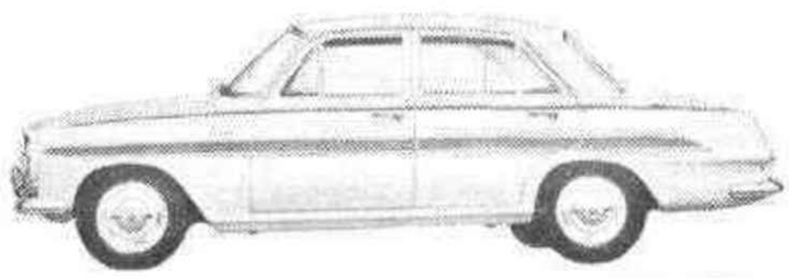




Asked to name the best car you can buy for less than £1,000, Reg. Parnell chose the VX4/90

Reg. Parnell said this in a private conversation in the Steering Wheel club. We heard about it afterwards and asked him if he would care to repeat his views in an advertisement. Mr. Parnell said he would be delighted.

"Steering, brakes, comfort, roadholding are all superb," he said. "It's got the finest brakes I've ever driven with on a private car. I'm really sold on it—and nobody drives a car harder than I do. My VX4/90 has already done over 20,000 miles. I think as a motor car under £1,000 it's everything I've ever desired."



VAUXHALL

VX4/90

1.5 litre 4-cylinder engine. 81 bhp at 5,200 rpm. Aluminium cylinder head. Twin carburettors. Special inlet manifold. 4-speed all-synchro gearbox, short floor-mounted lever. Power-assisted brakes, disc at front. Specially tuned suspension for fast, tough driving. Lubrication every 30,000 miles.

£840.7.1 *inc. £145.7.1 tax*

Vauxhall Motors Ltd Luton Beds.

at 2,750 r.p.m. and was also used in 4½ in. × 6 in. form in the Roamer "Speedster." It was very similar to the earlier racing Duesenberg engines except that the camshaft drive was by gears and the in-line water pump, dynamo and Bosch magneto were on the near-side instead of the off-side. Another car to use such an engine was the Wolverine, but this had the type RD engine.

Incidentally, Roamer made a racing car of their own which, in 1921, was timed at 105 m.p.h. over a flying-mile at Daytona Beach.

Mr. Jones' Roamer was bought in America by a Mr. Charles Lewis in 1920 and when this gentleman came to Britain in 1924, settling in Carmarthenshire, he brought it over with him. It was in use up to the late 'twenties, then lay in the open for some quarter of a century. Its present owner discovered it just about in time, in the autumn of 1956, the engine seized solid. He worked on it until 1958, putting new rings on the alloy pistons, overhauling the magneto and radiator, and repainting the body royal blue, with carefully lining. The original hood and upholstery proved savable. Dunlop supplied a couple of new 32 in. × 4½ in. tyres, another was found locally, and the remaining two are straked-tread Dunlop Trak Grips.

I have referred to this Roamer as a rare specimen. It certainly is, for it is the only one in this country and the only Duesenberg-engined touring Roamer in the World, as far as can be ascertained. Five other Roamers exist in America, but four have 6-cylinder Continental engines. Only one, owned by Art Austria of California, has the horizontal-valve "Duesey" motor, and it has a 2-seater body.

Roamer had a London agent after the Armistice, William Cole & Co., Ltd., in the Hammersmith Road, but it is doubtful if many were sold. The McKenna Duties and h.p. tax would have been against the Roamer, although in 1920 three, one a coupé, were advertised amongst the "smalls" in *The Autocar*. Certainly, Mr. Lewis should have found the 5.6-litre engine useful for the hilly, tortuous Welsh lanes.

Because of its unusual valve location, akin to that of the pre-1915 Coupe de *l'Auto* and G.P. Delage racers, although these had push-rod valve gear, the Roamer has a high-set exhaust manifold and an impressive, 2-branch aluminium inlet manifold, rising up to the horizontal valves. The carburetter was originally a Stromberg but has been replaced with a modern type 36 VEA Zenith, taking warm air from a muff round the exhaust pipe.

The valve rockers are covered by a big vertical alloy cover, inscribed with the name "Roamer-Duesenberg." To adjust the tappets this, and the inlet manifold, have to be removed. "Lion" gaskets were supplied by James Walker for the overhaul. A row of large cups on the near-side of the head enable the valves to be ground-in. The plugs, one per cylinder, are at 45° on the near-side, fuel feed is by a large Autovac securely mounted on brackets in front of the cylinder block, there is an alloy 4-blade cooling fan, and sump and petrol tank contents are recorded on dial-type gauges. The fuel tank holds 23 U.S. gallons. The electrical system is 6-volt Westinghouse.

The crankshaft runs, rather alarmingly, in two bearings only. The drive goes *via* a 14-plate Brown-Lipe dry clutch to a 4-speed Duesenberg gearbox having a geared-up top speed of 1.25 to 1. This gearbox is controlled by a central ball-gate lever with the handbrake lever beside it. It has a curious action, 1st being forward left, 2nd back left, after which you go "round a corner" into 3rd speed, then forward for top gear.

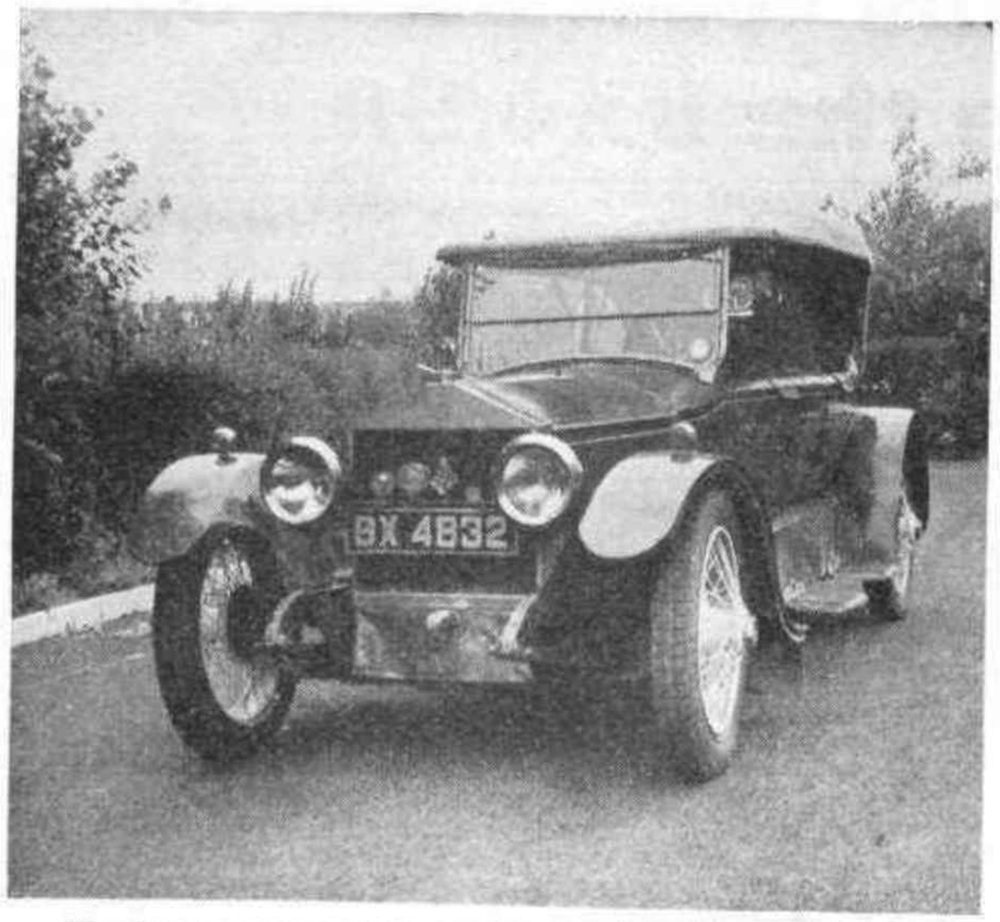
Behind the gearbox is a gear drive for the Stewart-Warner ribbon speedometer and the fabric joint for the open propeller-shaft. Rear suspension is by double cantilever springs on each side, as on the Hon. Patrick Lindsay's Napier-Railton.

There used to be a gearbox-driven tyre pump (not fitted at present) and the exhaust system incorporates a cut-out. The open decked Barley body, with steps in place of running boards, rear screen, curtain-type sidescreens, and deep valances, is typically vintage-American. The Roamer is a l.h.d. car, its big wood-rimmed steering-wheel having four dished alloy spokes with ignition and hand-throttle levers above it, Klaxon horn button in the centre. The lower pane of the screen opens outwards and the wooden dashboard carries clock and speedometer on the right, central light-switch panel, ammeter, oil-pressure gauge and combined choke-cum-air-valve control. An unusual item is a button for delivering extra oil to the timing gears while, because side-lamps were not required on American cars in the 'twenties, the lamps-switch on the extreme right of the dash switches off the rear lamps independently of the other lamps.

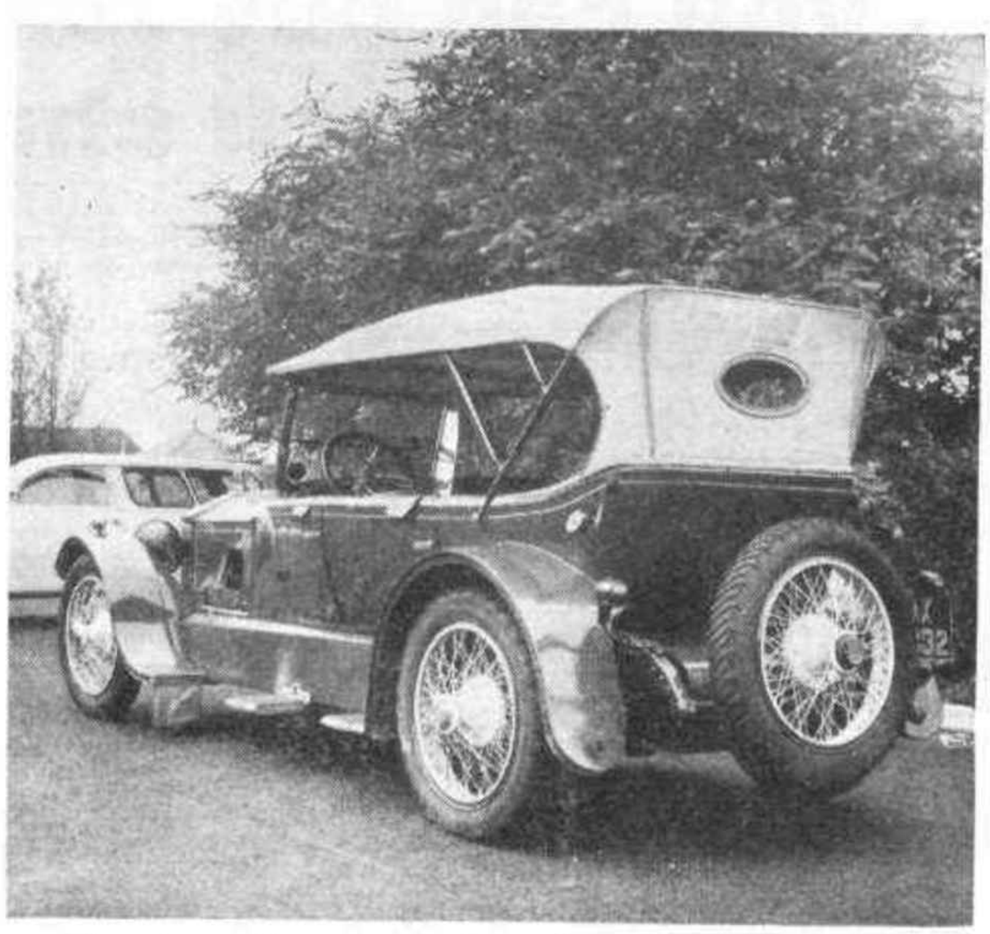
I do not know the list-price of the car but in 1923 they asked 2,485 dollars for the more prosaic Continental-engined tourer. According to "Doyle," production ceased in 1930.

A drive from Llanelly to Carmarthen to see a 1908 Alldays & Onions and a very original M-type M.G. Midget showed that the Roamer has a long stride, so that it pulls effortlessly up hills, even if its top speed is held down to 45 m.p.h. in deference to its 2-bearing crankshaft. The gear-change is very slow and tricky, a dragging clutch making engagement of bottom cog a matter of determination allied to patience. The steering, heavy for parking, lightens up at speed but there is pronounced oversteer. The view over the bonnet is very suggestive of a pre-1914 Rolls-Royce, and a Motometer labelled "Roamer" tops the eared radiator cap. There is a deep exhaust note and enough noise from beneath the riveted bonnet to dispell any suggestion that the engine might be a sober side-valve—this is the mechanical cacaphony of complicated machinery. The long wheelbase makes for a steady ride.

Fuel consumption is around 11 m.p.g. but oil leaks call for about a pint of lubricant every 80 miles. I am glad to be able to add that this very rare Roamer is in the hands of a sympathetic keeper (who is restoring a balloon-tyred, mid-vintage sleeve-valve B.S.A. saloon) and is not for sale.—W. B.



The Roamer from the front. Note the A.A.C. of A. badge.



The Roamer from the rear. Note the Trak Grip spare tyre.

BOOK REVIEWS

Ian Allan's Veteran and Vintage Series. 8½ in. × 5¾ in. (*Ian Allan, Craven House, Hampton Court, East Molesey, Surrey. 6s. each.*)

This new series, indicative of the fact that this well-known publisher of transport books has entered the automobile-book field, contains the following titles : " British Cars—1896-1914," by P. D. Matthews; " European Cars—1896-1914," by T. R. Nicholson; " Commercial Vehicles," by E. L. Cornwall; " Tramcars," by J. H. Price; and " British Aircraft," by Kenneth Munson. All are nicely-produced 64-page stiff-cover volumes, except for Nicholson's, which runs to 72 pages.

The information provided and the style adopted varies with the individual author. Nicholson, for instance, concentrates on rare makes, tackling them country by country—for example, Gräf und Stift and Puch from Austria-Hungary, Miesse and Vivinus amongst the Belgian makes, and many rare French cars. Small type is used, so that a great deal of material is included, and even if nothing very new emerges, it makes interesting reading. Munson, on the other hand, is obviously preservation conscious and includes in his aeroplane book plenty of information as to where the few remaining " vintage " aeroplanes are preserved.

Not important contributions to the now vast field of motoring literature, these slim volumes contain the basic information necessary to launch budding historians on their way, and some rather nice pictures.—W. B.

* * *

" The B.P. Book of World Land Speed Records." 74 pp., 8¼ in. × 9¾ in. (*Herbert Jenkins Ltd., 3, Duke of York Street, London, S.W.1. 10s. 6d.*)

On the face of it, this spirally-bound book is good value, consisting as it does of a big coloured drawing of every car that has held the " Land Speed Record," by Piet Olyslager, with a head and shoulders sketch of the driver, and a description of each of these cars, from the 39-m.p.h. Jeantaud of 1898 to Cobb's 394-m.p.h. Napier-Railton (or, more correctly, the Railton Mobil, although this title would hardly be acceptable to B.P.!)

There is a great deal of " meat " in this book, but it is a pity the drawings are not more accurate. Olyslager has copied pictures in another book and was in consequence led into the error of depicting Delage II when he intended to show the V12 Delage of 1924! It was crude of the artist, too, merely to reverse the drawing of Vanderbilt's Mercedes when he had to depict the Mercedes of de Caters, so that the latter appears as a l.h.d. car!

The text is reasonably accurate, although the popular error that " Babs " crashed due to a broken driving chain is perpetuated, no mention is made of the fact that Lee Bible was killed in the Triplex, and although it may be true that no prize was awarded for beating the " Land Speed Record," Sir Charles Wakefield used to give £1,000 a year to the holder—who presumably used Castrol, not B.P., oil!

The book concludes with a lot about the modern gas-turbine " Bluebird," under the question " Who Next ?"

The Duke of Richmond and Gordon, in saying in the Foreword that this is the first book to assemble details of all these L.S.R. cars, does a grave injustice to Capt. George Eyston, whose " Fastest On Earth " was published by John Miles in 1939, and to William Boddy whose detailed " History of the World's Land Speed Record " was published by Motor Racing Publications in 1951.

* * *

Autobooks, 76, Bennett Road, Brighton, can supply copies of " British Competition Cars," that concentrated account of " wearers of the green " in sports-car and racing fields, copiously illustrated, originally issued by Batsford at 25s., for 15s. They also offer " Ford Specials," by John Mills, another Batsford publication originally priced at 18s., and of considerable interest to those contriving their own cars round Ford components, for 10s.

The London Cheshire Home Fete on September 14th, to be opened by H.R.H. Princess Alice—Countess of Athlone, will include a veteran and vintage car gathering, at 2.30-3 p.m., at College Road, Dulwich. Entries close on September 7th, details from T. R. Kane, 8, Frank Dixon Close, London, S.E.21.

THE THINGS THEY SAY . . .

About Britain's Premier Race Circuit :—

" It is now very obvious that the positioning of the pits for the Silverstone Grand Prix is hazardous—*Autosport*, July 26th.

* * *

" . . . . The B.R.D.C., efficient and vastly experienced in race organization, and as aware as anyone else of the potential danger, have obviously weighed up the situation and decided to leave the pits where they are."—*Autosport*, July 26th.

* * *

" As we close for press it is learned that the R.A.C. have advised the Silverstone Circuit Controllers that, until further notice, the pits must not be used."—*Autosport*, August 2nd.

* * *

" . . . the Six-Hour Relay will have to move camp somewhere else on the circuit, unless, perhaps, a barrier can be erected in time."—*Autocar*, August 9th.

* * *

" The (750) Club have come to an arrangement with the R.A.C. to use the pits, so essential in this type of race (Six-Hour Relay), provided several safety precautions are taken."—*Autosport*, August 9th.

(Who was correct ?—see page 724.)

* * *

About Sir Alfred Owen :—" There is not yet evidence of a great one on a par with his father, Ernest Owen, who founded the Works, a genius who began with a handful of men and when he died . . . had built an engineering group valued at over £1,000,000. Alfred Owen has a long way to go before he can touch the hem of such a man. I have heard it said that when faced with a crisis, he retires for half-an-hour for prayer. If that is so, then at times he seems singularly ill-advised." Louis T. Stanley in *Grand Prix*.

* * *

About Bluebird:—" . . . we would also ask whether the expenditure of £500,000 to improve a record which this country already holds was necessary at all."—*Autocar*, August 9th.

HANTS & BERKS M.C. SPECIALS EVENING (July 26th)

For three years now Nancy Cawthorne has organised an unusual and most interesting assembly of privately-owned " specials " from amongst the Hants & Berks M.C. membership. Known by the delightful title of " Sloggin and Clatter," the idea is that unusual, even unexpected, vehicles shall turn up, to be examined, discussed, and perhaps ridden-in.

This year the assembly was a couple-of-dozen strong, if we include a Lotus Elite, Peter Cole's F.J.-engined Austin Healey Sprite that devours a s.s. ¼-mile in 15.4 sec., and Mike Eyre's Cooper-Buick V8 *monoposto*, all three on trailers. Varying from gentle sizzling to piercing whistles, Fisher's 1928 Foden steam wagon contrived to draw attention to itself. Capable of shifting 8 tons and converted to pneumatic tyres in 1930, it displayed excellent acceleration, rivalled only by the rapid to-and-fro motions of Lt. Comdr. Bush's 1920 Stanley steamer.

The organiser's husband contributed his 1955 Jensen 541 and B.M.C.-powered Rochdale Olympic, Derek Argyle brought a Phase II Rochdale Olympic with 5-bearing Ford propellant, and there were examples of Porsche (Stoop's latest 2-litre with disc brakes and lowered suspension), racing Mini, Jaguar E-type, Turner, V12 Lagonda, Peerless, VW Karmann Ghia, Downtonised Morris 1100, Lancia Appia Zagato, 1950 Alfa Romeo, 328 B.M.W., 4½-litre Invicta and Fiat 500. Sufficient variety for you? Indeed, the " entry " ranged from 1914 Calcott to a Lotus Elan, with David Small's 1927 Jowett Seven tourer making one of its rare appearances. Passers-by at Eversley Cross must have sensed a certain love of motor cars in the air. A hardy annual this—may it be repeated.—W. B.

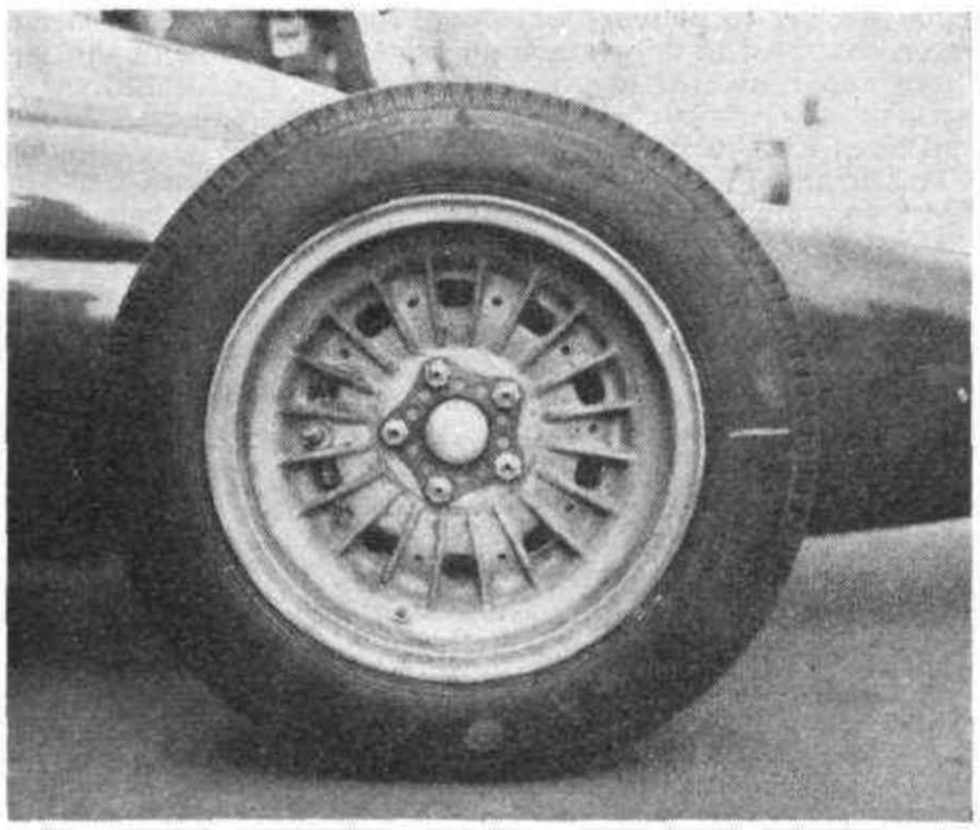
" PIAGGIO "

The quarterly trade magazine *Piaggio* will interest those of our readers who enjoy looking at interesting lines and intriguing curves, on Vespas. A pleasing item of the January-March issue is reproduction of the famous Vespa calendar, which is in demand all over the World, from 1959 to 1963, the model girls thereon depicting fashion changes down the past decade, from bikinis and one-piece bathing suits, to tight slacks and flowing dresses. You, or the wife or girl-friend, may still be able to obtain a copy by writing to Norman Davis, Douglas (Sales & Service) Ltd., Bristol, mentioning MOTOR SPORT.

GERMAN GRAND PRIX—continued from page 693

steering broke, and Cabral had gone out with a broken gearbox, while Gurney gave up the unequal struggle when a locking nut came adrift in the gearbox of his Brabham. On the seventh lap Clark's engine began to misfire even more and he dropped back considerably, being 5 sec. behind the leading Ferrari, and during the next lap he lost another second, but to lose only 1 sec. in 22.8 kilometres with an engine running for most of the time on seven cylinders was no disgrace, especially as Surtees was not hanging about, for on lap nine the Ferrari driver set up a new lap record in 8 min. 47.0 sec., which must have meant that Clark was lapping around 8 min. 48.0 sec. Maggs had dropped a long way behind Ginther as his engine went off tune, and finally he retired at the pits when it lost all its power. All these retirements had let Siffert up into a well-deserved fourth place, and Mitter had passed de Beaufort and Bonnier, so that the old Porsche was now fifth overall. The only remaining runner on the same lap as the leaders was Jim Hall, and Taylor and Brabham were still running but many miles behind. After Surtees had made his terrific lap record Clark was forced to admit to defeat, his misfire being there all the time, and he eased the pace a little to make sure of finishing second rather than retiring. Nothing could stop the Ferrari now, and Surtees was complete master of the situation, the gap between him and Clark widening slowly but surely. Ginther was firmly in third place, and a very disappointed Siffert had to let fourth place slip from his grasp when his differential broke up. Bonnier had repassed Mitter so that they were now fourth and fifth, and de Beaufort was worried by a tendency for his car to get a bit out of hand on right-hand bends. Suspecting a hub bearing breaking up he stopped at his pit and told his mechanic to rock the left-hand rear wheel to see if there was any play. There was, so convinced that the bearing was going he roared off again intending to drive carefully on right-hand bends and try and finish. He got just beyond Adenau-Forst and was doing about 100 m.p.h. when the wheel came off! The " play " had not been the hub but the wheel cracking round the pierced holes in the Porsche disc wheel. He subsided in a flurry of hedge clippings a sadder but wiser Dutchman.

At the end of the 13th lap Surtees had 20 sec. lead over Clark, and the Lotus was now beginning to make odd rumbling and grinding noises from the rear end as if the gearbox was suffering, so Clark slowed even more. Nearly 2½ min. behind Surtees came Ginther who was having to drive with one hand and hold the gear-lever in position with the other as it kept jumping out of gear, which is not only bad for the engine, but bad for the driver on a circuit like the Nurburgring. Mitter now came by in fourth place, and Bonnier was overdue, the Cooper limping slowly into the pits with something very wrong with the rear end. Inspection showed that a chassis tube was broken and two others were cracked, so that the rear wheels were doing nearly as much steering as the front ones. With Surtees already well on his way round the 14th lap Bonnier decided to limp on and try and complete another lap as there was still a chance of being in the money. Clark was now 36½ sec. behind the Ferrari and for the last lap he slowed down even more as there was no chance of Ginther catching him and he was beginning to wonder if the Lotus was going to hold out. As Surtees finished his 15th and final lap a gentle rain began to fall, just to let us all know we were in the Eifel mountains, but it did not last long and a jubilant Surtees got the chequered flag to win the 25th German Grand Prix in a thoroughly convincing manner. Needless to say the Ferrari team were off the ground with excitement, and when Clark finally arrived 1 min. 17.5 sec. later to get second place a relieved Team Lotus greeted him, well content with a hard-earned second place. Ginther retained his third place, with blisters on his left hand and a very tired right arm, thankful that the race was over, and a very calm and slightly embarrassed Gerhard Mitter arrived fourth in the old Porsche, having driven an excellent race and having kept on the same lap as the leader. A lap behind came Jim Hall and he was followed by Bonnier who managed to nurse the broken Cooper round for a whole lap, while Brabham and Taylor were also a lap behind. It was no lucky win for Surtees, for he had shown throughout practice that he and the car were ideally suited to the circuit, and though he viewed the combination of Clark and Lotus as almost unbeatable before the race, he was determined to try and beat it, knowing that all he wanted was a little bit of " luck." He got it in the form of Clark's Coventry-Climax engine missing a beat now and then in the opening laps, and that was all he wanted. Had the Lotus picked up on all eight cylinders later in the race it is doubtful whether the result would have been changed, for all Surtees' laps were near-record ones, his race average of 154.2 k.p.h. being remarkably close to his lap record of 155.8 k.p.h. — D. S. J.



The winning Ferrari at the German Grand Prix used bolt-on wheels for the first time, in place of the old-fashioned knock-off eared hub caps retained so long by Maranello. This photograph shows the front wheel equipped with 500 × 15 in. Dunlop tyres.

Results :

25th GERMAN GRAND PRIX—Formula One—15 laps —342,15 kilometres—Warm and Dry

1st :	J. Surtees (Ferrari V6)	2 hr. 13 min. 06.8 sec.—154.2 k.p.h.
2nd:	J. Clark (Lotus-Climax V8) ..	2 hr. 14 min. 24.3 sec.
3rd :	R. Ginther (B.R.M. V8)	2 hr. 15 min. 51.7 sec.
4th :	G. Mitter (Porsche 4-cyl.) ..	2 hr. 21 min. 18.3 sec.
5th :	J. Hall (Lotus-B.R.M. V8)	1 lap behind
6th :	J. Bonnier (Cooper-Climax V8)	1 lap behind
7th :	J. Brabham (Brabham-Climax V8)	1 lap behind
8th :	T. Taylor (Lotus-Climax V8)	1 lap behind
9th:	B. Collomb (Lotus-Climax V8)	5 laps behind

Fastest lap : J. Surtees (Ferrari V6) on lap nine in 8 min. 47.0 sec.—155.8 k.p.h. (new record)

Retired : L. Bandini (B.R.M. V8) lap 1, accident; I. Ireland (Lotus-B.R.M. V8) lap 1, accident; W. Mairesse (Ferrari V6) lap 2, crash; G. Hill (B.R.M. V8) lap 3, gearbox; C. Amon (Lola-Climax V8) lap 3, crash; B. McLaren (Cooper-Climax V8) lap 4, crash; I. Burgess (Scirocco-B.R.M. V8) lap 6, steering arm; T. Settember (Scirocco-B.R.M. V8) lap 6, crash; M. Cabral (Cooper-Climax V8) lap 7, gearbox; D. Gurney (Brabham-Climax V8) lap 7, gearbox; A. Maggs (Cooper-Climax V8) lap 8, engine; G. de Beaufort (Porsche 4) lap 10, broken wheel; J. Siffert (Lotus-B.R.M. V8) lap 11, differential.

22 starters—9 finishers

ISSIGONIS HONOURED

Alec Issigonis, Technical Director of the British Motor Corporation, to whom all who have fun in minibrics are indebted, was recently presented by the Carmen's Company of the City of London, with their Viva Shield, for " his contribution to getting ordinary folk mobile." Apparently his visit to receive this award from Mr. Frederick Cumber, Master of the Carmen, was the first time Issigonis had been to the City of London.

KEEPING A SENSE OF PROPORTION

Volkswagen are currently producing at the rate of over 1,200,000 vehicles a year, and expect to sell over 250,000 of these to America. You just can't keep a good VW down—American VW sales for May reached a new peak of 26,812.

Over 200,000 Ford Cortinas have been produced in the first ten months of manufacture, and 120,000 exported, while in four years B.M.C. have built over 600,000 Minis and are now producing them at the rate of 5,500 a week. In contrast, Mercedes-Benz have a production target, 3,500 of the World's Best Car every month; their Ingolstadt factory has made 25,000 D.K.W. F12s since production of the new Auto-Union model commenced six months ago.

THE 100,000th VOLKSWAGEN imported into Britain

by VW Motors Limited

TO MARK THIS EVENT

the car, *a brand new VW 1500*, will be presented to the winner of a competition designed to trace the best-kept 10-year-old Volkswagen in the United Kingdom.

ENTRY TO THE COMPETITION IS FREE and the main conditions of entry are:

1 **That the Volkswagen was first registered in the United Kingdom during 1953 and**

2 **that the vehicle was bought, when new, from an Authorised Volkswagen Distributor or Dealer in this country.**

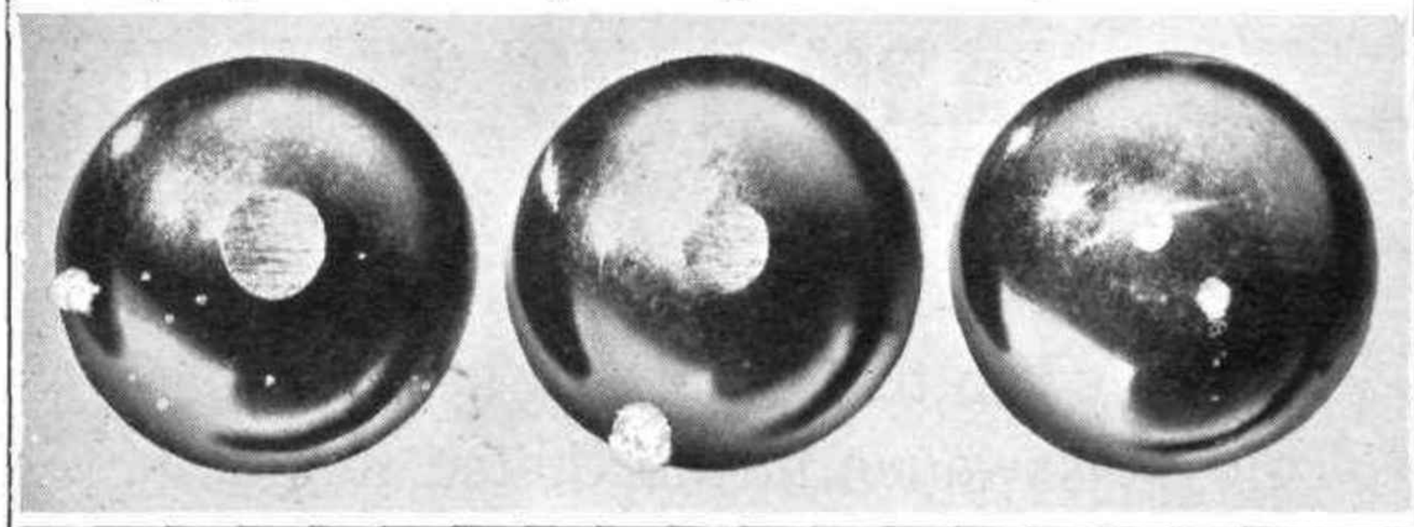
Your nearest Volkswagen Distributor will select the oldest eligible car for each area, verified by Chassis Number. All area winners will then be invited to the headquarters of Volkswagen in the United Kingdom, VW Motors Limited, Lord's Court, St. John's Wood Road, London NW3, to attend a "Concours d'Elégance", at which the overall winner will be chosen.
The competition is subject to the detailed terms and conditions specified on the Entry Form.

Entry Forms **NOW AVAILABLE FROM YOUR OWN VOLKSWAGEN DISTRIBUTOR OR DEALER** must be submitted not later than 20th September 1963.

92% LESS WEAR WITH LUBYSIL SC100

New silicone oil additive out-performs all others

From intensive research into lubrication has come the most efficient oil additive in the world—Lubysil SC100 super concentrated silicone oil additive. Now available to every motorist, Lubysil SC100 far out-performs any other additive in minimizing friction. It is also superior because it does not break down with heat. Trials under stringent laboratory control and on the road have proved the performance of Lubysil SC100.



ABOVE: *Areas of wear on hard-steel ball bearings after 30-second tests. (Left to Right) with multigrade oil; oil plus 5% molybdenum disulphide, and oil plus 2% Lubysil SC100.*

RIGHT: *Test machine brings friction surfaces together under many tons of pressure.*

Proved by drastic laboratory test

The Amsler type wear test is a severe laboratory check to prove lubricant quality. A ball bearing is clamped in a lever and brought into high-pressure contact with the outer casing of a ball-race rotated by an electric motor. Under many tons of pressure, enormous friction (the main cause of wear in cars) is created between the ball and casing, both of the hardest steel. Wear is measured by weighing the ball on a fine balance before and after a test to find out how much metal has been lost. Different additives can be tried to discover which most reduces friction and wear.

Three 30-second tests compared multigrade oil with the effects of additions of molybdenum disulphide and Lubysil SC100. Results were:—

	WEAR IN MILLIGRAMS
Multigrade oil no additive	6·0
Multigrade oil plus 5% molybdenum disulphide	3·5
Multigrade oil plus 2% Lubysil SC100	0·5

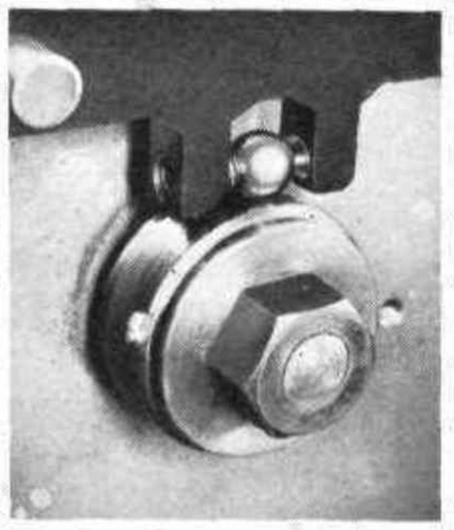
Lubysil SC100 was thus shown to have reduced wear by 92% as against oil with no additive, and was *seven times more effective* than molybdenum disulphide. **When the test time was more than doubled on Lubysil SC100, there was still less wear than with molybdenum disulphide over 30 seconds.**

Proved by arduous road testing

Road tests included the addition of Lubysil SC100 to the engine of a 1958 Ford Consul. This car had previously covered 48,000 miles with ordinary lubrication. With Lubysil SC100 added a further 43,000 miles were driven before the engine was stripped for examination.

During this mileage, the car was frequently driven for runs of up to 60 miles *with a drained sump*, lubrication being provided solely by Lubysil SC100 silicones adhering to metal surfaces. Total mileage of oil-less running was 360.

Examination of engine components showed hardly any ill-effects from this treatment. Pistons still even had original machining marks, and rings were free in their grooves. Bores had no score marks, neither had bearings and journals, and the whole engine was still in good condition—proof of laboratory findings of the outstanding wear-reduction qualities of Lubysil SC100 in actual use.



A little goes a long, long way

A 17s. 6d. bottle of Lubysil SC100 contains sufficient fluid to treat engine, gearbox and differential for 10,000 miles. There is no need to change oils throughout this mileage as Lubysil SC100 maintains lubrication efficiency and oil changes at shorter intervals are unnecessary.

Lubysil SC100 pays for itself many times over in giving better performance with 12+% more m.p.g., longer life for engine and transmission by dramatic reduction of wear and corrosion, and a safeguard against accidental overheating. **No other additive has so many advantages, nor approaches Lubysil SC100 in any one of them.**

What this means to the motorist

Lubysil SC100 "modified" silicones resist pressure & heat, cling to metal by molecular affinity, & repel water. Their pressure resistance ensures lubrication when friction & wear would occur with other additives or oil used on its own. Heat resistance provides protection under hardest driving conditions. Temperature at the point of contact between a piston ring & cylinder wall is usually 350-450°F. Ordinary motor oils will break down at this, but silicones do not begin to deteriorate below 750°F Lubysil SC100 gives an ample margin for maintaining lubrication plus a safety factor should overheating occur through loss of oil pressure or radiator blockage.

By adhering to metal surfaces at all times, Lubysil SC100 silicones eliminate bore wear during the first few "oil-less" seconds of starting from cold. Active repellency of water and other chemical products of combustion proofs metal surfaces against corrosion.

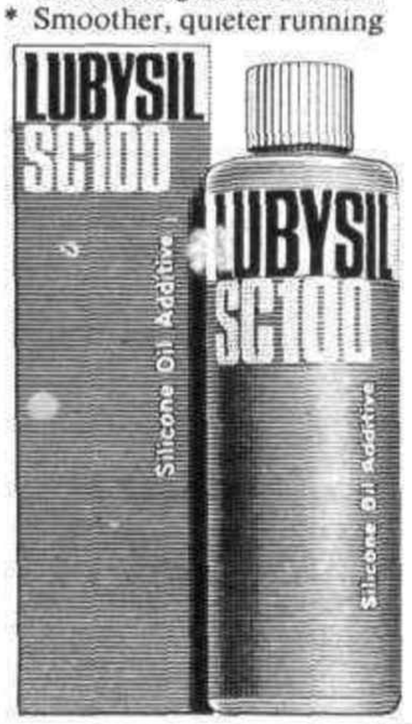
Lubysil SC100 is not another "slippery substance" additive serving simply as a filler for the microscopic coarseness of metal surfaces. It is new in applying silicones remarkable combination of characteristics to lubrication & functions differently & more efficiently than previous attempts to combat friction & wear.

Proved by Industry

Lubysil SC100 has been exhaustively tested in industry for over 1½ years and is in use by some of the largest manufacturers in the U.K.

Seven reasons why every motorist should use LUBYSIL SC100

* 17s. 6d. treats the **whole** car
* 12+% more m.p.g.—increased R.P.M. and acceleration
* 10,000 miles between oil changes
* Fantastically increased engine, transmission life
* Cold-start wear practically eliminated
* Protection against overheating and corrosion
* Smoother, quieter running



Available from garages and motor accessory shops. Manufacturers: Silicone Lubrication Sales Ltd, The Market House, Uxbridge, Middlesex

PICTORIAL REVIEW

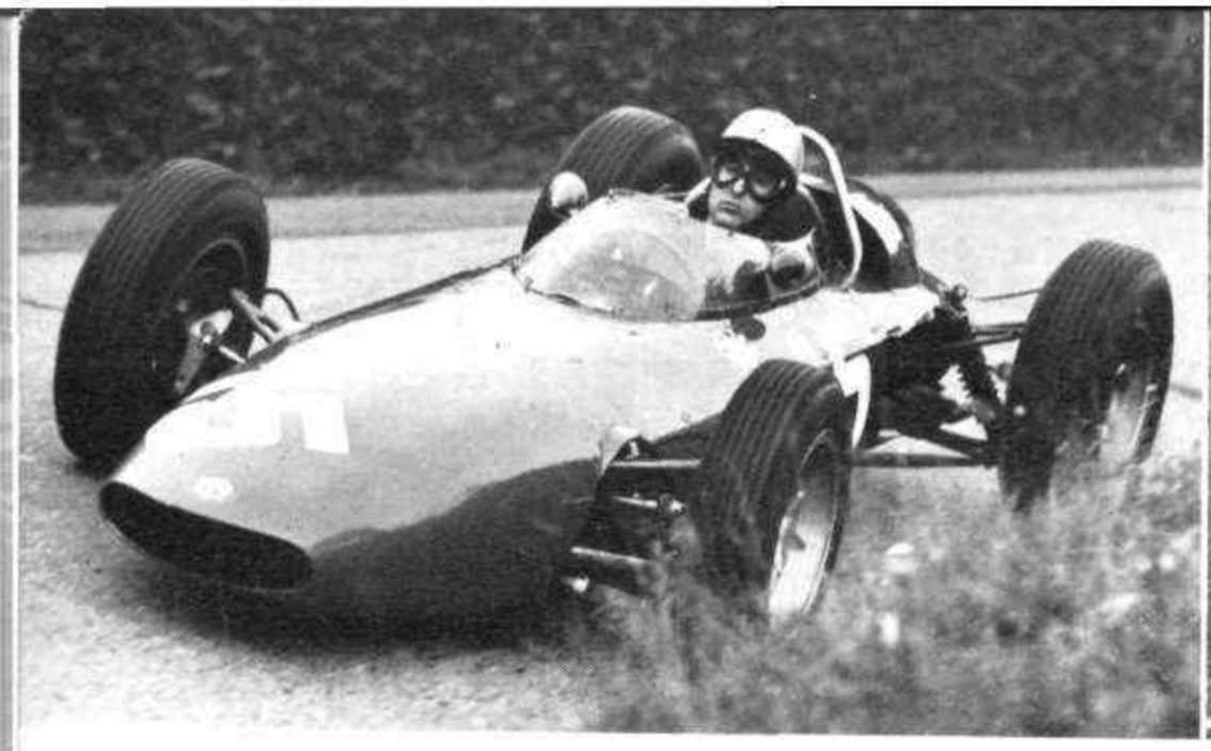
GERMAN GRAND PRIX SOLITUDE GRAND PRIX

GUARDS TROPHY, BRANDS HATCH

6-HOUR RELAY RACE

This fine photograph taken during the German G.P. shows the true character of the Nurburgring, with Surtees (Ferrari) leading Clark (Lotus-Climax V8) up the hill at Quiddlerbacher-Hohe. It was on this hump that Mairesse (Ferrari) became airborne and crashed heavily. The corner in the far distance is Hocheichen, where the circuit leaves the twisty section through the woods at Hatzenbach. Vantage points such as our photographer used are available to spectators round a great part of the 22.8 kilometre circuit.

