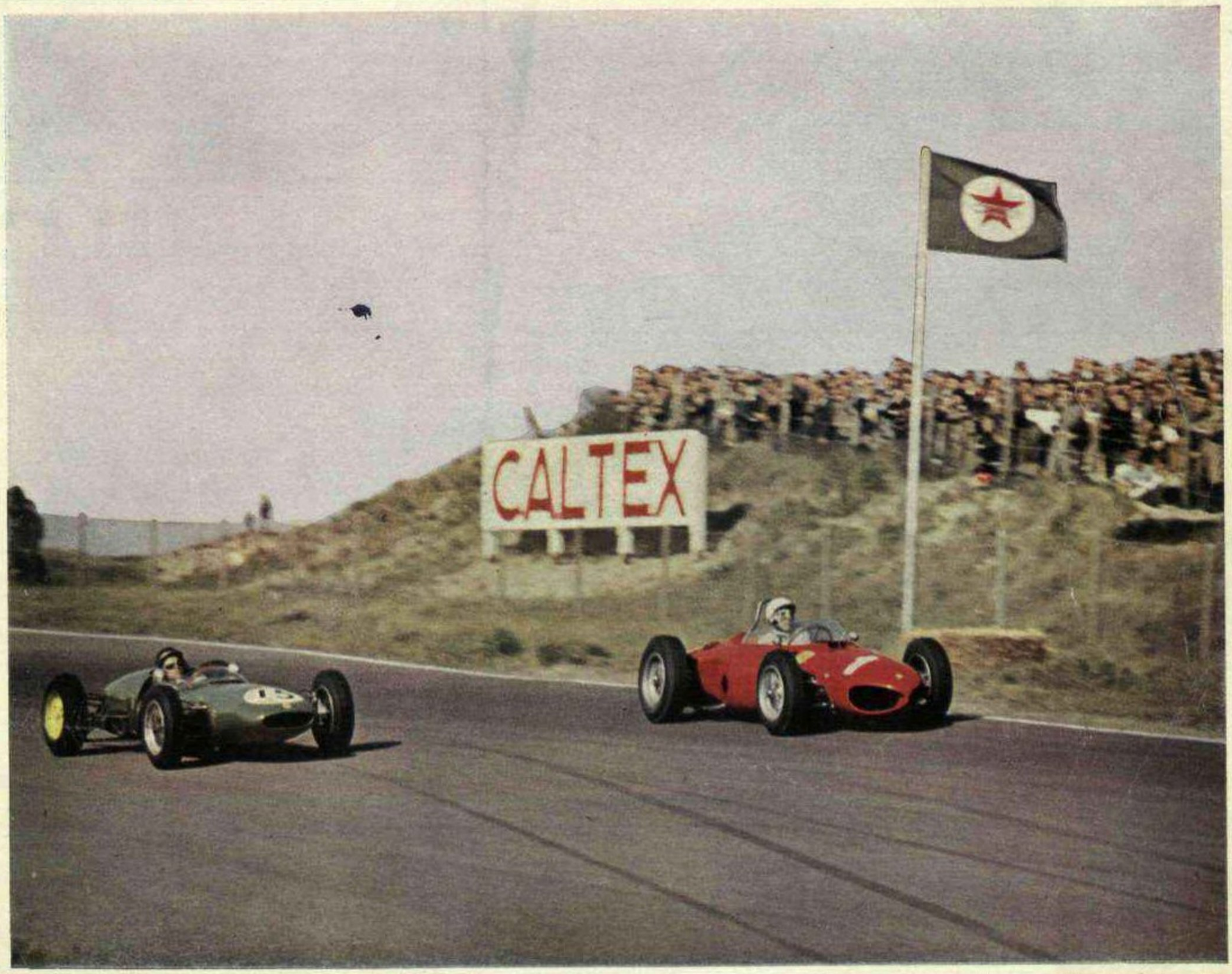
Vol. XXXVIII No. 1 TWO SHILLINGS January 1962