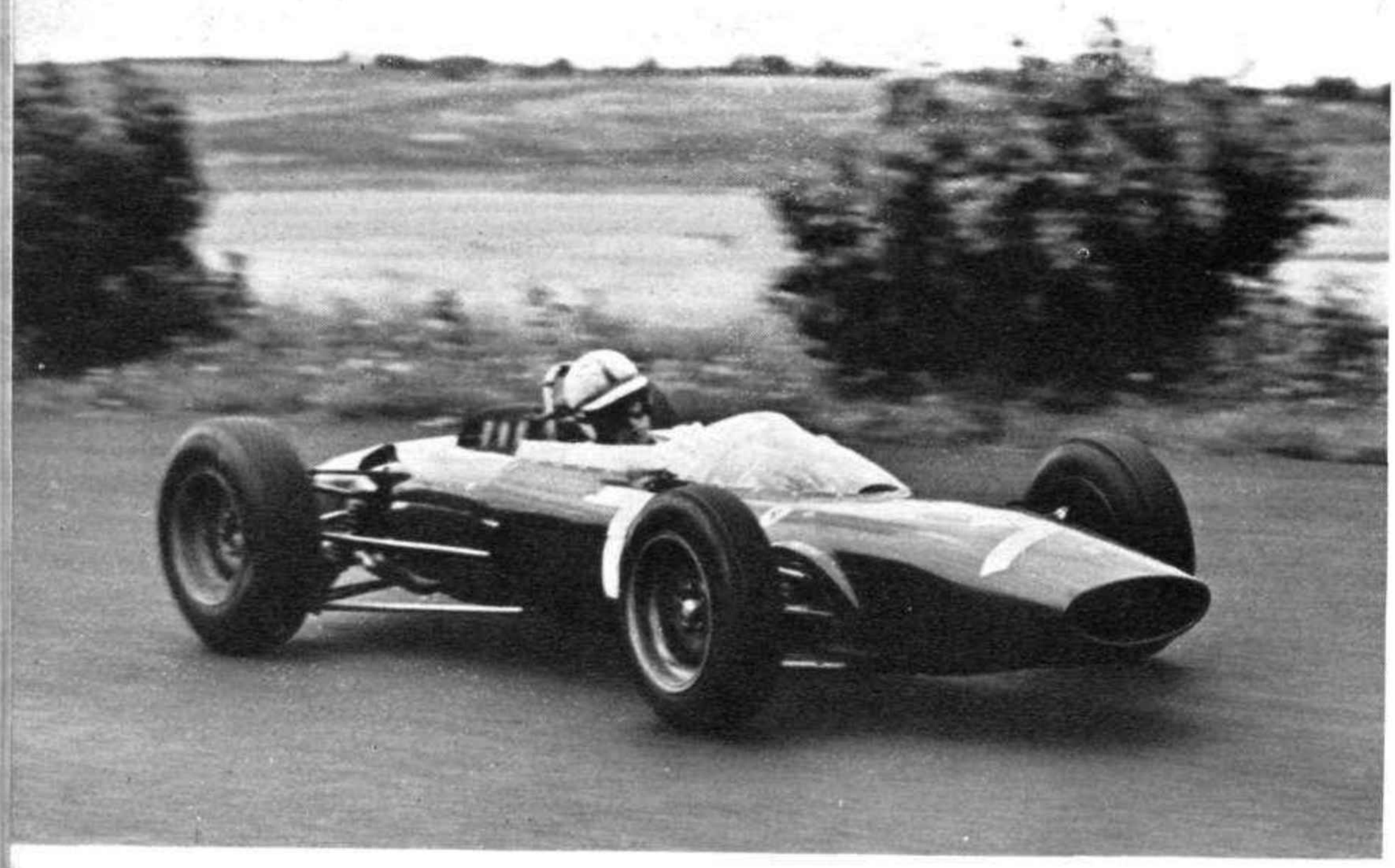




A GOOD EXAMPLE to all competitors in the German G.P. practice sessions was put up by Bandini with the Centro-Sud ex-works B.R.M. V8. He was on the front row with third fastest time.



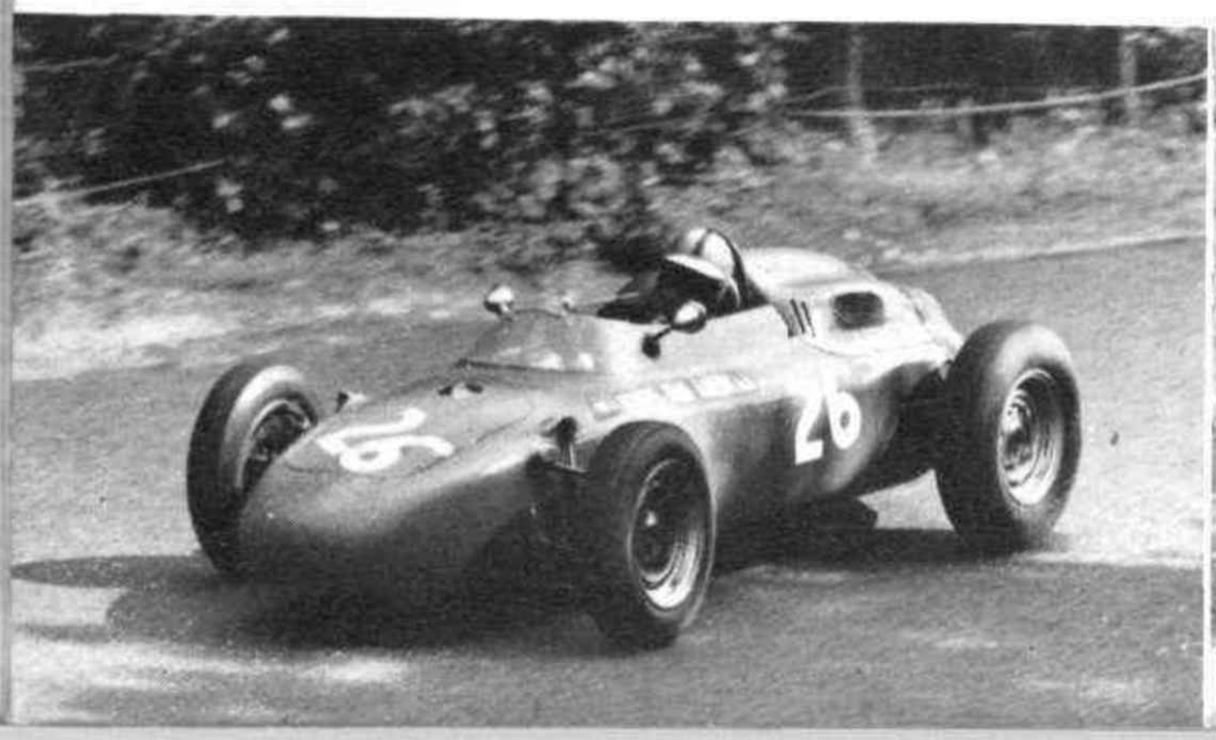
HANDICAPPED BY an engine running on seven cylinders more often than not, Jim Clark (Lotus-Climax V8) had to work like never before in order to keep Surtees (Ferrari) in sight during the German G.P. at Nurburgring.



German Grand Pri

JOHN SURTEES here seen driving a Ferrari to victory in t German Grand Prix the Nurburgring. T car was using bolt- wheels for the first ti and had a lower engi cowling, with a gau cover over the ai intakes.

DRIVING A VERY smooth and regular race, Gerhard Mitter drove his borrowed Porsche 4-cylinder into fourth place in the German G.P. The young German received a great reception from his compatriots.



DRIVING A 1962/63 B.R.M. V8 Richie Ginther finished in third place in the German G.P. For many laps he was forced to hold his gear-lever in place and drive the tortuous circuit with one hand.





THOUGH NOT by any means on his usual form Innes Ireland finished third in the Solitude Grand Prix, driving the B.R.P. car with B.R.M. V8 engine, using upswept stub exhaust pipes.



IN HIS FIRST serious Formula 1 event Peter Arundell not only drove a fine race, and finished second but had no trouble with the Lotus-Climax V8, and saved the day for Team Lotus after Clark and Taylor had mechanical trouble.

Solitude Grand Prix

JACK BRABHAM won the Solitude Grand Prix driving his earlier Brabham-Climax V8 with Colotti gearbox, and was in splendid form, driving with real Australian verve. Here he is seen cutting the grass on one of the tight hairpins on the magnificent circuit near Stuttgart.



AT SOLITUDE Phil Hill did his best to drive the Lotus-B.R.M. V8 belonging to Filipinetti but it was poorly prepared and did not go at all well, in spite of being a new car.

COUNT DE BEAUFORT drove his old Porsche hard at Solitude but was unable to beat his second Porsche driven by Gerhard Mitter. The angle of the trailing arms on the front suspension show how hard he is trying.





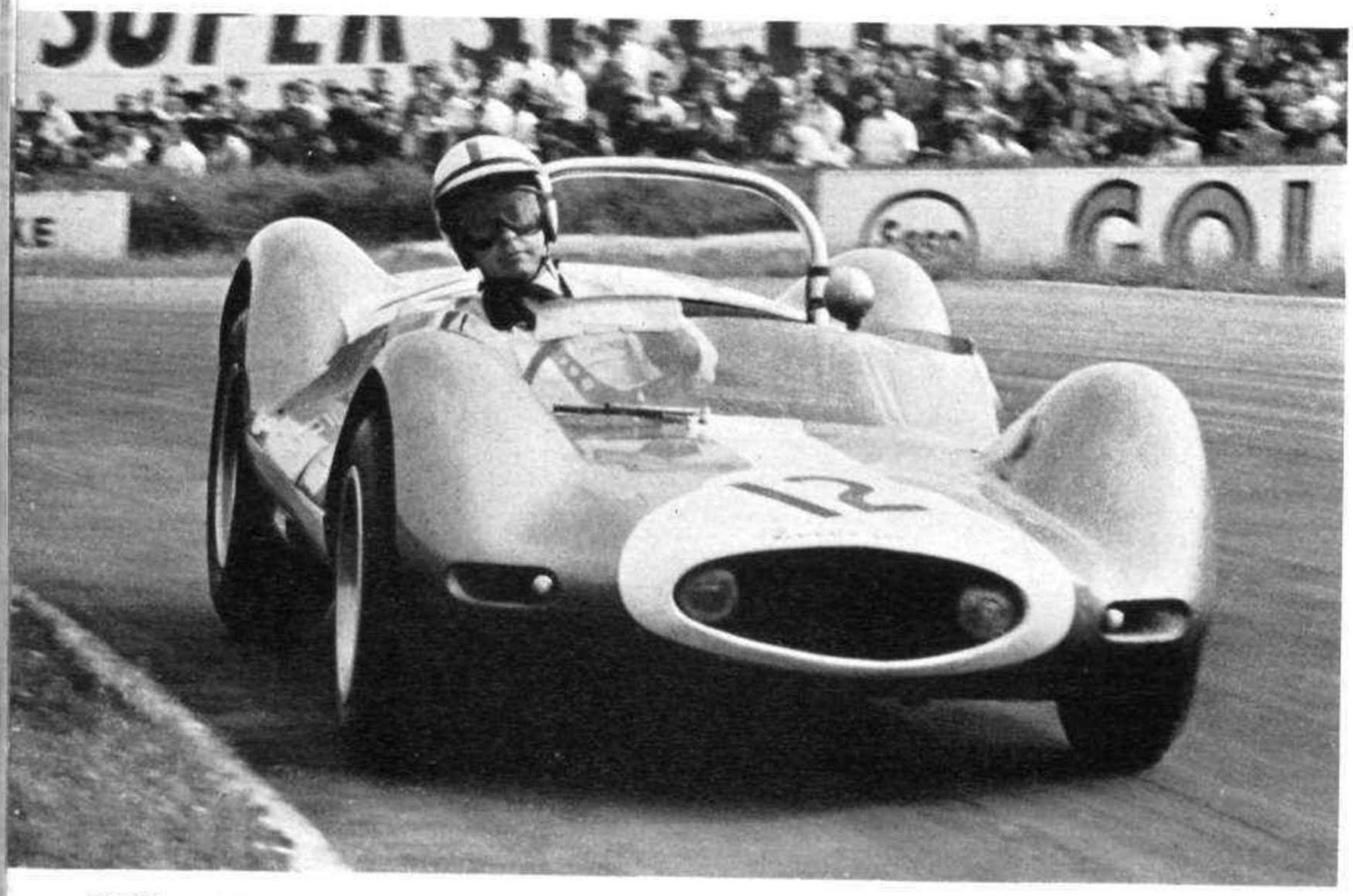


LAPPED.—Roy Salvadori (Cooper-Monaco) passes Lorenzo Bandini's 330LM Ferrari on the way to a well-earned second place in the Guards International Trophy race at Brands Hatch. The Italian driver was at first somewhat subdued after his German G.P. crash, but later in the race began to drive quickly.



ALL-AUSTRALIAN.—Frank Gardner drove his Brabham-Ford to an easy win in the Twenty Guards Trophy race at Brands Hatch, setting up a new sports-racing car lap record in the process.

Guards Trophy



AMERICAN WINNER.—The young U.S. driver Roger Penske drove splendidly to win the 50-lap Guards International Trophy race at Brands Hatch on August Monday, his car being the beautifully-prepared 2.7-litre Cooper-Zerex-Climax, not seen in this country before.



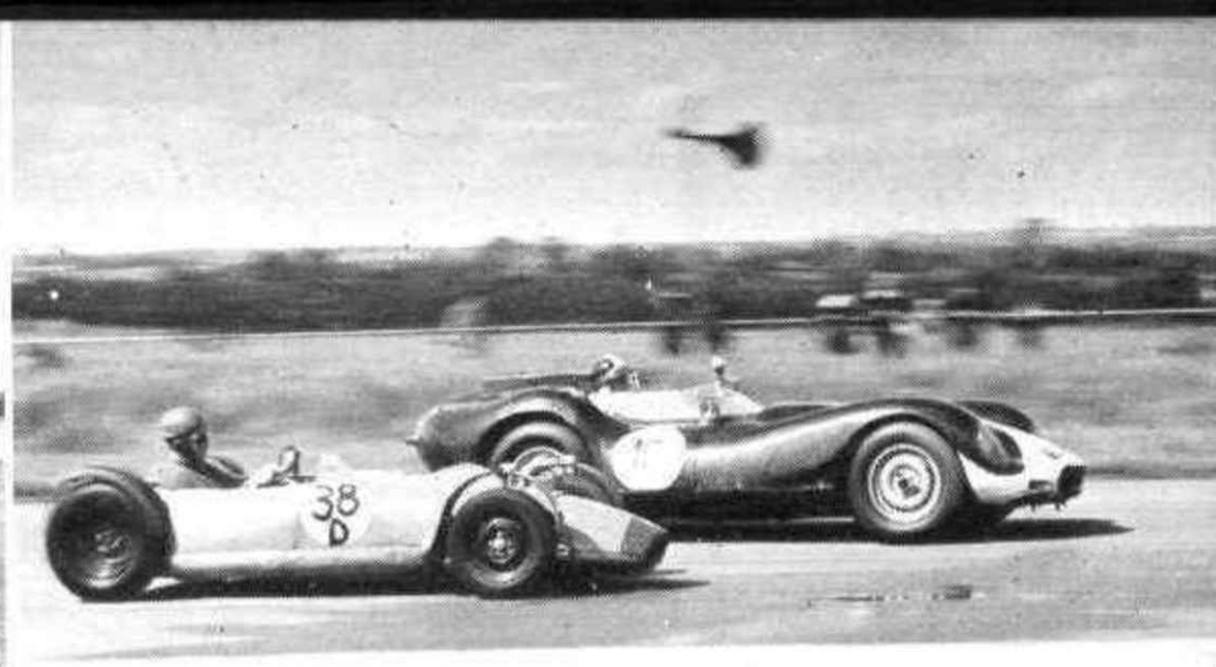
FORD v. B.M.C.—The South African driver Bob Olthoff went very quickly in the touring car race at Brands Hatch on August Bank Holiday Monday, keeping ahead of Sir John Whitmore's works Mini-Cooper S for several laps, although the Mini finally led it past the flag.



GALAXIE-MOUNTED.—Jim Clark drove Alan Brown's Ford Galaxie to a win in the 20-lap Group II touring car event at Brands Hatch on August Monday, the day after he came second in the German G.P. at Nurburgring. Behind is Jack Sears' similar car.



CLOSE COMPANY.—C. Wadsworth of the Mini Seven Club team in his Mini Cooper leads the Hon. Basil Fielding who drove his SP250 very well for the Daimler team.



STRANGELY INCONGRUOUS.—K. Vickery's diminutive Austin Special, flying the colours of the Midland Centre 750 team, is dwarfed by Tom Fletcher's Lister Jaguar, the latter proving quite a handful on the wet circuit.

6-hour Relay Race

OUT IN FRONT.—M. J. Dell (31C) of the Tornado Talisman team fights it out with N. Abbott (25B) of the Anglia team at the 750 M.C.'s Six Hours Handicap Relay Race held at Silverstone on August 10th. The Tornado team finally won, covering 293 net laps as opposed to the 290 covered by Team Anglia.



FULL CHAT past the pits Pat Coundley, in husband John's D-type for Jaguar Drivers B team leads Ken Baker's E-type of Jaguar Drivers A team.

DIFFERENT MOUNT.—Rodney Embley driving a Mini Cooper S for the Hagley Broadspeed Mini team probably found the car quite a comedown from his usual 1,500-c.c. Ford/B.M.C.-engined Mini. Behind Embley as they come through Copse is A. Staniforth representing the Mini Seven Club in his Cooper.



After 1 year's motoring in 4 days on

CASTROL

BALANCED MULTIGRADE

"the engine was found to be in excellent condition"

SAY R.A.C ENGINEERS

"Internal cleanliness good. Sump and filter free of sludge."

"All bearing shells in good condition."

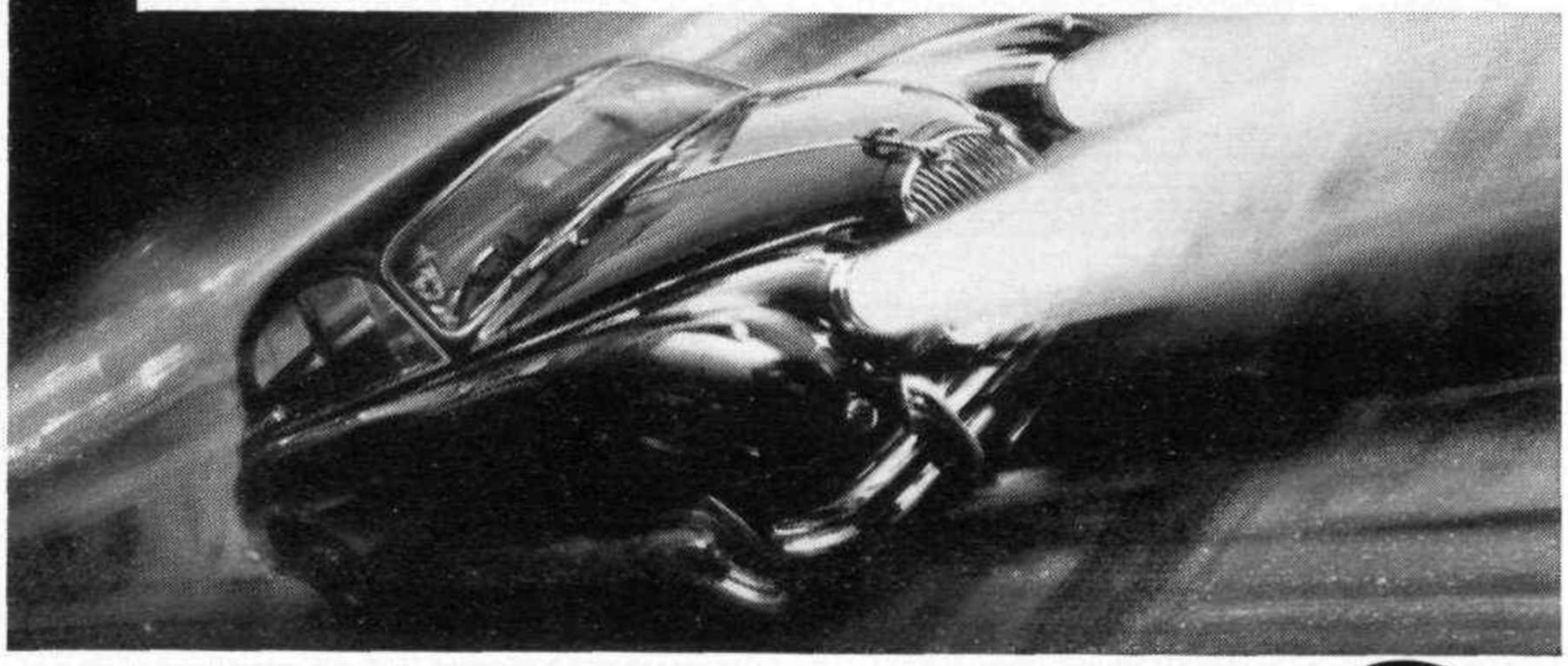
"Sprockets and chains are in good condition. The hydraulic chain adjuster shows negligible wear."

"Both camshafts in good condition. All cams and journals entirely free of surface defects."

"All rings free in their grooves and in good condition. No wear could be detected in the small ends. Piston thrust faces in good condition."

"All cylinder bores in good condition and free of surface defects."

"All valves and seatings in good condition with no sign of burning. Valve guide wear small and insufficient to call for any attention."

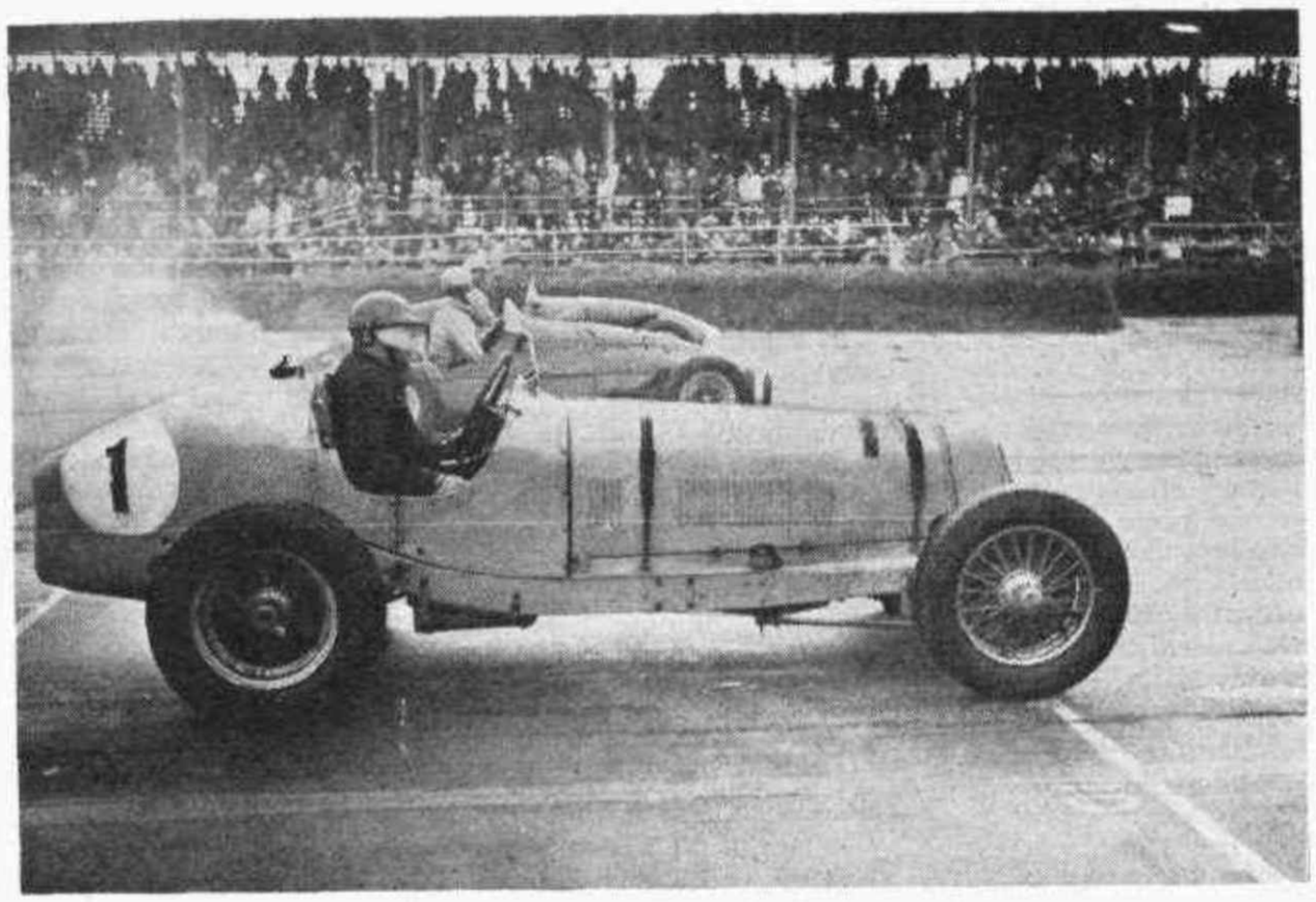


On the Monza circuit a standard Jaguar 3.8 Mk. 2 Saloon completed a total of 10,000 miles at an average speed of 106.5 m.p.h. on Improved Castrol XL Multigrade—a year's motoring in 4 days! This spectacular achievement demonstrated the superiority of Improved Castrol Balanced Multigrades—(Castrol XL on this occasion). Whatever your car, whatever model or year, follow the lead of the experts and always ask for Castrol by name.

Castrol MOTOR OIL

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



READY TO GO.—A fine study of the Hon. Patrick Lindsay on the line at a V.S.C.C. Silverstone Meeting, in company with the Connaughts of Horton and Salvage, which typifies the challenge the E.R.A.s have met successfully from these post-war cars this season.

[Photo by A. G. Newell

V.S.C.C. "SECOND SILVERSTONE" (July 27th)

IDEAL weather conditions contributed to the success of the second Vintage S.C.C. Race Meeting of 1963. Apart from a broken arm sustained when two cars touched in practice and one of them rolled, there were no human race casualties. The crowds and the entry were large, but no "new" vintage cars appear these days.

The Inter-Team Relay Race, the change-over moved to the straight in view of recent fatalities at Silverstone's dangerously-sited pits, was difficult to follow. Brogden's Bentley developed trouble, and in the end an Alvis team came through victorious, from Frazer Nash and larger Alvis trios.

The first 5-lap Handicap incorporated the annual Light Car Race. Appleby's yellow 1922 Morris-Cowley 2-seater won this and led the main race until the final lap, aided by its credit lap which all the light car entry were conceded except for Riddle's G.N. Williams' 1939 H.R.G. 1100 won the main race, from Goodman's Lea-Francis Special with Alvis Silver Eagle engine and Barry Clarke's "flying pram" Austin Seven. The light car entry included Marsh's 1926 "perpendicular" Austin Seven metal saloon.

Barr's 1932/37 4.3 Alvis, having recovered from "drowning" at Oulton Park, came through to win the next 5-lap Handicap, taking the lead on lap four, its driver looking back to see how much lead he had from Barton's fast 1932 Frazer Nash, which was taking Woodcote very fast and was second, third place going to Archdale's post-vintage-something-or-other Frazer Nash which made fastest lap, at 71.82 m.p.h., from scratch, passing Rose's grand blower-4½ Bentley on the last lap in spite of a poor start. Brett's 14/45 Talbot tourer started first, finished last. Burke's 1937 Frazer Nash finally lost a race-long duel with Fearnley's 1933 Frazer Nash, both way back in the field, however.

Yet another "5-lapper" followed. Smith's ex-R. G. J. Nash 1927 A.C.-engined Frazer Nash led from lap two to the finish, but Elwell-Smith's well-known 1932 Aston Martin, its carburetters exposed by absence of bonnet sides, came through rapidly from scratch to take second place. Harry Spence drove the noisy and very pleasing Goodman Lea-Francis Special well to take third position, ahead of Bill Mason's 4½-litre Bentley. Curiously, it wasn't Elwell-Smith who made fastest lap, Brewer's ex-Lycett 4½-litre Bentley having hurried to the tune of 68.43 m.p.h., without getting amongst the leaders.

The 12-lap All-Comers' Scratch Race was far more lively, although the hoped-for E.R.A./Connaught duel wasn't resumed, for Horton's Connaught bilked on the grid. Bertie Brown led the opening lap in his E.R.A., closely pursued by the Hon. Patrick Lindsay in the blue E.R.A. "Remus." Thereafter "Remus" built up a safe lead, Brown holding station ahead of Waller's E.R.A., with Cottam's E.R.A. fourth, followed by Clifford's ex-Abecassis 1½-litre Alta and Mudd's ex-Mille Miglia Monza Alfa Romeo—all supercharged cars.

A long way behind Mudd, Brewer had Morin Scott's 6C Maserati in eighth place. At half-distance, with the E.R.A.s looking and sounding splendid, smoke poured from the Alta's cockpit and Clifford was out. By lap nine Lindsay lapped Morris in the E.R.A. "Hannuman" and the four leading E.R.A.s were spaced out but far ahead of Mudd's Alfa. This held to the end, although Cottam's RIB began to sound horribly sick, probably with valve trouble, and right at the end the ill-fated Maserati also made expensive noises, as if the timing had slipped. So this fast race was a convincing E.R.A. walk-over, Lindsay averaging 77.53 m.p.h., with fastest lap at 77.52 m.p.h. For part of the race Bromley-Johnson's 4¼-litre Bentley-powered Frazer Nash ran well, but Holland's pansy G.N./A.C. stopped for momentary attention from its driver on the straight.

Hardly had this exciting race ended when the vintage racing and sports cars lined-up for the 12-lap Boulogne Trophy Race. Schellenberg's new "Brooklands replica" 6½-litre Bentley having been mislaid somewhere between Yorkshire and Silverstone, he borrowed Sowden's smart 8-litre 4-seater and managed to keep it comfortably ahead of Morley's 8-litre Bentley 2-seater throughout the race. But nicely and imperturbably in the lead was Nigel Arnold-Forster in his immaculate Delage II, which seems to gain potency with every race it competes in. Apart from Clutton, in Bergel's ex-Kay Petre Type 35T 2.3 Bugatti, picking up two places from Footitt's A.C./G.N. and Ashley's 1930 Frazer Nash, the order of the first six remained unchanged from laps 1 to 12. Hollis' Bentley was in trouble, Askew's blown 1750 Alfa Romeo retired, as did Carmichael's ex-Sibbald Type 37A Bugatti, and Rippon's Type 37A Bugatti began smoking and fell back. A good race, the winning Delage II, sounding like an aeroplane down the back straight, lapping Mann's ex-Lanfranchi 22/90 Alfa Romeo in four circuits! The 750 class went to Rolt's Austin Seven, the 1,100 class to Binns' Riley, the 1½-litre class to Ashley's Frazer Nash, the 3-litre division to Clutton. The Delage made fastest lap at 72.36 m.p.h. You'll never believe it—once again Tony Brooke's Vauxhall Villiers was a non-starter!

Now it was back to a 5-lap Handicap, the seventh race being won by Marsh's business-like low-chassis 4½-litre Invicta in a most exciting finish round Woodcote, because it only just caught Barton's aluminium-bonneted Frazer Nash, which was only half-a-length or so from the 1931 Aston Martin of Riseley. One of the few incidents that day occurred when Fearnley so nearly inverted his 1933 Frazer Nash in the Woodcote ditch, the car surviving the impact with very little apparent damage other than a splintered aero-screen. Some of the *Express* poster was demolished, which would probably have amused H.R.H. The Duke of Edinburgh.

The next race was equally exciting, being for All-Comers over five laps. The front row began to creep, the flag remained aloft, which put Lindsay off, so that he got away badly in "Remus." This enabled Brown's E.R.A. to lead for the first two laps, but Lindsay, cornering on the limit, got past, to win at 77.23 m.p.h. from Brown, Waller's E.R.A. third, sideways on! This time Lindsay's fastest lap was at 78.87 m.p.h. The Delage deservedly

took the vintage award. Once again the Morin Scott Maserati defaulted, Brewer dropping back after holding fourth place until near the end.

A more gentle 3-lap Edwardian Handicap had a field of six, out of which Clutton's great 1908 G.P. Itala won commandingly. Kenneth Neve was a splendid second from the scratch mark in his 1914 T.T. Humber, richly deserved after his lone support of recent Edwardianism. Sir Francis Samuelson, in spite of some cog-swapping difficulties, drove his 1914 T.T. Sunbeam into third place, ahead of Bolster's big 1911 Rolls-Royce, Rowley in Lord Montagu's 1912 Coupe de *l'Auto* Sunbeam and Collings' noisy 1913 Brixia-Zust which you can read about in MOTOR SPORT dated December, 1958.

There were still two 5-lap Handicaps to go. In the first of these Overy's 4½-litre Lagonda was overtaken by Rippon's Bugatti after two laps. The Bugatti built up a decent lead, but second place was hotly contested, Russ-Turner's blown 4½-litre Bentley, Cottam's E.R.A., and Delage II arriving over the line in a bunch in that order, with Arnold-Forster coming up so urgently that smoke rose from the spinning back wheels of Delage II, as it tail-slid over the finishing line. Before the start some hasty work had been necessary on the Delage gear selectors. Cottam lapped at 76.17 m.p.h. What was a Riley with belt-driven supercharger doing in this V.S.C.C. race?

The final event of this entirely satisfactory meeting was won by Kain's Type 37 Bugatti, in the lead two laps from home. Harris' Austin Seven was second, Clarke's Austin Seven third, Clarke hugely enjoying a dice with Fleming in Marchant's *blown* Austin Seven. Wickham's beetle-back 12/50 Alvis was fourth. The opening laps were led by the bearded Abrahams' jolly Singer Junior Special, now with double valve springs and cut-down valve guides, a car very much in the spirit of vintage motor racing.—W. B.

All the Winners:

12-lap Boulogne Trophy Race: N. Arnold-Forster (1922 5.1-litre Delage II)	71.47	m.p.h.
12-lap All-Comers' Scratch Race: The Hon. Patrick Lindsay (1936 s/c. 1,488-c.c. E.R.A. "Remus")	77.53	"
5-lap All-Comers' Scratch Race: The Hon. Patrick Lindsay (1936 s/c. 1,488-c.c. E.R.A. "Remus")	77.23	"
3-lap Edwardian Handicap: C. Clutton (1908 12,000-c.c. G.P. Itala)	60.05	"
6-lap Inter-Team Relay Race: Alvis Team 2 (Simpson, Kerr, Collins)	57.37	"
First 5-lap Handicap: K. Williams (1939 1,074-c.c. H.R.G.)	58.47	"
Second 5-lap Handicap: H. F. Barr (1932/37 4,300-c.c. Alvis)	64.87	"
Third 5-lap Handicap: I. E. Smith (1927 1,991-c.c. Frazer Nash)	64.09	"
Fourth 5-lap Handicap: J. A. E. Marsh (1930 4,453-c.c. Invicta)	66.29	"
Fifth 5-lap Handicap: A. W. Rippon (1930 s/c. 1,496-c.c. Type 37A Bugatti)	67.88	"
Sixth 5-lap Handicap: B. B. D. Kain (1926 1,496-c.c. Type 37 Bugatti)	62.95	"

Fastest lap of the day: Lindsay (E.R.A.), 79.52 m.p.h.

SILVERSTONE SNIPPETS

That doyen of motoring writers, 88-year-old W. F. Bradley, who was the European Correspondent of *The Autocar* for many years and who still writes occasionally for *Autocar*, was present and did a lap of honour beside Cecil Clutton in the Itala. Bradley had watched this car racing in the G.P. at Dieppe in 1908. Charles Lytle was also present, with his inevitable cameras.

* * *

There have been fatalities in the Silverstone pits recently, so it was surprising to see people still standing on the counters during the racing. This time, fortunately, the only casualty was someone who fell off the pit-counter and broke his arm!

* * *

Riddle's G.N. still retains cast-iron pistons. Quartermain made a welcome re-appearance with his E/OE 30/98 Vauxhall. S. F. Beer entered a nicely original 1934 T.T. M.G. NE Magnette. A. C. M. Millar drove his ugly Twin-Cam 3-litre Sunbeam as re-bodied by Macnaughtan.

* * *

E. H. Sutton had forsaken horses to drive his 1937 A.C. and Abson came down from Scotland to complete the Lagonda Rapier team. J. B. Kibble's 1934 ex-Fox and Nichol Lagonda was, according to the commentator, in the correct shade of red, as it ran at Le Mans.

* * *

Murray's E.R.A. non-started due to a fuel feed and brake maladies. D. C. Pitt drove his ex-Penn-Hughes/Kaye Don K3 M.G. Magnette, now a single-seater, running it on fuel left behind after the Oulton Park pre-war G.P. Mercedes-Benz demonstration! We didn't actually *smell* the "boot-polish."

* * *

The Hon. Patrick Lindsay, who had such a successful day, drove up from London in his ex-Brian Lewis/Powys Lybbe Monza Alfa Romeo—at 50 m.p.h., naturally. Keith Schellenberg had broken his holiday in Nice to compete—in the best Brooklands tradition; you recall how Sir Henry Birkin, Bt., used to fly straight back to Cannes after driving the blower-4½ Bentley single-seater!

* * *

R. A. Hutchings drove the ex-Jim Berry Type 55 3.3-litre-engined racing Bugatti and A. H. Brooking drove a Talbot 105 with white imitation outer-circuit body, which was noisy for a Talbot.

* * *

An interesting spectator's car was a vivid French blue La Licorne Type H02, Series 9 2-seater, which started silently under the influence of its efficient dynastarter.

* * *

Tom Goodman's 1930 Alvis-engined Lea-Francis Special looked right, sounded right, and was driven with verve by its entrant and Harry Spence. As Poynter was driving his 1928 replica Le Mans Lea-Francis this make was well represented.

* * *

Roesch Talbot enthusiast J. A. F. Blight was up from Cornwall with two of his beautifully-restored Talbots, GO 52, which Peter Moores drove, and one of the most famous of all these Talbots, the 1934 Pass and Joyce-sponsored Alpine 105 team car, with a replica body except for smaller tank. Leading the team in the 1934 Alpine Rally this Talbot won a *Coupe des Alpes* without penalty and was later raced at Brooklands by Mike Couper, winning three outer-circuit races in 3.3-litre form and lapping at 129.7 m.p.h. in 4-seater form in 1938. Blight's GO 53 wasn't present as it was still suffering from the gudgeon-pin breakage which happened at Oulton Park.

* * *

If an Historic Racing Car is one that was *raced* before 1952, only one Connaught, chassis no. A1, is eligible. If cars *built* during 1951/52 are regarded as eligible, four more Connaughts, chassis nos. A3, A4, A5 and A6 could just scrape in. Where are they?

The Morgan 3-Wheeler Club had a breakdown of members' engines in the July issue of its *Bulletin*. Most popular is the o.h.v. w/c. J.A.P., of which 255 are in Club "Mogs." The Matchless MX2 comes next with 178, followed by the Ford Eight (135), Matchless MX (109) and Ford Ten (108). Rare types are the s.v. Blackburn, i.o.e. M.A.G., and a/c. Matchless MX, while three of the "Moggies" have Austin Seven engines. Interesting!

* * *

The atmosphere of the 'twenties is captured by those personal photograph albums then popular (because amateur photography was a new hobby, or was it because life was regarded in those days as a more personal, individual, family affair?) in which favourite or exciting cars were depicted alongside dogs, horses, houses and great-aunts. Another item that has gone is the construction of hybrid road specials. The June issue of *The Ulster Motorist* contained an article about the Thomond, which was built in 1929 for £349 by a Dublin garage. Four Thomonds were built in all, this one having a 2-carburetter 12/50 Meadows engine. The price included £22 import-duty on components from England and £50 bonus to the builder. The owner, Dick Humphreys, drove it 74,000 miles with only one serious break-down, when the prop.-shaft broke, and seems to have disposed of it in 1932. It was timed at just under 80 m.p.h. on the Phoenix Park circuit.

* * *

The Amilcar and Salmson Registers, in spite of their small joint membership, are again holding their week-end rally at New Beach Holiday Camp, Earnley-by-Sea, Sussex. The date is September 14/15th and there will be a longest-distance-covered award, and driving tests, with prizes for best Amilcar, best Salmson and best lady driver in both these, subject to a minimum of three entries. Owners of cars such as B.N.C.s, Rallys, Senechals, Vernon-Derbys, etc., are invited. Entries close on September 9th, first post. Details from: Bryan Goodman, 7, Ravensbourne Road, Twickenham, Middlesex.

"GIVE THEM A BIG HAND"

The Bean C.C., no matter how small its own membership, has a happy knack of enticing an excellent entry to its meetings. Its Second Summer Rally at Bracknell Sports Stadium on July 21st had something like 90 entries of veteran to p.v.t. cars if historic commercials and vintage motorcycles are included. The event had some unusual items—the excellent grass arena was not open to the public until late in the afternoon, so that competitors could move their vehicles easily. One contest consisted of doing something original during a minute's use of the ring—a wheel was changed on a Chummy Austin Seven without using a jack, Williams' beautiful 1935 Daimler 15 appeared with its driver walking beside it, to demonstrate slow running, as did Longworth's 1923 Morris-Oxford, while Leiper drove his 1925 Sunbeam 14, a car rather overpainted like some human old ladies, sitting on the bonnet. Chalcraft nearly overturned his very sprightly 1923 Morgan 3-wheeler, and showed that reversing means *pushing* it backwards.

The Bean C.C. was represented by Hickling's 1924 11.9 2-seater, Seer's 1926 14, Bowling's 1924 11.9, the Yapp/Ridley 1925 14, Mormam's 1924 11.9 and the 1925 Bean Commercial platform lorry. Interesting entries included a rare 1921 o.h.c. Wolseley Ten 4-seater which one previous owner to Sanderson had driven 45,000 miles; it was in very nice condition. The two straight-eight Wolseleys were present. Railtons were represented by a baby coupé and a straight-eight special 4-seater. The 1935 Essex Terraplane, now with non-standard wings, with which Sir Guy Domville once beat a 4½-litre Bentley and a Railton over the s.s. ½-mile at Brooklands stood close to a very clean "Brooklands" Riley Nine which ran in the 1932 J.C.C. 1,000-Mile Race but now has a replica, not-quite-right body. Gray brought a 30/98 Vauxhall, Gahagan his Bugatti, Webb a rare 1923 s.v. Wolseley 14 tourer with radiator carefully stayed to the water outlet pipe and its oil filler recommending Extra Heavy Wolseley Filtrate. West had a model-R 20/60 Vauxhall G.M. tourer. Caudle's 1912 Buick seemed to possess three audible warnings, in the form of Klaxon, bulb horn and continual exhaust whistle. Windsor's 1921 Rolls-Royce Silver Ghost had intriguing taps extending from the near-side running-board valance for remote control of sump draining and the fuel-feed systems. Moody's 1927 Singer Senior had ¼-elliptic back springs rivalling those of a Roesch Talbot, there was a neat Fiat 509 2-seater, and the vintage motorcycles, which included a distinctly accelerative 2-speed Scott, a single-speed clutchless Norton capable of working up to 70 m.p.h., Mrs. Blake's very fine ride on her direct-drive 1911 B.S.A., Mayes' sedate and compact 1927 976-c.c. Royal Enfield combination, Green's Raleigh and Briggs' 1928 o.h.c. Humber, were all very nicely turned out, a credit to the V.M.C.C. Very American was R. Gray's 1929 solo 986-c.c. Harley-Davidson. Very smart and possessing beautiful lines, Jackson's 12/40 Star "Pegasus" 2-seater appealed strongly, while Tim Nicholson, dressed as a chauffeur, stole the "dress" show, as he released Mr. and Mrs. Sawers, attired as country toffs, from behind the screen of his 1928 Lanchester 21 tourer. Like brand-new was Bamfield's 1932 6.7-litre Leyland omnibus, late of the St. Helier service. Lord Montagu donated the *Grand Prix d'Honneur* and Michael Sedgwick presented the prizes.

Lord Montagu Challenge Cup: Mr. Williams (1935 Daimler).
Distance Award: Mr. Hickling (1924 Bean 12).
Concours d'Elegance:
Veterans: Mr. Lee (1912 Unic).
Vintage: Mr. Albon (1927 Austin Seven).
P.V.T.: Mr. Williams (1935 Daimler).
Historic Commercials: Mr. Bamfield (1932 Leyland 'bus).
Motorcycles: Mr. Briggs (1928 Humber).

Post-Vintage Standards. The Standard Register, formed five years ago to record surviving Edwardian and Vintage examples of the marque announces the formation of a "Post Vintage" section. Models produced between 1907 and 1930 are represented in strength by the original Register which will remain under the administration of its founder J. R. Davy, but enthusiastic owners of 1931-1940 Standards are invited to write to R. E. Levin, Standard Register (Post Vintage Section), Standard-Triumph Engineering Division, Fletchamstead, Coventry. The objects of the new section are to encourage the use and preservation of Standard, Standard Swallow and Avon Standard cars of the period and there will be a special category for these cars at next year's National Standard Register Rally.

Urgently required by an enthusiast building up a pre-1914 Singer Ten is the gearbox/back axle assembly for one of these cars.

The Shuttleworth Collection, Biggleswade, described in MOTOR SPORT last March, is now open to the public on Saturdays and Sundays for the remainder of the summer. Admission costs 3s. 6d. for each adult, 1s. 6d. for each child over five, parking free.

* * *

Gaskets. We have frequently made reference to the excellent service operated by James Walker & Co., Ltd., Lion Works, Woking, Surrey, for old-car owners in need of new head and flange gaskets. A leaflet about this service is now available to anyone mentioning MOTOR SPORT and writing to Mr. K. K. Gibbs. It illustrates a 1904 Tony Huber used in the Rank film "The Waltz of the Toreadors," which has covered 26,000 miles since 1956, using Walker gaskets.