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



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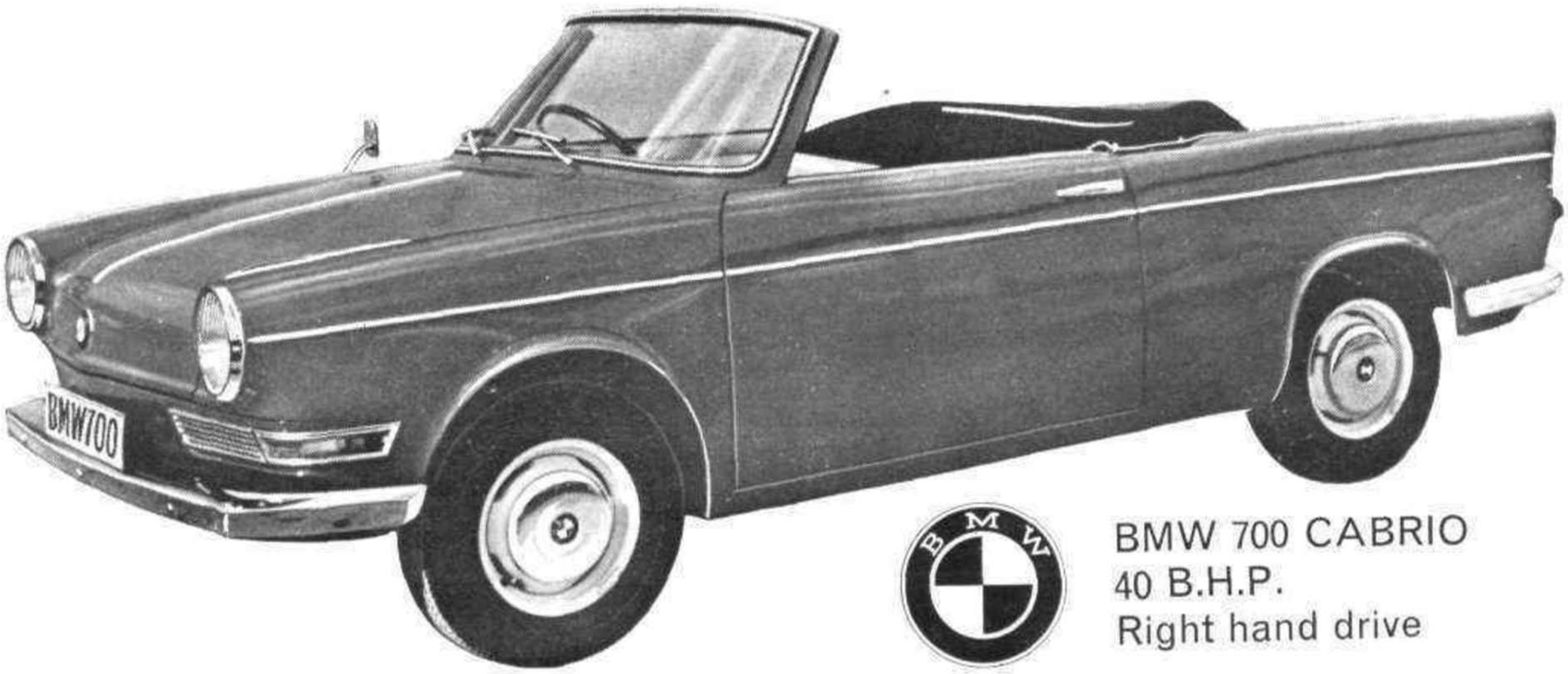
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BMW 700 comes to Britain