* * *

The Veteran C.C.'s Newbury Rally takes place on September 21st, at the Show Ground, Elcot Park, commencing at 12 noon. Entries close September 4th.

* * *

Vintage Miscellany.—A 1904 single-cylinder Rover, with a channel-section chassis having very thin dumb-irons, awaits restoration in Wales, where a 1927 Morris-Cowley 2-seater and a 1930/32 Austin 12/4 saloon are derelict. Michael Sedgwick, Curator of the Montagu Motor Museum, has bought a 1934 Tipo 518L Fiat Ardita with a Steyr-Daimler-Puch cabriolet body. He wonders if any other Arditas are around?

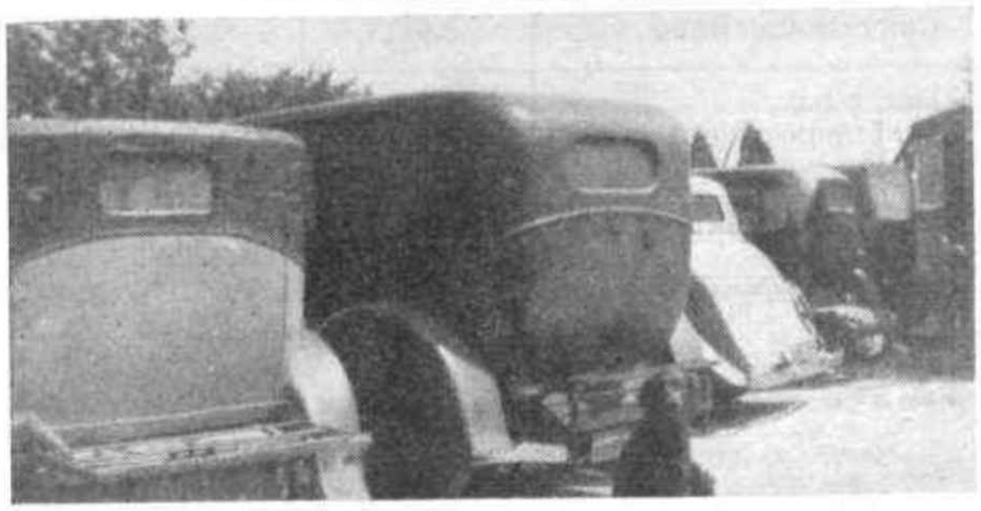
The Charles Sykes Exhibition at Beaulieu will remain open throughout September and is well worth a visit. The H.C.V.C. issues a useful *News Letter* containing data about vintage commercial vehicles it has discovered, etc. Its next fixture is the East Ham Rally on September 14th, but the Paris Rally has been postponed until 1964. The Lea-Francis O.C. issues a very interesting duplicated magazine *The LeaFlet*. The Editor craves a small and a very large early-vintage chassis for restoration. A 1934 believed-prototype Triumph Gloria is for disposal in Mitcham. When Ford of Dagenham assembled the Press to see their *replica* 1896 Ford Quadricycle demonstrated at the Crystal Palace it blew its piston out soon after Graham Hill had finished driving it—*genuine* veterans are rather more durable!

A 1928 Chrysler 2-seater is in fair condition at a Hampshire farm, where it is used as a haysweep and a Belsize and model-T Ford lorry have come to light somewhere in S. Wales, and the remains of a model-W Essex in a Yeovil scrapyard.

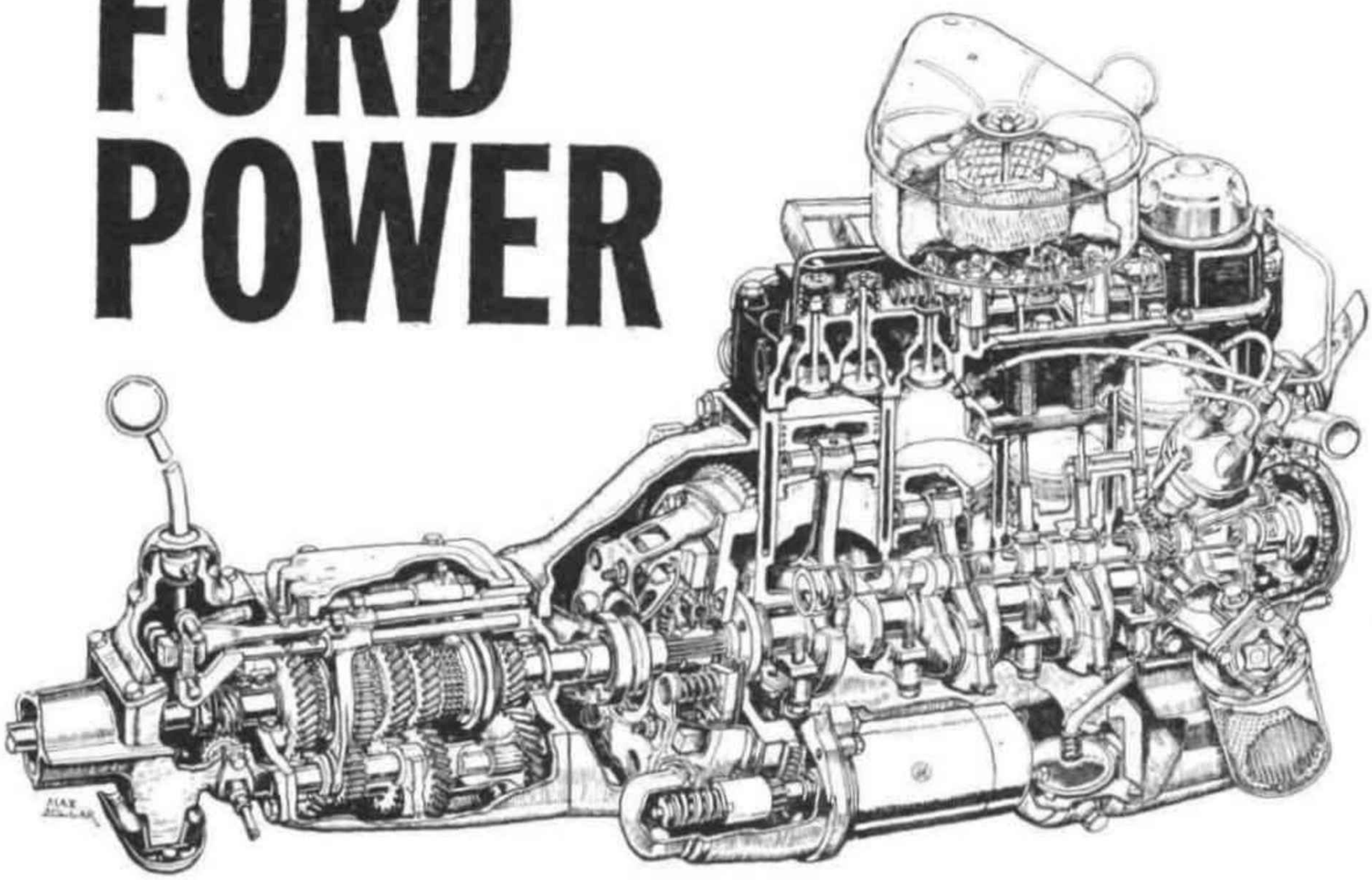
Readers report that a Willys Knight saloon has been found in Devon, laid up since 1927, that there was a Maxwell in a scrapyard near A2 and that the remains of a Flint lie in a Suffolk yard.

In the I.o.M. someone saw a *circa* 1926 Star saloon in a boatyard and an Austin 12/4 van in the back of a garage. At Exeter we hear there are the remains of a l.h.d. model-T Ford truck that was burned out. An Austin 12/4 van in a field near Ilfracombe, a Brough Superior in a yard at Chadleigh, a Lacre water-spreader at Woodbury and a 1912 Singer Ten 2-seater at a Barnstaple garage are reported by a West Country reader. A large 1929 Daimler lies in a S. London yard and that 12/30 Talbot still languishes with the Daimler tourer in Yorkshire. A 1919 Albion truck may soon be scrapped in Newcastle, and another Cluley has been seen, in Yorkshire. Letters can be forwarded. There seems to be a slump in old cars at present so now is the time to get them for low prices.

VINTAGE TAILPIECE



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Model	105E	112E	115E	122E	122E G.T.	216E	217E
Cylinders	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	6 in line
Capacity	997 cc	1,340 cc	1,198 cc	1,498 cc	1,498 cc	1,703 cc	2,553 cc
Bore inches (mm)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.25 (82.6)	3.25 (82.6)
Stroke inches (mm)	1.91 (48.5)	2.56 (65)	2.29 (58)	2.86 (73)	2.86 (73)	3.13 (79.5)	3.13 (79.5)
Compression Ratio	8.9:1	8.5:1	8.7:1	8.3:1	9:1	8.3:1	8.3:1
Max. b.h.p. (Automotive Nett)	39 at 5,000	54 at 4,900	48.5 at 4,800	59.5 at 4,600	78 at 5,200	68 at 4,800	109 at 4,800
Max. Torque lb ft	53 at 2,700	74 at 2,500	63 at 2,700	81.5 at 2,300	91 at 3,600	93.5 at 3,000	137 at 2,400

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VINTAGE POSTBAG

Memories from Llanwrtyd Wells

Sir,

Nice to see Llanwrtyd Wells getting a spot of publicity, but even I know the Baptist Church isn't the Station, although I've only recently arrived here. Your captions got crossed it seems!

However, far from being a ghost town, it is the centre of a flourishing Pony Trekking Association, and anyone wanting a complete change from the chaos of the roads couldn't wish for a better centre.

Mention of the J.M.B. three-wheeler brings back memories of the Coventry-Victor I had in 1933. Boasting a 600-c.c. o.h.v. horizontal twin engine, it possessed two gears, and one merely got out and lifted the rear end round when "reverse" was required. (It weighed very little—not more than 400 lb. at most.) Unfortunately, it was far from reliable, and I was unable to get much satisfaction from the firm. I was at the time "Hon. Sec." of the Ilkley Motor Club, and contributing "On Three Wheels" to the lamented and sadly missed *Light Car* of that era, "proof" to the manufacturers that I was sadly misusing the beast.

Thinking back, I am amazed at the way in which it held the road, and the service it did give in the few months I owned it. Youngsters of today will be unbelieving—but this model cost £75.

Sometime around then, I road-tested the KB Special. I wonder if there are any left? This was produced by King Brothers, of Otley, the local agents for Morris, who fitted a very sporty little body to a standard Minor chassis to which they had made modifications. It was doomed, of course, once the M.G. Midget got cracking.

I have a fund of memories, covering not only motorcycles but the old Austin square four 12, the early Morris Cowley (which I drove before I was old enough to own a licence), Morgan three-wheeler, etc. I do hope any enthusiast who may find himself in this area will call in for a chat. There is good beer to be had here, too!

Brighton House,
Llanwrtyd Wells. H. SAGAR.

[Captions were reversed, and our amateur readers spotted what our professional readers failed to do.]

* * *

Frazer Nash Data Wanted

Sir,

It is hoped that before long a history of the chain-drive Frazer Nash will be published by MacDonalds and written by myself. It is to be hoped that when this book is published it will be as free from error as any book can possibly be.

In the mid-'twenties Archie Frazer-Nash used the Pluspower and the Anzani engine and I am very anxious to contact people who can throw additional light on to the following companies: British Anzani Engine Ltd., British Vulpine Co., Ltd., The Pluspower Engine Co., Ltd., and the early days of British Anzani Engineering Co., Ltd. What of course is primarily required is people who worked on the cars or in these works at this time who kept diaries or notebooks which they still have today so as to avoid the built-in errors that come through using the memory.

I am anxious to hear from all owners of Nashes who owned their cars for more than three years and from those owners who did something noteworthy with their cars in competitions. When writing please quote all known data so as to avoid unnecessary letter writing, *i.e.*, registration number, chassis number, etc.

If anybody has the original negatives or enlargements of interesting Nash photos, *i.e.*, in competitions, which they think would make good photos for the book I should be only too pleased to consider them.

I am also very anxious to especially contact the following people, some of whom unfortunately will probably be dead by now: K. Pyman, E. Hillary, F. C. Folland, R. Twelvetrees, R. G. C. Schwalm, F. A. Jaques, H. W. Blaw, W. R. Nimmo, L. Butler-Henderson, J. A. Hall, T. Twentyman, C. Penn-Hughes, A. Gough, A. L. Marshall, A. G. Gripper, F. W. Oxley and M. T. V. Collier.

The one car I want to trace was PD 3103, sold on May 9th, 1925, to presumably a Cambridge undergraduate called B. C. Wallace. If anybody knows of him or the car's subsequent career please do not hesitate to write.

Will all those people who have written to me over the years please note that my new address is 73, Eveson Road, Stourbridge, Worcestershire, and my 'phone number is Stourbridge 3808, and I do not now live in Glasgow.

The last part of the book will be a registry of all Nashes ever made and all G.N.s existent, and no member of the V.S.C.C. can assume that because I have seen him and his car that I know everything about it; only letters provide this information and I have all the letters sent to me over the last eight years whilst I have been, as I am now,

DAVID THIRLBY,
Registrar of the Frazer Nash
Section of the V.S.C.C.

Stourbridge.

* * *

Not Me!

Sir,

I am glad that "W. B." pointed out in his report of the Light Car Rally that light cars in general are primarily for the less affluent members of society and need not attain an unduly high standard of turn-out. Having often wondered why his Calthorpe Minor is presented in such a scruffy condition, it was very touching to read this subtle explanation.

J. M. HAYWARD,
V.S.C.C. Light Car Section.
(Not yet on National Assistance.)

Ferndown.

[I have never owned, driven or so much as sat in a Calthorpe Minor.—ED.]

* * *

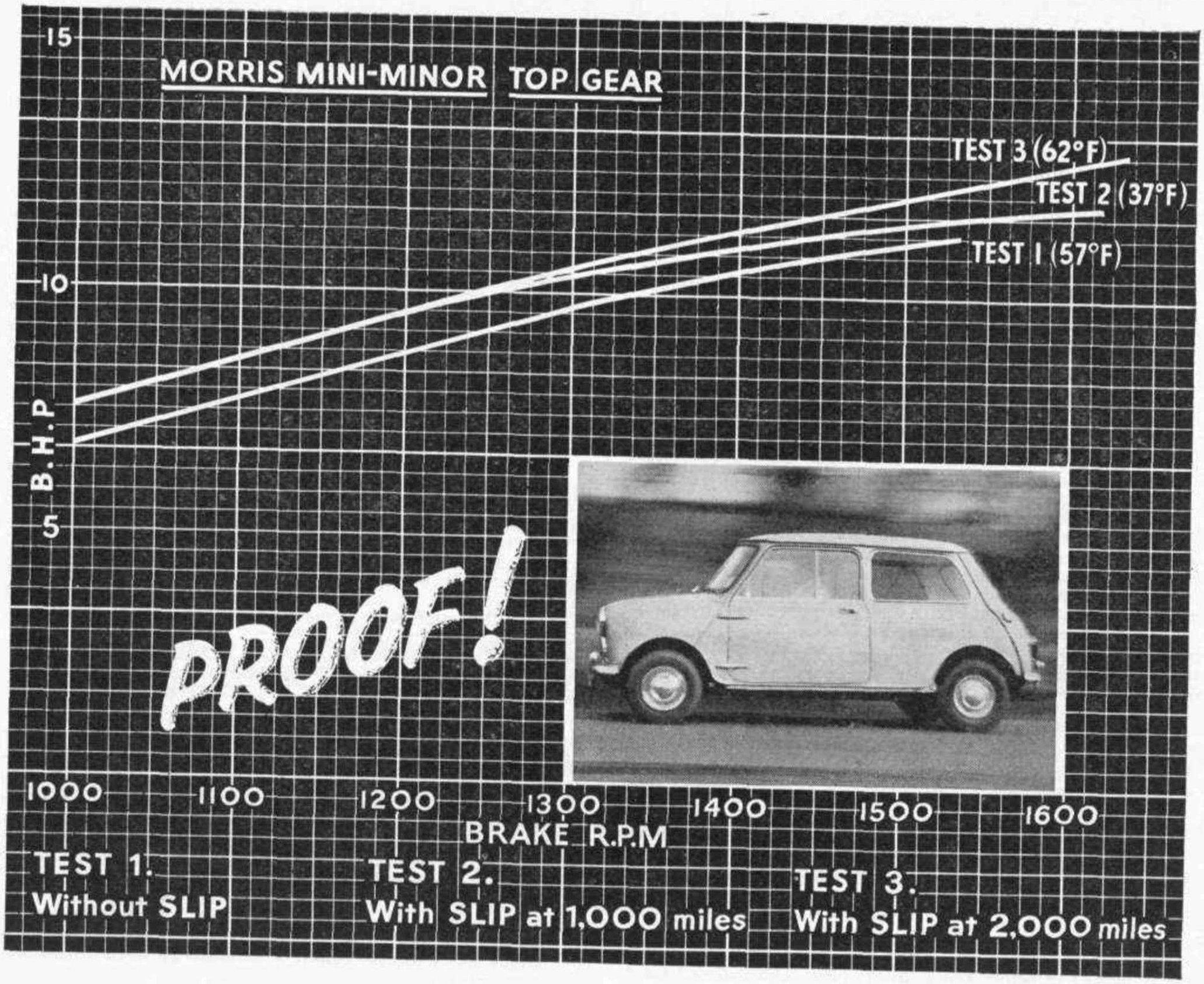
A Rare Peugeot

Sir,

Enclosed are several photos of a Peugeot Baby Sport Model 172 BS that I recently restored to original condition. This is a 1924 model (the same year your publication was founded), with *carrosserie* by Geneix and Pinell of Paris, and was originally finished in French racing blue. After a complete mechanical overhaul, during which time all moving parts of the engine, transmission and suspension were disassembled, examined, replaced or refinished and reassembled, the "Baby" now delivers a smooth, steady 135 k.p.h.



STEAM FRIEZE.—Last winter's frost damage has brought out the steam-rollers to assist with repairs. Here are a selection: on the left a Marshall at S. Harting; centre, a Fowler encountered near the Clun Forest; right, the Radnorshire C.C.'s 1928 piston-valve Aveling & Porter, No. 11208, with Pirelli-shod water tank, seen near Builth Wells.



7.1% MORE POWER FOR MINI-MINOR WITH MOLYSLIP®

...plus 9.9% more m.p.g., 3.1% more compression, 9.7% more acceleration.

Of special interest to Mini owners are the results of recent tests on MOLYSLIP Anti-Friction, carried out by the Loughborough College of Technology.

These tests, part of a wide programme, were in two parts: a chassis dynamometer test, and a 2,000 mile road test.

One of the five cars tested was a high mileage 1962 Mini-Minor. The figures above show how greatly this car's performance was improved by the addition of MOLYSLIP Anti-Friction. In fact, all five cars showed improved performance with MOLYSLIP.

MOLYSLIP is a new concept in engineering—an *anti-friction* that drastically reduces friction in the working parts of a car engine. Result: your car goes better, costs less to run, and lasts longer. Prove it for yourself. Ask for MOLYSLIP Anti-friction, in the bright red tin. See what it can do for *your* Mini!



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THE ANTI-FRICTION FOR YOUR ENGINE

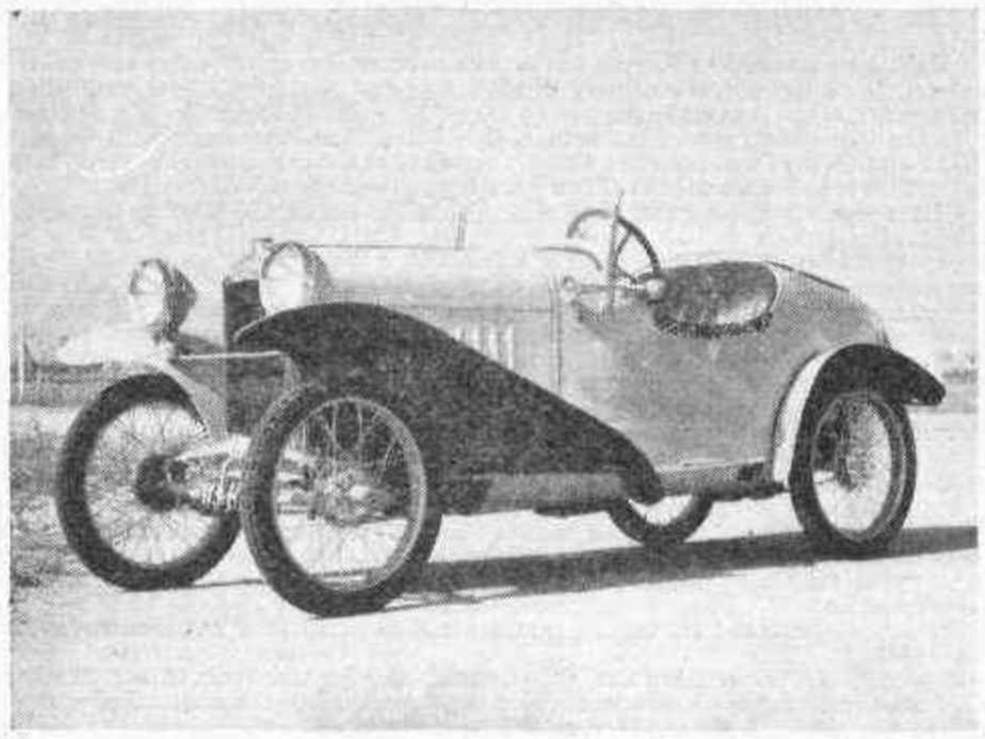
Also use **MOLYSLIP 'G'** for gearbox, steering, back axle

10 oz. 15/-

from your garage, Halfords or motor accessory shop

Manufactured by the
SLIP group of Companies, Hatfield Road, St. Albans, Hertfordshire.

S21



I am planning to drive it from Venice, Italy, to Nancy, France, *via* the St. Gotthard Pass. I have noted in the past that letters from your readers always bring forth interesting data and facts regarding vintage cars and I was wondering if anyone among your readers have ever owned a similar car and if they could pass on any information about it.

Aviano, Italy. EDWARD J. KOMYATI (Major, U.S.A.F.).

* * *

Passenger or Commercial ?

Sir,

With regard to your comment on the Warrick tricar at the H.C.V.C. Brighton Rally. The tricar was vetted by the Committee and accepted after seeing documentary proof of its authenticity. I have a 1915 catalogue illustrating this model delivering *Star* newspapers, in New Zealand.

Warrick made only a few passenger cars. Please note the spelling of Warrick! I would appreciate your publishing some favourable correction to do me justice.

Southend. L. MATTHEWS.

* * *

J.M.B. Memories

Sir,

I was most interested to read Mr. Donald Cross' letter about J.M.B.'s in your August issue, and particularly intrigued by the photograph, because although I can claim to own a J.M.B. I have no idea what it looked like when it was all up together.

Some years ago I designed and built myself a 3-wheeled cyclecar having a passion for such things, and knowing this, two young men who lived in this village persuaded me to take over the remains of a 3-wheeler which they had acquired with the idea of re-building it. The body had been removed in pieces and scattered, and the bare bones exposed to the weather for rather longer than was good for it, but even in that state it had an irresistible charm, and I managed to get the chassis (and works), one door and the tail home. Unfortunately, two curved metal girder-like structures which ran along either side of the chassis to support the body were beyond redemption, so I gave up any idea of re-constructing the vehicle in its original form, and concentrated on restoring the tubular frame, steering and front wheel suspension, brakes, gear change linkage and engine. I have fitted an angle iron " stool " to support a seat, and rigged-up a temporary dash-board for ignition switch and ammeter—and to support the steering column—re-wired the coil ignition and battery circuits and now have a chassis in running order ready for a body to my own design.

I am delighted to know the names of the three gentlemen responsible for designing and producing this little car. I suppose nothing is perfect, but as a design for 3-wheeling, this must be very near it. The basic frame is in stout metal tube with the rear transverse member housed at each end in rubber bushes in split metal cups. The cups can be parted like big-ends for renewing the rubber " bushes." This arrangement allows swivelling movement —or rather rotating movement—of the transverse member. Welded at right-angles to the transverse member is a truly powerful tubular boom projecting backwards, and this carries the engine and gearbox mountings, and behind them the rear wheel and brake. The engine lies in a horizontal position with the cylinder head immediately beneath the driver's seat. Comfortingly warm in winter! Now, since all this heavy metal is fixed to the boom which is fixed to the rotating cross-member, why does'nt the whole contraption collapse with a broken back into the road? Because gripped by four large bolts in a bracket beneath the engine mounting is the root of a massive leaf-spring projecting forwards, and the extremity of the lower leaf of this spring slides to and fro in a slotted bearing plate held in a rubber packed housing fixed to the cross-member in front of the rotating one, and forming the centre cross-member of the basic frame. Of course, if this spring broke, you would collapse in the road, but it won't break; its not that sort of spring. By this cunning arrangement, engine, gearbox and wheel are all in fixed relationship each to the other—so no chain snatch or nonsense of that kind, and all weight is sprung.

As Mr. Trill says, each front wheel mounting is held by a top and bottom transverse spring—quite short, and with their roots clamped to a vertical tubular metal frame rising from the front of the basic frame—so independent front wheel suspension—and steering is by a split tie rod (two separate lengths) stretching out to each wheel from a metal peg protruding from a toothed sprocket held in a beautifully designed carrier, which also supports a smaller sprocket immediately above and turned by the driver via the steering column. The two sprockets are joined by a piece of bicycle chain to give geared steering of rack-and-pinion character.

Brakes are internal expanding, with all round inter-changeable wire wheels fitting over the brake drums. The brakes are Bowden cable operated through knurled brass adjuster units, and all brakes work from the foot pedal or the hand-brake lever.

My J.M.B. has a big side-valve J.A.P. engine, 497 c.c. or thereabouts, and the Albion 3-speed and reverse gearbox mentioned by Mr. Trill. The air-cooled cylinder finning is unlike anything I have seen before, and must have been specially designed for the horizontal position. Like most of its kind, this old engine is virtually indestructible, and a delight to have anything to do with. I am interested to read about a 348 c.c. two-stroke engine, though. I have the impression that the finished car would have been rather heavy for so small a capacity, but no doubt the answer lies in the gears.

I could go on and on because everything about the J.M.B. has the stamp of considerate and intelligent minds, but this letter is already much too long. I must just tell you this, though. I got some help with the wiring from a mechanic in one of the big garages nearby, and I made some remark about the J.M.B.'s many virtues. He looked at it for a long minute and then he said " They didn't know any better in them days. They were too bloody ignorant to do a bad job." I think I know what he meant.

Woodcote. A. J. BRADLEY.

* * *

A Stage Austin 7

Sir,

I wonder how many of the older generation of Austin 7 enthusiasts remember the great comedian George Clark? Clark, who flourished in the middle 'twenties, and who was the monocled " dude " type, was famous for the exciting stage act which he used to perform with a very early Chummy. He used to put over quite unbelievable feats with the little car. Dashing on from the wings, he would come tearing towards the footlights. Half the house would be on its feet yelling (or getting ready to run !) as the incredible car would stop, with a great squealing of tyres, just as it seemed certain it must come hurtling across the footlights and into the orchestra pit. Sometimes he would start the car with a push, and then leap in just as it was plunging across the stage by itself and threatening to demolish the scenery. I never saw a man do so many tricks with a little car; it was funnier, and more thrilling too, than anything the notable Harry Tate ever thought up in the early days of music-hall. Whatever magic device Clark had for making the brakes really effective (he had a 1925 Chummy, with only the 6½ in. drums) we shall never know. Perhaps many a " 7 " enthusiast and special owner would still like to know the secret.

I don't suppose the authorities, who frown on any real thrills from stage (except at the Windmill ?) would allow Clark's act now, even if there were any music-halls left for him to have appeared in. Anyway, in those days I used to feel that his wonderful little car act did a great deal to popularise the Austin 7 and counter the real blasts of ridicule which were directed at the little car when it first came on the scene.

These things I remember almost in my boyhood. The great comic must have long passed on. So to comedian Clark, in the shades now, and maybe riding on to Valhalla in his powder-blue Chummy, " Thanks for the memory, George."

Truro. JACK MARSHALL.

THE 750 M.C. 6-HOUR RELAY RACE

(August 10th)

CONSISTING as it does of six hours' racing round the Silverstone Club circuit between teams of six cars, with a continuous, well-informed commentary and, in this year's event, no fewer than 204 pit-stops, the Relay Race is unique, but apparently unattractive to the public, for the crowds were far smaller than at the V.S.C.C. meetings.

Any lack of pit-stops in modern G.P. races is made up for in this event, although repairs and refuelling take place in the Paddock. The far end of the pits, protected by a straw-bale wall, were used but Shepherd's Triumph TR3A spun off at Woodcote and hit the unused area of the pits backwards, its driver being flung half out of his seat, to hang head downwards close to the road as the car bounced off. Fortunately he was uninjured but had the TR3A been hit by another car, it could have been carried amongst the parked cars—*once again the dangerous siting of the Silverstone pits was emphasised.*

It seemed odd to find 3.7-litre Jaguars in a race promoted by a Club formed originally to cater for trials Austin 7s, but times change . . .

In the first half-hour there was excitement, the mass start with dead engines resulting in a minor shunt in which Dempsey's A.C. had to come in for a track-rod ball joint to be replaced. And on the very first lap Fletcher went into the Woodcote ditch in his Lister-Jaguar and also had to make for his pit.

Torrential rain then made things difficult for half-an-hour, and Brown's XK120 burst a rear tyre and spun at Woodcote. The D.K.W. Team set much store by Else's very "hot" Junior, which was slowed at the corners by severe understeer but, even so, out-accelerated Wick's Mini-Cooper-S. In the wet the Cooper cornered faster but these "S" versions were afflicted by overheating. A shunt caused Bunce's Tornado to come in trailing its n/s headlamp but after two hours' racing the Tornado Talismans' managed by W. Woodhouse, were a lap behind Team Anglia (managed by D. Thomas).

Half-an-hour later these two teams were on the same lap and by 4 p.m. (half-distance) they held this close position, the D.K.W.s third. The remainder of the race was a dual between the five Anglias, including Mike Costin's Lotus-engined car, and the four Tornados and a Talisman.

At 5 p.m. third place was a tie between the two Mini teams, the Hagley Broadspeed Minis, with two of the too-hot "S" models, just leading the Mini Se7en Team. The latter were faster on the road but had had two more pit stops than their rivals—and under the new safety arrangements these stops were costing some 40 sec., or about twice as long as last year's.

The Daimler SP250s had started well but lost oil from sumps and axles and fell right back.

The last two hours were intense, for the Anglias were in and out of the pits, taking rather a lot of time as the drivers fastened their belts. By the final hour Dell's neat 1,498-c.c. Talisman had a lap lead from the Wingfield/Abbott 1½-litre Anglia and then the Fords hopes were dashed as this Anglia was black-flagged for a trailing exhaust-pipe. Mansfields 1½-litre Anglia took over, but soon the other Anglia was put back in the race, Costin's faster car having used all its available laps. It was gaining some 3 sec. a lap on the Talisman when the exhaust system departed again, so now there was no hope of catching the Talisman and the Tornado Team sent out Sherwood in a smart blue radio-equipped 1,460-c.c. Tornado coupé to run home to a popular and well-deserved victory. Right at the end Sash's Morgan Plus 4 stopped out on the circuit, when a strut axle apparently snapped.

The exciting racing was a great credit to handicapper Denis Loveridge, who is an able successor to Charles Bulmer. The whole race was very enjoyable.—W. B.

Results :

1st :	Tornado Talismans	293 laps
2nd:	Team Anglia	290 laps
3rd :	Jaguar Drivers "A"	288 laps

L.M.B. Shield : Midland Centre 750s 279 laps (11th)

TEAM TALBOTS

Sir,

Might I be allowed to correct one or two inaccuracies in the otherwise excellent article on my friend Anthony Blight's Fox and Nicholl Talbots, published on Page 613 of the August issue.

In the first paragraph of the article, it is stated that Anthony Blight bought GO52 and GO53 from me after I had "acquired them and quickly passed them on." This is so inaccurate that I feel I really must put the record straight.

I have never owned either GO52 or GO53. The cars I sold to Anthony Blight, after having owned both for nearly two years, were GO51 and APF999, the ex-Brooklands single-seater, later fitted with a saloon body for Arthur Fox's personal use on the road.

At the time that I owned GO51, the whereabouts of GO52 was known to most people interested in the Team Talbots. GO53, however, was generally believed to be no longer in the land of the living and I am delighted to hear that Anthony Blight has unearthed it. In view of it's long disappearance, the history of this car is far more interesting than any of the others. What a pity, therefore that 53 was not chosen as the subject of the article. But perhaps Anthony Blight can now be persuaded to tell us how and where he found the car and where it has been hidden for all these years.

I gladly concede that Anthony Blight's staying power is far superior to mine. But I did spend a lot of money on both the Team Talbots I had, with John Bland and with others, so I should not like it to be thought that I acquired the cars with the "profit motive in mind" In fact, I sold both cars to Anthony Blight at a substantial loss.

Would you be good enough to publish this letter in your September issue.

Weybridge. CHARLES MORTIMER.

[I apologise for confusing the Talbots sold by Mr. Mortimer to Mr. Blight. This only goes to show how complicated the matter is but the main thing is that all four are now in good hands and all will be restored.—ED.]

READERS' OPINIONS

"SPARES FOR EVERY SINGLE PART?"

Sir,

The latest line in VW propaganda facing page 528 of the July issue of MOTOR SPORT made me smile.

We were in the unfortunate position of having the fuel pump of our 1961 Karmann-Ghia pack up at 8 p.m. in Exeter, on 29th May 1963, en route for Bristol, and we were forced to remain overnight.

The next day it came as a shock to find that the local VW agent in Exeter could not provide a replacement. This, however, was obtainable—in Torquay! We were thus subjected to further inconvenience and delay.

We feel that the inability of the only VW agent in a major British city to provide such a vital part makes mock of the advertisement and that you, as the alleged "VW Benefit" publication, might like to know this!

S. Harrow. T. C. CAREY (Mrs.)

* * *

BLOWING THEIR OWN TRUMPETS

Sir,

I dashed to my newsagent to collect my July issue; turned frantically (as usual) to "Letters from Readers," always my first call! I was astonished to find two blatant adverts from "Firestone" amongst the genuine letters. Please Sir, do not let our favourite columns be fornicated like the "personal" columns of a national daily.

Rhyl. C. WILD.

[The two letters we published here occasioned many readers' letters like the above. We thought it funny to let you see how Firestone's Publicity Department was making much of every driver at Indianapolis having *bought* Firestone tyres, whereas the impression here might be that Firestone *gave* tyres free to Indianapolis entrants and got their monopoly that way.

The second letter from Firestone's Mr. Winter was put in to show that Firestone tyres can also win races against other famous makes of racing tyres in saloon-car races in this country. Moreover, Mr. Winter included a pinch of technical data in his publicity blurb, which made a refreshing contrast to many letters of this kind that we receive.—ED.]

* * *

PARKING CONCESSIONS

Sir,

You may be interested in the following notice which stands on the counter at Moss Bros., the well-known Covent Garden outfitters :—

"If your car is outside and not at a meter please inform our commissionaire."

You can draw your own conclusions from this, but it would appear that there may be one parking law for the rich customers of Moss Bros. and another for the poor who shop elsewhere in the district!

London, N.W.4. ROBIN N. THOMAS.

THE JOHN WILLMENT RACING TEAM

AND IMPRESSIONS OF A WILLMENT MODIFIED FORD CORTINA G.T.



JOHN WILLMENT AUTOMOBILES occupy large premises in Twickenham. The racing shop is situated here at present but will move to its own garage for next season.

A NAME that has become more and more prominent as the racing season progressed is that of John Willment, for the Willment team of Ford Cortinas and the gigantic Ford Galaxie have become a force to be reckoned with in their first season of racing.

John Willment is a well-known name in motor racing, for he has been a competitor and purveyor of speed equipment to the racing driver for many years and in fact the Willment inlet-over-exhaust cylinder head conversion for the 100E side-valve Ford was one of the most potent power-producing pieces of equipment ever introduced for this engine. He raced a 100E Ford with Jeff Uren at that time and although they often discussed the formation of a saloon car racing team it did not come to anything at the time and they went their separate ways, Willment to develop his chain of Ford dealerships and Uren to run his plant hire business. Willment now runs John Willment Automobiles which is situated in a large modern building in Chertsey Road, Twickenham and also controls other Ford dealers like Lamberts of Kingston. Jeff Uren raced various Fords, eventually became Team Manager for the Ford factory rally team for a year, then went back to racing on his own.

In the winter of 1962 John Willment decided that the time was ripe to start his own racing team and naturally he called in Jeff Uren to run it for him. There were two objects in mind in running the team: firstly to obtain publicity for Willment's Ford agencies and secondly to develop a range of speed equipment for both road and track use. Being a Ford dealer there was no other choice than to use Ford vehicles, but when they first heard of the 1500 c.c. Cortina GT they felt they had got the answer to victory in the 1½-litre class. However, even influential Ford Distributors cannot get hold of cars too long before the release date and it was only about a fortnight before the public announcement date of April 5th that they received the first 1,500 GT Cortina. A "crash" programme of development was instituted and so successful was it that on April 6th, the day after its announcement, the car won its class at Oulton Park in its first race. After this development was speeded up and the cars improved from race to race, the power going up by leaps and bounds. The team has dynamometer facilities and they have reached a maximum of 119 b.h.p. at 7,400 r.p.m. with this engine in Group II trim using the standard manifolds and single Weber carburetter. The engines are seldom tuned to anything like this power as reliability is bound to suffer and for the Six-Hour saloon-car race at Brands Hatch they concentrated on giving high torque and restricted maximum power to 100 b.h.p., a wise decision in view of the wet conditions. This of course resulted in the third place overall and class win.

The Ford Motor Company of America was expanding its racing activities tremendously and they decided to ask Willments to race one of their Galaxies in Britain. Willments agreed to do so and acquired one from Holman and Moody, who prepare the majority of racing Fords for the factory in their California workshops. This arrived in time for the International Trophy Meeting of May 11th and Jeff Uren found that very little work was needed on the car for it had been beautifully prepared by Holman and Moody. It is a matter of history now that Jack Sears ran rings round the



CORNER of the Willment racing shop showing the Galaxie on the right, the Cortina tested by us in the centre and the team's racing Zephyr on the left.



ANOTHER PART of the racing shop houses the A.C. Cobras which are being prepared for the Tourist Trophy. Willment will be responsible for preparing and racing these cars for Carol Shelby in Europe next season.



ON TEST this Willment modified Cortina GT was able to reach 108 m.p.h. and proved to have vastly improved handling qualities. Note the exhaust system emerging under the passenger's door.

Jaguars and won with contemptuous ease. This success unfortunately brought trouble to Willments in the shape of the scrutineers, but more of this later. The car was modified slightly in the matter of handling to set it up for British road circuits rather than the banked tracks they normally race on in the States. The only real trouble has come from the clutch which wilted somewhat under the strain of transmitting 450 b.h.p. from the 427 cu. in. (7-litre) engine. This has now been effectively cured. Whenever the Galaxie raced it was almost uncatchable and it did much for American prestige in Britain, although the victories were not liked in some quarters.

The season for the Cortinas continued to be successful and so far they have won their class in every race bar two and in these two races they have only been beaten by other Cortinas. All the same Jeff Uren makes no attempt to hide his dislike of Group II racing, pointing out that the cost of preparing a car to this specification is almost as much as the retail cost of the car, whereas with Group III racing the driver can go the whole hog with power outputs and suspension modifications and very often does not spend so much money in the process. He feels that this type of car can be inherently safer as the handling is usually better and the reserve of power enables the car to get out of trouble by the use of the throttle whereas the present cars are being driven absolutely at their limits.

The Willment team ran into trouble with the scrutineers early in the season and have hardly been out of it since. During testing they found that the plastic rear window of the Cortinas tended to blow out so it was fixed with a series of nuts and bolts. This passed the scrutineers several times but at the Six-Hour race it was declared ineligible and had to be changed. The front passenger seat which had passed muster all season was also deemed not to comply with the regulations and also had to be changed.

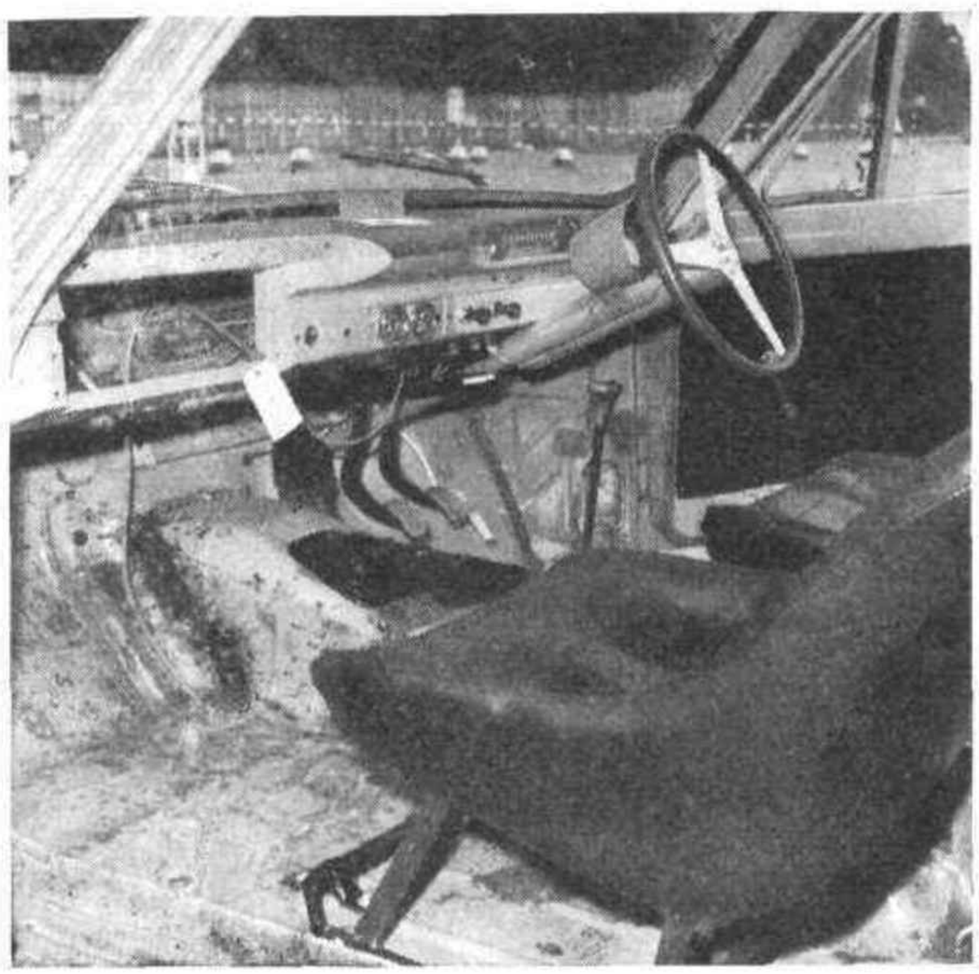
The Galaxie passed scrutineering at the International Silverstone meeting and the scrutineers commented favourably on the roll cage inside the car. It raced shortly afterwards at Aintree and also passed the scrutineers and won again but at Crystal Palace the scrutineers decided that as the internal roll cage encroached on the passenger space at the rear it could not be passed. After much argument Willments cut out three of the tubes so that the car could now carry rear seat passengers, although passengers are, of course, not allowed in races, and the car won again. Later the R.A.C. made a ruling on the subject which meant that more tubes had to be cut from the roll cage thus reducing the roll cage's effectiveness to virtually nil as in a roll-over accident the bars will just fold over. The Six-Hour race saw a new set of objections raised against the Galaxie and although the suspect parts were all subsequently proved to comply with the regulations Willments withdrew that car. All this seems rather unsavoury and one hopes that this scrutineering business will be satisfactorily cleared up before the 1964 season starts.

However this has not discouraged the Willment team from continuing and they will be seen in racing in 1964 in even greater force, for not only will they be competing in the saloon-car category but in Grand Touring, Prototype and possibly Formula racing. Details of most of these projects are secret but in the Grand Touring category Willments will be racing three A.C. Cobras. These actually belong to Carrol Shelby and will be used in as many European races as possible. The cars comprise the two Le Mans coupés and the open car raced by Peter Jopp earlier in the season. At the time of our visit the Cobras were being prepared for the T.T. and two of the Cortinas were being carefully prepared for flying to America for the Marlborough 12-hour race. The Cortinas will have to be fitted with internal roll cages and these will be built in America to the specifications of the technical inspectors. On their return the cars will be shown to the R.A.C. and any interested parties to show how much safer this type of roll cage makes a saloon car. A close inspection of the car crashed by David Haynes at Brands Hatch on August Bank Holiday will show the necessity of a roll cage for the roof level was reduced almost to that of the steering wheel and Haynes was lucky to escape uninjured. Jeff Uren will also be obtaining some ciné films of crashes in American stock car races where drivers have stepped out of 150 m.p.h. crashes unhurt due to the use of roll cages.