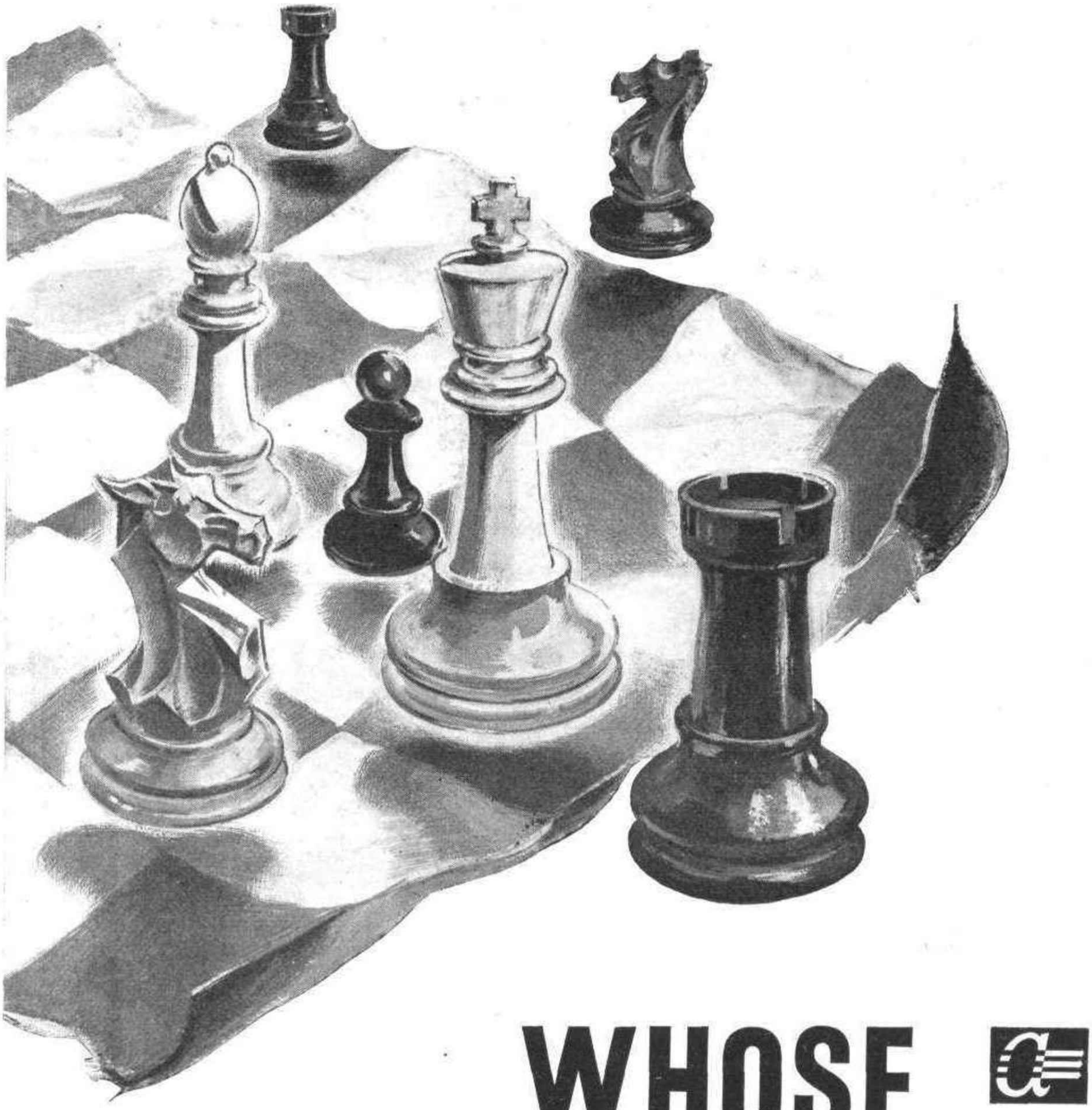
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