During the winter the Willment team hopes to take in some racing abroad as well as taking time out to develop their modifications so that they can be applied to customers' cars for road use as well as for racing. At present customers' cars are only tuned for racing but the Racing Division will be taking new premises during the winter where more space will be available for tuning of customers' cars.

Jeff Uren offered us the use of a Willment-modified car for a day or two and this car gave us some very interesting motoring. The particular car is owned by Mike Donegan and so far has competed in the Alpine Rally and the Nurburgring 12-hour saloon car race, where Mike Donegan and Mick Brunt drove it to an excellent class win. It had also completed several minor rallies and races and had just come into the Willment works for a check-over and further modification. Basically the car is a standard two-door Cortina GT modified to the middle of the three rather general Willment tuning stages. These are " road," " rally " and " race " and the Donegan car is tuned to give around 90 b.h.p. as the race tuning leads to intractability on the road. The car has been gutted of all non-essential trim and in fact all bits and pieces that are not required for rallying or racing. The standard speedometer is retained but the comical water temperature gauge has been replaced by a proper temperature gauge which is combined with an oil pressure gauge. An ammeter is the only other extra instrument. The pedals have been modified to provide easy heel-and-toe gear-changes, the steering wheel is an excellent padded Lotus-type and the normal front seats have been replaced by a pair of bucket seats made by Fibrepair Ltd. of which company Mike Donegan is a Director. In the boot an extra long range

Continued on page 731



GUTTED: This racing Cortina GT looks as if it has been attacked by fire but it has been deliberately gutted to lighten it. The bucket seats are by Fibrepair.

Ferodo First

GERMAN GRAND PRIX

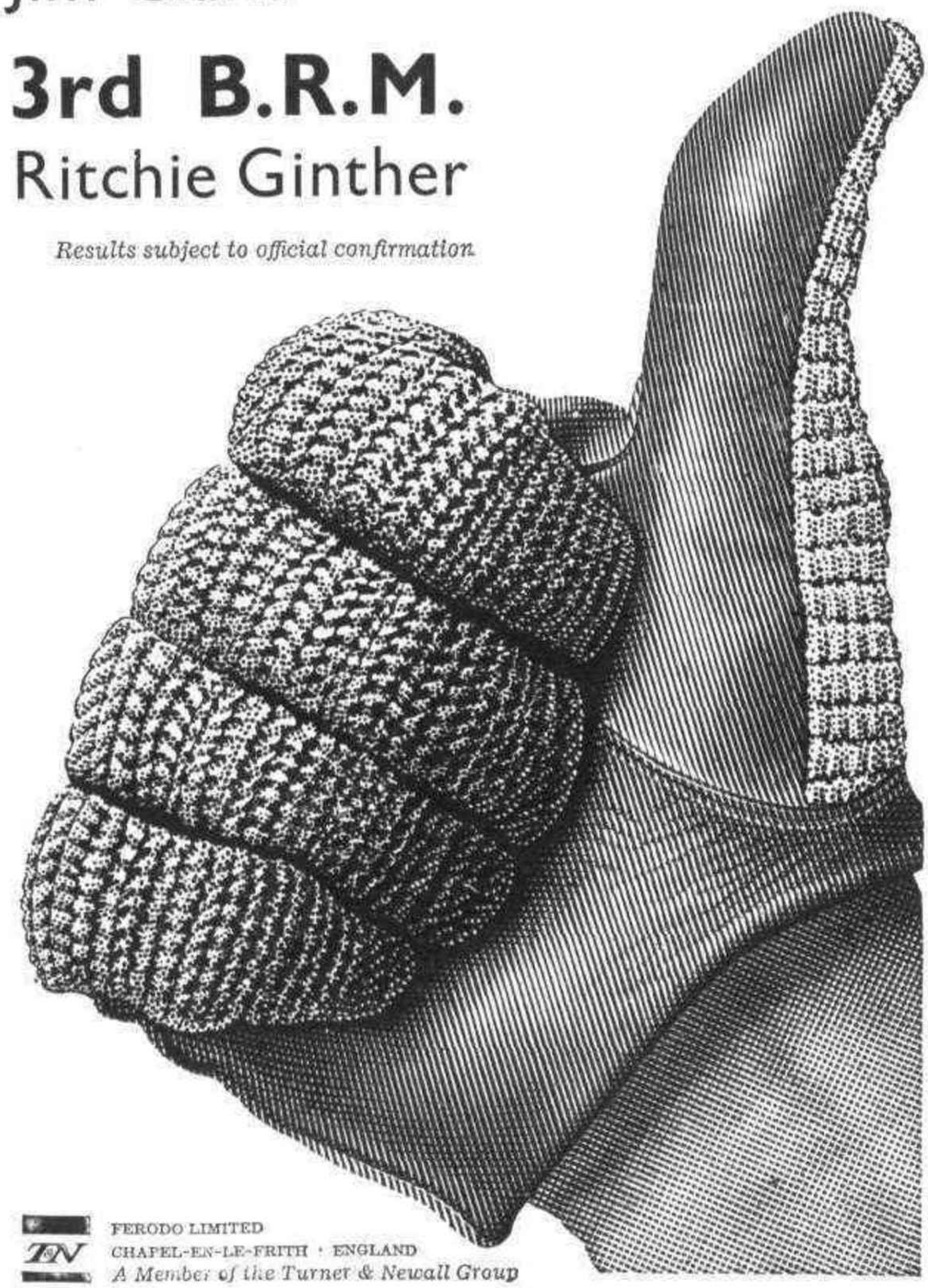


1st FERRARI
John Surtees

2nd LOTUS/CLIMAX
Jim Clark

3rd B.R.M.
Ritchie Ginther

Results subject to official confirmation



'First' thoughts

A roar from the crowd:
trophies and laurel wreaths for the winner: and another Thumbs-Up for Ferodo.

No empty gesture, this Thumbs-Up. Despite the enormous power output of the Grand Prix car, there is still greater power in its brakes. It can stop faster than it can go.

Remember, too, that braking power can win or lose races.

'First' facts

During the course of a Grand Prix the brakes of a formula 1 car dissipate energy equivalent to the power needed to drive a large lift 100 times up and down the Eiffel Tower.

Eight Ferodo disc brake linings have the lion's share of the job of disposing of this power. To do it they often reach temperatures in excess of 1,000°F.

Afterthought

Thumbs-Up for whom? For you. There are production cars on the roads using identical pads to those on G.P. cars. A similar Ferodo formulation is probably fitted on your car. Very probably. For Ferodo is Original Equipment on the majority of British cars of all kinds.

Reassuring thought.

Fit race-proved

FERODO

ANTI-FADE LININGS FOR DRUM AND DISC BRAKES

FERODO LIMITED
CHAPEL-EN-LE-FRITH · ENGLAND
A Member of the Turner & Newall Group

12/72

Guards Trophy

Brands Hatch

THE B.R. & S.C.C.'s International meeting at Brands Hatch on August Bank Holiday Monday, run over the 2.6-mile long circuit was a pleasant contrast to last year's event—blessed with very good weather, which a very large crowd thoroughly appreciated while watching an interesting programme.

Entries for the main race of the day, the 50-lap Guards International Trophy race for sports, G.T. and G.T. prototype cars, were certainly varied and pleasingly international, with formidable challengers coming from as far afield as the United States. The Mecom racing team had sent Roger Penske with the beautifully-prepared Zerex Special, a car which had caused a fair amount of bad feeling across the Atlantic at the end of the previous season because of its competition successes (the car was originally an I.C.F. Cooper, and the conversion was generally considered to obey the letter of the law regarding prototypes but certainly not the spirit). Since then it has been remodelled and is as much a prototype as the 250P Ferrari. Another Mecom entry was a new Ford-engined GT Lola, for Augie Pabst, and Tim Mayer had brought his ex-Penske "fin-tailed" 2.7-litre Cooper-Monaco, another car with a record of success behind it in America. Other drivers were Salvadori (in the Tommy Atkins 2.7-litre Cooper-Monaco), Lucien Bianchi (5-litre Maserati Tipo 151, the car which led at Le Mans for two hours this year), Lloyd Casner (Maserati Tipo 61, a rebodied "birdcage"), Lorenzo Bandini (330LM Ferrari), Carlo Mario Abate (Ferrari TRI/61), Hitchcock (Ferrari GTO), Summers (Cooper-Chevrolet), Coundley (Lotus 19), Maggs (B.R.P. Lotus 19), Sargent, Sutcliffe, Protheroe and Fowler (E-types), McNally (Stingray), Ireland and Kimberly (works Aston Martin DB4 GTs), Charles (D-type), Blumer (Marina Rolls-Royce), Graham Hill, Sears and Piper (GTOs) and Kerrison (250GT).

The field made a clean start, and by the end of the first lap Penske, in the blue and white Zerex, led Salvadori, Mayer and Maggs; and, in fact, the order of the first four cars was not to change for the remainder of the race. Graham Hill worked up to fifth place with the Maranello Concessionaires GTO, ahead of Abate, but went out after 11 laps with a broken throttle, and behind the leaders places kept changing, more through mechanical failure than anything else. Early retirements included Casner's Maserati (broken fuel pump), Sutcliffe's Jaguar (a crash at Paddock on the second lap), McNally's Stingray (brakes), Pabst's Lola (piston), Blumer's Marina (oil pressure) and Summers' Cooper-Chevy (steering), with pit-stops, long or short, also being made by Bianchi (brakes) and Hitchock.

By the 25-lap mark the first eight positions were held by Penske, Salvadori, Mayer, Maggs, Abate, Sears, Coundley, and Ireland, while Bandini, after a slow start, was beginning to deal with the middle of the field; he passed Sargent, Kimberly and Kerrison and began to close up on Protheroe, who was to go out before long with fuel injection problems. Kimberly and Sargent also fell out, the American after spinning and bending the Aston at Dingle Dell and the British driver with faulty ignition.

The second half of the race was comparatively quiet, with only the retirements of Coundley (a spin at Paddock which ended with further damage to Sutcliffe's nice new lightweight Jaguar) and Abate (who lost a wheel) altering the final order, which was to end as Penske, winning from Salvadori, Mayer, Maggs, Sears, Ireland, Piper, Bandini, Hitchcock, Charles, Fowler and Bianchi. Both Penske and Mayer had impressed their audience greatly, driving very fast and very smoothly indeed.

Rather surprisingly, none of the supporting races were for single-seaters, which may or may not prove something. Jimmy Clark, back from the German G.P. on the previous day, won a 20-lap race for saloon cars in Group II tune with the greatest of ease in an Alan Brown-entered Ford Galaxie, after beating off an early challenge from Jack Sears in a similar car entered by John Willment, which retired half-way through with a puncture. Quite a few of those who say that Clark is only happy in a Lotus must have changed their minds after the Scotsman's display; but after all, he made his first real impression on the motor racing world in a D-type .... Second came Graham Hill, third Salvadori and a very close fourth Mike Salmon, all in 3.8 Jaguars.

In the three remaining supporting events, the Australian Frank Gardner won the 20-lap sports-racing car "Twenty Guards" race in an Ian Walker Brabham, winning easily from Tony Hegbourne's Normand Lotus 23 and Keith Greene's similar car, which had had trouble with Rees' 2-litre Climax-engined Lotus until that went out with fuel feed worries. John Young (1,650 c.c. Anglia) beat Powell (3.8 Jaguar) in a 10-lap "hot" saloon car event and Sir John Whitmore (Stirling Moss-entered Elan) led Graham Warner's Elan home in the final race of the day, for small G.T. cars over 20-laps for Slip Molyslip Trophy points, though Warner had led until his car went sick. Though not intensely exciting, it had been an enjoyable meeting, and the spectators must have been well satisfied.—J. H.

Results :

The Guards International Trophy (50 laps): **1st**: R. Penske (Cooper-Zerex-Climax) 1 hr. 28 min. 46.8 sec. (89.55 m.p.h.). **Sports and Prototype GT Cars over 3,000 c.c.: 1st :** L. Bandini (Ferrari 330LM) 1 hr. 30 min. 05.2 sec. (82.95 m.p.h.) 47 laps; **2nd:** M. Charles (Jaguar D-type) 1 hr. 30 min. 12.2 sec. (45 laps); **3rd:**L. Bianchi (Maserati Tipo 151) 1 hr. 29 min. 06.4 sec. (36 laps). **Fastest lap:** L. Bianchi, 1 min. 52.8 sec. (84.57 m.p.h.) new class record. **Sports and Prototype GT Cars, 2,001 c.c. to 3,000 c.c.: 1st:** R. Penske (Cooper-Zerex-Climax) 1 hr. 28 min. 46.8 sec. (89.55 m.p.h.); **2nd:** R. Salvadori (Cooper-Monaco-Climax) 1 hr. 29 min. 23.2 sec.; **3rd:** T. Mayer (Cooper-Monaco-Climax) 1 hr. 29 min. 41.2 sec. **Fastest lap:** R. Salvadori, 1 min. 44.0 sec. (91.73 m.p.h.) new class record. **GT Cars over 2,500 c.c. 1st:** J. Sears (Ferrari GTO) 1 hr. 29 min. 41.0 sec. (85.10 m.p.h.) 48 laps; **2nd:** I. Ireland (Aston Martin DB4GT) 1 hr. 30 min. 32.4 sec. (48 laps; **3rd:** D. R. Piper (Ferrari GTO) 1 hr. 29 min. 46.0 sec. (47 laps). **Fastest lap:** G. Hill (Ferrari GTO) 1 min. 49.2 sec. (87.36 m.p.h.).

The Slip Molyslip Trophy " A " (Touring Cars) (10 laps): **Overall Winner:** J. M. Young (Anglia 1,650 c.c.) 19 min. 46.2 sec. (80.43 m.p.h.).

The " Twenty Guards " Trophy: Overall Winner: F. Gardner (Brabham-Ford) 35 min. 11.8 sec. (90.09 m.p.h.).

The Slip Molyslip Trophy " B ": Overall Winner: J. Clark (Ford Galaxie) 39 min. 00.6 sec. (81.52 m.p.h.).

The John Davy Trophy: Overall Winner: J. H. D. Whitmore (Lotus-Elan) 38 min. 31.6 sec. (82.54 m.p.h.).

KONI SHOCK ABSORBERS—continued from page 696

price is too high. If you buy a Porsche or a Ferrari you will almost certainly be riding on Konis for these are the only two makes which use them as initial equipment. Even Porsche rebelled at paying the price and changed to another make some time ago but eventually they returned to Koni because they were so trouble-free. They are standard equipment on a number of commercial vehicles and several manufacturers, like VW, Daimler and D.A.F., list them as optional equipment in their catalogues. Despite this apparent lack of success, Koni will not reduce their quality in order to reduce the price, nor will they allow other shock-absorber manufacturers to make them under licence by mass-production methods. Several British manufacturers have approached them through Bill Banks but they are quite adamant on the subject, preferring to build them in small quantities by hand. Bill Banks has also pleaded with them to make a lever-type shock-absorber because this would increase business tremendously in Britain, but the Koni engineers consider this to be an inferior type of damper and they will not design one.

The successes of Koni in competition are, of course, legion. All Ferrari and Porsche competition cars use them, the majority of successful Cooper Minis fit them, Eric Carlsson uses them on his Saab, the Ford Falcons on the Monte Carlo rally used them, and many other successful competition cars are fitted with Konis. Bill Banks used to take a service van to races and rallies but so little call was made on it for repairs or adjustments that the service was discontinued. Banks' have a testing machine supplied from Konis which enables them to set up shock-absorbers to the particular requirements of a driver, but its main purpose is for the testing of old shock-absorbers for wear. Each Koni is guaranteed for 19,000 miles or one year, whichever is the shorter, but they find that few ever come back to them and in fact many people write to them to say that their car was worn out before the shock-absorbers. They know of one set of Konis which has done 200,000 miles on four different cars without any attention.

From a very shaky start Bill Banks has now sold over 60,000 Koni shock-absorbers in Great Britain and this year he expects to sell 15,000. The Company prides itself on its by-return service, so that orders are despatched within two days of receipt. In order to be able to do this large stocks are kept at Crowland and the factory sends over bi-weekly shipments by boat from Rotterdam to Boston. Certainly it would appear that Koni have an enthusiastic and efficient Concessionaire for the U.K. and judging from the letters from satisfied customers which we have seen, the sales of Koni shock-absorbers will go on increasing.—M. L. T.

LETTERS FROM READERS

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

ALL THAT GLITTERS . . .

Sir,

Your reader L. W. Buckley lists all my complaints about Lodge Golden Plugs. I, too, spent money and miserable miles of poor performance with my Renault Gordini.

Unlike Mr. Buckley, though, I had excellent starting, even through the coldest of last winter; that's why I didn't suspect the plugs.

I returned the plugs to Lodge after about 4,000 to 5,000 miles; they replaced them with a newer design, but the new ones were as bad as the first lot, so I scrubbed them after about 500 miles.

Anybody want a set of Golden Plugs in their original box?

Cwmbran. FRANK CLARKE.

Sir,

Due to the awkward position of the sparking plugs on my car—a Jowett Javelin—it has been my practice to change the complete set once a year. By this time they are usually looking decidedly second-hand with excessive gaps and cracked insulation internally.

About nine months ago I fitted a set of Golden Lodge and have no trouble whatsoever. Out of interest I have just removed one for inspection and, apart from a slightly "used" look, appears, and operates perfectly.

Any Lodge Golden Plugs from dissatisfied users accepted with thanks for next October's change!

Epsom Downs. MICHAEL H. SPEARING.

Sir,

Lodge "Golden" sparking plugs were recently fitted to a 1959 Wolseley 1500 saloon which has completed 30,000 miles and to a 1955 model Rover 60 saloon which has done X,000 miles, 15,000 while in my possession. In both cases I fitted new distributor points at the same time, this being a standard procedure whenever I fit new plugs. The following comments apply to both cars.

Instantaneous and very easy starting, no choke at all being necessary.

Very much easier pulling away from cold, far less sluggishness and no spitting back through the carburetter during the warming-up period.

Better tick-over especially when cold; incidentally carburetter settings were not adjusted in any way.

Very much improved hill-climbing in top gear.

No accurate check of fuel consumption has ever been made, but since fitting the "Golden" plugs it has certainly not worsened and has probably improved.

Both cars have only done 500 miles since fitting "Golden" Lodge and they show no signs of L. W. Buckley's alarming faults. In view of the cost, I hope they will last longer than the normal type of plug and as regards the no servicing claim time alone will tell.

Bristol. P. HASLAM.

Sir,

In compliance with your request for experience with Golden Lodge plugs, this was mine :

Prior to leaving for a Continental tour I fitted a set to my Rover 60 in place of Type CLN-H which had been in use for about 12,000 miles. These new spark plugs oiled up after about 400 and 900 miles respectively, and I then replaced all with the old plugs, which I had taken with me as spares. Thereafter the tour of about 2,200 miles was completed without further trouble.

On my return I sent the plugs back to the makers who, at my request, sent a set of Type CLN-H with cash adjustment.

Coulsdon. PERCY L. OSBORNE.

Sir,

My car is fitted with a Ford 100E engine, Willment i.o.e. head of about 10-to-1 c.r., Aquaplane camshaft, etc., and is habitually driven hard and fast with revs up to 6,500-7,000 in the lower gears.

I used occasionally to get trouble in starting due to "wet" plugs in cold weather or possibly if the engine was started, allowed to idle for a while, and stopped and restarted for any reason, before attaining full running temperature.

I decided to acquire a set of "Golden" Lodge Plugs when they were announced in the latter part of last year. My suppliers had a considerable delay in getting them and were informed that a fault had been found in the first deliveries, due to the faulty work of a sub-contractor.

In due course the four plugs were received and fitted, and after 4,000 really hard miles they live up to the manufacturer's claims entirely. Starting is always instantaneous, there is no sign of mis-firing at any engine speeds, and although examined each 1,000 miles they show no signs of fouling nor need of attention, and have been put back as taken out.

I should imagine that Mr. Buckley was unfortunate in getting some of the original plugs with faulty manufacture, although these appeared to have been withdrawn promptly.

I may add that I have normally been "wedded" to another make of plugs and the "Golden" ones are the first Lodge plugs I have ever used.

I have, of course, no connection with the Lodge Company.

London, E.C.3. K. B. SHAW.

Sir,

Our motor mower has run for the last four years, trouble free, with the same Lodge Plug but my TR3 had them fitted recently for *one* week only.

In the same way as Lodge make motor mower plugs, Dunlop make excellent hot water bottles!

Ambleside. CHRIS. A. O. HOLT.

Sir,

You request the experiences of your readers using "Golden" Lodge plugs. Gladly—my four "no-fouling" plugs failed at the following mileages : 1st, 28 miles; 2nd, 61 miles; 3rd, 72 miles; 4th, 196 miles.

Lodge must get the gold.

Kidderminster. T. J. PALMER.

[This subject has attracted a very bulky correspondence, of which a selection appears above. Other comments can be summarised as :—

Lancia Aprilia.—Plugs no good—money refunded.
M.G. TF.—No good—replaced with Champions. For sale at 8s. 6d. the set.
Triumph TR3A.—Satisfactory over 5,000 miles.
Speedwell Mini Minor.—Two sets, both unsatisfactory—replaced with normal Lodge.
Aston Martin Mk. III.—No good—replaced with normal Lodge.
M.G.-A Mk. II.—Very satisfactory over 11,000 miles.
Triumph TR2.—Extremely good, over 12,000 miles and ideal for M1 motoring.
Jaguar XK140.—Immediate trouble. Reverted to Champions.
Sunbeam Rapier III.—Very good results over 4,000 miles.
Triumph Herald 1200.—First set no good. Replaced by satisfactory second set free, and 50% garage fees refunded by Lodge. These plugs O.K. over 15,000 miles.
Jaguar Mk. 8.—Inferior to normal plugs. Owner says : "The thing I am most annoyed about is Lodge using everyday motorists to test their plugs instead of doing it themselves. Perhaps they copied the British car manufacturers!"
Ford 105E.—Very satisfactory over 7,500 miles.
M.G. TD. Mk. II—No good, oiled up after 40 miles. Replaced by normal Lodge.
Austin-Mini—Sooted up in 200 miles and twice stopped engine. Replaced by Champions.
Sunbeam Rapier—Entirely satisfactory over 30,000 miles. Now used in second Sunbeam Rapier.
Austin-Healey 3000—Trouble in less than 700 miles. New set provided free, installed in friends *Alfa Romeo Giulietta.*
Sprint Veloce—Are now lying in the bed of some river in Yorkshire!

Significantly, no comment has been received from anyone at the Lodge Company. The excuse seems to be that early "Goldens" were badly constructed. Not being taken in by what appeared to us the old spark-gap stunt applied with a new veneer, we didn't use the test-set sent to MOTOR SPORT, which were never taken out of their gold box. Everyone makes mistakes sooner or later but this one has done the reputation of Lodge no good at all. What, we wonder, has become of the inventor who sold this old and respected company this golden design?—ED.]

* * *

NERUS ECONOMICS

Sir,

After reading the article under the heading "On Test with a Nerus Modified Austin Mini," I think it should be pointed out in fairness to everyone that "M. L. T." has not got all his facts correct.

When I recently bought a Cooper, all the order forms, etc., quoted "de luxe," therefore, instead of a standard Mini price being quoted £446 approximately, it would be better to make it £496 which is the de luxe price. If you add the price of the Nerus conversion on to that the total is rapidly approaching the Cooper price.

As for his comments regarding disc brakes, etc., I think that possibly a lot of people would argue on that point.

The subject matter was very interesting, especially to people with the ordinary Mini who wants better performance, but surely that is the only point made.
Rochdale. VIVIAN C. BLACKER.

* * *

FOR THE TRADE OR THE ENTHUSIAST?

Sir,

The Editor of *The Motor*—in a moment of true repentance, or of inspiration, or of aberration—published last week a letter from me criticising his journal for being "just another trade publication" with solely the interests of the trade, and not of the motoring public, at heart.

By every post since then I have received an astonishing "fan mail" from people all over the country commending my letter; and I think you should know that about 90% of these letters recommend me to read MOTOR SPORT for fearless criticism of bad or inferior motor cars, of whatever origin.

As your annual subscription lists will show, I have been reading MOTOR SPORT for many years, and I now have had great pleasure in forwarding the best of my "fan mail" making recommendations of it to the editor of *The Motor*. (But I do not think he will publish it, because he cut out a similar recommendation from my original letter before he printed it!) As I told him, your journal "goes deservedly from strength to strength." Even so, I thought you might be pleased to hear that so many people are ready to write to a stranger recommending your paper and your policy.
Crowborough. R. G. NEVILLE (Gp. Capt.).

* * *

SAD SUNBEAMS

Sir,

I read with great interest and sympathy "Another Tale of Woe" published last month. We have three Series 3 Sunbeam Alpines in the family, and it seems significant that many of our complaints are identical.

My own spent the first two weeks in the showroom and then a further week "for our special Rootes pre-delivery check," with an extra day to trace a fault in the headlamp-flasher, which wasn't permanently cured until a month after delivery. During this time (plus the month it was on order) no wing mirrors, seat belts or heaters came in, so I had to set off on holiday without them. Five minutes after leaving the dealers the needles on my water and petrol gauges crept insidiously over the dials and vanished out of sight; water poured through the hole prepared for the non-existent heater; and both shock-absorbers began to screech and had to be sprayed with silicone mixture every 150 miles.

After 1,000 miles the brakes developed a chronic rattle, diagnosed as a faulty caliper, although both the other cars in the family have also started it, and the new piece has been on order for nearly five weeks, so far in vain. Meanwhile as the fault worsens the brakes are showing a tendency to throw the car to the right on occasions. There has also been a fault in the petrol feed, resulting in dense fumes in the car, and trouble with the wire connecting the overdrive.

My brother has been paying weekly visits to the garage with a starter that periodically fails to connect with the engine, and has also suffered from a leak over the accelerator pedal and a loose handbrake cable. My father's had a leak in the radiator and we all have flapping bonnets and rattling windows, and two of the cars had the right-hand hood cover connection broken on delivery.

Everyone who has been concerned with our misfortunes has shown the utmost patience and willingness to help in the shortest possible time, but there appears to be a universal resignation to occurrences of this nature, and no one has ever displayed any signs of surprise!
Hawkhurst. J. R. VASSAR-SMITH.

* * *

WHERE ARE THE FORD V8s?

Sir,

I wonder whether any of your readers can tell me why one never or hardly ever sees one of the beautiful and handsome Ford V8 coupés that were popular before the war. There are many pre-war cars of other types still running on the roads, but I have not seen one of these fine cars on the roads here since I sold mine for £25 in 1940.

Could it be that they have all been absorbed into stock-car racing, I wonder?

I had the Model 54, a coupé with the 22-h.p. engine made in 1935. This car gave wonderful and trouble-free service up to the war and would do 80 m.p.h. and 27 m.p.g. comfortably. She was well sprung and had good brakes and steering.

I would be most interested to hear of any survivors of the *marque* still running.
Exmouth. L. B. SUMMERHILL.

[Perhaps we shall see some at Beaulieu on September 8th.—ED.]

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THE 1965 FORMULA ONE

Sir,

As it is somewhat fashionable to propose new Formulae for the 1965 Grand Prix series, I hope I may be forgiven for writing on this subject.

The wonderful success of Lotus at Indianapolis suggests an ideal combination. The Formula could be planned to ally British or Continental chassis know-how to an American or similar mass-produced high-output standard engine limited possibly to 5-litres and in over-the-counter cost. (£750 might be a suitable figure if one could buy a Ford V8 Galaxie power unit for that sum.)

With this Formula one can imagine the interest and support Grand Prix racing could command.

There must be difficulties I cannot foresee because the more I consider the cars the better I like it.
Stoke D'Abernon. JOHN MUNDEN.

* * *

FORD CORTINA *v.* MORRIS 1100

Sir,

It would pay Ford to get a psycho-analyst to the estimable "W. B." He must surely have been frightened by a model-T at an early age. And I, a Ford driver of some years standing, knowing their strength, reliability, and honest value for money, was almost influenced by him. Morris 1100 indeed!

I had a test run the other day in its expensive relation, the M.G. 1100, and was never so disappointed. The steering was heavy, the gear-change woefully imprecise, the acceleration about the same as my undoctored 105E Anglia, the cockpit cramped, the seating wrong somewhere, the pedals too close to the steering column. Worst of all, it handled "heavy"—like a 15-cwt. truck. Maybe it was just this particular car, but it was a main dealer's demonstration model, so this is unlikely. It has first-class suspension and very little else, except "W. B.'s" unbalanced commendation. It will be interesting to see how long those gearboxes and long-stroke engines last. My guess is very little over 35,000.

The petrol economy is nothing special either, compared with the Ford range. Except for going round right-angled bends at 40-plus, I'd back the Anglia Super (£598) against the M.G. 1100 (£717) any time. And anybody who goes round square corners at 40-plus should be severely Marpled.

Another thing. The M.G. 1100 really costs anything from £30 to £80 *more* than £717. You will find, as I did, that the Trade have you on the short and curly in the matter of trade-in prices. Indeed, they told me (politely, of course—they are nice people, these car salesmen) that I could go and jump in the river—there were enough nits to buy every 1100 as it came in, without bothering about trade-in prices.

I've settled for a Cortina GT. It handles beautifully, leaves the M.G. 1100 still sorting out that wretched gearbox, and is very little harder on petrol for all its superb acceleration (28 m.p.g. over 2,000 miles against 30 m.p.g.).

I have not yet driven a Morris 1100, but shall have a go at a friend's when its defective rear suspension is put right (it was delivered like that).

Meanwhile, I suggest that anybody thinking of either of the 1100s should test-drive one, together with an Anglia Super or Cortina GT; then look at the relative prices, as modified by the trade-in allowances. Those long delivery dates will soon come tumbling down.
Edinburgh. JOHN MACPHERSON.

Sir,

After owning a Morris 1100 for 10,000 miles, the demand for these cars is quite understandable, even considering the low trade-in prices one receives when buying an 1100.

The result of producing a larger "Mini" with hydroelastic suspension, etc., has produced the best design by Issigonis, which inspires enthusiasm as the miles rise.

The Ford Cortina is compared with the Morris 1100, somehow, but many magazines (except MOTOR SPORT) are afraid to say what a better car the 1100 is than the Cortina.

The latest test from *Which?* explains the point. Written by amateurs, who prefer the vintage suspension of the Cortina to that of the 1100s, they also remark that the Cortina has more room than the 1100—but it must be remembered that the car is 1 ft. 10 in. longer and gains only 1 in. more rear leg room over

the 1100, which is wasteful design. To make their point clear, they quote the Morris 1100 boot capacity 2 cu. ft. below its real capacity!

Although the 1100 is "supposed" to have a dated engine, it was 5 m.p.h. faster and was 3 m.p.g. more economical than the Cortina—which is much lighter than the 1100. There is no mention in *Which?* of the 1100 even having front-wheel-drive.

Five minutes of reading the correct facts in MOTOR SPORT is better than reading 20 minutes of errors in *Which?*.

The Morris 1100 will outsell the Volkswagen *provided* it is backed up with first-class spares and service. For here is the Morris—1100—the car that always comes first!

March. M. A VAWSER.

* * *

BODDY'S IDEAL?

Sir,

Perhaps William Boddy's aspirations for a Ford engine in his Morris 1100 could be rewarded by Gordon Allen, whose Ford Cortina-engined Mini did so well at Silverstone on July 13th.

Whatlington. N. M. HOBDEN.

* * *

SECURITY MOVE?

Sir,

In Brighton, last week, we saw a G.P.O. Mail Van whose "winkers" operate diagonally, *i.e.*, off-side front with near-side rear.

Have any other readers seen this amusing (but irresponsible) phenomenon?

Sunderland. C. B. PURVIS.

[This could be a new security precaution! Incidentally, perhaps with a £2,600,000 robbery to occupy them the police will find something better to do than lying in wait for cars doing 52 m.p.h. down dual-carriageways these summer week-ends. —ED.]



WHAT IS IT? A reader has sent us this picture, of a car seen near Tewkesbury in recent months. In fact, four different versions have been seen, all with FLK registrations (London). One had grilles in the boot, as if rear-engined, another had a transverse silencer beneath its rear bumper, and that shown had the engine in front. The only name, on the boot, is Falago, the tyres are Pirelli, the speedometer like that on a Ford Zodiac with trip reset protruding from the glass, and there is H.M.V. radio, floor gear-lever and inboard disc brakes at the back. The driver, when questioned, said he was testing a foreign prototype. The make on the licence had been taped over!

HOUSE AND CAR REPAIRS

The use of glass-fibre reinforced resin plastics has become well known in the Motor Trade, being of particular value in the construction of lightweight car bodies and parts, and as a repair material for damaged bodywork. Indeed, were the material to suddenly disappear, the racing sphere would be hard pressed to find alternatives.

We have recently tested a sample of a new "Do-it-Yourself" kit offered by W. David & Sons Ltd. Called the "House and Car Repair Kit," it features Isopon Resin and includes materials for its use in several ways, complete with mixing utensils, etc.

At the time of testing we had no bent motor cars on which to practise but found the material ideal for repairing several broken developing tank lids in the photographic section. These were made of hard rubber and the missing and broken corners were readily mended by "casting" new sections *in situ*, using cardboard strips as moulds. Used in this way, with or without glass reinforcement, depending upon how much strength is required, it is obvious that the kit provides a most valuable material for the many difficult and otherwise expensive household repairs that crop up from time to time. A few examples that spring to mind include broken guttering, drain pipes, water storage tanks, pipes, etc., etc. At 15s. the kit provides an easy and inexpensive answer to these problems. L. A. M.

JOHN WILLMENT—continued from page 726

tank is fitted and a change-over tap is fitted beside the rear seats.

On the road this Cortina GT is an exhilarating car to drive for it accelerates in a very un-Cortina like manner, accomplishing 0-80 m.p.h. in 19.2 sec. against the 27.6 sec. of the standard Cortina GT and devours the standing start ¼-mile in 17.8 sec. The car will cruise quite happily at 6,500 r.p.m. in top gear which with its 4.4 : 1 back axle and Dunlop S.P. tyres equals a speed of 108 m.p.h. The engine will rev quite happily to 7,000 r.p.m. in the three lower speeds giving speeds of 33, 49 and 80 m.p.h. This particular car retains the standard gear ratios so that the gap between 2nd and 3rd gears is still noticeable. After we returned the car to Willments Jeff Uren had the car put on the chassis roller dynamometer and it was found to be somewhat down on power due to incorrect carburetter jets so that figures for a car in good tune should be pretty sensational.

The car has only a small silencer and a tail pipe that finishes below the passenger's door and the noise is quite cacophonous on full song but it can be trickled past policemen without attracting more than a passing glance. A full silencing system is available for touring.

The handling of this car has been transformed out of all recognition and with adjustments to castor and camber angles and the fitting of two anti-roll bars at the front combined with careful attention to spring rates at the rear, the car bears no resemblance at all to the normal GT Cortina. The steering feels much lighter and more responsive and one is immediately given the impression that the steering ratio has been reduced but in fact it has not. The car can be flicked through bends with mere wrist movements at speeds which would have the normal GT model rolling very badly, but the Willment version corners extremely flatly. The ride is also extremely comfortable and not as hard as one would expect. The very good Fibrepair seats play their part on bends for the wrap-round sides hold the driver in position, while the excellent shape of the cushions makes for fatigue-free driving. The front disc, rear drum brake layout is fully up to the job of stopping the car from really high speeds with no trace of fade.

All in all we rate the Willment mods to the Cortina GT to be a real transformation, turning a rather dull car into a responsive and accelerative car which should give tremendous results in competition as Willments have proved this season already. Knowing something of Willment plans for the future we are sure the name will stay in the headlines for a long while to come.—M. L. T.

TAILPIECE



This sign, the photograph of which was sent to us by N. A. Cloke, isn't as anti-speed as it appears. It is exhibited in Bombay and applies only to 'bus drivers, "BEST" standing for Bombay Electrical and Supply and Transport Undertaking!

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FOR SALE

S.S.II, 1935. 4-seater sports in beautiful condition throughout. Recently completely overhauled. £160. Box No. Q.687. [6687

ROVER 16 D.H.C. by Tickford, 1939. Good order, needs a little attention to bring to *Concours* condition, new tyres. £75. Bateman, Yewtree Cottage, Homington, Salisbury, Wilts. [6688

TR3A TONNEAU COVER new, hood and stick as new, black. Cost £32 accept £22. Tel.: Erith (ET) 37338. [6691

JAGUAR 2.4, 1958 series, beautiful condition. One previous owner, low mileage, four new Michelin " X " tyres, overdrive, etc. £450, terms arranged. Part exchange smaller car. Dowd, 2, Fawley Avenue, Hyde, Cheshire. Tel.: HYD 3237. [6693

CITROEN 6H, June 1955. In very good condition, completely standard. Mileage 53,000. £220. " Wynchlows," Gleenway Lane, Bath. [6694

M.G. TF 1500, 1955. Ivory with white hood. Perfect mechanics and body work, " X "s, heater, radio, luggage rack and spot lamp. Taxed and insured until February 1964. A carefully maintained example of this classic marque. £335. Tel.: Mr. M. Payne, POPesgrove 0141 daytime or BYRon 4836 evening. [6699

WHEN MR. SPORTS CAR has to go, retain that 100 m.p.h. with space for everything. Wolseley 6/99 (Farina) 1959. Fully reclining Reuter seats, Healey pistons, 4-speed Police spec., gearbox, radio, spots, etc. £415. Taylor, Kempley, Whitebeam Way, Tadworth, Surrey. Tel.: 3012. [6700

SINGER, 1951, 4AB Roadster. Exceptional condition, performance as new. Very good tyres, steering, brakes, paintwork, chrome. New battery, hood, alloy block, pistons, valves, etc. Heater, spot pass, fog lamps, windtones, washers, clock, navigation light, sliding screens. Wedgewood blue, fawn p.v.c., 50,000 miles. Two carefull owners. £200. Butler, 17/18, John Street, Bedford Row, London, W.C.1. Tel.: HOL 5133/4260. [6704

CITROEN TOURER, 1925. M.O.T. Superb condition. 17, Bracebridge Road, Sutton Coldfield, Warwickshire. [6707

1960 (Sept) AUSTIN-HEALEY Sprite. Ashley hard-top, low mileage, unmarked, new tyres and battery. £250. Booth, 45, Front Street, Haxby, Yorks. Tel.: 68703. [6708

UNSOLD, UNFINISHED AUSTIN E93A. Breaking, details special, rebuilt equipment. Ashton, 203, Narborough Road, Leicester. [6710

M.G. TA, 1937. M.O.T. Maroon. Enthusiast owned. Attractive car. Good performance. £135. Tel.: Harrogate 84783 evenings. [6711

AUSTIN-HEALEY 3000 Mark II. Red, overdrive, March '62, hard-top (white), overhauled recently completed. £825 o.n.o. Tel.: Liphook 3138. [6712

ROESCH TALBOT 65, 1935. Excellent order, M.O.T., P.100's, spares. £85. Two Gables, Mortimers Lane, Fair Oak, Hants (Tel.: office Winchester 3211). [6713

TR2, 1955. New TR3 crank and clutch. Hard-top, sliding screens, M.O.T., taxed, heater. £240. 1929 Morris Cowley, good runner, front original, back has lorry body. Offers. Keenan, Crown House, Little Stretton, Salop. Tel.: Church Stretton 102. [6726

ROCHDALE GT FORD Special. (1959 Oct). Twin carbs, 4-branch exhaust system, sports coil, 12-volt electrics, S.U. pump. Tyres as new. Strengthened chassis, flashers. Excellent condition throughout. £120. 6, Headlands, Kettering. Tel.: 2169. [6714

M.G. TA, 1936. Red, M.O.T. March. £90 o.n.o. 7, Beechwood Avenue, Shipley, Yorks. Tel.: 57690. [6716

BRISTOL 401. Just resprayed, carpeted, rechromed, etc. Engine and gearbox overhauled. A fine specimen at a fair price. £350 o.v.n.o. Box No. Q.718. [6718

JAGUAR Mk. VII, very good throughout, nearest £160. Tel.: Guildford 66696. [6719

M.G. TD2, 1953. Black. Excellent condition, hood, tonneau, luggage grid, radio. £260 o.n.o. Rowe, 48, Oxford Drive, Thornton Hough, Wirral. [6720

'51 DELLOW USUAL mods. 12V. C.V.C. Needs paint. £110. Aquaplane triple carb set, Zephyr II, £15. Williams, 167, Whitecross Road, Hereford. [6722

1922 STAR, 6-cylinder, 17.9 h.p. saloon. This is an extremely rare motor-car in the most wonderful condition. It is completely original and is not yet run-in after a complete mechanical restoration. £195 o.n.o. 34, Menlove Gardens West, Liverpool, 18. Tel.: Childwall 4941. [6723

V12 BENTLEY ENGINED Lagonda saloon. Offers around £200 please. Soon lack garage space. Box No. Q.727. [6727

T.V.R., 1961 Mk. II. Lightweight, M.G. 1600, c.t. gears, 16,000 miles, dark blue, excellent condition, never raced. £515. Box No. Q.730. [6730

M.G. J2 CHASSIS. Rebuilt axles, diff., 12" hydraulics. Various body spares. PA gearbox, engine spares. Seen Sussex. Please write: Stimson, 87, Farlington Road, North End, Portsmouth. [6729

RENAULT, 1924, TYPE NN, 4-cyl. 6-h.p., Sedan body, 4-seats, 3-doors, original and sound throughout, excellent engine, what offers, Parisy, 9, Allee Garibaldi, Le Vesinet, S.O., France. [6731

M.G. TC. Heater, washers, twin tones, spots, new screens, tonneau, battery, tyres, excellent hood, chrome and paintwork. M.G. regn., red. Nottingham area. £210. Box No. Q.732. [6732

SPRITE MARK I. Standard twin carburetters, manifold and fittings £8, Weber conversion ditto £16, white hard-top £12, all o.n.o. Box No. Q.733. [6733

1960 SUNBEAM ALPINE, red, overdrive, wire wheels, hard-top, heater, tonneau cover, etc. Genuine 20,000 miles, condition as new. £500. Oldfield, 12, Stryands, Hutton, Nr. Preston, Lancashire. Tel.: Longton 2328. [6735

VW '55/'56 Sun roof, reconditioned engine, extras. superb condition. Tel.: Upminster 5509. [6737

DAIMLER-BARKER SPECIAL Sports in superb condition, damaged front off-side wing, suspension, radiator. Parts needed, or would sell. Offers whole car or parts—engine only 15,000 miles, new steering box, " X "s, etc. Perry, Abbotsholme, Uttoxeter, Staffs. [6049

1962 TRIUMPH HERALD Special, G.T. fibreglass body ⅞ assembled, genuine bargain. £170. Tel.: Maidenhead 24309. [6741

1932 RILEY 9 h.p., March, Special sports/tourer. Body and coachpaint (blue) excellent. Interior completely re-upholstered, hood renewed 18 months. Rewired throughout, new 2-brush dynamo £100 plus mechanical overhaul, approx. 8,000 miles. Good tyres, brakes relined. Spares include engines, gearbox, etc. Regretfully offered at £150 o.v.n.o. Will consider A35 van/Countryman or similar in exchange. Lewis, 53, Robins Bow, Camberley, Surrey. Tel.: 23261. [6742

FORD 100E, Aquaplane twin manifold, fittings, extra Solex, ram pipes, pancakes, 4-branch exhaust, £18. Anti-roll bar, bolt on radius rods, £3 10s. Dixon-Bate towbar, 30s. Roadwheel £1. Perfect seat covers £2 10s. Tapley £4. Manuals, head. Offers. 176, Reading Road, Crookham, Aldershot. [6743

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BENTLEY, 1929 4½-litre, 4-seater long wing tourer, recently rebuilt, immaculate condition. £625. Box No. R.747. [6747

LAGONDA CONTINENTAL 2-litre, 1932. Engine not yet run in since complete rebuild. Superb condition in B.R.G. Good history. £250 o.n.o. 5, Abbey View, N.W.7. Tel.: MIL 4300. [6748

DAIMLER 15, 1934, Mulliner saloon body. Engine good going order, over £30 spent. M.O.T. Details supplied. £40 o.n.o. 39, Thomson Drive, Currie, Midlothian. [6749

1½-LITRE RILEY RME, July 1954, heater, s/washers. Interior, exterior and engine v.g.c. New dynamo, tyres, new valves, springs, guides. £285. Tel.: COV 88958. [6752

ROLLS-ROYCE, Hooper bodied limousine 25/30 chassis, 1937. Fabulous original appearance, Excellent interior appointments, very good mechanical condition. Tool kit, instruction manual, mascot, taxed till December. 62, Sussex Place, Slough, Bucks. Tel.: 23754. £250 o.n.o. [6753