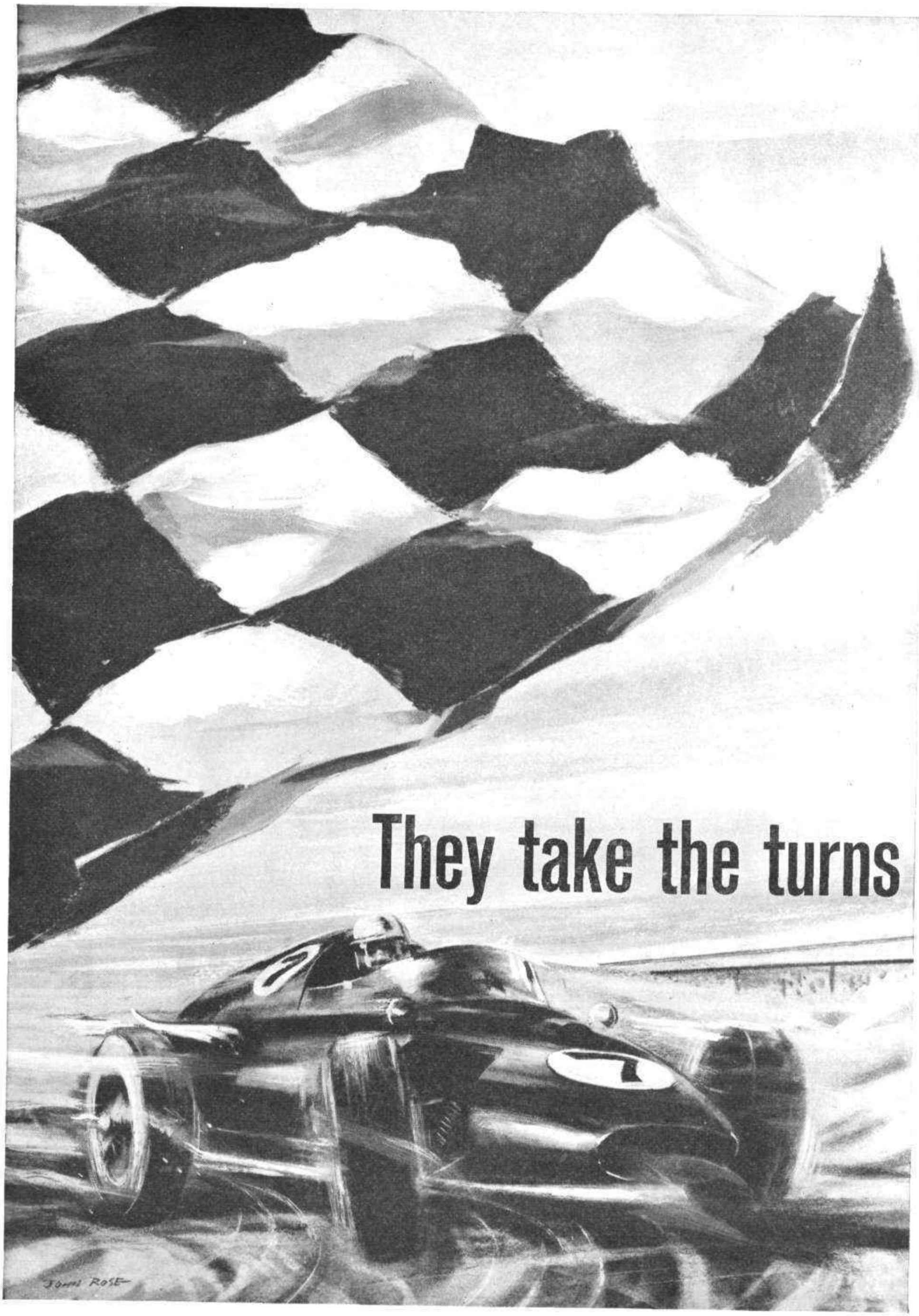