BENTLEY 3½, 1934. Original square station wagon (Gerrards). Excellent mechanically. Abbott, 2, Copthorne Gardens, Shrewsbury. (Tel.: 3489). £150. [6754

SUPERCHARGED AUSTIN A40 sports. 3-month rebuild just completed. Re-sprayed white. New hood, new chrome, retrimmed. Immaculate. Offers please. Tel.: BOW 9450. [6755

JAGUAR, 1936, 2½. M.O.T. U.G.C. New tyres, engine partial overhaul. £55. Tel.: 8190. [6756

ALVIS GREY LADY, 1955. Good condition. Reconditioned engine, only 1,000 miles. Offers. " Deva," Old Ferry Drive, Wraysbury, Bucks. [6757

M.G. TA/TC. Excellent specimen recently rebuilt. Fitted XPAG engine and gearbox completely reconditioned 8,000 miles ago. Complete new clutch assembly and oil pump—60 p.s.i. Includes following new items: hood, full tonneau, radiator, sealed beams, batteries, carpets, S.U. pump, brake lining, etc. All wheels trued and respoked. £175. Powell, 274, Higham Hill Road, Walthamstow, E.17. Tel.: LAR 7230. [6758

LOTUS ELITE, 1960. 10,000 miles only. Finished in blue with beige upholstery. Pirelli Cinturas, chrome, w/w, heater and all the usual extras. Genuine bargain at £745. Tel.: ACO 6120 or PER 0256. [6760

TWO ALVIS FIREFLY's 1933-4, sell or dismantle. Manuals and pre-selector boxes. 129, Barston Road, Quinton, Birmingham 32. [6761

RAILTON P.V.T. 4-seater sports coupé. M.O.T. Fine condition throughout. Finished in maroon. Extensive rechrome. White leather interior. Spare engine, etc. £110 o.n.o. or exchange Land Rover or similar. V. Russ, c/o Rudmann, St. Margarets Villas, Bradford-on-Avon, Wilts. [6762

£10. FORD CHASSIS, 1946. Redleaded, fitted with all the work and bits and pieces including new low radiator. Towable. Tel.: POL 4528. [6763

VX 4/90. Tuned by Laurencetune, fast and reliable, 7,000 miles, original owner, 1962. Cost £1,300. Sensible offers invited. Ruislip (Tel.: (Middlesex) 9743. [6764

1957 2CV, 49,000, new Michelin " X " rears. Sound throughout. Available September. £150. Box No. K.765. [6765

ALVIS, 1939 SP25 saloon. Electric performance, needs coat of paint. £50 o.n.o. 1936 Silver Eagle, above average condition. £50 o.n.o. 21, Alexandra Mews, N.W.8. Tel.: KILburn 2674. [6767

A.C. GREYHOUND, 4-seater sports/tourer, 1936. 6-cylinder, 1,991 c.c., triple S.U.'s, o.h.c., 87 m.p.h., 26 m.p.g. A classic P.V.T. in absolutely mint condition. Complete history and all bills—over £150 spent last 12 months. A really immaculate car. £250. Barbrae Cottage, Dudsbury Avenue, Ferndown. Tel.: 2877, Dorset. [6768

1931 RILEY NINE, 2-seater. Many mods. £100. Sheppard, 7, Undercliff Road, Bournemouth. [6769

M.G. Y, 1950. In good order. Stage IV reconditioned engine 5000, miles and many other replacements in last 6 months. £140. Returning from Continent 20th August. 75, Heaton Moor Road, Stockport. [6770

ALFA ROMEO, 1952. 6C.2660. R.H.D. i.f.s., i.r.s., 2-seater Farina body. Reconditioned engine " X " tyres. 3-twin choke Solex, dry sump. M.O.T. £345. " Carslea," Brocks' Drive, Fairlands, Guildford, Surrey. Tel.: Worplesdon 2295. [6771

M.G. TD2., 1952, cream, in genuinely beautiful condition and working order. Many extras including heater, rack, roll bar, flashers. £250. Davies, Glendour, Esher Close, Esher, Surrey. Tel.: Esher 4365. [6772

MAGNIFICENT P.V.T. for £75. 1936 Daimler Light 20, 70,000 miles excellent in every way. Bilbe, Woodside Hall, Hailsham. Tel.: 670. [6773

JAGUAR, 1950, 2½-litre, taxed, M.O.T. Excellent condition. £100. Tel.: Wigston 2355. [6774

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

FOR SALE—*continued*

DELAGE, 1937 D670. Fitted A70 engine, new tyres all round. £35. offers. Riley 2½-litre 1949 saloon, requiring new water pump, body and mechanics good. £45 or offers. Tel.: Morris, Bromsgrove 2526. [6775

1932 SUNBEAM 18.2 h.p. saloon, running order, M.O.T. tested, £25. Hunter, 1, Station Road, Coppull, Nr. Chorley, Lancs. [6776

4.3.-LITRE ALVIS, 1940, 4-seater drophead, grey with beige hide, magnificent condition. £250. Speed 25 Alvis, 1940 saloon, good but requires sorting after 4 years lay-up. Best offers. Hardisty, 58, Stanley Road, Hoylake, Cheshire. Tel.: Hoylake 5277. [6777

RILEY 1½-LITRE saloon, 1947. Black/grey, twin spots, mirrors, very good condition, taxed, M.O.T. £95. o.n.o. for quick sale, 159A, Eccleshall Road, Stafford. Tel.: 3690. [6778

LARGE CAR—narrow drive. Citroen Big 6. Good condition. Exchange interesting *thin* car or sell £135. 16, Monckton Road, Alverstoke, Gosport, Hants. [6781

SHORROCK SUPERCHARGER FOR Triumph Herald. Small mileage. £45 o.n.o. Tel.: Castle Coombe 301. [6782

3½ BENTLEYS. 1934 Park Ward saloon. Clutch, brakes, king-pins just renewed. Decoked. Having rings and bearings attended to now. Tidy interior. Black and blue curates paint. Good axle, box and tyres. Also 1935, December. Thrupp and Maberly saloon. Black, very fine order. Brakes, gearbox and top overhauled recently. Body pillars renewed. Beautiful interior with brown furniture hide seating. Offers required for these or 1955 " Sebring " Nash due impending family addition. Platt, Isfield, 213. Nr. Uckfield, Sussex. [6783

1962 MIN-VAN, grey, private owner. £290 or cash p/e, 1953 Jupitor or Javelin, Leech, Princes Walk, Lowestoft. Tel.: 5194. [6784

1925 A.C. 6-cylinder 2-litre Doctor's coupé, replica of first British car to win Monte Carlo Rally. Purchased at the fabulous Sword Collection sale. Over £120 spent on engine and chassis. £240. Miss M. Neale, The Spinneys, Marlpit Lane, Headless Cross, Redditch, Worcs. [6828

FALCON ENGINE and gearbox. Two dynamos (one reconditioned) for Kestrel 12. Eleven wire wheels. £15, carriage and packing extra. Burnells, Compton Greenfield, nr. Bristol. Tel.: Pilning 317. [6829

SECOND-HAND OVERDRIVE unit for TR3, £18. The Barn, Chapel Lane, Bodicote, Banbury. [6830

M.G. TC, 1948. Only 1,000 miles since major engine overhaul. New Clutch, front suspension, wheels, sidescreens, floorboards. Many extras. M.O.T. July 1964. Taxed. £150 o.n.o. Available after September 10th. 73, Hillary Street, Walsall. [6831

JAGUAR, 1956, 2.4, Stage 2 tuned, " B " head. Konis. Immaculate throughout. Respray metalescent blue. New brakes, tyres; mechanics perfect. Radio, overdrive. £400. Tel.: Boxmoor 4345. [6832

S.P.Q.R. de luxe remote control gear-change for Mini, never used—owner has bought Cooper. Cost £16 10s., will take £13 o.n.o. Richard Forrester, Coleby Cottage, Deneside, East Dean, nr. Eastbourne. [6834

FABRIC-COVERED M.G. M-type. Completely rebuilt to original specification with duck's-back tail. Lovingly restored regardless of cost. £90. Tel.: RAV 2354. Marks, 56, Rochester Avenue, Bromley, Kent. [6835

ROLLS-ROYCE 20, 1928, 4-door Weymann saloon. Black with brown leather. Excellent condition. Three new tyres. Mascot. Also 1927 chassis for spares. £300 o.n.o. Tel.: Ascot 402. [6836

MERCEDES-BENZ 220 cabriolet, regd. 1959. L.H.D. Excellent condition; new clutch, flywheel, hood, shockers, recently. Seat belts. C.P. Photograph July edition. £265. J. D. Elltoft, 4, Mossley Hill Drive, Liverpool, 17. [6837

1933 RILEY ASCOT coupé. Good condition. Offers. 14, Gomer Lane, Gosport, Hants. [6838

1963 LOTUS-BODIED Special, Stage 2 B.M.C. series " A " engine, racing mirrors, complete range of instruments, fixed windscreen, RS5 tyres. This car has never been raced but is ready for club events, at bargain price of only £400. No exchanges. Rimmer, 24, Green Lane, Formby, Lancs. Tel.: 2667. [6839

PAIR RILEY 16-in. wheels, perfect splines and spokes. £10 or offer. Beasley, 54, Ley Hill Road, Sutton Coldfield. Tel.: Four Oaks 2238. [6840

MORGAN +4, 1956, 4-seater. Mechanically, bodily immaculate. Low mileage. Extras. Regret house purchase forces sale. Haggle £345. Huxford, 66, Repton Way, Croxley Green, Rickmansworth, Herts. [6841

LAGONDA RAPIER, 1935. P.V.T., 1,100 c.c., Abbott tourer. Mechanically sound, body fair. £100 spent on overhauls. Well shod; full history. £110 o.n.o. Gomm, " Pyghtle," Wickham Bishops, Witham, Essex. (Letters please.) [6842

NOT THE BEST but probably the cheapest 1951 Lea-Francis 14 saloon. Scruffily reliable. £35. M.O.T. July 1964. Drummond, Springgardens, Main Street, Dalry, Kirkcudbrightshire. [6844

FOR SALE—*continued*

RILEY 1½, 1953, grey and black. Serviced regularly. Four new " X " tyres. Immaculate condition. £295. G. Baverstock, 5, Henton, Chinnor, Oxford. [6845

TWO RACING AVON tyres, as new. Large Rolls axle. Wolseley Hornet engine, etc. Various Bentley spares. Bay Farm, The Ridgeway, Enfield. [6847

SILVER GHOST f.w.b., 1924 chassis and cab, with three complete spare wheels and new R.-R. complete exhaust system. Vehicle been on blocks 24 years, seen little use. Engine top part dismantled but complete. Seen East Sussex; no dealers. Offers. Box No. R.848. [6848

AUSTIN MINI SEVEN, Aug. 1961, light blue. Modified cyl. head, Mangoletsi carb., racing steering wheel, remote-control gearbox, radio. Best offer £300 or more. Apply C. Taylor & Son, Bankruptcy Auctioneers, 28, Queen Street, Manchester, 2. [6849

ALLARD M MODEL, 1949, drophead. Over £200 spent past 18 months. Too big for new garage. £150 o.n.o. Very good, some spares. Box No. R.850. [6850

ASTON MARTIN DB2/4 saloon, 1955. Immaculate condition. Recent extensive overhaul. Any inspection invited. £590. Terms possible. Quinlan, 25, Isledon Road, London, N.7. [6851

1935 ROLLS-ROYCE Phantom II by Hooper, cellulosed black. Leather to the front, cloth to the rear. Holds six passengers. Face-forward occasionals. New clutch and tyres. Mileage 59,972. Price £400 o.n.o. 1937 Rolls-Royce 25/30 by Park Ward, cellulosed black. Leather throughout. Face-forward occasionals. Mileage 9,528 second time round. Price £275 o.n.o. 1939 Rolls-Royce Wraith 25/30 4-door saloon by Hooper. Green leather throughout. Front : sunshine roof, wireless and tool kit. Back : electric division, table, heater, microphone, and boot protruding. New tyres and battery. Perfect order. Price £750 o.n.o. Box No. R.852. [6852

T.V.R., 1960. Fitted brand new M.G.-A engine, gearbox. Immaculate dark blue cellulose. New Turbospeeds, electric fan. £495. Box No. R.853. [6853

1932 RILEY MONACO, 9 h.p., saloon, original condition; one owner; total mileage 44,000. £150. Tel.: FOO 4377. [6854

M.G. TB. Immaculate black. £200 spent, bills. Drop a line or call for full enthusiastic description of this rarish car. Genuine sale. Some history. £180 o.v.n.o. Parnell, 9, Romberg Road, S.W.17. Tel.: BAL 0702. [6855

AUSTIN HEALEY, 1956, BN2, 4-speed box, works reconditioned engine, perfect body, hard-top, tonneau, soft-top, overdrive. £345. Birmingham. Tel.: Sheldon 4446. [6856

JAGUAR XK150 S/E. f.h. coupé, Oct. 1958. Pearl grey, dark blue interior. With wire wheels, disc brakes, overdrive and four brand new " X " tyres and tubes. In very good mechanical condition for £475, or exchange small saloon and cash. Taylor, 11, St. Helen's Crescent, Hove, 4, Sussex. [6857

PRANGED! 1960 TRIUMPH TR3A. Overdrive, wire wheels, disc brakes. Offers. Halliday, Tel.: Waltham (Lincs) 3376. [6858

M.G. TF 1500, 1955. Registered 1961. Black and white/black. Gold Seal engine, wire wheels, new hood, tonneau, spots, reversing, half-finished hard-top, safety harness. £350 o.n.o. Oates, Tel.: Brixton 6288 (office). [6859

1937 SPECIAL SERIES Riley Kestrel. £250 overhaul 7,000 miles ago. Crank reground, rebored, electrics overhauled. New carburetters, lights. Battery, rear springs, carpets. Resprayed white, red interior. Few rattles. Striking appearance, first-class all round condition. Owner going abroad. £195 o.n.o. Capt. Fellowes, School of Infantry, Hythe, Kent. [6860

ALVIS, 1937, Speed 25 Vanden Plas tourer, very good condition, mechanically good; tyres good. £150 o.n.o. P. Burton, Hampton Wafre, Docklow, Leominster, Herefordshire. Tel.: Steensbridge 222. [6861

1955 ALVIS Grey Lady. Two-tone grey, red leather upholstery. Wire wheels. A beautiful car in excellent condition. £325 o.n.o. 8, Fairlands Avenue, Worplesdon, Surrey. Tel.: Worplesdon 2716. [6864

VERY FAST FIAT 1100, 1955, de luxe. Heater, radio, " X "s, etc. Recent overhaul. £150. Sharpe, 58, London Road, Romford, Essex. [6865

JENSEN INTERCEPTOR, 1953. Radio, heater, overdrive, " X "s. Aluminium body excellent condition. 100 m.p.h. +, 20 m.p.g. Five-seater saloon. £32 comprehensive insurance. Excellent road-holding. £375. H.P. or part exchange considered. G. Coop, 2, Grasmere Road, Royton, Oldham. [6866

ASTON MARTIN DB 2/4, 1954. Engine completely rebuilt at cost of £180, not yet run-in. Peony red, cream hide interior. Radio, heater, spots, etc. It looks and drives like a dream. £690, terms can be arranged, part exchange considered if wife can drive it. Tel.: Birmingham NORthern 8168. [6867

FOR SALE—*continued*

1935 MERCEDES-BENZ 200 cabriolet. Needs king-pins for M.O.T. £75 o.n.o. Tel.: GULliver 3758. [6868

M.G. VA 4-seater sports, good condition, taxed, M.O.T. New hood. £100 o.n.o., or part exchange, W.H.Y.? Box No. R.869. [6869

VERY RARE M.G. PA Allingham Airline coupé; completely restored and original. Offers on £400 to Box No. R.869. [6869A

LOTUS ELITE, Series I. First registered March 1960. Immaculate throughout, red. Servo-assisted brakes. New Cintura tyres. £825. Hinchliff, Tel.: Penistone 3277. [6870

1955 MORGAN +4. Superb red 2/4-seater drophead. *Concours* condition. £250 o.n.o. Lucas, Bigstone, Warmingham Road, Crewe. Tel.: 3609. [6871

M.G. TF 1500, 1955. " X "s, reconditioned engine, extras. £365. Bright, The Knoll, Littleover, Derby. Tel.: Derby 53872. [6872

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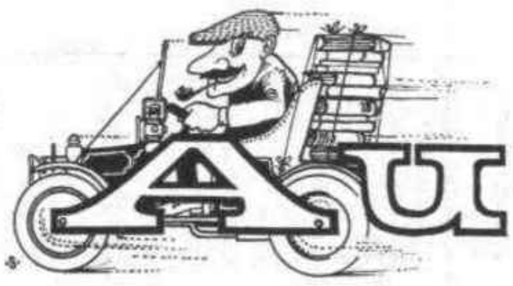
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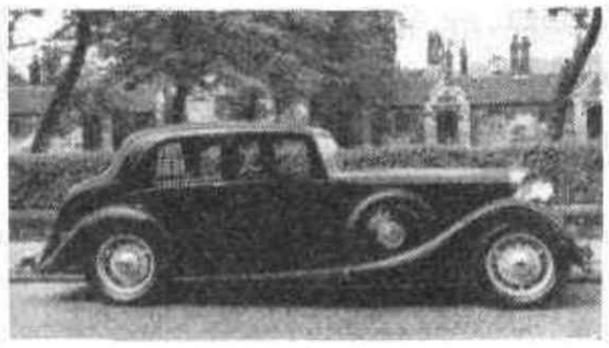
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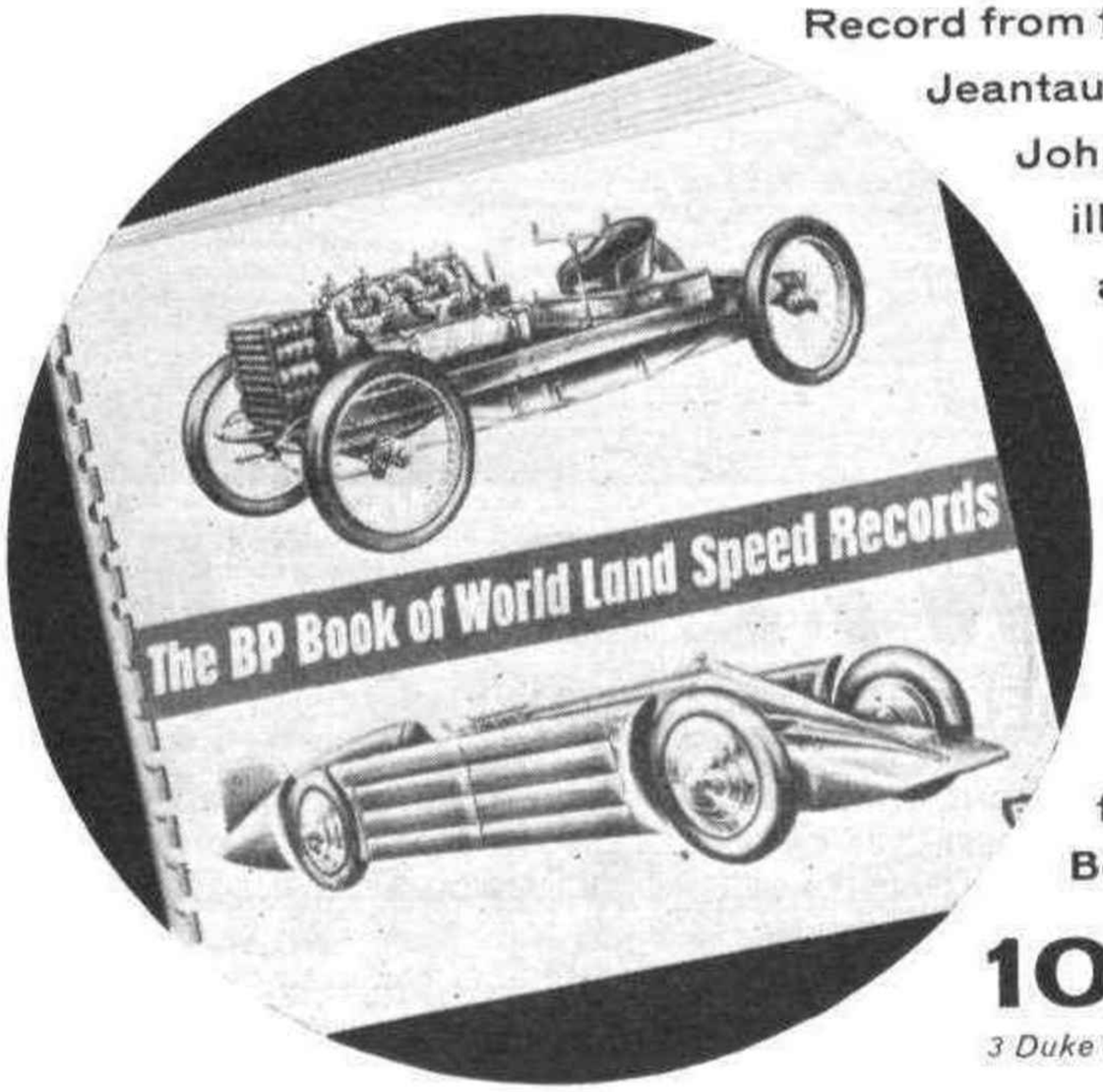
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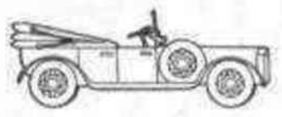


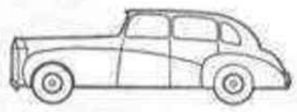
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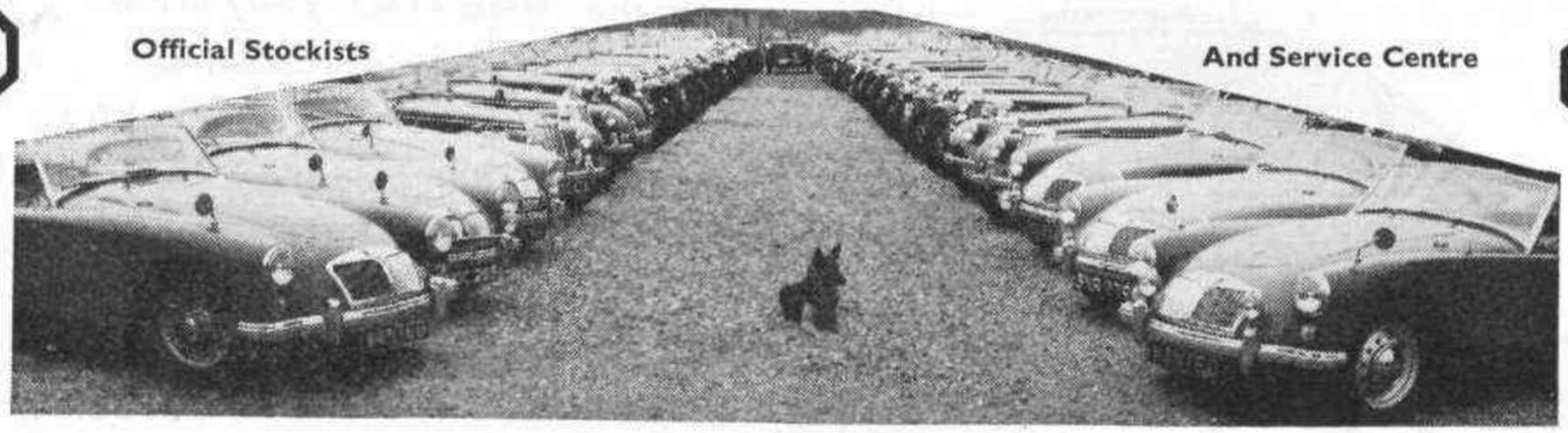


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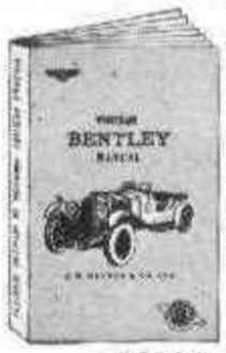
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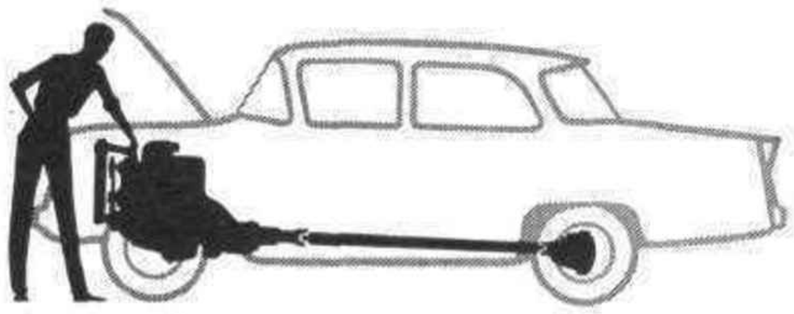


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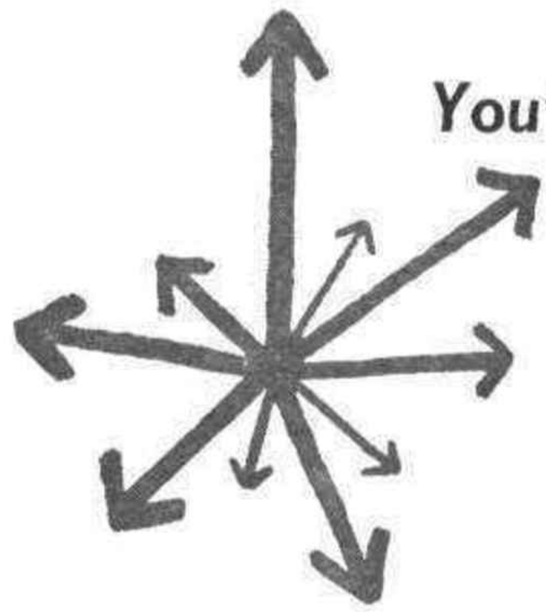
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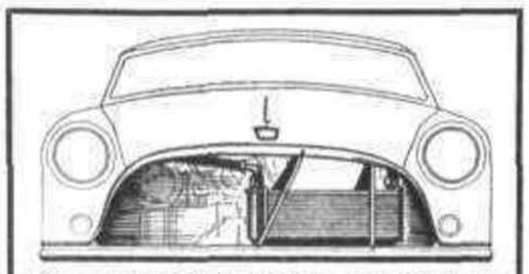
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TURNER BODY with chassis to fit, includes back axle, differential, rack and pinion, anti-tramp rod, anti-roll-bar and complete suspension including dampers (i.f.s.). Will take £45 o.n.o. 674A, Green Lane, Ilford. Tel.: SEV 4682. [5987

RILEY 1.5, 1958. Overhauled. Belts, undersealed. Excellent condition. £350. Burns, Tel. High Wycombe 1242. [6456

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Sports Cars : J2, NA, PA, PB, TA, TA/Tick., TB, TC, TD.

Saloons : SA, VA, VA/DH, WA, Y.

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SPECIAL OFFER

Two "A" Series Mk. II Turner Kits with wire wheels. Special Price, write for details.

One Mk. II 1500 c.c. Ford 75 b.h.p. engined kit offered fully painted with wire wheels and disc brakes at no extra cost. This will show a saving of at least £50 on current prices. Write for full details.

Ogle SX 1000, 1098 big bore engine, Servo brakes, balanced engine, high axle, radio, safety belts, only 3,000 miles, green/red. This car is guaranteed over 100 m.p.h. Unique opportunity to purchase this car which is the only one of its type available. **£975** o.n.o., cost over £1,500. Part exchange and hire purchase available.

ALEXANDER AUTOS & MARINE LTD.,
THAME ROAD, HADDENHAM, BUCKS.
Tel.: Haddenham (Bucks.) 345

FOR SALE—*continued*

BREAKING 1932 J2-type M.G. All spares available, excluding crankshaft, good condition. Apply Matthews, 27, Stoke Hill, Bristol, 9. [6952

HARD-TOP AND SIDESCREENS for Healey 100/6 or 3000, £35. Also fold-flat windscreen complete, for TF M.G., £4. Tel.: Archway 5246 (between 9 a.m.-5 p.m.). [6953

LIGHT FIFTEEN, 1953. Harness, washers, fog and reverse, roof rack, five Xellent tyres. New engine 1960, gearbox 1961. Brakes relined March, decoke June. Reluctant sale, £190, or p/e. tiny 4-wheeler. Box No. R.954. [6954

RUDDSPEED AUSTIN HEALEY 100-6 with wire wheels, overdrive, hard-top, servo-assisted discs and Koni shock-absorbers all round. Crisp and fast. £465. Tel.: Silchester 336. [6955

1959 BUCKLER 90. Ford 1172. Twin S.U.s; 12 volts. All-enveloping aluminium body. 4.7 c.w.p., close-ratio gears. First sensible offer secures. 5, Sutton Road, St. Albans. [6956

AUSTIN HEALEY 100/4, 1954. Four-speed gearbox, twin spots, wing mirrors and reversing lights, heater, tonneau cover, Michelin "X"s. Brakes relined. Overdrive, wire wheels, seat covers. Immaculate throughout. For quick sale, £285 o.n.o. Tel.: Fulmer 165 (Nr. Uxbridge) (after 7 p.m.). [6958

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M.G.-A Mk. II Roadster, 1961, red with black interior, fitted with Motorola radio, heater, racing mirrors; in as new condition throughout ... **£615**

M.G.-A Roadster 1600, red with black interior, enthusiast maintained to a very high standard, many extras, heater, one owner **£595**

M.G.-A Roadster—1957, white with red interior, heater, wing mirrors, paintwork and interior completely unmarked, superb specimen ... **£365**

M.G.-TF Sports—1954, ivory with red interior, superb chrome, new black hood, Michelin 'X' tyres, very fine specimen **£325**

M.G.-TF—1954, dark green with beige interior, full set of wire wheels, enthusiast maintained to a very high standard **£375**

M.G.-TD—1952, red with hard-top, heater, winking indicators, Michelin 'X' tyres, twin spot lights, new gold seal recon. engine **£275**

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AUSTIN HEALEY 3000 2/4 seater—1960, royal blue with blue hard-top, overdrive, wire wheels, full ruddspeed conversion, superb order **£645**

AUSTIN HEALEY SPRITE—1959, green with radio, heater, Michelin 'X' tyres, twin spots, tonneau, luggage carrier, etc. **£295**

TRIUMPH TR4—1962, 2/4 seater, red with black interior, white hood and white tonneau cover, Hurrell balanced engine, overdrive, wire wheels—as new condition, one owner, low mileage ... **£795**

TRIUMPH TR3A—1961, white/red interior, overdrive, wire wheels, disc brakes, heater, a wonderful example **£645**

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FOR SALE—*continued*

SCOTLAND, FALCON CARIBBEAN, 2/4-seater. Tuned Peco Phase II, valve ports polished, balanced; Howe manifold, twin Zenith accelerator pump carbs., c.r. 9.1 : 1, special radiator, Buckler gears, 15-in. wheels, bucket seats. Interior sound-proofed, upholstered. 2,400 miles. Taxed; used daily. 85 m.p.h. but never extended. £250. Mathie, Town Clerk, Kilsyth (Tel.: office, 3118; home, 2363). [6959

JAGUAR XK150 S/E. f.h.c., December 1957. Overdrive, wire wheels, radio, other extras. Grey/blue. Nearly new RS5s. Not immaculate but sound. £465. Tel.: Claverley (Wolverhampton) 392. [6960

FRAZER NASH B.M.W., 1938. M.O.T. certificate. Bodywork very sound. Radio. £70 o.n.o. Burnt Ash Motors, Wadhurst, Sussex. Tel.: 2793. [6962

SUNBEAM RAPIER convertible. Overdrive, radio, heater, Michelin "X," as new. £395. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [6963

1959 Mk. I SPRITE with Ashley G.T. hard-top, soft-top and tonneau cover. Excellent condition. D. Young, 501, Southend Road, Elm Park, Hornchurch, Essex. [6964

1939 LANCIA APRILIA, d.h.c. Good mechanical condition, body poor. £45. Two pairs P.100 h./lamps, one pair bottom hinge £6 10s., one pair top hinge £5. M/c. Miller acetylene lamp set, new, unused, £5. Jennings, "Primrose Villa," Higher Pengegon, Camborne, Cornwall. [6966

ELITE, 1962. Special equipment. Balanced engine, Motorola radio, etc. Never raced. £1,090 o.n.o. 53, London Road, St. Albans (evenings). [6967

RENAULT DAUPHINE GORDINI, 1960, de luxe, only 19,000 miles. Heater, demister, safety belts, windscreen washers. Excellent condition. £350. Weaver, 15, School Lane, Bromsgrove, Worcs. Tel.: 2919. [6969

ANY OFFERS. Pranged Sunbeam-Talbot 80 for spares. Please write. Bates, 1, Montague Avenue, Luton. [6970

1958 M.G.-A roadster. Black. Excellent condition. Family forces sale. £340 o.n.o. Salsarola, 70, Dawpool Drive, Bromborough, Cheshire. [6980

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105E; 100E; E93A; 109E; M.M., 1000, 803-c.c. S.V.; A30/35/40; HERALD; HILLMAN; RAPIER; MORRIS 1100; MIDGET; MINI; SPRITE; WEBER CONVER'NS

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Wood-rim Steering Wheels, fit all Sprites—**£6 . 10 . 0,** *incl. P. & P.*

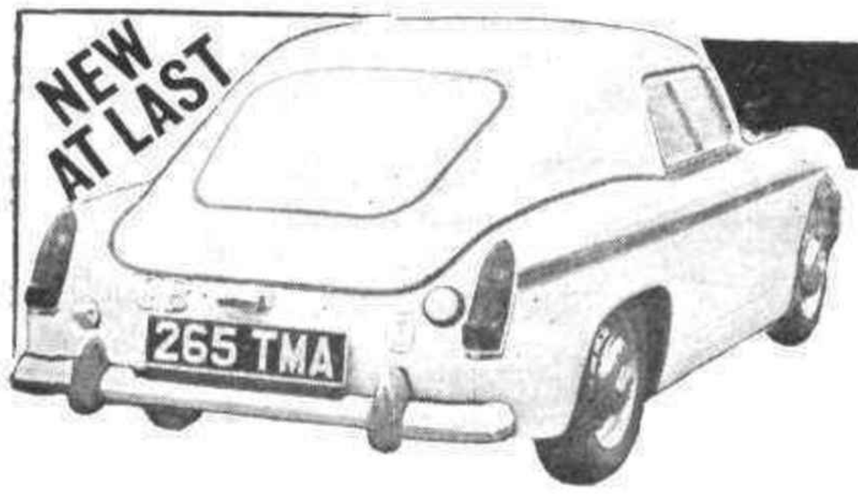
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FOR SALE—*continued*

BENTLEY 8-LITRE touring limousine, possibly the most magnificent closed 8-litre in existence; V.S.C.C. registered. Price £500. Miles, 30, Bedford Street, Woburn, Bletchley, Bucks. [6971

BROOKLANDS RILEY, 1929. Very original. Extensively rebuilt last two years. Four Amals, twin S.U.s, 1⅞-in. crank, h.c. pistons, oversize ports, hydraulics, modernised electrics (original lamps). 34 m.p.g., 90 m.p.h. Half-ton of spares. £320 o.n.o. Pack, Shellhaven Refinery, Stanford-le-Hope. Tel.: 3333. [6972

ALVIS SP.20 S.B. high windscreen Charlesworth saloon, 1934. Mechanically good. Bodywork sound but tatty at rear. Haggle around £40. Also similar car, less body, for spares at Ascot. Goddard, 22, Burdett Way, Repton, Derbys. [6973

APRILIA. Good condition and appearance. Big Zenith, late-type wheels, "X"s. Many spares. Special tools, manual. Details s.a.e. £165. 51, Wallisdean Avenue, Fareham, Hants. [6974

VOLVO 122S B16, 1959, 26,000 miles. Black/grey. Many extras. Excellent condition. £625. "Brackendene," Claremont Avenue, Camberley. Tel.: 21759. [6975

M.G. TA Tickford, completely rebuilt for £300 (bills). Extras include twin spots, radio, heater, flashers, clock (works!), wind-up windows, lined hood, etc. Reconditioned engine; resprayed white. £170 o.n.o. Tel.: Kelvin 5058. [6976

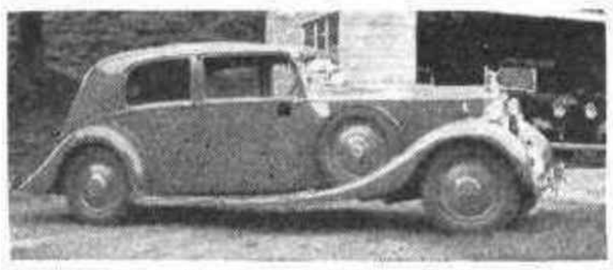
VINTAGE BENTLEY, 1926, Red Label for sale. Excellent condition. £650 o.n.o. Tel.: THO 5204, or write, Zimmer, 29, Midhurst Avenue, West Croydon. [6977

ROCHDALE G.T. FORD Special, 1959 (Oct.). Twin carbs., 4-branch exhaust system, sports coil, 12-volt electrics, S.U. pump. Tyres as new. Strengthened chassis; flashers. Excellent condition throughout. £110. Goddard, 6, Headlands, Kettering. Tel.: 2169. [6978

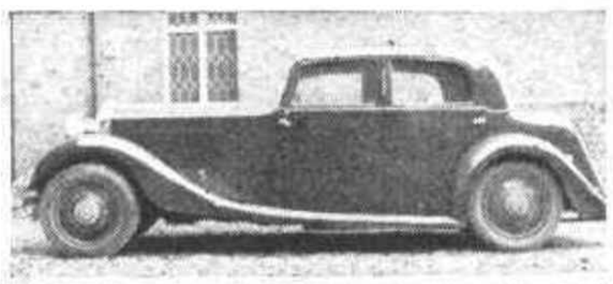
1934 BENTLEY 3½ aluminium sports saloon. Two owners, 106,000 miles. Recent Bentley overhaul. Mechanically perfect; body, upholstery very good. Family needs 'bus. £150, offers; terms. 18, Park Avenue, London, N.W.11. Tel.: Speedwell 2940. [6979

AUSTIN HEALEY BN6, 1959, red, superb condition. Heater, twin spots. £445. 110, Pound Lane, Laindon, Basildon, Essex. Tel.: Laindon 2245. [6981

MERCEDES 220 convertible, cream with red leather. Handsome, luxurious and reliable l.h.d. example of 1953 model. Radio, air-conditioning heater; extras. £220. Tel.: ACO 1937. [6982



We not only have far the largest stock of pre-war Rolls-Royces in the world, we have also the largest stock of the 12-cylinder Phantom III models. Only about sixteen hundred of these were built, and now that more and more of them are taking a one-way ticket across the Atlantic, are becoming increasingly scarce. Above is a typical example of our stock, a 1937 PIII with coachwork by Barker, Royal coachbuilders since 1725.



1935 20/25, very pretty high waistline four-door sports saloon with large boot by Hooper. This car which we sold a couple of years ago has just been traded in against a later model and we know it well. It is an extremely good one which has been very well maintained, and has a documented history back as far as 1954. Dark blue with lighter blue line and black. Blue hide trim. **£435.**

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FOR SALE—*continued*

VOLKSWAGEN, 1958. Webasto roof, anti-roll bar. V.G.C. £300. 17, Croysdale Avenue, Sunbury, Middlesex. [6983

1923 BULLNOSE MORRIS. A fine example in near-perfect condition throughout. £225. 64, Danycoed Road, Cyncoed, Cardiff. Tel.: 53562. [6985

ROCHDALE OLYMPIC, 1962, 1,622-c.c. Riley 4/72 engine, red cellulose finish. Heater, twin fuel tanks. 35 m.p.g. Will haggle around £575. P. G. Nield, 68, Higher Ainsworth Road, Radcliffe, Lancs. Tel.: Bury 3928. [6987

ROLLS-ROYCE, 1938, 25/30-h.p., aluminium sports saloon body by Rippon. Exhibition car of year. Two owners. Only sensible offers considered. Box No. R.989. [6989

MORRIS 1000 FIBREGLASS bonnet, £7 10s. B.M.C. "A" big-end bearings, std., 30s. Ford 105E pistons, plus 40 thou., new, £8. Wanted: Ford 105E aluminium flywheel, 1½-in. S.U. carb. C. Young, Oakwood Court, Givons Grove, Leatherhead, Surrey. Tel.: 3026 (day), 2777 (evenings). [6990

AURELIA G.T. 2500, Nov. 1957. Mist grey. Standard spec. Radio and Marchal compressor horns; cotton cover. 57,000 miles. Cheston, 253, High Street, Henley in Arden, Warwicks. Tel.: 2361. [6991

LAGONDA, 1930, 3-LITRE 4-seater open tourer. Unused since beautiful restoration by enthusiast costing over £350. Almost entirely new bodywork and upholstery with extensive rechroming and mechanical overhaul. Photographs to inquirers. £285. Mew, 50, Quarry Road, Tunbridge Wells. Tel.: 21000. [6992

1954 RILEY R.M.E. 1½-litre. Excellent condition throughout. Radio. Very well-cared-for pedigree car. £300 o.n.o. 37, Weston Crescent, Runcorn, Cheshire. Tel.: Runcorn 2504. [6993

1937 ROLLS-ROYCE 25/30 Barker limousine in magnificent black over fawn, with 1911 mascot. £350 o.n.o. Colour photo 2s. 6d. deposit. 254, Station Road, New Waltham, Grimsby. [6994

YOU'RE NEVER ALONE with a Bristol, so why not try this 1952 401, at £275. Hill, 98, Langley Road, Lower Penn, Wolverhampton. Tel.: Wolverhampton 61292. [6995

AUTO UNION, 1958 (Oct.), coupé 1000 de luxe, 35,000 miles only. Extras include Halda Speed Pilot, fog and reversing lights, reclining seats, etc. Exceptional condition. £350 o.n.o. Box No. R.996. [6996

NEW! Electronic Tachometer FOR CARS



Specially made for Proops to a unique design giving greater accuracy than ever before! Uses a brand new transistor circuit operating on induction principles that does not require connection to contact breaker or interfere in any way with the engine ignition system. Can be fitted in minutes without special skill, and is supplied with a universal mounting bracket that ensures ready installation to any car where dashboard space is not available. Transistor unit utilizes printed circuit board technique and top grade components, and is entirely contained within a magnificent, aircraft quality instrument with 3-inch circular dial and huge 270° scale that gives really accurate, instant check readings to within 1% of engine speed up to 8,000 r.p.m. Provides a first class, dependable instrument that pays for itself quickly in essential tuning facility, economical motoring, precise gear changing, and that extra feature that earns its place in any car. **Present supplies are for 4-cylinder, 4-stroke, 12-volt positive earth systems only. Complete with mounting bracket and fitting instructions.**

£4 10s. *Carriage 3/6*

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49/6 *P. & P. 2/-*

A really handy, robustly made multimeter that makes an ideal tool for the home electrician, car owner, and Radio/TV fixer. Measures AC or DC voltages in four complete full-scale ranges of 6, 30, 150 and 600 volts; direct current up to 150 milliamps; and resistance up to 100,000 ohms. Suitable for measurement and continuity and leakage testing. Size only 3½ × 2½ × 1⅞ in. deep. **In black crackle metal case with tough plastic faceplate, and complete with battery and red and black test leads.**

PLASTIC PROOFING COMPOSITION 15/- Per gall. can

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Special quotations for 40-gall. drums. Clear dissolved plastic that puts a tough durable, waterproof film on almost anything—wood, brickwork, metal, etc. Ideal for hundreds of domestic and industrial applications. Used by the R.A.F. for long storage protection of valuable aircraft and machinery. Can be sprayed or brushed one gallon covers 70 sq. ft. to depth of .005 in. **Offered at less than a quarter of the cost of household paint.**

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A complete kit for adding a second speaker to your car radio plus the facility of separate control of output from either or both at the sound level required. Kit consists of high quality 7 × 4 in. elliptical loudspeaker, speaker fret, 3-position control with potentiometer to govern output level from each speaker, colour coded and partially connected wiring, and full instructions to add this de luxe accessory to your car without specialist skill.

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0-60 lb. sq. in. direct connection type made by Smiths Instruments for motor vehicles. Attractive 2 in. circular scale, black dial with white figures, chrome escutcheon and single screw bracket fixing from rear. Slotted housing for dashlight illumination at night. UNUSED IN ORIGINAL PACKS AND COMPLETE WITH REAR CONNECTOR. **15/-** *P. & P. 2/-.*

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Unused, modern, soft separator units, each contained in a metal carrying case. Size approximately 9 × 4 × 9 in. high.

PLASTIC MOULDING

U-shaped, tough plastic moulding. 7/16 in. × 5/16 in. thick. Ideal for finishing off or protecting raw edges of metal, etc. **In 6-foot lengths.** **4 for 5/-** *Post free*

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Modern, attractive appearance and made by famous British manufacturer. 2 in. circular dial and centre zero pointer covering range —20 to +20A. Slotted housing for dashlight illumination. Similar in size and design to oil pressure ranges described above. **Unused and in guaranteed perfect condition.**

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Ideal for car wheel bearings and high-speed races. Made by a famous manufacturer for aircraft use. **Four large tubes** **5/-** *Post free*

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MORGAN 4/4, 1938. Riley Nine engine, twin carbs., mag., rack/pinion steering; *most extras*; *new wings*, ally body panels. Excellent cond. all round; six good tyres. £130. Also breaking 1936 Climax, s.a.e. offers please. 17, Willow Grove, South Woodham, Essex. [7179

RILEY 2½, 1950, good condition. £125. Consider part exchange. Tel.: Derby 22928 (evenings). [7180

ROLLS-ROYCE PHANTOM III limousine, low *mileage*. £500. *Hill, 23, Boyd's Walk, Dukinfield, Cheshire.* [7181

XK140 D.H.C., 1956. Perfect condition. Radio, heater, luggage rack, spots. £350, or exchange tuned or Cooper Mini. Cash adjustment. 80, Purley Bury Avenue, Purley, Surrey. Tel.: UPLands 6127. [7182

M.G. TC, 1946. Resprayed green. Factory reconditioned engine and back axle. £100. Tel.: SYD 9884 (after 6 o'clock). [7184

1959 FIAT ABARTH 750 saloon. One owner. Factory conversion, "X"s; complete engine overhaul 3,000 miles ago. A genuine Mini-mauler at £245. *12, Acheson Road, R.A.F., Brampton, Hunts.* [7185

FALCON CARIBBEAN hard-top (Fantelegant) Lockwood special chassis with Lotus suspension, disc brakes, electrics, etc., etc. Enthusiastic builder's dream—£165 (cost £350+ and thousands hours of expert toil). Matley, "Woodside," Moor's Road, Colden Common, Nr. Winchester, Hampshire. [7186

T.V.R., 1960, *M.G. 1600.* Good condition. £390 or exchange. Cash either way; H.P. possible. 161, Belper Road, Stanley Common, Derbys. [7188

1957 TR3, cream. Radio, heater, four new "X"s. Exceptional condition throughout. Taxed year. £325, H.P. arranged. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [7189

JAGUAR 2½, 1939, and many spares. Sell or break. All inquiries answered. Beeston, 1, Broad Square, Leyland, Lancs. [7190

DELAGE, 1924, 14-h.p. saloon, *concours* condition; £250. Daimler, 1925, sleeve-valve; not quite *concours*; £150. *Alvis, probably the last "25" produced*; very attractive Charlesworth sports saloon; guaranteed mileage 50,000 since new; superb, £250. All the above in regular use and complete. Free delivery Liverpool. Patterson, Helens Bay, N. Ireland (Tel.: Helens Bay 2270). [7191

VW. Superb unmarked set red moquette seat covers, £5. Bosch aerial, £1. Tel.: WEStern 8500. [7193

FOR SALE, one cylinder head for 1954 Sunbeam Mk. III, £10 o.n.o. Also service manual for Jaguar Mk. VII and XK120, £2 10s. Atkinson, 3, Spark Lane, Mapplewell, Barnsley, Yorkshire. Tel.: Darton 619 (9 a.m. to 6 p.m.). [7195

RILEY 1½ FALCON. Excellent condition. Tested. £50. 6, Castlefields Drive, Charlton Kings, Cheltenham. [7196

SPRITE, 1959, hard- and soft-tops, external boot, over £100 extras. Immaculate condition. Offers. 30, Fairlawns, Horley, Surrey. [7197

M.G. Completely rebuilt from one of the 1930 Le Mans racing cars and an "M" sports by vintage *specialists. A really fine car suitable for club* competitions or touring. £500 or offer. Write, Yew Tree Cottage, Honey Hill, Wokingham, Berks., or Tel.: WOK 1436. [7198

ROLLS-ROYCE, 1930, Continental Phantom II by Barker. Rear-mounted spares. Very pretty and sound. £375. Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252. [7200

1929 ROVER 10/25 coupé by Weymann, fabric body. Very good condition bodily and mechanically. Wife and daughter insist on progress. £90 o.n.o. Richards, 213, Wilton Street, Glasgow. [7201

1934 BENTLEY, Research Director's personal baby. Unique silver and blue Hooper *sports saloon, in* superb condition. Original drawings and tools. History. £300. Surrey. Box No. R.204. [7204

1927 AUSTIN SEVEN saloon, v.g.c. M.O.T. July 1964, taxed. £70. 132, Bermondsey Street, S.E.1. [7205

1937 AUSTIN 18 limousine, clean, sound, Gorden coachwork, clean, smooth, 2½-litre 6-cyl. engine, 8-seater. Leather upholstery, walnut panelling; *five good tyres, detachable luggage trunk.* M.O.T. £87. Tel.: Brenchley (Kent) 200 (6-7 p.m.). [7206

JAG., M.G., E.R.A., large Marshall Type K200C blower. Magnette head, twin S.U.s and manifold. PB new c.w. & p., +40 pistons. 62-mm. pistons convert TC, to 1,100 c.c., L-type head and crank. Jag. 8 : 1 engine, gearbox and overdrive, 8 : 1 head, front k.o. hubs, discs, calipers. Pair Solex 40 PHHI twin-choke carbs., Mini S.U. Complete 1959 *Tojeiro, fitted 1500 Rootes engine.* S.A.E. with offers. Foster, 16, Manor Road, Sealand, Chester. [7207

GOOD USED TYRES : Four 550×13, £3 each; one 600×18, £3; one 700×19, £6 10s.; one 700×21, £5; two 500×20, £2 5s. each; one 33×4, £3 10s.; one 33×5, £6. Two Alvis Speed 20 wheels, £2 10s. each. Holland, 7, Lansdowne Place Lane, Cheltenham. [7208

TR3A, 1960, seeks sporting gentleman to love and polish her. Still very attractive. Will work hard in return for affection. £475. 45, Ayloffs Walk, Hornchurch, Essex.))

FOR SALE—*continued*

TR3, 1957 (Nov.). Immaculate Monza red with matching hard-top, soft-top. Overdrive, disc brakes, heater, electric washers, oil cooler, twin horns. Excellent mechanically; new battery, silencer, air filters. £370. Cook, 29, George Avenue, Brightlingsea, Essex. Tel.: *Brightlingsea* 4163. [7210

ROLLS-ROYCE 20/25, 1933, saloon. Engine, transmission sound; many bills showing replacements. Bodywork poor. May sell complete unit or break for spares. Interested parties send offer or requirements to Box No. R.211. [7211

ROVER 14, 1947. Good condition. £115. Would exchange for good 100E, 5-cwt. van. "Ingleside," *Dedham Road, Ardleigh, Colchester, Essex.* [7212

1933 J2 M.G., in very nice original order with new hood, tonneau, etc., and fitted with 12-in. brakes. Little work needed to bring to *concours* condition. Genuine reason for sale. Offers around £100. Champion, 53, Jobs Lane, Coventry. Tel.: Meriden 596. [7213

AUSTIN A.7 SPECIAL, incomplete, host of spares. Any reasonable offer, and further details, Box No. *R.216.* [7216

AUSTIN A70 SPECIAL, incomplete, over £500 spent, must be sold, space wanted for other projects. Offers and further details, J. Garratt, 11, Alban Avenue, Townsend, St. Albans, *Herts.* [7217

GLAMOROUS A.C. red tourer, 1951. Radio, heater. New certificate. Licensed. 37,666. Superb throughout. £167 10s. 21, Westbrook Road, S.E.3. Tel.: GREenwich 4287. [7220

JOWETT JAVELIN, 1949. In use. Good engine and mechanics. Body indifferent. £40. Tel.: Kesgrave (Suffolk) 514 (after Sept. 7th). [7221

SPARES:— 32/34 MINERVA Type AK and 2-litre Schneider. Cylinder blocks, heads, radiators, etc. Skew, 61, Woodbridge Road, Guildford. [7222

2-LITRE LAGONDA Speed model. Near *Concours* condition. 1947 TC M.G. B.R.G. original condition. £170. 1954 Singer Roadster, immaculate throughout. £150. Apply Box No. R.223. [7223

AUSTIN-HEALEY B.N.1. 100/4. Red, 2-seater sports. £200. 35, Belmont Road, Ilford. [7225

1949 H.R.G. 1500, standard engine, 6,000 miles. Steering, brakes, lights, starter overhauled, body/chassis coach enamelled. Part retrimmed, new screens, polished engine, *drums, 40 m.p.g., cruising* 50 m.p.h. Cheap insurance, M.O.T. Impressive. £295 o.n.o. Box No. R.226. [7226

ROLLS-ROYCE 1933 20/25 Park Ward saloon. Mechanically sound, roof interior needs relining. £125, or exchange 250 c.c. motor-cycle. Box No. R.227. [7227

1929 SUNBEAM 16, drop-head with dickey, body by Melhuish for Car Mart of Wolverhampton. *Needs some coachwork attention.* Spare engine and gearbox. £45 o.n.o. Thompson, 41a, The Tything, Worcester. [7229

TEA PLANTER RETURNING Ceylon. Wishes sell 1958 3.4 grey Jaguar. Reg. mileage 43,000. Radio, seat belts, wire wheels with disc brakes, heater, overdrive, new battery. M.O.T. June 1964. Excellent condition. £625 o.n.o. Available Oct. 1st. Somerville, Blackbird Cottage, Ewen, Cirencester, Glos. [7231

CITROEN LIGHT FIFTEENS, 1953 and 1947 for sale. To best offer. Tel.: Mansfield 1049. [7233

1963 VW DE LUXE Anthracite, 5,000 miles, for sale owing to change of plans. All replies answered. Box No. R.234. [7234

FAIRTHORPE MINOR 1960. Painstakingly built by engineer and well above average. Healey leather seats, heater, new hood, tonneau. Bargain £225. Taberner, 103, Harborne Road, Birmingham 15. Tel.: Edgbaston 1833. [7236

XK140, 1955 F.H.C. Grey. Exceptional condition throughout. Fitted with radio, heater, "X"s all *round, twin spots, cigar lighter, safety belt,* etc. M.O.T. Reluctantly offered at £295. for quick sale. 109, Woodlands Road, Little Bookham, Surrey. Tel.: Bookham 2696. [7237

AUSTIN-HEALEY SPRITE, 1959. Green. Many extras. £315 o.n.o. Benson, 5, Wilsmere Drive, Harrow Weald. Tel.: Grimsdyke 2295. Office Wembley 8888 Ext. 143. [7238

TR3, 1957. Heater, tonneau, washers, spots, reversing light. Seen Coventry, Manchester, Abingdon areas. £325. Box No. R.239. [7239

PORSCHE 1600S, 1957. Ruby red. 46,000. Superb condition in every way. Second car, laid up in winter. *Surely the best available.* £725. 7, Blenheim Mount, Bradford 8. Tel.: 47585. [7240

SALE, UNFINISHED SPEEDEX Austin 7 special in parts. List. Dalby Kirby, Wiske, Thirsk, York. [7241

EXCEPTIONAL TR2 professional engineer owned. Full history. £260 o.n.o. Exchange largish thoroughbred saloon. Armstrong, "Aqaba," *Beach Road, Llantwit Major, Glamorgan.* [7243

MINI 1960 DE LUXE. Downton/Speedwell conversion "X"s, Silent travel, other extras. Taxed and insured (normal rates). Emigrating. £330 o.n.o. Dr. Roath, 46, Peveril Crescent, Chorlton-cum-Hardy, Manchester. Tel.: CHO 4162. [7244

1935 ROLLS-ROYCE 20/25 Limousine. Beautiful condition, 2,000 miles since extensive engine overhaul. £325. Box No. R.245. [7245

FOR SALE—*continued*

1940 STRAIGHT EIGHT JENSEN. 4-door saloon, 4¼-litre o.h.v. Nash engine. Overdrive, two owners from new, Known history. Rare motor-car with an effortless performance, much superior to average pre-war Bentley. Aluminium coachwork, beautiful *appointed, folding picnic tables,* footrests, sliding roof. Arrangements could be made to view this car in London. Illustrated p. 567 July MOTOR SPORT. £295. Peck, "Braecote," Gateside Road, Barrhead, Glasgow. Tel.: Barrhead 3866. [7242

1950 BENTLEY MARK VI. Black/grey upholstery. Immaculate. £395. Hartley, 50, Finkle Street, Cottingham, Yorks. [7246

1928 SINGER SENIOR, 12 h.p., sunshine saloon, v.g. condition, M.O.T. tested, original handbooks. £90. P. Hickman, Charing Cross Hospital Medical School, W.C.2. [7247

FORD 10 SPECIAL fibreglass, 2/4-seater. Reconditioned engine, 5,000 miles. M.O.T. tested, first-class condition. £60 o.n.o. Tel.: Lichfield 3960. [7249

JAVELIN DE LUXE, 1948. Taxed. Heater, radio £90. Austin Seven saloon, 1931, Beaulieu Rally award. Austin Swallow saloon, 1929. Rebuilt. Ex-M.T.B. 71 comfortable floating home or holidays. Select mooring. Pudney, "Wild Chorus," Birdham Canal, Chichester. [7250

FORD FALCON HOOD *with sliding side-screens.* Full specification. *Car Mechanics* February 1962. £175. 33, Alborn Crescent, Kings Norton, Birmingham 30. [7251

RILEY S26K KESTREL. Genuine 25,000 miles, history, M.O.T. June, two owners, genuine sale—£100. Rigton Grange, East Kewsick, Leeds. Tel.: Rigton Hill 2051. [7252

XK120 D.H.C., 1954 model. Interior and exterior excellent condition. Mechanically sound. Extras. £220. R. Steele, 31, Glebe Road, Giggleswade, Beds. [7253

M.G.-A 1600 ROADSTER, July 1960. Red. Wireless, tonneau, "X"s, seat belts, undersealed, other extras. Excellent condition. £515 o.n.o. Russell, 52, Hinchley Road, Leicester Forest, East Leicester. Tel.: Kirby Muxloe 3143 evenings and weekends. [7254

TWO BRISTOLS PLUS Vintage Morris. Stork calling, cars must go. 402 convertible. £275. 401 saloon £250. Morris Cowley tourer, 1929. £75. Lot £600. Smith. Castle Nurseries, Campden, *Glos.* Tel.: 564. [7255

1932 AUSTIN 7 saloon. Taxed, M.O.T. October. £25. "B" Ford saloon. Good condition, taxed. £35. Randall, Robin Bank, Dittons Road, Polegate, Sussex. Tel.: Polegate 92. [7256

1962 MORGAN 4/4. Superb condition throughout. One careful owner. White, red interior. Heater, washers, marriage forces sale. £525. 10, Beachy Head Road, Eastbourne. Tel.: 330. [7257

BENTLEY, 1927, 3-litre Red Label speed model. V.D.P., original. £395 o.n.o. 43A, Warwick Road, Wellesbourne, Warks. Tel.: 274. [7258

FLYING STANDARD V8, 1937, M.O.T., chromium and bodywork good condition. £45 or any reasonable offer. Stephenson, "Rydal," Oakwood Drive, East Horsley. Tel.: East Horsley 3186. [7259

ALVIS SPEED 20 (1934) I.F.S. synchromesh gearbox. Engine reconditioned, chassis good, body fair. £120. Flt. Lt. G. C. M. Miles, No. 1 Officers Mess, R.A.F. Henlow, Beds. Tel.: Henlow Camp 391. [7263

1930 AUSTIN 7 Tourer. Fitted 1937 engine and 4-speed gearbox. Vynide hood, good tyres, spares. Owned 14 years, M.O.T. and tax lapsed. £45 o.n.o. Hammond, 59, Redhill Road, West Heath, Birmingham 31. [7264

TWO 19in. WIRE WHEELS with good 4.75/5.00 Tyresoles. £5. Holding, 8, Greensway, Broughton, Preston. [7266

BLUE FIBREGLASS BODY for Austin 7. £20 o.no. P. Robertshaw, 84, Kirkway, Alkrington, Middleton, Manchester. [7267

M.G. TC. Immaculate. Every extra. Maintained regardless of cost. £235. Eddowes, 1, Rigden Road, Hove, 4, Sussex. Tel.: Brighton 57650. [7268

HISTORIC RACING CAR, 1936 Alta 2-litre pointed-tail 2-seater. Needs restoring. Best offer. 121, Copers Cope Road, Beckenham, Kent. Tel.: BEC 9316. [7269

LAGONDA, 1937, LG45 saloon. Sanction III engine, 7.2 c.r. only mod. 60 lb. oil. 80 m.p.h. in 3rd. Crank, bearings, camshaft, races, seals, valves, guides, radiator, clutch and brakes renewed 20,000 *miles back at cost of £130. Transmission* and tyres excellent. Heater. 100% reliable. Just returned from 1,000 miles in Cornwall. £150 o.n.o. Wood, Tel.: Horley (Surrey) 3718. [7270

P.V.T. FIAT BALILLA, 1935, 1,000-c.c. 2-seater sports. Original, restored, excellent condition; photographs. Offers. Heaton, 4, St. Stephen's Road, Birkenhead. [7271

MINI REMOTE CHANGE, crankshaft, camshaft, pistons, valves. 9, Mansfield Street, Sherwood Nottingham. [7272

HARD-TOP FOR M.G. Midget, red, with side-screens. £35 o.n.o. Davey, 21A, Groystale Road, Stirling. [7273

KARMANN-GHIA, 1959, reg. March 1960. 28,000 miles. New battery, new Michelins. £550. Taylor, 398, Station Road, Burnham-on-Crouch, Essex. Tel.: 2136. [7274

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

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AUSTIN HEALEY 3000 Mk. II. Unblemished in ice blue with dark blue upholstery. A low-mileage example with extras including o/d., heater, radio, tonneau, spotlights and wire wheels... ... ... **£725**

HERALD-CLIMAX coupé. This unique car is equipped with 1220 Climax, disc brakes, seat belts and "X" tyres. Sports-car performance with saloon-car economy. 1961 ... ... **£525**

M.G.-A 1600, 1961. In exceptional condition; powder blue with contrasting black trim; extras include radio, heater, tonneau, spotlight and special wood facia **£565**

TRIUMPH TR4. A very impressive car in Italian red with black cockpit. One elderly owner who has maintained it in original condition... ... ... **£765**

AUSTIN HEALEY 100/6. Metallic blue with dark blue interior. Radio, heater, hard-top, disc brakes, wire wheels. A really superb specimen ... **£425**

DAIMLER SP250. Impeccably finished in red with distinctive silver hard-top. An outstanding car in every respect **£735**

AUSTIN HEALEY Sprites. Always at least eight examples in stock. All fully equipped with usual extras and attractively priced from **£345**

LOTUS 7 Series II. A delightful car in racing red with matching interior. Tuned 105E unit, America wings, tonneau, full weather equipment ... **£415**

M.G.-A 1500. Choice of two very well cared for cars in signal red/black and metalescent blue. Both fitted with heater, tonneau, and spotlight. From **£415**

TRIUMPH TR3A. Primrose yellow with red upholstery, overdrive, heater, wire wheels, luggage rack, and other extras. Excellent condition. 1961 **£595**

M.G. TD 2-seater. Finished in red with biscuit trim. Flashing indicators, *reversing light, etc. Exceptional value* **£195**

AUSTIN HEALEY 100/4 2-seater, attractive in cirrus white, hard- and-soft-tops, radio, heater, overdrive, wire wheels, spotlight, etc. Outstanding value at only **£285**

ELVA Courier. A most beautiful one-owner car in flame red. Sept. 1962. This car appears brand new, various extras. Competitively priced at **£595**

TRIUMPH TR2. Ivory white with pale blue trim. Recently fitted reconditioned engine, heater, tonneau, spot and reversing light. A fast, reliable sports car at **£245**

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M.G. Twin-Cam. A specimen example in opalescent blue with radio, heater and recently fitted reconditioned engine **£545**

AUSTIN HEALEY 3000. A magnificent car in ice blue and ivory white, extras include overdrive, heater, tonneau, etc. **£525**

LOTUS Elite GT. Attractively finished in cirrus white and maroon. In faultless condition and equipped with twin S.U.s, 4-branch exhaust, "X" tyres **£775**

SUNBEAM Alpine, Dec. 1959. *Undoubtedly one of the finest* examples available today. Finished in thistle grey with red upholstery, various extras **£525**

T.V.R. Mk. II, 1961. No description can do justice to this car; suffice to say it is finished in metalescent red with very many extras **£595**

M.G.-A 1600 roadster. One careful owner from new, spotless in flame red with various extras. Offered with confidence at **£525**

MORGAN 4/4, 1958. Unmarked in maroon with black upholstery. A well cared for example of this popular *marque.* Only **£385**

AUSTIN HEALEY Sprite. Choice of two well-maintained cars in leaf green or white, equipped with heater, tonneau, etc. From **£345**

TRIUMPH TR3A, 1960. Distinctive in black/white, a particularly fine specimen of this renowned sports car. Heater, tonneau, twin spots, etc. **£545**

M.G.-A 1600 Mk. II. A most attractive car in Italian red, equipment includes heater, spotlight and luggage rack. A carefully used, one-owner car ... **£625**

TORNADO Talisman 2/4-seater coupé, 109E Cosworth engine, and exhilarating performance. A very desirable car in every respect ... **£845**

LOTUS 7 Series II. A classic example of this amazing sports car, equipment includes modified 100E unit, 4-branch exhaust, America body. Only ... **£395**

M.G.-A 1500 roadster. This car is considerably above average; finished in sky blue, with radio, heater and "X" tyres **£345**

RELIANT Sabre. Finished in brilliant white with red/black trim. Late-style bonnet, heater, tonneau, etc. Available for immediate delivery ... **£966**

M.G. TD, 1953, 2-seater sports. Immaculate red finish, in *Concours* condition. Recently fitted recon. engine, new weather equipment **£325**

M.G.-A 1600 roadster, 1960. Unblemished in white with contrasting black upholstery. Fully equipped with many extras. Outstanding value at **£525**

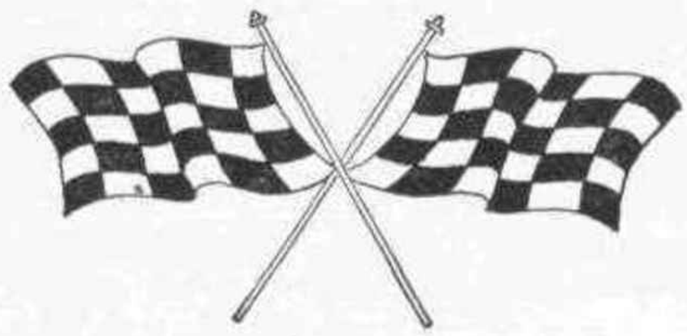
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AUSTIN Mini Cooper, '62, blue, white top, seat belts, g'r-lever exten., rubber mats f. & r. **£485**

A.C. Ace, 1960, met. grey, grey lthr int., excel. mech./body cond., w/whls, Mich. 'X' tyres **£745**

ASHLEY Sportiva, '61 GT, spec. Attrac. and well made, mod. eng. gives excel. performance **£225**

ASTON MARTIN DB2, 1953, immac., dark blue, GT, in superb cond., int. and chrome like new, first-class condition... ... ... **£575**

ASTON MARTIN DB2/4, '57, h/top coupé, rare and attrac. 4-str, met. duo grn, rad/htr, etc. **£795**

AUSTIN HEALEY 100/4, '55 (Oct.), ftd Mich 'X' tyres, w/whls, o/d., htr, 1 owner, 35,000 miles, superb **£375**

AUSTIN HEALEY 100/6, '59, immac., white, black trim, w/whls, radio, o/d., 5 new Avon tyres, excellent **£525**

AUSTIN HEALEY 3000, '60, blue/blue int., htr, washers, carefully used car, in original and faultless condition **£595**

AUSTIN HEALEY Sprite, '59. Delectable exam. in racing grn, confidently recom., htr ftd **£345**

AUSTIN HEALEY Sprite, '61, pale grn, htr, seat belts, 1st cl. cond., 23,000 mls, 1 owner only **£395**

AUSTIN HEALEY Sprite Mk. II, pale blue navy trim, rad./htr, rev.-counter, carpets, spots, new RS5 tyres **£445**

BRISTOL 403 sports sln, B.R.G., beige lthr trim, rad./htr, superb car, excel. mech. cond.... **£475**

BORGWARD coupé, '59, lux. attrac. Continental 1½-litre GT, very fast, good tyres, superb **£795**

DAIMLER SP250, ivory, beige int., beautiful car, hard/soft-top, fitted htr and sc./washers **£745**

FAIRTHORPE Electron Minor, 1960, Herald engine and gearbox, first class mech. and body condition, good tyres, etc. **£265**

FORD Falcon-bodied Special, a very attrac. and fast spec. built '62, 4-str, excel., faultless **£245**

JAGUAR XK140, '55, B.R.G., ftd w/whls, o/d., excel. eng.-wise, body reasonable, tyres g. **£225**

JAGUAR XK120, '55 d/h. coupé, htr, wshrs, well above avge cond., with good tyres/chrome **£325**

JAGUAR XK150, '58, f.h.c., red, blk lthr special trim, disc brakes, w/wheels, overdrive, extremely nice, good value **£495**

LOTUS Seven, Series II, Willment 105E twin-carb. engine, B.R.G., htr, washers, low mileage, full weather equipment, dazzling ... **£445**

LANCIA Aurelia GT, reg. '60, impec. cond., new Mich. 'X's, perf'nce fantas., 2½-l V4, blue **£595**

LOTUS Elite, special equip., 1961 Ser. II, low milage, literally unblem., white, silver top **£925**

MORGAN d/h. coupé, '47, resprd B.R.G., exten. mech. wk car. out, gd tyres, rec. new hd **£195**

M.G.-A, 1956, red, red int., htr, boot rack, first-class mechanical condition **£345**

M.G.-A, 1957 coupé, wire wheels, radio, heater, excellent order throughout **£395**

M.G.-A, 1958, roadster, choice of four, all colours, all extras, from **£395**

M.G.-A 1600, 1960, roadster, choice of three, all colours and extras, from... ... ... **£525**

M.G.-A, 1,622-c.c. Mk. II, 1961, roadster, white, red lthr trim int., radio, heater, superb ... **£595**

M.G.-A Mk. II, 1962, roadster, disc brakes, htr, washers, 14,000 miles, 1 owner only ... **£645**

M.G. TD, 1951, red, Michelin 'X' tyres, new hood, heater, good mechanical order **£245**

M.G. TD, 1952, green, green interior, just re-sprayed, excellent order throughout ... **£265**

M.G. TF, 1953, red, leather upholstery, fitted new tyres, well above average... ... ... **£395**

M.G. TF 1500, 1955, green, beige int., very good tyres, recent extensive mechanical work **£425**

PORSCHE 1600, 1960, f.h.c., immac. blue car, 1st cl. mech. cond., low mlge, attrac., fast **£1,095**

RILEY 1.5, blue, '59 mod., high performance eng. convers., modest mlge, versatile transport **£395**

SUNBEAM Alpine, '61, immac. green example, fitd htr and o/drive, prev. history known **£625**

T.V.R. Grantura, '60, red, fitd radio, htr, excel. mech., power brakes, Lucas washers ... **£495**

T.V.R. Grantura, '62, Mk. IIA, met. pale blue, 1 owner, 5,000 mls., entirely as new, d/brks **£645**

TURNER 948-c.c. coupé, fitted hard/soft-top, w/wheels, spots, radio, heater, beautifully maintained car, not abused **£395**

TRIUMPH TR2, 1955, British Racing green, radio, heater, overdrive, etc. **£295**

TRIUMPH TR3A, 1959, overdrive, blue, hard-top, new R/S tyres... ... ... **£495**

TRIUMPH TR3A, 1960, black, black hard-top, overdrive, wire wheels, smart **£545**

TRIUMPH TR3A, '61, red, blk trim, w/whls, spots, rev. lamp, htr, washers, racing mir. **£595**

TRIUMPH TR4 roadster, British Racing green, blk trim, low mlge, unmkd cond., htr, etc. **£825**

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REG. No. 100 PVT (100 Post Vintage Thoroughbred) for sale! Offers. Also a very beautiful TR3A, 1961 (reg. 1960), finished in pale yellow. Tel.: G. Byrne, Waltham Cross 26181. [6997

Mk. II SPRITE. Hard-top, heater, etc. New battery, exhaust and Michelin "X." Taxed June 1964. Tel.: Lulsgate 552 (evenings). Bristol area. [6998

1950 RILEY ROADSTER. Owner reluctantly selling but returning overseas shortly. Best offer around £200 secures. Beevers, 61, Ware Road, Hertford. [7000

IMMACULATE SPECIAL with a difference. Completely equipped, mechanically perfect. £275 o.n.o. Tel.: Melville 2760 (after 6.30 p.m.). [7001

WOLSELEY HORNET SPECIAL, 1933. Excellent condition. £80 o.n.o. Ricketts, 107, Welbeck Avenue, Southampton, or Tel.: Ashurst 877. [7002

BENTLEY, 1937, 4¼ Park Ward saloon, excellent condition. £165. Tel.: Solihull 5955. [7003

LOTUS 6, 1500 M.G. engine, crossflow head, twin-choke S.U.s, c.r. box, R58, oil cooler; trailer. Very quick. £250. Tel.: Solihull 5955. [7005

SUNBEAM RAPIER saloon, 1959. 60,000 miles. Blue-green and near white. £430 o.n.o. 28, Park Lane, Ramsden Heath, Nr. Billericay, Essex. Tel. Ramsden Heath 615. [7006

LANCIA APRILIA, 1939, saloon. Recent engine overhaul. Immaculate interior. £120. Simpson, "Brooklands," Crockenhill Lane, Eynsford, Kent. Tel.: Farningham 3407. [7007

A.C. ACEDES, 1936, open 4-seater. Immaculate throughout, enthusiast maintained; full history; many spares. £145. Fraser, Lea Cottage, New Road, Esher. Tel.: ESH 62481. [7008

LOTUS 7A, 6,000 miles. Metallic blue. B.M.C. engine modified to Formula Junior specification, close-ratio gears, full racing and weather equipment. In immaculate condition throughout. **£400.** Tel.: Swandean 548. [7009

JAGUAR XK150 d.h.c., 1958. Immaculate, low-mileage car in grey, with wire wheels, discs, new Cinturas, radio, etc. Faultless mechanically. £550. Pope, "Halcyon," Hendon Wood Lane, Mill Hill, N.W.7. Tel.: MIL 4000. [7010

ALVIS SPEED 20, 1934, Vanden Plas open tourer, beautiful, sound. Some spares, six wheels and tyres. New M.O.T. £130, or exchange +4 Morgan, cash adjustment. Fennell, Hillridge, 182, Halifax Road, Nelson, Lancs. [7011

TR3A, 1959, white. Hard-top, heater, radio, many other extras. £425, terms. Treherne, 26, Freshfield Street, Brighton. [7012

1220 F.W.E., Climax engine, Stage III. Excellent condition. £195 o.n.o. Tel.: Brighton 55694; Bolney 426 (evenings). [7013

RILEY LYNX, 1938. Fair order. Offers. Tucknott, 5A, Penton Road, Staines, Middlesex. [7014

CRASHED 1957 TRIUMPH TR3, severe damage to n/s. New engine 12,000 miles. £65. Tel.: Grimsby 2423 (business hours). [7015

JAGUAR XK120. Reconditioned engine. Resprayed polychromatic green; retrimmed in black. Koni rear conversion. Exceptional condition throughout. M.O.T. £260. Tel.: Wallington 1729 (day); Vigilant 6977. [7016

1933 1½-LITRE A.C. coupé, in good order throughout. M.O.T. certificate. Must be sold. What offers? Parker, Chittenden Farm, Benenden, Nr. Cranbrook, Kent. [7017

BREAKING SINGER roadster. Most parts available. Also Riley 1.5 4-branch exhaust. Tel.: Sanderstead (Surrey) 3102. [7018

1936/7 TALBOT CONVERTIBLE. Wind-up windows, k.o. wire wheels; excellent electrics, tyres; hood, sports coil, new upholstery, original front buckets, custom dash, S.U. pump, solenoid start. New bumpers, steering, brake linings, workwork, under primed original alloy body. Spares. Inquiries, exchanges, offers over £50 to Box No. R.019. [7019

M.G. TD, 1953. Superlative condition. Red with matching upholstery. Chrome and bodywork immaculate. Luggage rack and wheel trims. Only 10,000 miles from new—unbelievable but true. This car has been nursed from new. £385. Mr. Lilburn, 18, Princes Road, Brunton Park, Newcastle-upon-Tyne, 3. [7020

BUICK CONVERTIBLE, one owner, 1952/3. Manual. 20 m.p.g. Power windows, seats, hood. Specimen condition. Radio, heater. Sacrifice, £195. Tel.: North 7643 (mornings). [7021

1951 DELLOW. Excellent condition. Reconditioned engine and gearbox. Resprayed. Perfect aluminium body. £150. Tel.: Windsor 60578. [7022

RILEY KESTREL Big Four, excellent condition throughout. Walker, The Willows, Knutsford Road, Grappenhall, Warrington. [7024

OUTSTANDING 1937 M.G. 2-litre SA saloon. Exceptional condition throughout. Duotone blue/grey. £135 o.n.o. Hodson, 8, Ansdell Road North, Lytham. Tel.: 5146 (evenings). [7025

COOPER-ZEPHYR, 1953 (November), coupé, green. Aerodynamic alloy body, hard-top, windscreen, sidescreens, tonneau cover. Trimmed, carpets; fully tuned; i.f.r.s. Many extras. 100+ m.p.h. Taxed to May, 1964. £275 o.n.o. Tel.: Harlow 2061 (weekdays), or s.a.e. for details. Gilbert, 1A, Brampton Road, Tottenham N.15. [7027

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

FOR SALE—*continued*

M.G. TA Tickford coupé, 1939. Mechanically sound. Good body. Excellent tyres. Luggage rack, tonneau cover. M.O.T. £110. Tel.: Manchester, CHOrlton 1840. [7028

BENTLEY, 1935, 3½-LITRE, Owen sedanca coupé coachwork by Gurney Nutting. Bodily superb but requires mechanical attention. £250. Seen Kent. John Warth, Shipham, Winscombe, Somerset. [7029

RILEY IMP. A very good example in very good condition. £350 or offer. Must be sold. Seen at Reliance Garage, New Pound, Nr. Billingshurst, Sussex. Or owner, South Lawn, The Drive, Loxwood. [7030

JAGUAR XK150, 1958. F/H coupé. Grey. Much above average condition. 43,250 miles. Good tyres, Dunlop disc brakes, Laycock overdrive, fitted spotlight, foglamp, wheels, resprayed grey. £550. Goodman, 45, Bradmore Way, Brookmans Park, Herts. [7032

PORSCHE, 1959, 1600 super coupé, ivory. All extras. £865. Tel.: Wembley 2008 before 10 a.m. after 6 p.m. [7033

1932 P.V.T. Alvis Speed 20. Vanden Plas sports tourer in black cellulose. New tonneau, tyres and batteries. Very tidy original order. Taxed and tested to June '64. Offers around £160. Stewart, College Farm, Filkins, Lechlade, Gloucestershire. [7035

UNIQUE VAUXHALL. 4-seater with V8 engine. Excellent condition. £50. Tel.: ENField 7094. [7036

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Here are the performance figures.

Hillman Minx and Singer Gazelle

SERIES I and II m.p.h.	Standard	Converted
0-30	6.7 secs.	4.5 secs.
0-50	17.6 secs.	11.5 secs.
0-60	27.7 secs.	16.0 secs.
0-70	46.1 secs.	26.0 secs.

SERIES III m.p.h.	Standard	Converted
0-30	6.3 secs.	4.6 secs.
0-40	10.7 secs.	8.1 secs.
0-50	16.3 secs.	12.2 secs.
0-60	25.4 secs.	17.1 secs.
0-70	41.2 secs.	24.9 secs.

SERIES IIIA and IIIB m.p.h.	Standard	Converted
0-40	No	8.0 secs.
0-50	official	11.9 secs.
0-60	figures	16.5 secs.
0-70	published	24.2 secs.

Hillman Super Minx and Singer Vogue

m.p.h.	Standard	Converted
0-40	9.4 secs.	7.1 secs.
0-50	14.1 secs.	11.8 secs.
0-60	20.9 secs.	16.4 secs.
0-70	32.5 secs.	23.4 secs.

Rapier and Alpine RAPIER III m.p.h.	Standard	Converted
0-50	11.7 secs.	10.0 secs.
0-60	16.5 secs.	14.1 secs.
0-70	24.9 secs.	19.2 secs.
0-80	39.9 secs.	27.0 secs.

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ASTON MARTIN, 1937, saloon needs work. £55. Tel.: Solihull 5955. [7004

ZEPHYR CONVERTIBLE, 1958. One owner. Disc brakes. Raymond Mays head, 3 S.U.s, overdrive, engine balanced by Burtonwood and fitted Laystall liners. Special speedometer and rev.-counter, Armstrong adjustable rear shock-absorbers, Kenlowe fan, spare wheel exterior mounting. Many extras. Excellent condition. £340. Farmiloe, 64, Addington Road, Sanderstead, Surrey. Tel.: SAN 2362. [7037

DAIMLER CENTURY. Black and grey. Registered Dec. 1955. Heater, sealed beam headlamps. Water pump requires attention. £275 o.n.o. 14, Barnhill, Eastcote, Pinner. Tel.: 4185. [7038

RILEY/M.G. SPECIAL. Attractive Imp replica body on believed Imp chassis. Fitted M.G. VA engine and gearbox, hood, tonneau and screens. Excellent tyres and battery. Taxed and tested. £85 or offer. Tel.: Caterham 3042 (10 a.m.—7 p.m.). [7039

ALVIS 4.3 DROPHEAD. Unusual Continental 4-seater body professionally built. Sound condition throughout, taxed and tested. £85. Tel.: Caterham 3042 (10 a.m. 'till 7 p.m.). [7040

A.C. 2-LITRE saloon, 1951. Sound, reliable, well shod. £75. 3, Carter Lodge Walk, Hackenthorpe, Sheffield. [7041

MISCELLANEOUS "M" and "J.2." M.G. spares, most parts, body and engines including E.N.V. 4-speed box; sound chassis; good axles. Enough spares for complete rebuild. Box No. R.042. [7042

XK150 S.E. COUPE. Overdrive, heater, good tyres. White. Good condition, 1958. £475 o.n.o. Tel.: Cholsey 357 (Berks). [7043

SUNBEAM TALBOT 90 saloon. Reg. 1953. Engine recently overhauled. Almost new tyres, taxed, tested. £125. Tel.: Barnet 5906 (6-8 p.m.). [7044

BRISTOL 400. 1949. Owned by Bristol Car Company until 1957. They fitted 85c engine in 1957. Immaculate car which has been well looked after by 3 owners. Uses no oil. Radio and heater. £250. Knowles, Lilac Cottage, Horrocks Fold, Belmont Road, Bolton, Lancs. Tel.: Eagley 1641. [7045

RARE RILEY 2½ d.h.c., 1951. Light blue, very good bodily and mechanically. New carbs., battery, exhaust. £200 o.n.o. Scott, 21, Willow Road, N.W.3. Tel.: HAM 3821. [7046

MORGAN 4/4, 1957 model. Willment conversion and twin S.U.'s. Complete respray ice-blue, hood and tonneau in excellent condition. Michelin "X"s. A wonderful snip for enthusiast. £225 o.n.o. Tel.: after 7.00 p.m. HIL 1395. [7047

WIRE WHEELS (5) 5.60×13 and Dunlop Durabands, suitable Sprite, etc. £30 o.n.o. Williams, 5, The Lake, Bushey Heath, Herts. Tel.: BUS 3496. [7048

AUSTIN-HEALEY SPRITE. Radio, heater, wood-rimmed wheel. December 1959. Good condition. £320. Cartwright, 49, Thorpe Road, Peterborough. Tel.: P'boro 68539 (evenings). [7050

1929 ALVIS 16.95 Beetleback. Excellent condition. Well known and successful in V.S.C.C. £170 with many spares. Haggle without. Bullett, "March Hare," Bellemere Road, Hampton-in-Arden, Warwickshire. Tel.: 375. [7051

1940 ALVIS 4.3. Good condition throughout. M.O.T. £200. Tel.: Cook, LEY 7510 (works). [7052

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BENTLEY 3½-LITRE, 1935. Very attractive streamlined "Airflow" coachwork by Mulliner. £165. Tel.: Shepherds Bush 4924 (after 6 p.m.). [7275

THE MONTH'S ROLLS! Handsome 1937 25/30 Park Ward sports saloon, grey and black. Perfect condition. Beautiful interior in green hide and walnut. Radio, heater, washers, etc. Bargain at £400 but try any offer, or part-exchange van. Hayward, Rose Cottage, Burtonwood Road, Sankey, Warrington. [7276

RARE 1935 SINGER, 9 h.p., 2-seater, with Le Mans 24-hour endurance plaque. Complete rebuild 1,000 miles. £140 o.n.o. Rose, 31, Buncer Lane, Blackburn. Tel.: Blakewater 43641. [7277

IMMACULATE MORGAN SS MX4. Negligible mileage since restored to original condition; photographs. Tuned engine, many spares. Exceptional value, £120. Webberley, Hulme Walfield House, Congleton, Cheshire. [7278

BENTLEY 4-LITRE, brake body. Reasonable condition. Certificate. £130. London area. Box No. R.279. [7279

CITROEN (1938) 12.9 h.p. Bodily and mechanically excellent. Factory recon. engine 20,000 miles ago; spare engine, pair of drives, workshop manual, etc. £60 o.n.o. Tel.: PAL 4275. [7280

HEALEY SILVERSTONE in mint condition after extensive rebuild. £300. Tel.: Stoke Golding 365 (near Nuneaton). [7282

1923 GALLOWAY 11-h.p. 2-seat tourer with dickey. Only such model in existence. Excellent mechanical condition and bodywork. Much time, money spent restoring this unique and desirable automobile. Brand-new tyres, hood. Original log-book, handbooks, spares. M.O.T. certificate included. £300 o.n.o. Bellamy, 33, Pine Tree Avenue, Humberstone, Leicester. Tel.: Leicester 68325. [7283

1962 FORD ROCHDALE G.T. Special. C.R. gears, 4.7 axle, recon. engine (2,000 miles), Eight head, boxed chassis, new battery, good tyres. Taxed. £120 o.n.o. 16, Gossamer Lane, Aldwick, Bognor. [7284

M.G. TF 1500, 1955. Good condition. Usual extras. Offers region £330. Saxon, 2A, Woodland Avenue, Coventry. [7285

FRAZER NASH T.T. rep., 1932, P.V.T. fitted 2½-litre Riley engine. Raced V.S.C.C., Oulton, Silverstone, Prescott, etc. Haggle starts £250. Wanted: Crank or engine for 1928 1½ F.W.D. Alvis. Smart, 8, Bridgelea Road, Withington, Manchester, 20. Tel.: Didsbury 5325. [7286

1938 MORGAN 4/4 4-seater. Ford 1172, usual modifications. Taxed, tested. Daily use. £65. Hunt, Merleswen, Dunholme, Lincs. [7288

1938 ALVIS 3½-LITRE sports saloon. Razor-edged styling. *Concours* condition bodily, mechanically. Major overhaul 6,000 miles back. Vintage car taken part exchange. £250. Danaher, Hedingham Road, Halstead, Essex. Tel.: Hedingham 413. [7289

AUSTIN HEALEY BN2, 1956, ice blue. Four good tyres, tonneau, spot, safety straps, heater, overdrive, wing mirrors, luggage rack, manual, car cover, washers. £330 o.n.o. 51, Edinburgh Gardens, Windsor. Tel.: 61459. [7291

M.G. TC. B.R.G. New hood, good tyres, replacement engine. Mechanically 100%. Exceptional appearance. M.O.T. August 1964. Taxed. Any trial. 1954 Singer roadster, mint condition, £145. Exchanges, H.P. arranged. Box No. R.292. [7292

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PHANTOM III, 1939 D L Series, full 7-passenger limousine, coachwork by Hooper. Projecting rear boot. One titled owner, mileage of 70,000 believed genuine. Certainly an immaculate car and extremely good mechanical order. **£695**

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20/25 1937 G.T.K. Series, full 7-passenger swept-tail limousine by Crosbie and Dunn. In first-class order throughout. **£245**

20/25 1932 Series, Carlton 4-seater Convertible. Pretty body, good chassis, good interior and hood, but paintwork only average. As it is **£500**

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ALVIS T.A.14. Saloon, 1949. Sound chassis very reasonable coachwork. **£95**

BORGWARD ISABELLA 60, 1959. Recent overhaul engine, brakes, suspension, etc. Repainted Ivory and Aero Blue. Well above average. **£385**

DAIMLER 4½-litre, 1956. This is the rare sportsman saloon with 100 m.p.h. plus performance and is in very fine order throughout. **£495**