WHOSE TURN?

To a race-driver, everything turns on the corners. It's by taking each turn a little faster than opponents that, lap by lap, winning leads are built.

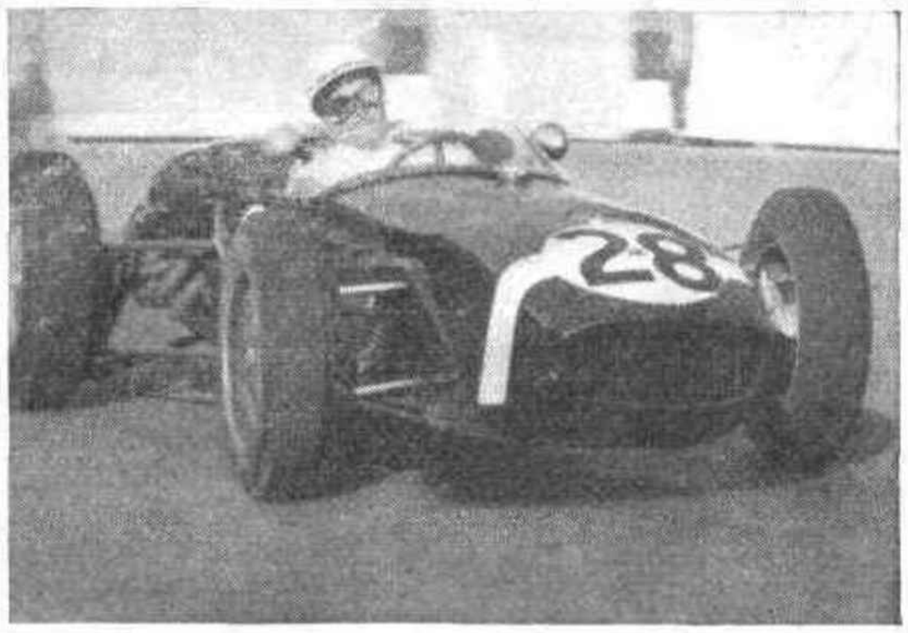
Good steering performance is vital to getting a racing-car home first. Good steering is vital to getting *your* car home *safely*. For more about the meaning of good steering, see the message on the next three pages.

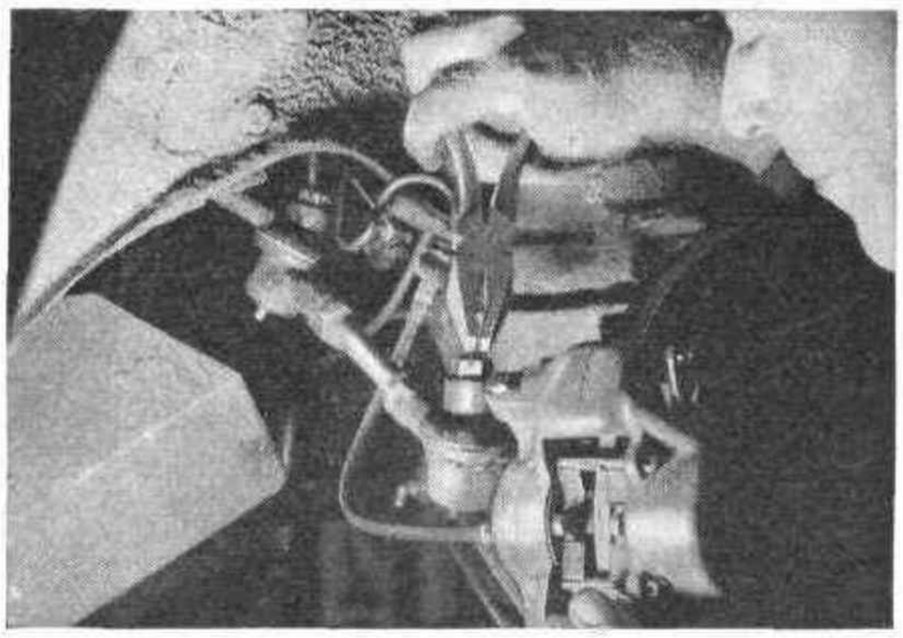
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- ● Jan. 4 The Racing Car Show — Full Report. South African G.P. Boxing Day at Brands Hatch.
- ● Jan. 11 Racing in South Africa and New Zealand. Road Test of the Austin Healey 3000.
- ● Jan. 18 Preview of the Monte Carlo Rally.
- ● Jan. 25 Monte Carlo Rally — Progress Report. Racing in New Zealand. Feature — Current Tyre Trends. Road Test of the Standard Vanguard Luxury Six Estate Car.

Plus usual Track Topics — Rally Round-up — Club coverage and features of interest to all.

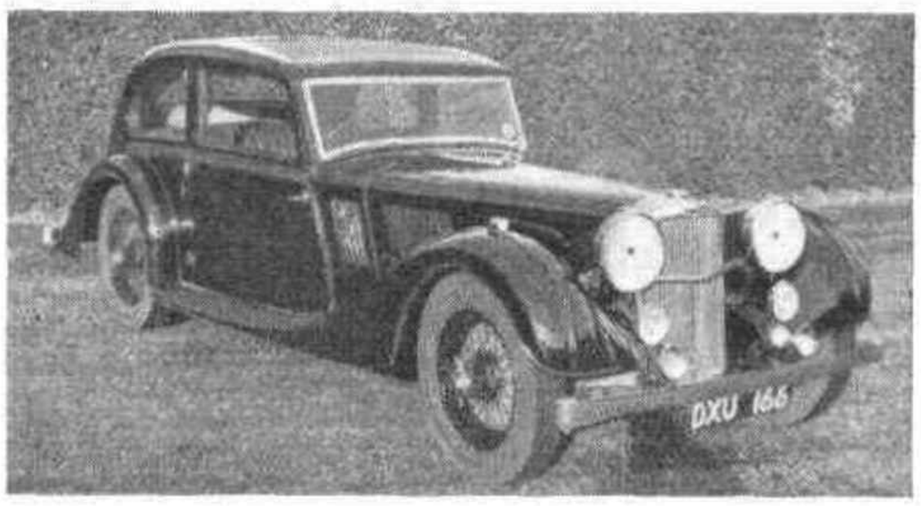
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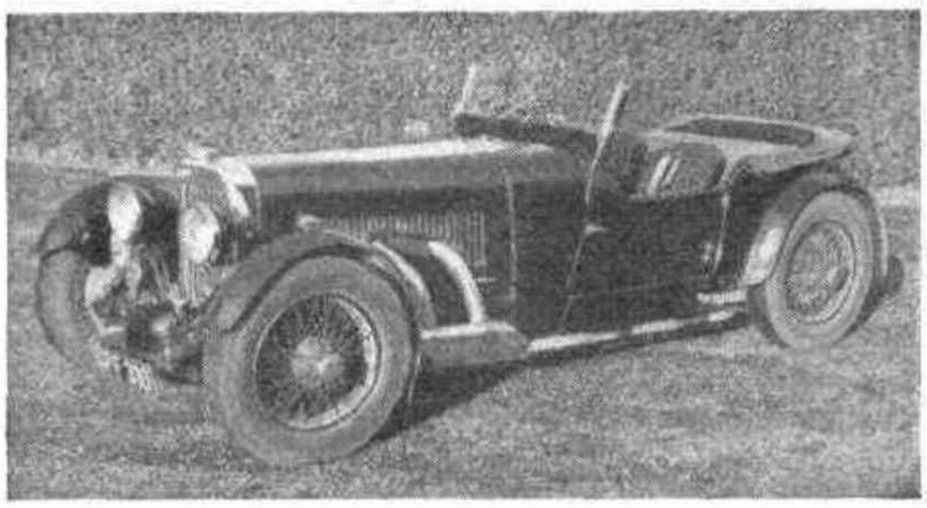
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1951/2 HOTCHKISS 3½-litre sports saloon first registered in 1953. Finished in dark blue with blue leather upholstery. Radio, heater, etc. These cars are renowned for their fantastic performance and superb handling characteristics. **Offers invited.**