FORD Anglia (in name and appearance only) Mercury V8 engine, D.B.2. gearbox, Cooper-Jaguar. Aceca rear-end, Zephyr wheels, brakes and front suspension. Standard coachwork in very clean condition, non standard performance and handling qualities. **£345**

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M.G. TF 1500, 1955. Original black, red leather. Fog/reversing lamps, screen-washer, luggage rack, badge bar, heater. Excellent hood, half tonneau, workshop manual. New "X"s and battery, brakes relined. 50,000 miles. Immaculate. £495. 36, Mayfield Road, Writtle, Chelmsford, Essex. [7298

RILEY KESTREL SPRITE, 1937. Reconditioned engine, bodywork rough, mechanically sound. £15. Storer, Landfall, Bowesden Lane, Shorne, Nr. Gravesend. [7320

JAGUAR XK140 (C-type), 1956, in mint condition, f/c coupé, in B.R.G. High ratio back axle, overdrive, twin Peco exhaust system, wire wheels, twin flame-throwers, and twin fogs, transistor radio, leopard skin covers, etc., superb value at £410. Kirtland, Austrey, Nr. Atherstone, Warks. Tel.: Newton Regis 242. [7321

BENTLEY 4¼-LITRE, 1937. Attractive body by Thrupp and Maberly. Owned by titled family up to 1959. Good order throughout. Reasons for sale, unsuitable as second car for wife. Taxed 12 months. M.O.T. £225. Massey (Manchester). Tel.: MERcury 3247. [7322

1953 RILEY R.M.E. 1½-litre in mint condition. Mechanically perfect. New headlining, tyres, dashboard, instruments recently fitted. £225. Contact Fiacos, 60, Norroy Road, Putney, S.W.15. [7323

BENTLEY 3½-LITRE engine complete with all accessories, the latter in good working order and the clutch overhauled 20,000 miles ago, but engine itself needs attention. Price £70. Please Tel.: Hayling Island 77271, between 6 and 9 p.m. [7324

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M.G. TF 1250. Excellent condition. Must sell. Cannot afford two cars. £270 o.n.o. 11A, Victoria Road, Romford. [7326

MORGAN PLUS 4, 1959, works-tuned, 33,000, new tyres. Exciting performer (110+) in superior condition. £450. (Hants). Box No. R. 327. [7327

J2, M.G., 1933. O.H.C., B.R.G., 80 p.s.i., M.O.T., taxed. Excellent, hood, tyres. £47 10s. 5, Gail Park, Bradmore, Wolverhampton. [7329

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AUSTIN A90 ATLANTIC saloon, good condition, red, radio, heater, new tyres. £95 o.n.o. Munns, 2, Queen Street, Earls Barton, Northants. [7330

RILEY 1½, 1948. Truly immaculate example, worthy of its name. Resprayed black, new roof, rechromed, retrimmed. M.O.T. Must be seen. £170. 49, Priorsdean Crescent, Leigh Park, Havant. [7331

TR2, 1954. Well maintained. Overdrive, hard- and soft-tops. £220. 226, Hagden Lane, Watford. Tel.: 21651 (evenings). [7332

JAGUAR XK120. Roadster, 1953. Ivory with red upholstery. H.M.V. radio, heater, dual exhausts, new tyres, tonneau and hood. M.O.T. Excellent condition. £225 o.n.o. Chalfont, 5, Northway, Pinner, Middx. Tel.: PIN 0811. [7333

SHORROCK SUPERCHARGER and complete 997 c.c. 105E Ford engine, 1¾ S.U., etc. As new. Used approx. 1,000 miles. £65. Extraordinary acceleration. Tel.: Tring 3231. [7334

1937 ALVIS SPEED 25. Charlesworth saloon, black, beautiful condition, Ace discs, brake servo, raised c.r. polished engine, triple S.U.'s, and ignition, new tyres, batteries, big-ends, built-in trickle charger, Bray heater. Taxed, insured, M.O.T. cert., many spares, three owners. £325 o.n.o. Sadlier, Tel.: Hadlow Down 326. [7337

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JAGUAR XK150S fixed-head, 1959. Full "S"-type specification with 250-b.h.p. engine, overdrive, chrome wire wheels, radio, seat belts, etc. Fine specimen in Cotswold blue **£698**

ALFA-ROMEO Giulietta Sprint Veloce, 1957. An outstanding and quite exceptional specimen in red. Radio, heater, "X" tyres. Almost certainly the finest on offer anywhere **£738**

AUSTIN HEALEY 3000 2/4-seater, 1959. Overdrive, wire wheels, radio, heater, specially contoured seats, wood-rim steering wheel, radiator blind, tonneau cover, screenwash, etc. Specimen in red **£578**

AUSTIN HEALEY 100-6 2/4-seater, 1959. Another specimen car. Wire wheels, radio, heater, tonneau cover, "X" tyres. Ivory ... **£468**

AUSTIN HEALEY Sprite, 1961. Probably the best and most comprehensive equipped Mk. I Sprite offered. Literally as new in Old English white. Fitted radio, heater, Servais exhaust, and very many other extras. Undersealed **£428**

M.G.-A 1600 Mk. II sports, 1961 (Nov.). Superbly maintained and fitted heater, screenwash, seat belts, luggage grid, RS5s/Cinturas. Unmarked blue **£598**

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RILEY 1½-litre saloon, 1952. Fine mechanical order, excellent upholstery, rust-free coachwork; dull paintwork, however. Hence ... **£135**

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FOR SALE—*continued*

EX-SOCIALITE, now married, must sell FUN 942 TR Roadster 2,000. V.G.C. Recon. engine. Black, white tonneau cover. Investment at £120. Tel.: TWI 2220. [7335

ROCHDALE OLYMPIC, '62. Full padded upholstery. Riley 1.5, 8,000 miles. Oil cooler, fan, "X"s, wood wheel, "sprint" horns. £600 o.n.o. Box No. R.339. [7339

SWALLOW DORETTI, 1957 sports, immaculate in opalescent dark green, one owner, TR3 mechanics, special detachable aluminium hard-top, 60 spoke wire wheels, RS5's. £390. D. J. Clarke, 53, Coventry Road, Lutterworth, Rugby. Or Tel.: Corby 3561 (business hours). [7340

M.G. C-TYPE Montlhéry, new PB engine, 1958, new tyres, hydraulics, B.R.G., excellent condition, many extras, M.O.T., taxed February. £85. Rust, Tyle House, Brokes Road, Reigate. Tel.: 42912. [7342

BENTLEY, 1935 3½-litre Park Ward saloon. Ride control, new tyres. Engine, bodywork, interior in superb condition. £240. H.P., exchanges. Lieutenant Carpenter, R.N.A.S. Arbroath. [7343

1930 AUSTIN ULSTER Supercharged. £255. Marchant, The Gables, Fordcombe, Kent. Tel.: Weetways CLE 6655 (9-4.30). [6344

BENTLEY, 1935, 3½-litre, Thrupp and Maberly, silver-grey saloon. Really beautiful condition. £150. engine overhaul. £250 o.n.o. Durrant, 18, Pembroke Gardens, London, W.8. [7345A

VOLKSWAGEN 1500 saloon — January 1963. Blue. 14,000 miles ... **£775**

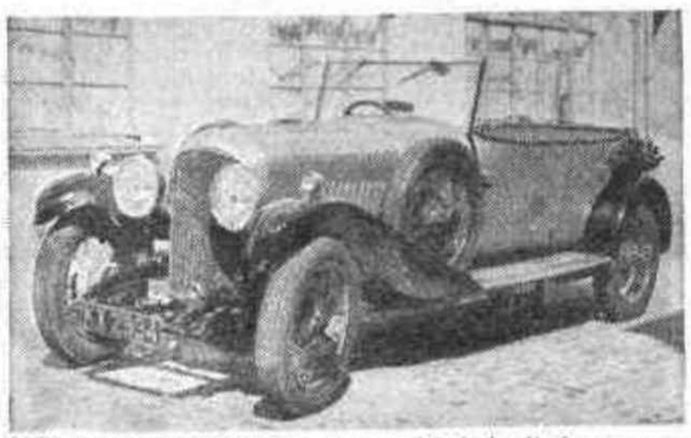
VOLKSWAGEN Karmann-Ghia coupe — July 1962. Blue. 14,000 miles **£850**

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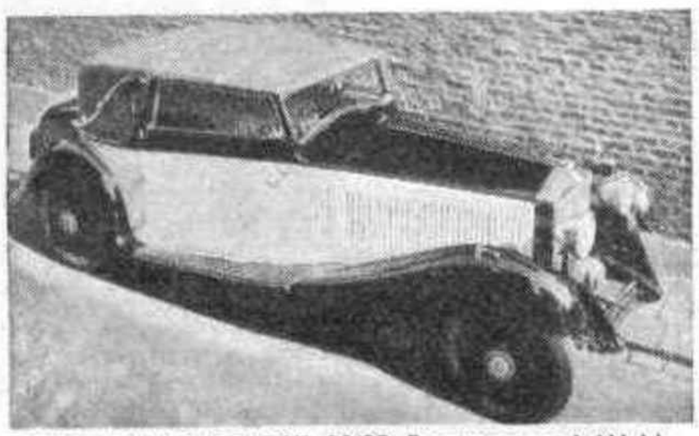
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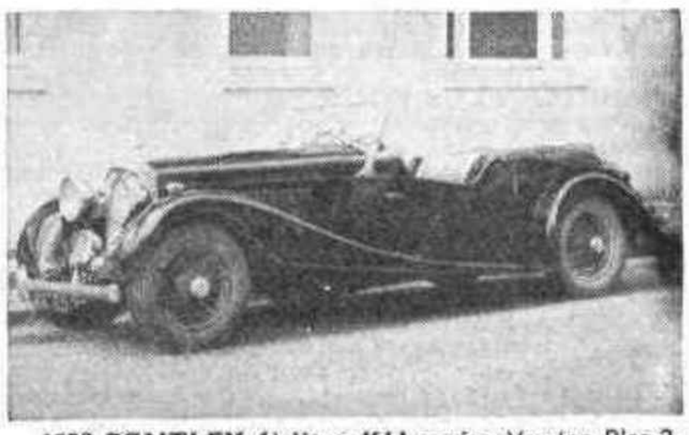
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1929 BENTLEY 4½-litre 4-door fabric-bodied tourer by Harrison. Complete chassis overhaul last 18 months. Very original. Retrimmed and repainted. ... **£845**



1933 ROLLS-ROYCE 20/25 Freestone and Webb coupé de ville. Recellulosed, retrimmed, new chrome. Superb. **£750**



1938 BENTLEY 4¼-litre KU series Vanden Plas 2-door tourer. Exceptional example, full history available. **£675**

1961 JAGUAR 3.8 Mark II. Modified and lightened to latest full Group 2 racing specification, ready to go and with many wheels, tyres (SP, R5, R6) and spares. **£1,395**

1954 ASTON-MARTIN DB 2/4. Black, new 2.6 Vantage engine fitted at works last year. New tyres. **£575**

1956 PORSCHE 1300 Coupe, l.h.d., fitted 1600 engine. Bills for £70 overhaul by specialists, radio, Halda. Excellent throughout. **£495**

1953 FERRARI 212 Export coupé, Superleggera bodywork. Overhaul 5,000 miles ago. **£745**

1961 B.M.W. 700S Coupe, l.h.d., sports engine, red. Bargain at **£450**

1933 ASTON-MARTIN Le Mans 1½-litre, 2/4-seater, good example. ... **£375**

1937 RILEY Sprite 2-seater. Original, full history. **£395**

1937 A.C. 16/80 Competition 2-seater. Stiffened chassis, hydraulic brakes, outside exhaust, good weather equipment, modified for P.V.T. racing. Fast and sound. **£245**

1934 A.C. 15/60 fixed-head coupé, reasonable order. **£75**

1954 SUNBEAM-TALBOT 90 Mark IIA saloon. Mechanically sound, good "X"s, bodywork fair. **£135**

1948 ALVIS TA14 saloon, good mechanically, body sound but in primer. ... **£70**

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FOR SALE—*continued*

RARE LINCOLN CONTINENTAL, 1948. Fitted 1955 o.h.v. engine. Radio, heater, power windows, overdrive. As new inside and out. Offers or exchange quality car. Tel.: Thurso 2917, Scotland. [7053

ALVIS TA14 SALOON. Very good. Recon. engine. £125. 9, Westfield Road, Rugby. Tel.: 6121. [7054

MERCEDES 220A, 1955 Blue Faultless mechanical condition. No oil. Fitted radio, Reuter reclining seats, twin spots, mirrors, etc. Fastidious owner. £495. H.P. arranged. Rusling, 56, West Side, London, S.W.18. Tel.: Putney 3622. [7055

ROOTS TYPE BLOWER brackets carb. Suit, 100E, £12; English DB.12 bore hammerless ejector, £50; D.B.12 bore hammer, £20; SB .410, £10. Will exchange. Any tuning gear for 105E. Wood, 47, Addington Street, Ramsgate, Kent. Tel.: Thanet 51877. [7056

1959, 1,172 SPECIAL. New engine, hydraulics and brakes. Too small for 6ft. owner. £100 o.n.o. 38, Little Forest Road, Bournemouth. Tel.: Westbourne 64980. [7057

RILEY 1½ LYNX SPRITE. £150. Good shape, original cellulose. £70 on engine recently. Tel.: Guildford 5686 (after 7 p.m. or weekends). [7058

TR2 SPARES. Engine, gearbox, steering, seats, heater, all instruments, wheels, tyres. Give away prices. Tel.: Molesey 1493. [7059

M.G. TD, 1953. Red. Superb condition. Numerous extras. Recently reconditioned engine. Company car forces sale of this cherished machine. £280 o.n.o. Bloomfield, 5, Tillett Road, Norwich. Tel.: 48166. [7060

RILEY KESTREL-SPRITE, 1937. New tyres, battery, 28 m.p.g. uses no oil, worth a journey. £70. Keeffe, 63, Clouston Street, Glasgow. Tel.: Maryhill 2701. [7061

ROLLS-ROYCE, 1936 20/25. Dark blue saloon. Superb condition throughout. All tyres excellent, nearly new battery, wireless, many extras. £300 o.n.o. for quick sale. Goffs Tower. Tel.: Crawley 24467. [7062

BENTLEY Mk. VI Park Ward special body "Clubman" fixed-head coupé. 1951. Full history. Metalic green with matching hide interior. 30,000 miles on full-flow engine. The whole car in very fine condition. £700. Tel.: Gerrards Cross 5072. [7063

1934 3½ BENTLEY Park Ward d.h.c. 85,000 miles, history known. Recent engine work. £450. Thorpe, Lumford Cottages, Bakewell. [7064

ROLLS-BENTLEY, 1939/40. Black saloon with sunshine roof, overdrive top gear, engine completely stripped and rebored last year. Clutch and all brake linings renewed. Best offer accepted. Tel.: Imperial 6177. [7065

TRIUMPH DOLOMITE SPARES, 1937 6-cyl. model. All parts good except block (cracked). 135, Alphington Road, Exeter. [7066

ALVIS TC21 SALOON. Very attractive car, well maintained and in good condition, worth seeing at £175. Barnes, 104, Ladbrook Road, Solihull, Warwickshire. Tel.: Solihull 3333. [7067

A.C. 2-LITRE SALOON, 1950. M.O.T. May '64. Taxed, spare gearbox and clutch housing, tyres o.k. £120 o.n.o. Boardman, 19, The Lawns, Gotherington, Cheltenham. [7068

MORGAN PLUS FOUR, July 1962. TR engine. Very nice condition. £595. Tel.: Ardwick 1952. Manchester. [7070

1949 M.G. TC. In excellent condition. All round M.O.T. Gold Seal engine, new hood, etc. £175 o.n.o. Tel.: Dorking 4133 or Wembley 0189. [7072

D.K.W. 3/6 SONDERKLASSE, 1958. Registered 1957. The actual car reviewed by *The Motor* and commensurately maintained. Excellent bodily and mechanically. Engine just reconditioned. Bills £60. Covers, washers. £325. Tel.: Uplands 7243. [7073.

TALBOT 65, 1934. Exceptional condition throughout. One previous owner. Completely overhauled 1950 at cost exceeding £250. Bills available. Only 28,000 since. Handbook, M.O.T. Enquiries answered after Sept. 15th. £60. Theobald, Braeside, Private Road, Chelmsford. [7074

XK140 D.H.C., radio, heater, o/d, power brakes. £285. *H.P. Tel.: ENF 2903.* [7075

BUCKET SEATS, glassfibre, black trim. £7 the pair. Wickham. Tel.: Clerkenwell 0199 (daytime). [7076

SPRITE, 1959. New engine, clutch, s./absorbers, "X"s, spots, heater, etc. B.R.G., unmarked body. £350 o.n.o. Ashcroft, Hillfoot Road, Totley, Sheffield. Tel.: 364239 [7077

BUGATTI, 1939. Type 57 Galibier saloon, original. Engine being overhauled, available mid-September. £625. Bayliss, 31, Oakhill Drive, Welwyn, Herts. [7078

PEUGEOT BEBE, 850-c.c. tourer, 1912 *Concours* condition. Offers from genuine enthusiasts, around £600. No export. Bayliss, 31, Oakhill Drive, Welwyn, Herts. [7079

SPEEDWELL A35, all modifications, including suspension and brakes, very quick, yet completely usable as shopping car. Immaculate. £225. Miles Smith. Tel.: Lenham (Kent) 216. [7810

BULLNOSE MORRIS TOURER. Completely rebuilt, retrimmed and repainted. Price on completion £230. Miles Smith. Tel.: Lenham (Kent) 216. [7082

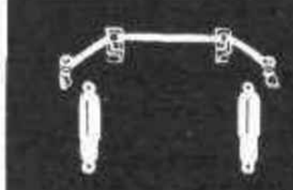
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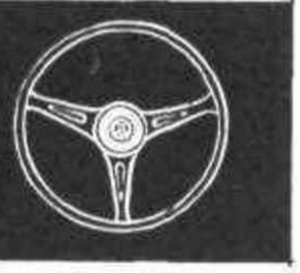
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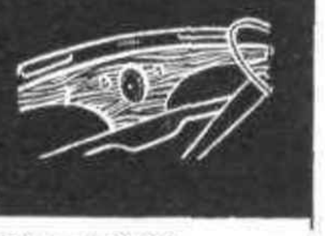
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M.G. TD. 20,000 on recon. engine, extras. £180. Kings Head Hotel, South Street, Keighley. [7080

TONNEAU COVER, woodrim wheel, driver's sliding sidescreen for Sprite or Midget. £10. 64, Woodstock Drive, Ickenham, Middlesex. Tel.: Ruislip 5300. [7084

1936 FORD V8, 30 h.p. convertible coupé. A rare bird in good condition. £55. Tel.: Freshwater, I.o.W., 219. [7085

RILEY FALCON 1½, 1937. Taxed until Nov. 1963, M.O.T. April 1964, any trial. £65. Mellor, 37A, Sunnybank Road, Potters Bar, Middlesex. [7086

1939 2½ SS JAGUAR. Drophead coupé, taxed, tested, insured. £50. A. C. Newland, 11, Sewell Road, Lincoln. [7087

ROAD & TRACK, 1957 to present. Offers. Tel.: Mill Hill 1205. [7088

LAGONDA RAPIER, 1934. Change of plans forces sale of an almost completed, rebuilt Lagonda Rapier which is one of the earliest examples of an Abbott 4-seater tourer. The chassis, running gear, engine and transmission have been recoditinoned regardless of cost, and only the rewarding task of trimming and finishing remains to be done. Also available spare engine chassis, engine, transmission and sundries. £250 the lot. Bideleux. Tel.: Sevenoaks 53374. [7089

FORD SHIRLEY 1172 Special built 1959. New boxed chassis, 4.7 : 1 axle, heater, etc. £60. Lee. 261, Uxbridge Road, Rickmansworth, Herts. [7090

M.G. TF 1500, recently fitted Gold Seal unit, new hood, sliding screens, "X"s. Immaculate condition, extras. £380. Corner. Tel.: Holborn 2343. [7091

M.G.-A TWIN-CAM EXTRAS, cylinder head. £15 Pair Weber 40DCOE2 carburetters and manifold, £30. Pair adjustable rear armstrong shock absorbers. £5—or £45 the lot. Smith, 28, Uphill Road-N.W.7. Tel.: MIL 2160. [7092

TR4. PAIR S.U. carburetters and pair red bucket seats for sale. Virtually new. Offers. Box No. R.093. [7093

MORGAN 4/4, 1946. B.R.G. Reconditioned engine, new hood. M.O.T. £125. Flat 5, 23, Loughborough Road, S.W.9. Tel.: BRI 0640. [7094

MORRIS COOPER, May 1962, one owner. Red/black, "X"s. £450 o.n.o. Lt. Jackson, H.M.S. Collingwood, Fareham, Hants. Tel.: Broadstone 211 (weekends). [7096

M.G. TC, 1947. Excellent condition, new hood. £150 o.n.o. Mallett, 122, Axminster Road, Holloway, N.7. [7097

1951 SUNBEAM TALBOT 90. Good sound motor. Body needs a little attention. M.O.T. £125 o.n.o. 75 Oldham Road, Ripponden, Yorks. [7098

1934 "TWENTY-FIVE" SUNBEAM close-coupled sports saloon. Black with brown furniture hide upholstery. Photograph available, remarkable condition, two owners. £95. Tel.: Sharpthorne 382. [7099

TR3-A, 1961, red/black with hard-top, soft-top, tonneau, radio, heater, grid, etc. 23,000 miles only, looks absolutely new and is in mint condition throughout. Owner is going abroad and will accept £635 or good offer for a quick sale. Barnett, 5, New College Court, N.W.3. Tel.: Primrose 1758. [7100

RILEY ADELPHI, 1937, 15/6. Wilson gearbox and engine, reconditioned Tel.: Elstree 5062 (8.30 to 5.30, Mon.-Fri.). [7101

1172 SPECIAL, fully tuned, cost £700, bills shown. 4-seater, perfect condition. Price £175. 62, Red Lane, Kenilworth. [7102

M.G. J2, 1933. Nasty colours but fast, economical, very reliable. Daily use. Spares, tax, etc. All for £75—maybe. Renwick, Lantern Rescorla, St. Austell, Cornwall. [7103

KING-PINS, BUSHES, track rod ends, engine components, etc., 1923 onwards. Chassis numbers and s.a.e. please. P.T.B. 24, Villiers Road, Southall, Middx. [7104

1961 SPRITE, RED. New "X"s, washers, seat belts, 25,000, sound car. Only £350. H.P. arranged. 91, Churchdale Road, Sheffield, 12. Tel.: Sheffield 399070. [7105

1929 M.G. M TYPE. Nearly complete, with parts to finish, or would break. £15 o.n.o. Cryfield House, Gibbet Hill Road, Coventry. [7106

VOLKSWAGEN DE-LUXE, 1955. Registered 1960, l.h.d., good condition. £140. Janes, 149 Stechford Road, Birmingham, 34. Tel.: Stechford 6480. [7107

SPARES—all body and mechanical parts from dismantled Dauphine. Mini suspensions, wheels, tyres. Herald front seats, boot lid. Also Registration Number 9 ATD. Paris, Wedgwood, Higgs Lane, Bagshot, Surrey. [7108

1933 RILEY MENTONE, excellent condition. 100% Riley. £150. Jupp, 3, North Way, Pinner, Middx. [7109

FORD, FALCON CARIBBEAN. Clean, write details, price. Jones, 33, Windermere Way, Stourport, Worcs. [7110

M.G. VA d.h.c., 1939. Hood worn, otherwise including tyres v.g.c. Spotlight, heater, M.O.T July 64, taxed Nov. £65. 39, Selborne Road Bishops Cleeve, Glos. [7111

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

FOR SALE—*continued*

M.G. TD. IMMACULATE. Gold Seal engine four new tyres. Marriage causes sale. £275 o.n.o Tel.: WORdsworth 1467 (Harrow, Middlesex). May also be seen in Woking, Surrey. [7112

"PRANGED" A35, offside damaged. Will run, mechanics v.g. Mostly body damaged, 15,000 miles. £90. Tel.: Caistor (Lincolnshire) 361 (8.30-5.00). [7113

MORRIS 18 h.p. 6-cylinder side valve saloon; excellent condition, always garaged. £50. Gamble, Tel.: Rickmansworth 2406. [7115

SPECIAL BUILDERS M.G. N, 1934. Chassis complete with engine, gearbox, suspension, steering, back axle all completely overhauled. This car is complete, but for a body. Offers. 57, Cardoness Road, Sheffield, 10. Tel.: 33446. [7118

M.G. TC, BLACK. Beautiful specimen. Write for details. £235 o.n.o. 4, Wilton Crescent, Macclesfield, Cheshire. [7119

VOLKSWAGEN, 1950 MODEL. R.h.d. 1192 engine, taxed, insured, M.O.T. 100% reliable, extras. £125 o.n.o. 15, Marton Road, Chilwell, Nottingham. [7120

LAGONDA 2½-LITRE, 1951. All mechanics excellent, body reasonable. M.O.T. £250 o.n.o. 14, The Park, Church Road, Great Bookham, Leatherhead. [7121

BENTLEY 4¼, 1937 (December), Hooper sports saloon, excellent condition. Possibly one of the most attractive examples. Features include covered spare wheels mounted either side bonnet, chrome horns. £350 o.n.o. Photographs available. Box No. R.122. [7122

RILEY KESTREL Six Light, 1940, "Big Four" saloon. Excellent bodywork, sunshine roof, carpets, interior and tyres. Recent Lucas battery. M.O.T. July 1964; taxed November. £75. "Castle Loma," Mill Lane, Horndon-on-the-Hill, Essex. Tel.: Stanford-le-Hope 3262. [7123

VINTAGE AUSTIN SEVEN saloon, 1930. Overhauled ex-racing engine, polished shaft, rods, etc., swing axle suspension. Ford brakes, Armstrong s/absorbers. Special wheels, oversized tyres. Real "Q" car. £85 o.n.o. Tel.: Miss L. Stiles, RAV 7436. [7124

RILEY 1½-LITRE KESTREL Sprite SS27K. Excellent body and mechanics. New brakes, steering and tyres. Scintilla; fitted for radio and heater. Many spares. M.O.T. cert. Letter and s.a.e. in first instance. £130. Barber, 3, Long Cutt, Redbourn, Herts. [7125

RECORD-BREAKING SALOON, 1948 Healey Elliot. 110 m.p.h., 26 m.p.g. Red. £150. Lt. *Brindley, H.M.S. Excellent, Portsmouth.* [7126

TR3A, 1958. Dark blue. Mich. "X" tyres, hard- and soft-tops, rad./heater, roll-bar, comp. shockers. Superb condition. £320. Wilson, 225, Barnsley Road, Cudworth, Nr. Barnsley, Yorks. [7127

ATTENTION SCOTLAND! M.G. TD, immaculate, M.O.T., B.R.G., Stage II tuned XPAG, Vinyl hood, tonneau, rack, Mich. "X." Genuine 95 m.p.h. £295 o.n.o. 66, Aros Drive, Mosspark, Glasgow. [7129

1934 FRAZER NASH T.T. Replica. *4ED engine,* Bosch electrics. Not butchered. Letters only please. 116, Onslow Road, Blackpool. [7130

M.G. TC, 1949, offered at such a price simply for quick sale. Excellent condition and first to see will buy at £150. 2, Daintry Road, Oldham. [7133

FOR SALE, M.G.-A hard-top, black, good condition. Offers to D. Heap, 70, Granada Road, Denton, Lancs. [7134

DAIMLER SPECIAL SPORTS coupé, 1951. Requires M.O.T. Dual grey. £125. Ayre, 58, High Road, Hockley, Essex. [7135

XK140, LATE 1955, fixed-head, excellent throughout; original paint, chrome, etc. Much time, money spent; four new RS5. Many extras. £295. Tel.: Rickmansworth 5988. [7136

M.G. TA, white, excellent condition. Completely rebuilt, bills for £180. £200 o.n.o. Tel.: KINgston 9056. [7138

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M.G. TC, 1949, exceptional condition. Tonneau, rack, etc. B.M.C. replacement engine. Available after 7th. £210. 11, St. George's Avenue, Rugby. [7132

ALVIS TA14 drophead coupé, 1949. Reconditioned engine, 8,000 miles; new silencers; good tyres. Taxed, tested. Excellent chrome; body sound but needs paint. £115. Tel.: Oundle 3228. [7139

1933 SUNBEAM 18.2 saloon. Needs new c.w. & p., parts available, otherwise sound. Towable. £15. Chapman, 42, Orchard Road, Burgess Hill, Sussex. [7141

M.G. VA COUPE, 1½-litre. New hood. Excellent condition throughout. Offers, region £95. Sykes, 1, Kimbolton Road, Bedford. [7142

122S VOLVO, 1959, saloon, in very good condition. Five new Firestones, brakes relined and new exhaust 1,000 miles ago. Grey and black outside, red and white inside. £560 o.n.o. 199, Hill Lane Southampton. Tel.: 68455. [7143

WHITE AUSTIN SPORTS GD3 convertible, 1952. Twin S.U.s, alloy body. New hood, radiator, shockers, clutch, completely reconditioned engine. Unmodified, immaculate. 140 gns. 2, Woodville Place, Widnes. Tel.: 5092. [7144

BARGAIN : HAIRY M.G. Special. Twin S.U.s, i.f.s., hydraulics, 4-branch; every possible modification. Excellent condition. Only £150. Frazer, Little Dingleden, Benenden (Tel.: 3145), Cranbrook, Kent. [7145

BERKELEY SPORTS, 328 c.c., 4-wheel, Dec. 1956. Good condition. £110 o.n.o., cash. 2, Hazel Dell Lodge, Montalt Road, Woodford Green, Essex. [7146

1934 RILEY LYNX, 9 h.p. Good condition. Crash box, twin carbs., instruments, spares. £80 or offers. 45, St. David's Road, Kingsthorpe, Northampton. [7147

1952 SUNBEAM-TALBOT Mk. II. New clutch, brakes, two tyres; gearbox overhauled. Very sound condition throughout. Owner "gone vintage." £195 o.n.o. Inglis, 6A, St. Andrew's Road, Bridport, Dorset. [7149

BENTLEY 3½-LITRE, 1935, d/h. coupé by Barker. Excellent mechanical condition, having been maintained by Bentley agents last 10 years. Bodywork sound, and free from the usual d/h. rattles; paintwork only fair. £350 or near offer. Dunning, Roundwood, Cornmill Bottom, Shelley, Huddersfield. [7150

M.G. TA Tickford, 1939. £130. Goodacre, Ab Kettleby, Melton Mowbray, Leics. [7151

M.G. Y-TYPE saloon, 1¼-litres, 1949. Taxed. £50. *McNeil, 44, Maurice Road, Kings Heath, Birmingham.* Tel.: Highbury 1682. [7152

RILEY SPRITE, 1937. B.R.G. Excellent. Must sell. Nearest £250. 50, Blackheath, Colchester [7153

1956 M.G.-A, very good condition throughout. Sliding screens, luggage rack, modified head, heater. Exceptional value, only £295. Three Chimneys, Grafton Road, Selsey. Tel.: 2923. [7154

JAGUAR XK140 Special Equipment d.h.c., 1955. One of the fastest in the country. C-type engine. Big S.U.s. Disc brakes all round. All extras. Wife wants smaller car, unfortunately. £295 o.n.o. Butler, 26, Kirkwood Crescent, Cookridge, Leeds, 16. Tel.: Leeds 36381 (business). [7156

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SINGER NINE, 1933, sports coupé. Good condition. Twin carbs., hydraulics. Sound, goes like bomb. £55. Cheshire. Box No. R.155. [7155

BUCKLER FORD 10. Hard- or soft-top. Occ. 4. Twin S.U., h.c., 7-pt. sump, h/p. oil pump, 4.7 axle. Fully equipped. Sound condition. M.O.T. Good all round performance. £80 o.n.o. Mackay, Kinrik, Chevington, Bury St. Edmunds. [7157

1926 CLYNO 12-h.p. tourer, neat car. £225. Will exchange for "Bubble" or conventional car. Fenn, 36, Farnan Avenue, Walthamstow, London, E.17. [7159

£175.—3½ BENTLEY, Park Ward. Resprayed silver grey. Tel.: LAD 8640 (10 a.m.-6 p.m.). [7160

ID19 CITROEN, 1958, gunmetal/black. Outstanding condition, maintained by enthusiast, therefore not lowest price: £485. Vintage Rolls requires garage. H.P. available. Martin, "Belwether," East Hanney, (Wantage), Berks. Tel.: West Hanney 676. [7161

1960 AUSTIN MINI de luxe, 25,000 miles. Often mistaken for new. Flawless mechanically; Moly-slipped from new. Beautiful white topped red car. Previously chauffeur's personal pride. "Customised" by present owner. Unmercenary, £325 asked. 54, Blount Avenue, East Grinstead, Sussex. [7162

SOMETHING DIFFERENT. Rare Simca Eight sports d.h.c. l.h.d., 1951 model. Modern lines. Royal blue alloy body, leather upholstery; well shod. All-in m.p.g., 35. Safety full-harnesses, heater, twin Marchal spots, hub discs, windtones, rev.-counter. £160 o.n.o. M.O.T. of course! 16, Chandos Road, Buckingham. Tel.: 2185 (shop hours). [7163

HOTCHKISS, 1936, 3½-LITRE Henri Chapron d.h.c. In regular use. Some spares. M.O.T. to December 1963. £50 o.n.o. Tel.: Upper Warlingham 4155. [7164

GINETTA (Lotus VI type), 1959. Excellent condition. Twin carbs., hood, etc. £200. 165, Lawrence Avenue, London, E.12. Tel.: ILF 1268. [7165

AUSTIN HEALEY BN2 Le Mans, 1956. High-ratio axle, disc brakes. Just resprayed. Reconditioned 4-speed gearbox and overdrive. Excellent condition throughout £340 Pim, Lukin Wood, Mortimer (Tel: 19), Berks [7167

M.G. TC, 1948. Excellent condition, new tyres. Taxed. £165. Tel.: Ascot 1624. [7170

700-c.c. BERKELEY. Modified diff., c.r. gears, oil cooler, balanced engine racing camshafts, etc. 115+ m.p.h. 2,500 miles since engine and suspension overhaul. New hood. *Spares include: engine* gearbox, carbs. Offers. A. S. Baird, 109, Grosvenor Road, Ilford. Tel.: ILF 4881. [7171

JAGUAR 7M, 1955. Truly magnificent condition, duotone. Radio, overdrive. Extremely fast and silent. Must be seen. £185. Tel.: Sunbury 2793. [7172

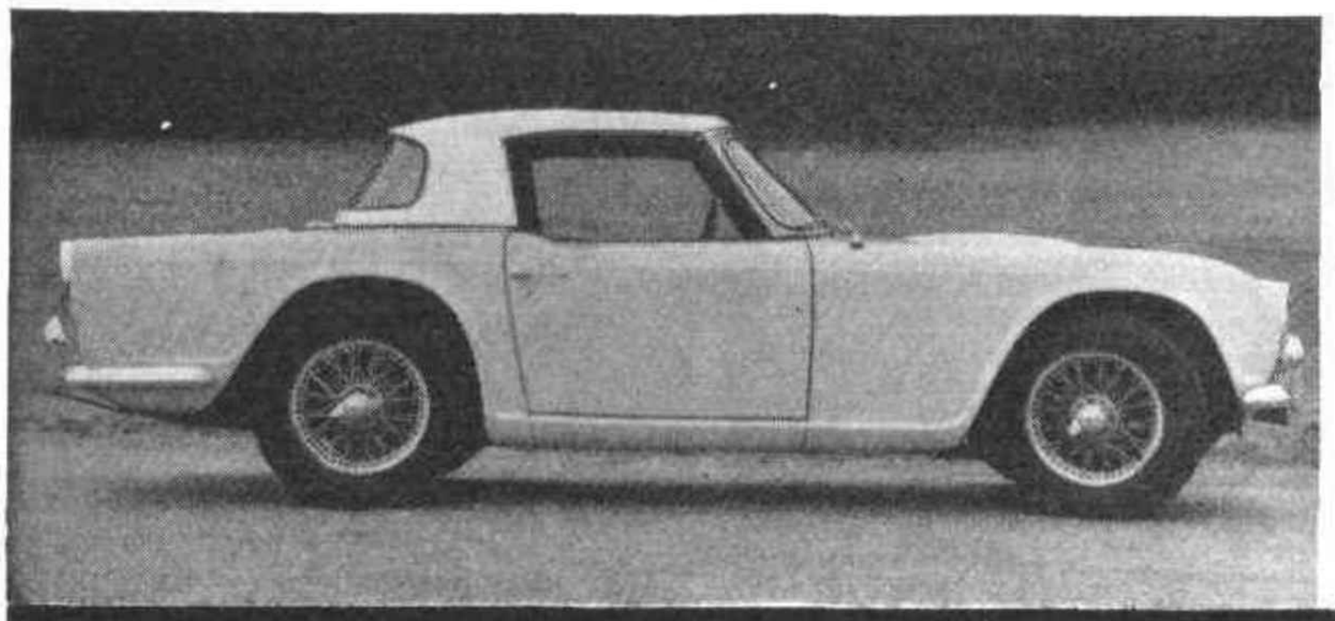
FORD ROCHDALE G.T. 1172, Sept. 1961. Red Bowden i.f.s., h.c. head, boxed chassis; all new parts. This is possibly the best Rochdale that you have seen and bargain at £225. Tel.: ADD 2783 (weekends). Willis, Flat 3, 51, Wickham Road, Shirley, Croydon (evenings). [7173

ROLLS 20/25 Barker limousine, 1932, original, £140. Lancia Aprilia drophead, 1939, mechanically sound, six good tyres, doors poor; offers. Paterson, Bungalow, Bradenstoke (Tel.: 282), Wilts. [7174

LAGONDA RAPIER, 1935, 2-seater, almost unique. V.G. body, needs work on brakes. Best offer over £150. Tel.: Nottingham 82400. [7175

AUSTIN HEALEY 100-4, Dec. 1955. Hard/soft-tops, tonneau, heater, twin spots, "X" tyres, wire wheels, overdrive. £235. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [7177

1950 2.4-LITRE HEALEY "Mille Miglia" roadster. One owner, one driver. History of car well known to Healey Motors. £285. Oddy, Pantiles, Harrold, Bedford. [7178



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Map reference: 1-in. O.S. Sheet 170 — 276692

FOR SALE—*continued*

LAGONDA SPORTSMAN'S SALOON. (Twin-cam) 2¼ 1952, inboard brakes, full independents. M.O.T. Little tidying/decarb required. £185, consider interesting exchange. 26, Kingswood Road, Lonbridge, Birmingham. [7345

OFFERS INVITED FOR LAGONDA M.45 open tourer. The finest example of this gentleman's sporting carriage in the country. Immaculate condition. Just completed a successful tour of the South of France and Italy. Tel.: first instance, Slough 20423 between 9 a.m. and 5.30 p.m. Wednesday between 9 a.m. and 1 p.m.). [7346

TR3A, OVERDRIVE, Sebring white, "X"s, plus four brand-new Cintura's, low mileage, excellent condition, H.P. arranged. Company car arrived. Wilson, 52, Longridge Avenue, Newcastle-upon-Tyne, 7. [7348

VOLKSWAGEN 1958. Front bent, engine etc. first-class condition. £80 o.n.o. Hard-top wanted for M.G. Midget, 1963. P. Turle, Holdfast, Upton-on-Severn, Worcs. [7349

BREAKING M.G. TC and TA for spares. 21, Merynton Avenue, Coventry. Tel.: 69352. [7352

"TATTY" TURNER-CLIMAX. For sale exactly as it has achieved five lap-records and 10 wins this season. Warwick Banks, c/o B.E.A.S., Oxford Airport. [7353

FOR ENTHUSIAST: Austin Seven, 1937 (towable). Plus spare engine, gearbox, five wheels and tyres, etc. £12 o.n.o. Tel.: Cockerill, Reading 62910. [7354

ALVIS T.A.14 saloon, 1950, M.O.T., taxed, heater, excellent condition. £95 o.n.o. Tel.: Sonning 3076 Berks. [7355

ROLLS-ROYCE, 1933, 20/25 Windover saloon. Body very good, mechanically perfect. M.O.T. £295 o.n.o. Reeve, Flat, "Fountain Inn," Clent, Worc's. Sunday's or evenings. [7358

VINTAGE HUMBER 9/20, 1925, tourer, bodily, mechanically excellent, M.O.T. £165. R. W. N. Welton, 40, Laurel Lane, West Drayton, Middlesex. Tel.: West Drayton 2275 (office). [7359

750 SPECIAL, Speedex Silverstone body, Bowdenex brakes. Certificate. Quantity spares. Offers. Gibson, York House, South Woodham, Chelmsford. [7360

1926 CHUMMY. Boxed chassis. Stiffened suspension. Engine balanced, fitted 1⅛in. crank. Later head, 2 SUs, pump, larger tank, three new tyres, new vinyl hood, sidescreens, re-upholstered. Original appearance, maintained. Ideal V.S.C.C. competitions. Offers to Sharples, 28, Willow Road, N.W.3. Tel.: Hampstead 5353. [7361

VERY RARE M.G. TB. Excellent condition, black, new fawn hood, sidescreens, M.O.T. and tax. £140. M. R. Withers, 23, Elder Road, West Norwood, London, S.E.27. [7362

AUSTIN SEVEN, 1928. One owner-driver. Excellent condition. £50. Tel.: Havant 1124. [7364

BENTLEY, 1937, 4¼-LITRE saloon by Thrupp and Maberly; much admired car in good condition. Well maintained. M.O.T. Excellent tyres. £200, or exchange XK. Tel.: Southend-on-Sea 524117. [7364

M.G. TA, 1937. Red. Very good condition. M.O.T. £125. Box No. R.365. [7365

1960 DAUPHINE, grey, one owner. Excellent condition. £300 o.n.o. Exchange open sports car—no M.G.s please. Tel.: DER 0461. [7367

ROCHDALE OLYMPIC, 1962, 105E. Fully trimmed and instrumented, electric fan. £475. Hoare, Tangley House, Oak Avenue, Hampton, Middlesex. Tel.: Molesey 166. [7368

RILEY, 1951, 2½-LITRE d.h.c. Mechanically good, tyres good. M.O.T. £85 o.n.o. 3, Lealand Avenue, Leigh, Kent. [7369

RILEY GAMECOCK, 1932, 2-seater. Recon. engine. New hood, steering, clutch. Excellent appearance. M.O.T., taxed. £110 o.n.o. Tel.: Enfield 5495. [7370

1934 RILEY IMP, very good condition, good performance, many extras. Around £350. Box No. 371. [7371

AUSTIN TYPE NIPPY. Twin carbs., high-compression head, 4-branch exhaust, sealed-beam lights, new kingpins, etc. B.R.G. M.O.T. July 1964. It's just returned from St. Tropez. £95. Tel.: KIN 8437. 120, Barnfield Avenue, Kingston. [7372

1933 TALBOT 105 "Coupe des Alps" sports. M.O.T. £105. 50, Christchurch Road, Sidcup. After September 6th. [7373

DAIMLER LIGHT 20, blue black saloon, 1936, 70,000 from new, good condition throughout. Inquiries: Smith, 16, Frogston Road West, Edinburgh. [7374

TOJEIRO-CLIMAX. Stage III engine, space-frame, with trailer, tyres, spares. £500 or offer. Too fast for owner. Eccleston, 111, Nalders Road, Chesham, Bucks. Tel.: 81278. [7375

1956 JAGUAR 2.4. First-class condition. Engine completely overhauled. Wheel discs, radio, black paintwork, red upholstery. M.O.T. No offers, £285. 4, Boyle Street, Luton, Beds. [7376

FAST AND SPORTY. 1928 Austin Seven. Special aluminium body fitted. 100% condition throughout. Taxed. M.O.T. certificate. Well worth seeing. £50. Tel.: Luton 1924. [7377

ARNOTT SUPERCHARGER, M.G. Magnette, etc., £40. Wanted: Conversions for Rapier. 80, Crostons Road, Elton, Bury, Lancs. [7380

FOR SALE—*continued*

SUNBEAM HARRINGTON ALPINE, Mk. II, Dec. 12th, 1961. Red, black interior. 23,000. Immaculate. Radio, heater, overdrive, new "X"s, twin spots. Care and attention lavished. Cost new £1,400. Accept £725, H.P. arranged. Growing family forces sale. Tel.: Romford (Essex) 61655, Howat. [7378

1958 RAPIER. Overdrive, Motorola push-button radio, heater, tachometer, plus eight other instruments, new "X"s, Harrington inlet, G.N. twin exhausting, engine recon. 8,000 ago, seat belts, Carlotti wood-rim wheel, fog/pass/spot/reverse lamps, badge bar, burglar alarm. Absolutely immaculate and must be seen. Business forces sale, £460, H.P. arranged. Box No. R.379. [7379

RILEY KESTREL-SPRITE, 1937. Excellent mechanically, good bodily. Original, smart, fast. New Town and Country rear tyres. Enthusiast owner. £125 o.n.o. Ashcroft, 120, Lansdowne Road, Ilford. Tel.: SEV 2573. [7381