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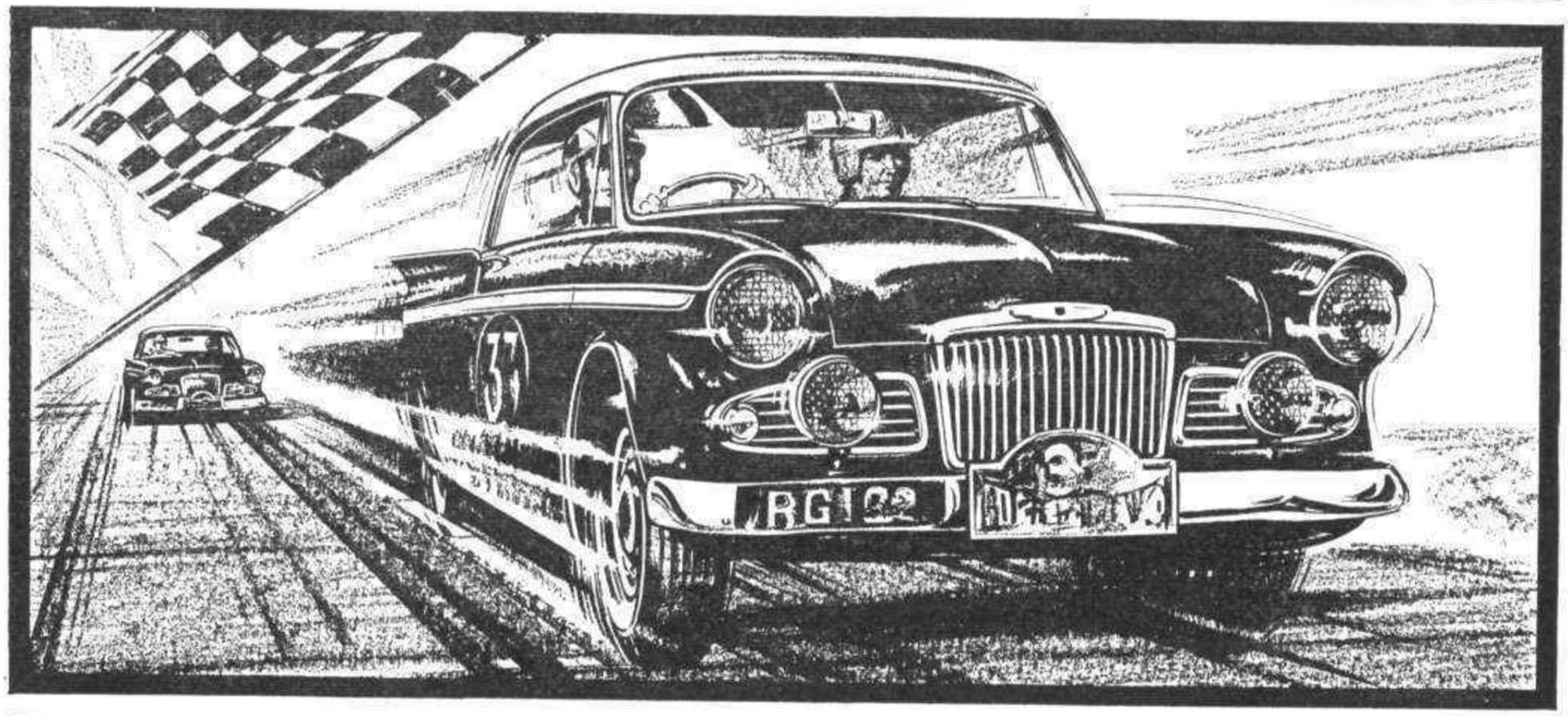
1954 series M.G. TF 2-seater, finished in ivory and fitted with a reconditioned engine, wire wheels, Michelin "X" tyres, etc. Exceptional condition, **£395.**

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1st (outright winner), also 1st, Series Production Cars (1,301-1,600 c.c.)

INTERNATIONAL SCOTTISH RALLY

1st (outright winner). Also, 1st, Grand Touring Cars (over 1,300 c.c.), 1st, Improved Touring Cars (over 1,301 c.c.)

MEXICO CITY 50 KILOMETRES RACE

1st and 2nd, Production Cars (1,300-1,600 c.c.), lapping the car placed third.