TURNER-CLIMAX, 1960. FWA Stage Two, disc brakes and wire wheels, hard- and soft-tops; c.r. box. Yellow and black. Engine has done 10,000 miles since complete rebuild, clutch 5,000. Five brand new Michelin "X" tyres with tubes. Not raced since rebuilding by present owner. A reasonably quick car for £300. Box No. R.382. [7382

EX-BROOKLANDS 1930 2-seater Austin Ulster sports. Recently overhauled, excellent condition. Hard-top conversion and spares available. £250 o.n.o. Zetland House, Richmond, Yorks. [7383

AUSTIN 10 "CLIFTON," 1937, 2-seater plus dickey. New headlights, starter, kingpins and bushes; brakes relined, good tyres and hood. Cruise 50 m.p.h., 28 m.p.g., 500 m.p./pint. M.O.T. Best offer over £55. Tel.: RAVensbourne 7067. [7384

RILEY NINE LYNX, 1933. Excellent order; new hood, screens, tonneau. Complete with spare engine, gearbox, back axle. £100. Berrett, Liverton, Newton Abbot. Tel.: Bickington 302. [7385

LANCHESTER EIGHTEEN, 1938. Mulliner body. Genuine 80,000. Large boot. Nearest £100. Machin, "Shoe Store," Bridgtown, Cannock. Tel.: 3158. [7386

MORGAN 4/4, Nov. 1957. 100E Elva conversion. Stage III. Scintilla, oil cooler, alloy flywheel, Buckler gears. Engine, brakes, front suspension reconditioned. Heater, tonneau, grid, mirrors. Immaculate red. No competitions. £310 o.n.o. Bolton, 1, Warren Cottages, Southfleet, Kent. Tel.: Southfleet 592. [7387

BENTLEY, 1924, 3-LITRE Red Label, V.D.P. long-wing foursome tourer. Good tyres, etc. Engine stripped and part rebuilt. Lancashire. Photos, details, offers to: Box No. R.388. [7388

M.G. PA. Completely overhauled. Taxed, M.O.T. Ford engined, Morris gearbox, tonneau, hood/screens, oversize rears. £100. Wright, Lynwood, Onehouse Road, Stowmarket. [7389

LAND-ROVER, mechanically sound, waterproof cover. Owner bought station-wagon type so must regretfully part. Any trial. £100. Hillyfields Farm, Gay Street, Pulborough. Tel.: W. Chiltington 3148. [7390

LANCIA APRILIA, 1939. Very sound but needs respray. £95 o.n.o. G. Self, 200, Chaldon Way, Coulsdon, Surrey. Tel.: Downland 5461. [7392

1936 ARMSTRONG SIDDELEY 17. Good condition. Excellent duotone appearance. M.O.T. Good home essential. Offers. 7, Fryston Avenue, Coulsdon. Tel.: Uplands 9826. [7393

ALVIS TA14 saloon, 1948. Good condition. M.O.T. Three pints between oil changes. £75 o.n.o. 18, Sudbury Road, Hazel Grove, Cheshire. Tel.: Poynton 4113. [7394

BENTLEY 3½-LITRE, 1934, Park Ward saloon. Excellent. £150. Tel.: Fleet (Hants) 2123. [7395

SPRITE Mk. I. Immaculate condition. Many extras. £325, or exchange TR, etc., or W.H.Y.? Westrup, Baykers, Sible Hedingham, Essex. Tel.: Hedingham 408. [7396

1952 MORGAN +4, excellent condition. Engine, transmission, suspension and steering overhauled. Heater, spot, new hood, tonneau. £195. Bloor, 148, Water Street, Accrington, Lancs. [7397

RILEY ADELPHI, 1937, 1/4. Taxed until July 1964. Much money spent on body and works. £75 o.n.o. Anstey, Tel.: MET 8105. [7398

1951 A.S. HURRICANE, 18 h.p., synchro. Body, mechanics, good; hood tatty; hence £75 o.n.o. Thurston, Brockford, Suffolk. Tel.: Mendlesham 361. [7399

VINTAGE. RILEY NINE, 1929, fabric. M.O.T. Condition good, admired. Idle during war years. One careful owner since. £75. Box No. R.401. [7401

M.G.-A COUPE, April 1959. Wire wheels, Motorola, chrome luggage rack, clock, washers. Absolutely perfect, unblemished. Good "X"s £490, exchange considered. Tel.: SYDenham 4995. [7402

SPECIMEN JOWETT JAVELIN. £150, no offers. Radio, heater, comprehensive equipment, tools, workshop manual. Bodily, mechanically excellent. Schofield Smith, 9, Chaucer Drive, Lincoln. [7403

M.G. J2, 1933. Excellent but crankshaft broken. Red. Gull wings, hydraulics. Reluctantly break for spares. Offers. Also spare J2 block and head, etc. Graham, 31, Bradleys Lane, Coseley, Bilston, Staffs. [7404

FOR SALE—*continued*

FORD NEW POPULAR chassis, rear spring. Boxed, unused. Offers. Treadgold, Tel.: Farnham Common 1312. [7400

ALVIS, 1933 FIREFLY. Drophead coupé. Good condition. Taxed, M.O.T. £65. Precious, 14, Lynton Avenue, Chanterlands Avenue, Hull, E. Yorks. [7405

1955 VOLKSWAGEN DE LUXE, excellent condition. Marchal spot. Black, beige interior. £250 o.n.o. View Ilford. Tel.: Langdon, CHA 9471 (office hours). [7406

TR3 EXCELLENT CONDITION. Extras, hard-top, overdrive, 3A front, etc. (Tel.: DOMinion 8938). £350. [7407

IMMACULATE 1959 SPRITE. Recently re-sprayed/overhauled. Present owner two years, loads of extras. Car in first-class original condition. £325. Wills Tel.: Western 8060 (office) Houghton Bridge Hotel, Amberley, Sussex. [7408

ROLLS-ROYCE, Hooper limousine, 1935, 20/25. Nice clean condition, excellent engine. Tel.: Carmichael, Nutley 64. [7409

AUSTIN-COOPER, Feb. 1963. Taurus Stage I head, Tacho, Burgess exhaust, 60-watt sealed-beams, radio, fresh-air heater. £520 o.n.o. Contact: Cpl/T. Nicholson, 90 Squadron, R.A.F. Honington, Bury St. Edmunds, Suffolk. [7410

1934 MORGAN S.S. MX4, B.R.G., M.O.T. Completely rebuilt, hydraulics, sealed beams, dozens of new parts, superb condition. £130. Pearson, 29, Willow Close, Flackwell Heath, Bucks. [7411

LOTUS SUPER SEVEN 1500. December 1962. 6,000 miles, dark blue. Standard model tuned to approx. 80 b.h.p. Exhaust extension pipe, full weather equipment, flashers, heater, other extras. Exciting practical road (or competition) car. £525. Lummis, 3, Stanford Avenue, Hassocks, Sussex. (Tel.: 2208). [7412

1934 ASTON MARTIN Le Mans S/C. Rebuilt, re-upholstered, engine and gearbox as new. Bills for over £400, running in. £550 o.n.o. Tel.: Ruislip 6127. 59, Ladygate Lane, Ruislip. [7413

ALVIS TA14, d.h., 1949, new hood, rebored engine, resprayed, well maintained. £150. Wood, Moors House, Hartlebury, Kidderminster, Worcs. Tel.: Tel.: Hartlebury 371. [7414

BENTLEY 3½-LITRE, 1934 close coupled sports saloon by James Young. Good condition. Photographs and full history available. £320. Apply Box No. R.417. [7417

MORGAN PLUS 4, 1958, extras TR3. Quick sale. £295. 8, North Road, Nottingham. [7418

RILEY 1½, LYNX-SPRITE, Sept. 1936. New vynide hood, Ace discs, recent engine overhaul, enthusiasts' car. £125. Castle, 195, Lawrence Street, Mill Hill. Tel.: MIL 4415. [7419

HUME COOPER-CLIMAX Formula One car. Ex-Chris Bristow and Ian Raby. Many awards. Not raced this year. Spares galore. £650 o.n.o. Tel.: for further details Day, Archway 2484, night Bowes Park 4307 or Harrow 0351. [7420

COOPER BLACK LIGHTNING. George Brown tuned. 1,000 c.c. engine, 100 b.h.p. duel ignition. Manx carbs. T.T. mag. In original condition as raced by Air Vice-Marshal Bennett. £50 of racing spares. Offers: Day, Tel.: Archway 2484; Night Bowes Park 4307. [7421

1928 AUSTIN 7 SPECIAL. ¾ built—busy student no more time available. Mechanics, body, framework completed. Engine completely reconditioned. Sell reasonable offer. "Field House," Grimston, King's Lynn, Norfolk. Tel.: Hillington 316. [7422

S.U. CARBS. 1", 1¼", 1½", 1⅝", 1¾", S/D and D/D, singles, pairs, cheap. Tel.: Crayford 23887. [7423

TURNER 950, 1962, 16,000 miles. £450. Tonneau, washers, wing mirrors, heater. Miles, 2, Snellmor Avenue, Patchway, Bristol. [7424

NIPPY AUSTIN 7, 2-seater sports, original. Good cellulose; weather equipment; taxed; M.O.T.; overhauled; brake conversion. £85 o.n.o. Tel.: Canterbury 3937. 59, Old Dover Road, Capel, Folkestone. [7425

A.C. SALOON, 1949, body, tyres, interior good. Non-runner (c/h gasket). Large, comfortable, parts readily available. Offers. Tel.: Sherborne 625. [7426

GIRLS LOVE IT, Alpine Mk. II, 1961, Wedgewood blue, s/h-tops, overdrive, s/washers, wheel trims, racing mirror, heater, tonneaux, radio, l/rack, s/belts, u/sealed, immaculate. £590. Tel.: BEC 5135. [7427

BROADLEY 1172. Well-known fast economical car, in very good condition. Offers. Tel.: Cuffley 2681. [7428

ROLLS 1935 20/25 limousine by Hooper. Very good condition throughout, engine reconditioned and not yet run in. £350. Tel.: Pollards 6853. [7429

AQUAPLANE FORD 105E twin Solex kit, complete one carburetter, inlet and exhaust manifolds, etc. Offers to Hubbard, 24, Kirk Lane, Ruddington, Nottingham. [7430

H.R.G. AERODYNAMIC SPORTS Singer o.h.c. unit. Superb and original. £150 o.n.o. 146, Northampton Road, Broughton, Kettering, Northants Tel.: Broughton 383. [7431

AUSTIN 12/4, 1929 Mulliner, 2-seater with dickey. Good condition, including hood and tyres. £85. 40, Five Mile Drive, Oxford. [7432

P.100 HEAD LAMPS. Good condition and complete. £14. Sinnott, 46, Wellington Road, Hatch End, Middx. [7433

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

FOR SALE—*continued*

ALVIS. SUPERB MECHANICAL example of the Speed 25 saloon. All possible work on engine and chassis carried out at Alvis works. Body restoration commenced and requires little more effort to be specimen. £400 been spent in four years. Bargain at £200. Gale, 6, Coney Green Drive, Northfield, Birmingham 31. [7434

1930 RILEY 9 h.p. 2-seater special. Excellent condition, engine as new, recent re-spray. £100. Tel.: Warrington 61538. [7435

M.G.TC, 1948. Red. Reconditioned engine, clutch and gearbox, good tyres, M.O.T. £125 for quick sale. 47, Barton Way, Boreham Wood, Herts. Tel.: Elstree 5497. [7436

1938 ALVIS 4.3-litre Charlesworth saloon. M.O.T. certificate. Bodywork and mechanics sound. Well shod. £160. Westle, 2, Shermanbury Road, Worthing. Tel.: WOR 6701. [7437

RILEY, 1933, 12 h.p., Mentone saloon (good mechanically), running well 'till laid up 1958 (roof leaking). Almost complete, spares from dismantled identical car. (14 h.p. Alpine engine, solid crank bearings). £50 the lot (any reasonable offer considered). Mateer, 5A, Priory Road, Bristol, 8. [7439

ASTON-MARTIN Mk. II, 1934, very pretty saloon body. Excellent condition throughout. £225 or exchange. 180, Soughers Lane, Bryn, Nr. Wigan. Tel.: Ashton-in-Makerfield 77144. [7440

1936 ROLLS-ROYCE 25/30 o/d saloon by Mulliner. Large boot, finished in two shades or grey. £295. 6, Warren Drive, Newton-Le-Willows. Tel.: 2530. [7441

MORGAN PLUS 4 drophead coupé. Original standard bodywork, (not altered or converted), colour maroon, very good hood and tyres. £195 or close offer. 1952 model registered 31st Dec. 1951. 47, Overdale Road, Derby. [7442

TR3 1957. Overdrive, discs, wire wheels, tonneau, Michelin "X", heater, new steering. £350 o.n.o. 198, Paddock Road, Buntingford, Herts. Tel.: 531. [7443

AUSTIN NIPPY SPORTS, 1936. Completely rebuilt, braced and boxed chassis, soft ride rear springs, i.f.s., with adjustable hydraulic shock-absorbers, wide based rear suspension, new half-shafts and prop-shaft couplings, Lockheed hydraulic brakes, reconditioned Ford 8 engine, M.G. 4-speed gearbox, rewired and fully instrumented, new black vynide hood and upholstery, B.R.G., all new chrome, recent M.O.T. cert., first £75. Marshall, 17, Mayfield Close, Timperley, Cheshire. Delivered anywhere U.K. [7444

1947 M.G. Y SALOON. Resprayed B.R.G., M.O.T. Imperative sale. £105, offers? Whitegates, Riseley. (Tel.: 284), Bedfordshire. [7448

RILEY 1½, 1947. Sound condition throughout, one previous owner, M.O.T. £80. 134, Lyndon Road, Solihull, Warwicks. Tel.: ACOcks Green 4597. [7215

XK120/140. Set wire wheels—good condition—6.00×16 R/Speeds, "X." Shockers. Luggage rack. Rear springs. S.U. Pump. Coil. Mark V instrument panel complete. Please write: Benington, The Twitten, Crowborough. [7299

M.G. TC. Immaculate throughout, black. Recon. engine, new hood; radio, spots; other extras. Job forces reluctant sale. £225 o.n.o. Bille, 45, Kenneth Gardens, Stanmore, Middlesex. Tel.: Grimsdyke 1719 (weekends only). [7300

RACING SINGER JUNIOR, as seen at V.S.C.C. meetings. Perfect condition. £200 o.n.o. Abrahams, 155, Holmleigh Road, Stamford Hill, London, N.16. Tel.: STA 9111. [7302

1928 SINGER JUNIOR tourer. Mechanically o.k., body fair. Plus saloon body and chassis and mass of spares. £80 o.n.o. Abrahams, 155, Holmleigh Road, Stamford Hill, London, N.16. Tel.: STA 9111. [7303

LOTUS Mk VI for sale. Engineer built, M.G. 1500 engine, de Dion axle, modern aerodynamic body. Stored several years, total mileage 50. Ideal sprints or hill-climbs. Best offer over £250. Ryepeck, Shepperton, Middlesex. Tel.: Chertsey 3366. [7304

ASTON MARTIN DB2/4 3-litre fixed-head coupé, first registered 1955. Finished in dark red with beige trim. £500, H.P. can be arranged. Weeks, 119, Northumberland Road, North Harrow, Middlesex. Tel.: Pinner 9876. [7305

1962 ROCHDALE OLYMPIC. Red. 105E. Heater, wood-rimmed wheel, s/belts, rear seat, electric fan, etc. Fully trimmed and soundproofed throughout. 10,000 miles. Excellent condition. £520 o.n.o. Stage, 50, Fuller Crescent, Norton, Stockton-on-Tees. [7306

MANGOLETSI SUPER SPRINT kit for Mini, includes complete head, Weber progressive twin-choke carburetter, free-flow manifold, and G.N. exhaust system. £50. Wright, 11, Vernon Street, Derby. [7307

1935 LANCIA AUGUSTA d.h.c. Modified, taxed; spare engine, gearbox. Offers: Williams, Beechcroft, Crowthorne Road, Bracknell, Berks. [7310

COOPER/FORD 1172 Special. Nearly rebuilt. New Ashley A.7 fibreglass body. Aquaplane head. i.f.s., twin S.U.s, etc. £95 o.n.o. Tel.: Hatfield 2919. [7312

VINTAGE LAGONDA HEADLAMPS, 12-in. Marchal. £12. 8, Ivy Crescent, Cippenham, Slough, Bucks. [7313

FOR SALE—*continued*

1937 RILEY SPRITE, preselector box. Blue. Full history available. Exceptional condition. £295. Tel.: Riverside 4446 (day), Park 1265 (evening). [7314

1953 RILEY 2½-LITRE saloon, R.M.F. Black, red upholstery. Radio. £135. Tel.: Riverside 4446 (day), Park 1265 (evening). [7315

1953 RILEY 1½-LITRE saloon. Black. £195. Tel.: Riverside 4446 (day), Park 1265 (evening). [7316

VERY RARE POTENT 1936 Triumph sports. Over £100 spent. Complete engine, body rebuild; resprayed red. New hood, sidescreens, twin carbs., crossflow head, aero-screens, two spare wheels, etc. Taxed, M.O.T. Any inspection; delivered anywhere in England. Nearest £100. New Farm, Tetworth, Sandy, Bedfordshire. [7317

750 SPECIAL. I.F.S., hydraulics, twin S.U.s, h.c. head, strengthened chassis, spares. M.O.T. £50 o.n.o. Tel.: Brentwood 295. [7319

SPORTS/RACING CAR. Silverstone 750. I.F.S., twin carbs., c.r. gears, tuned exhaust, new tyres, hot camshaft, ally/iron heads, glass and racing screens. Sprint, race or road. £160 o.n.o. Yearsley, 22A, De-Parys Avenue, Bedford. [7449

TWO 20×500 unused remould tyres and three tubes, £9. Young, 112, Compstall Road, Marple Bridge, Cheshire. [7450

PARK WARD BENTLEY, 1939, 4¼-litre, MX (overdrive) model. Brakes relined; just resprayed midnight blue. Sad necessity forces sale of this beautiful motor car. Realistic offers to Michael Paul, 23, Canfield Gardens, N.W.6. Tel.: MAI 0340. [7451

TYPHOON, Silverstone aerodynamic body, tubular chassis, modified 100E engine, c.r. gears, 4.7 c. & p. Registered Nov. 1960; 15,000 miles. Original cost £355, sell £150 (H.P.). Photo to genuine inquirer. Write: 100, Belgrave Road, London, S.W.1. [7452

HEALEY ABBOT, 1952, needs attention. £50 o.n.o. O'Shaughnessy, Chantry Lane, Necton, Swaffham, Norfolk. [7453

FREE SAFETY BELTS! with enthusiast's M.G.-A 1600 coupé. Maintained regardless expense. Catalogued £495, welcome correspondence, discussions, even haggling, at 39, Bartholomew Road, Cowley, Oxford. [7454

BENTLEY, 1937, P./W., immaculate, saloon. New tyres, silencer, petrol pumps, and pass lights. M.O.T. £250. 59, Moorway, Poulton le Fylde. [7455

TR3A WORKS HARD-TOP, fitted Johanson rally lamp, £40 o.n.o. Tonneau and half-tonneau, £7 10s. Chrome luggage rack, unmarked, £7 10s. Jones, Rose Villa, Croesyceiliog, Carmarthen. [7457

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LANCIA APRILIA, 1937. Engine overhauled, in working condition, new carpets and upholstery. All reasonable offers considered. T. Cowell, Tel.: Kingston-on-Thames 4766. [7460

CHRYSLER WINDSOR limousine, in absolutely mint condition. One fastidious owner only from new. First registered 1947. One of the last classic American cars to be made. First £145. Exchange considered. 37, Hollybush Lane, Harpenden, Herts. [7461

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ROLLS 20/25, 1935, GSF 3, Barker swept-tail, sun-roof, owner-driver 4-light saloon, immaculate inside and out, black, blue trim. Originally R.-R. Company car. Price around £300. 68, Wellington, Orpington. Tel.: 30713. [7463

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1951 M.G. 1½ sports saloon. Resprayed B.R.G. Nearest £165. Tel.: Wallasey 2456. [7470

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ASTON MARTIN. The prototype "Le Mans," chassis/engine E/207, registration GY 995. Resprayed, retrimmed, replated. Box No. R.490. [7490

APRIL 1963 SPRITE. Low mileage, red, black interior. Also Donald Healey hard-top if required. Exchange M.G.-B or sell, £525. Excellent condition throughout. Box No. R.491. [7491

WANTED

HARD TOP for M.G.-A wanted. Reasonable price. Dr. R. A. Nicholson. Tel.: Guildford 62851. [6745

3-LITRE RED LABEL Bentley speed model, Vanden Plas body, long wing tourer, must be mainly original. Details please and photos which will be returned. Box No. Q.746. [6746

WANTED: 1937 M.G. TA workshop manual, complete clean copy, price? McCurdy, Bridge Bungalows, Burstwick, Hull. [6759

OVERDRIVE FOR 100E Prefect. Robinson, 92, Wigan Road, Standish, Wigan. [6766

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A LAYCOCK OVERDRIVE for Consul II wanted. Box No. R.801 [6801

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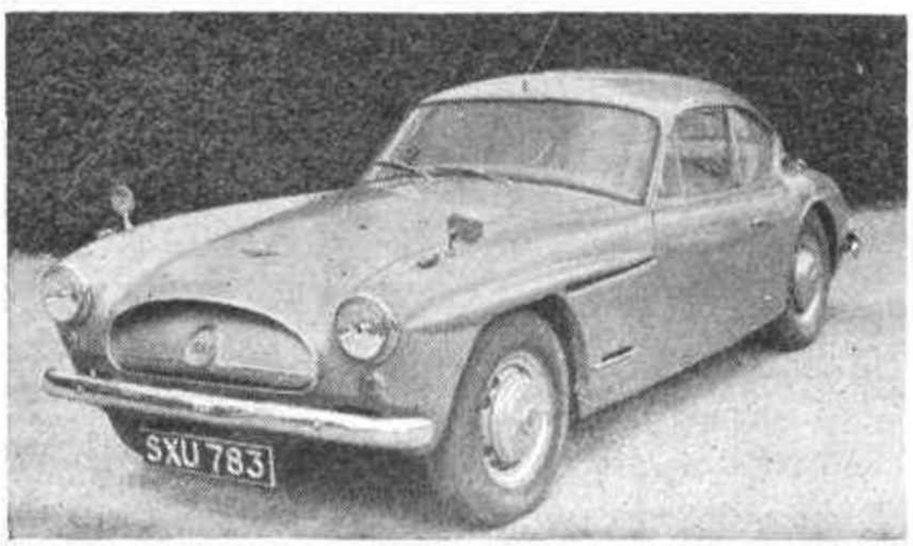
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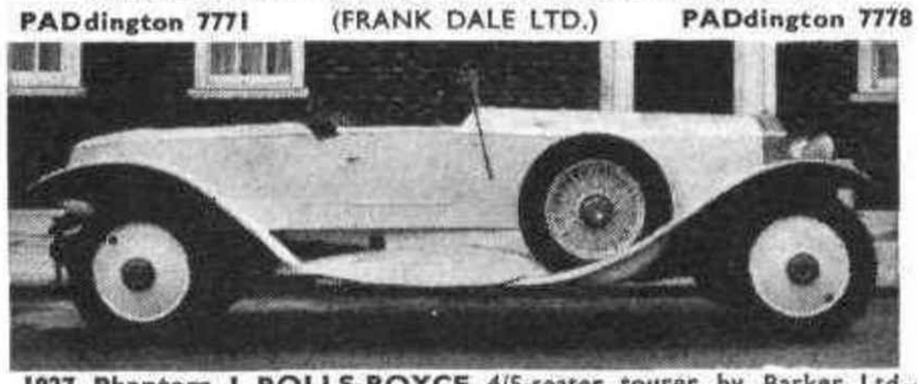
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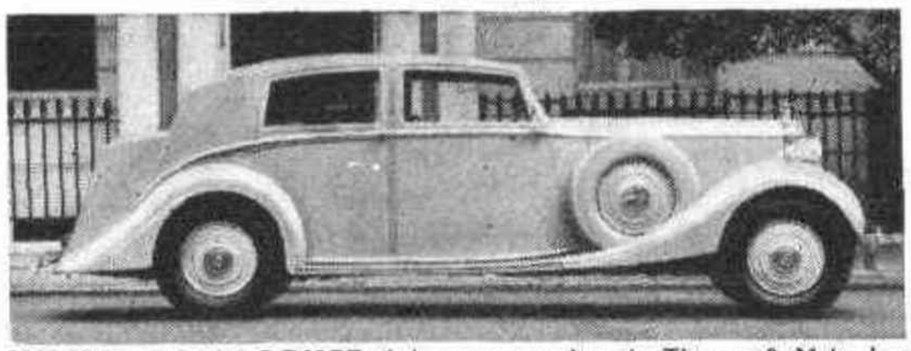
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1948 BENTLEY Mk. VI 4-door sports saloon by F. & W. Special coachwork **£650**

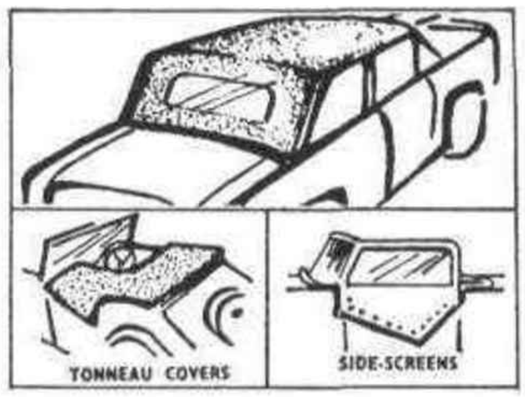
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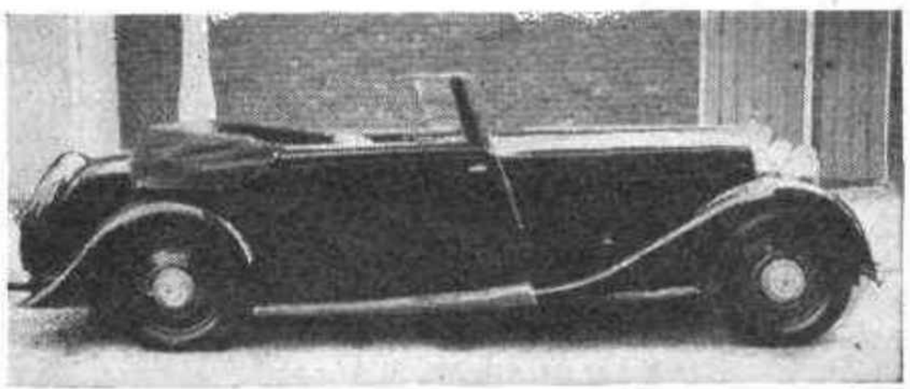
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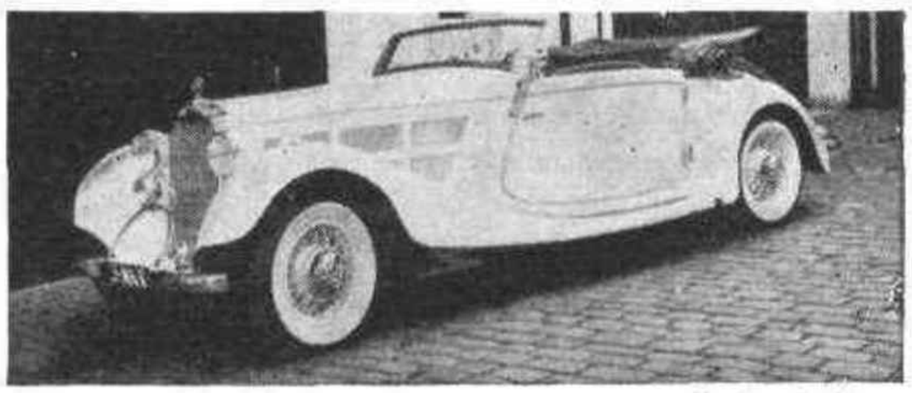
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NORTON, 1927. Complete 19" rear wheel, chain sprocket, diameter 9¼" number of teeth 45. All spindle components including cones to be in good condition. Quayle, Martins Bank, Plymouth. [6885

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1933 TO 1949 Rover saloon. Must be in excellent condition. Full details to Flat 1, 12, Duchy Road, Harrogate Yorks. Tel.: Harrogate 69189. [6923

M.G. PB ENGINE. In excellent condition to B. C. Cann, 4, Cavendish Road. Tel.: Chiswick 0680. [6933

AUSTIN NIPPY OR SPEEDY in good condition. Hope, Higham Marldon Hill, Paignton, Devon. [6941

WORKSHOP MANUAL for 1938 M.G. TA. G. Pick, 48, Bushfield Road, Scunthorpe, Lincs. [6943

MURRAY OVERDRIVE for Ford 100E. Details to Bishop, 44, Gurney Road, Northolt. Tel.: Viking 4830 (evenings). [6957

HEALEY TICKFORD SALOON, excellent condition essential. Full details, price Brian Speirs, 46, Larchfield Avenue, Newton Mearns, Glasgow. [6961

VINTAGE SPORTS/RACING car required for cash. 53, London Road, St. Albans (evenings). [6968

INSTRUCTION MANUAL for 1930 M.G. Midget, also early M.G. Car Club badge. Box No. R.986. [6986

500-C.C. OR 350-c.c. J.A.P. racing engine or incomplete engine. Mr. Sparrey, 112, King Edwards Road, Hackney, London. Tel.: Larkswood 7330. [6999

CYLINDER HEAD, MANIFOLDS, S.U.'s for Vanguard Sportsman, also front discs c/w hubs, servo for Standard Ensign. Box No. R.023. [7023

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RACING CAR TRAILER. Also towing attachment for Austin Somerset. Billingham, New Boughton, Bickley Park Road, Bromley, Kent. [7034

WANTED: JUDSON SUPERCHARGER for 40 h.p. Volkswagen. Any condition. Offers to Box No. R.069. [7069

VINTAGE BENTLEY 3-litre Red Label V.D.P. tourer. State price and any modifications from original. Edmonds, 9, Edward Road, Kennington, Oxford. Tel.: 35236. [7071

DINKY TOY Pre-War models. Full details and price. Box No. R.893. [6893

ROCHDALE G.T. wanted, cheapish. Engine, etc., unimportant. Robin Russell, 60, Haling Park,Road, Croydon. [7194

LAGONDA WANTED FOR spares. Any model, condition, or location, if cheap. Box No. R.235. [7235

WANTED, ANY VINTAGE Bentley, body, style or condition unimportant, mechanics must be good, also interested in any other vintage or Edwardian cars, cash waiting. S. J. Langton, Johns Cafe, Chichester. [7248

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HARD-TOP for 1960 Alpine. Details, price: Rodgers, 111, Glandon Drive, Cheadle Hulme, Cheshire. [7131

A/H. BN1 CHASSIS. Pim, Lukin Wood, Mortimer, Berks. [7168

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WANTED IN GOOD condition, Triumph Dolomite 4-cylinder, 1938/9, saloon or coupé. Edwards, 11, Park Road, Wanstead, E.12. Tel.: WAN 4717. [7140

WANTED, ULSTER AUSTIN Seven. Good price for near original car. Details to: 27, The Crescent, Adel, Leeds, 16. Tel.: 678449. [7148

APRILIA, IMMACULATE, post-war preferred. Passable by Lancia. Realistic price. What offers. Box No. R.158. [7158

VAN OR ESTATE car of character. Anything considered. Realistic price. No rubbish. Tel.: LOU 4926. Box No. R.158A. [7158A

DISCERNING YOUNG MAN requires Bugatti, or Bugatti parts. Box No. R.166. [7166

MORGAN PLUS FOUR or TR4. Cash awaits immaculate 1961/2 tourer. View anywhere. Full details. Rickaby, Meadowfield Drive, Cleadon, Sunderland. [7169

DELAGE DESPAIR! D.I.S.S. crown-wheel (4.08 : 1) urgently needed. Box No. R.183. [7183

M.G. M-TYPE or similar. Must be roadworthy. Offers to: Hannay, 2, Park Road, Yeovil, Som. [7203

WANTED, HARD-TOP and sliding sidescreens for M.G. TD. Tancock, 14, Holmleigh Road, Gloucester. [7187

FOR HOME LEAVE. Anything large, reliable and comfortable. Maximum 3½-litres, £120. Write Lunnon, Ariel Hotel, Hayes, Middlesex, or Tel.: Skyport 2552 on arrival date, September 10th. [7199

ALVIS FIREFLY d/h. coupé. Must be in first class order. Details, price and photos if possible. Champion, 53, Jobs Lane, Coventry. [7214

ORIGINAL AUSTIN SEVEN Speedy engine or parts. Nippy radiator, carb. or any genuine Seven sports spares. All letters answered. Fuller, 42, Benden House, Hither Green Lane, Lewisham, S.E.13. [7218

OPEN VINTAGE TROJAN in good running condition. Bullett, 19, Naseby Road, Solihull, Warwickshire. [7219

CASH WAITING for Sunbeam-Talbot 90 Mk. III and open V.D.P. Bentley. Apply Box No. R.224. [7224

LEA-FRANCIS TWIN-CAM, 1927. First-hand information on this engine greatly appreciated. Also interested in spares, drawings or literature. Baldock, Sycamore, Ightham, Kent. [7232

XK140 F.H.C. WANTED. Prefer one owner. Kitchen, 9, Fortescue Road, Paignton. Tel.: 83461. [7261

WANTED FOR MINI. Alloy flywheel, Cooper crankshaft, pistons, air cleaner, anti-roll bar, Hydrovac. 9, Mansfield Street, Sherwood, Nottingham. [7281

VOLKSWAGEN SOUPING EQUIPMENT: Fish carb., supercharger, etc., good and reasonable. 125, Green Lane, Dronfield, Derbyshire. Tel.: 3847. [7230

ROLLS-ROYCE, male dynamo drive gear, 29 teeth, good condition, for 1926 "20." 20, Anchorage Road, Sutton Coldfield, Warwicks. Tel.: SUT 5389. [7287

PRE-WAR MORRIS EIGHT, 2- or 4-seater tourer, good condition. M.O.T. cert. essential. Bristol area. Stephens, "Woodside," Frost Hill, Congresbury. Tel.: Yatton 2164. [7301

G.P. BUGATTI WANTED. Must be in restorable condition. Brescia or tourer considered. Box No. R.308. [7308

BRISTOL ENGINE and B.M.W. spares. Good condition only. Also bonnet for 328 B.M.W., and original tool case. Kingshouse, Tillington, Petworth. [7311

"A" SERIES (A35) modified cylinder head. Gray, 57, Pierremont Road, Darlington, Co. Durham. [7318

AUSTIN HEALEY BN1 screen, bumper, rev.-counter. Dawe, Tel.: HOL 3594 (office). [7336

LANCIA APRILIA WANTED. Must be in good condition. Stoyel, Lower Penyclawdd Farm, Dingestow, Monmouth. [7363

ENTHUSIAST STARTING COLLECTION requires offers and particulars of following: Rolls-Royce 20 approximately 1925; Bentley 4½-litre, blown, 1930 or earlier; English-made veteran car around 1904. All complete, original and in good running order. Box No. R.416. [7416

LOTUS 7, tatty or less engine. £200 approx. paid. 68, Wickhurst Road, Portslade, Sussex. Tel.: Brighton 682738 (between 9-5 p.m.). [7456

WANTED: ONE NEW Davies balloon cord tyre, size 28×4.50/19 or 27×4.40. 301, Lincoln Road, Enfield, Middlesex. [7476

SUPERCHARGER. Centric 260 or Shorrock for 1,500-c.c. engine. Barton-Hall, 5, Greenway, Berkhamsted. [7483

DELLOW Mk. II WINDSHIELD, hood, tonneau, sidescreens. Box No. R.083. [7083

WANTED, PRE-1958 PORSCHE. Condition of bodywork and engine immaterial. State price required and details to cash purchaser. Will view anywhere. Rice, 75, Talbot Road, Bristol, 4. Tel.: 77147. [7114

REGISTRATION NUMBER MW plus low numeral. Please state prices. Whitehead, 74, Nether-Edge Road, Sheffield, 7. [7117

TRIUMPH TR3, 1956/57. Must have discs. Prefer overdrive and hard-top. Cash. Consider M.G.-A f.h.c. 66, Aros Drive, Mosspark, Glasgow. [7128

CITROEN WANTED in exchange for Allard. See "Exchanges" column. Box No. R.446. [7446

MISCELLANEOUS

BORGWARD SPARES REQUIRED, anything useful, especially central gear-change, TS engine, etc. Clark, Mulsanne House, Harker, Carlisle. [6988

ENTHUSIAST, AGED 20, sports-car owner, would welcome company of intelligent young lady with genuine interest in motor sport. Box No. R.878. [6878

NOVICE (FEMALE) requires enthusiast for rallying. S.W. England. Box No. R.984. [6984

PAIR BLACK MICROCELL Contour 6 seats with Mini underframes. Unused. Best offer secures. Inness, Gilling West, Richmond, Yorks. [6888

£15 OFFERED for registration No. GED 1 or £10 for other single figure. Box No. R.907. [6907

SALE HARD-TOP for Austin-Healey 3000 or 100 as new £35. Box No. R.260. [7260

THE B.S.A. FRONT WHEEL DRIVE CLUB caters for all Beesa enthusiasts. Apply to the Secretary at 90, Greenvale Road, London, S.E.9. [7031

FRUSTRATED M.G.-A OWNER lacking garage seeks enthusiast with same. Mutual help repairs. Tel.: KEN 9334. [7095

P.V.T. OWNER needs petrol money, would share mews flat/garage N.W.8 with similar type. Box No. R.309. [7309

BACHELOR INTERESTED RALLYING seeks gay, lively, young lady with similar interests. Sussex, Surrey, Hants area please. Box No. R.356. [7356

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MINOR 1000 tourer, 1958, low mileage, value £265, for fixed-head XK140 or 150 Jaguar with overdrive. Cash adjustment. Tel.: Caterham 3042 (10 a.m. till 7 p.m.). [7296

T.V.R., 1959. Ford 105E engine and 4-speed gearbox, fully modified. Wire wheels, four new tyres. Excellent condition. £395, or would consider small saloon as part exchange. B. Coupland, 57 High St., Biggleswade, Beds. Tel.: Biggleswade 2245 [7338

RAPIER, 1959, o/d., Cinturas, for Alpine, Healey 3000. Manby, Tel.: Bournemouth 24044 (daytime). [6884

1950 LAGONDA 2.6-LITRE saloon, excellent condition, four new tyres. Exchange estate wagon, vintage Rolls Twenty for preference. Box No. R.049. [7049

SIMCA ELYSEE (Dec. 1962), 8,000 miles (£575), for sports car or saloon around £300, cash adjustment. Lieut. Lawrence, 11, Signal Regt., Catterick Camp, Yorks. [7137

JAGUAR Mk. V 3½, 1952. Michelin "X"s. A very fine example of this much sought after car. £125, or exchange smaller car. 189, Loddon Bridge Road, Woodley, Reading. Tel.: Sonning 3613. [7357

M.G.-A TWIN-CAM, discs, 35,000, late 1959, £450; also 1955 Mercedes 220A, radio, £400. Exchange either car for Volkswagen, small saloon or W.H.Y.? Cash either way. Snowdon, 9, Spencer Close, Hedon, Yorkshire. Tel.: Hedon 83465. [7366

1963 SAAB EXCHANGE VW 1500 saloon, estate, left, right drive, 1963 VW 1200, Prinz 4 and cash, or sell. Davies, 76, Pennard Road, Parkmill, Swansea. [7438

ALLARD K-TYPE. Recond. engine, recent tyres. Mechanics, body, good. Paint, hood, require assistance. Exchange for Citroën. Box No. R.445. [7445

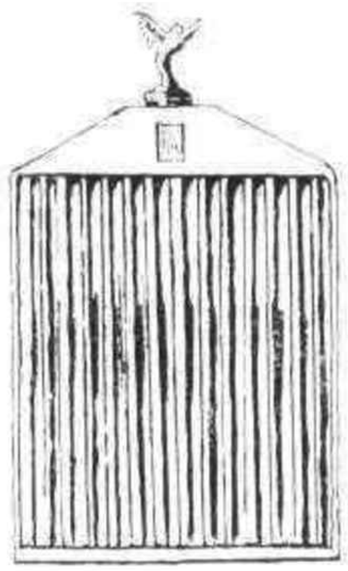
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UNDERGRADUATE, 20, discontinuing studying for degree in mechanical engineering due to financial difficulties. Keen student of Sport. Seeks employment in any branch (vintage, modern, rallying, etc.). Preferably active, and leading to organisational rather than design post. Box No. R.202. [7202

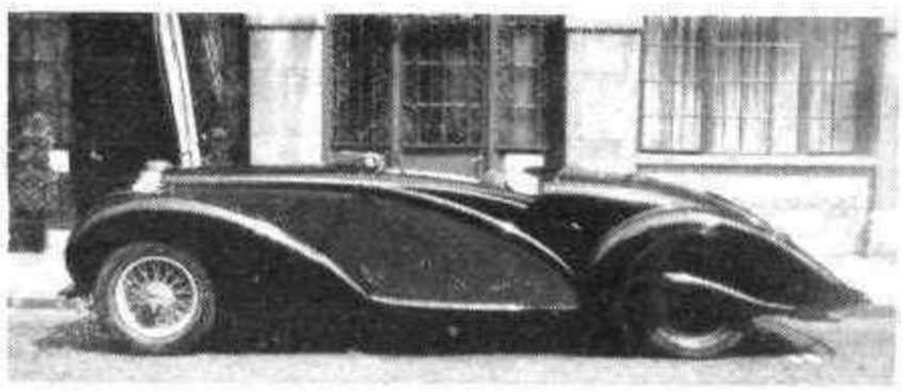
YOUNG MAN, 19, G.C.E., clean licence, seeks position with competition team. Will consider anthing, anywhere, aim competition driving. Box No. R.265. [7265

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

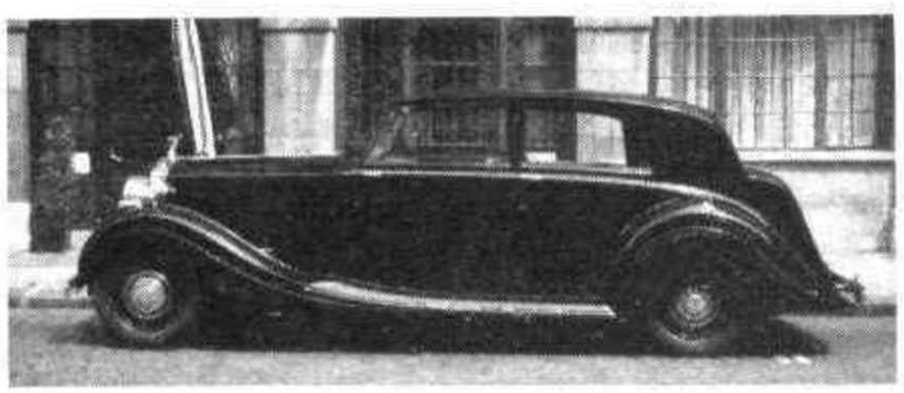


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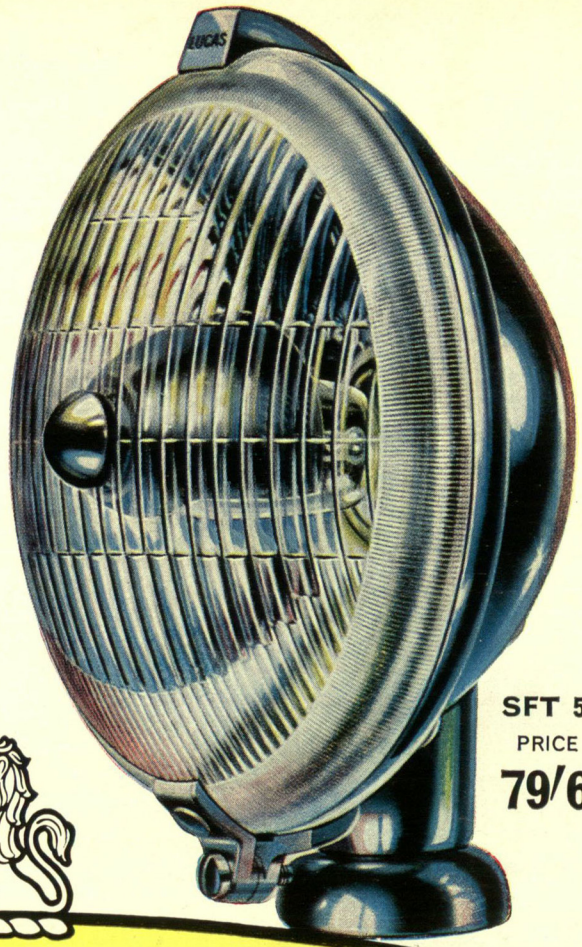
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