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EAST AFRICAN SAFARI

1st, Series Production Touring Cars (1,301-1,600 c.c.)

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(29th Grand Prix D'Endurance). Index of Thermal Efficiency Cup. (The secondmostvaluable prize.) Fastest car with the lowest fuel consumption, covering 2,194 miles at an average of 91 m.p.h.

R.A.C. INTERNATIONAL RALLY

Manufacturers' Team Prize. 1st, 2nd, 4th and 5th Series Production Touring Cars (1,001-1,600 c.c.)

RIVERSIDE (CALIFORNIA) GRAND PRIX D'ENDURANCE

1st (class up to 1,600 c.c.)

GREEK ACROPOLIS RALLY

Manufacturers' Team Prize, Manufacturers' Trophy and Manufacturers' Cup.

INTERNATIONAL ALPINE RALLY

Manufacturers' Team Prize (best team of 3 foreign cars) won outright. Also best team irrespective of size, class or nationality. Best times in special tests. 1st, 2nd and 3rd, Series Production Touring Cars (1,301-1,600 c.c.)

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VOL. XXXVIII No. 1 FIVE ROAD-TEST REPORTS JANUARY 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

THE A 5 BOTTLE

First the A 6 murder, then the A 5 bottle. We refer to the lemonade bottle flung by P.C. John Bignold through the windscreen of a young student's Austin Healey as a means of stopping it for exceeding the speed limit in Towcester. Note that the driver of this sports car wasn't a criminal fleeing from justice, just an ordinary motorist driving fast up A 5 in the very small hours of the morning, when his alleged speed of 100 m.p.h. before entering the town was nothing exceptional on this excellent, straight and now largely-deserted road. He was being followed by a police car but it was the bottle thrown by a police constable that stopped him.

John Gordon in the *Sunday Express* was but one of many reputable commentators who are askance at this remarkable episode. When this young driver came before the Magistrates he explained that he saw what he assumed was a drunk on the road waving his arms and naturally preferred to steer round him rather than stop. He went over the Towcester traffic lights quite properly when they were green. For exceeding 30 m.p.h. in this deserted built-up area at 4 a.m. he was fined £10 and disqualified for six months on a charge of dangerous driving—plus the cost of a new screen.

The bottle-lobbing policeman acted far more dangerously but we have not heard whether his action was condemned or commended by the Court. The driver could have been killed, blinded for life, could have swerved and struck a house or innocent early-morning pedestrian, or the bottle might have missed its target and done much damage. We are not clear how this zealous police constable knew it was so essential to stop this speeding sports car, or even that it was the right car to stop. We do not believe the Austin Healey was still doing 100 m.p.h. in the town—you try hitting a car doing "the ton" in the dark, scoring a bull's-eye first go—even discounting the possibility that policemen are not normally equipped with empty bottles as part of their equipment and so presumably the Towcester man had to stoop to pick one up . . .!

A lot has been made of the fact that a police Jaguar pursued the Austin Healey for 12 miles without managing to stop it. We leave it to mathematically-minded readers to calculate how long the average Jaguar requires to close on a car passing it at 100 m.p.h., assuming it to be stationary when the chase commences. . . .

Motorists in general should call for a full explanation of this un-British episode, which will do nothing to cement good relationships between motorists and the police.

We hope sincerely that armouries of empty bottles are not being built up in Northamptonshire police stations for the express purpose of bringing to rest speeding cars that it is beyond the scope of their mobile police, even when Jaguar-mounted, to catch. We have asked the Triplex Glass Co. Ltd. for their opinion as to whether laminated glass windscreens would be sufficient protection from flying mineral bottles, but they do not seem very optimistic. . . .

Fortunately, ex-rally driver John Gott, M.B.E., G.M., is Chief Constable of Northamptonshire, so we can hope that he has already dealt with the police constable with the Bisley-aim and that no more episodes of this kind against foolish but not criminal drivers will take place. If they do, Britain will have taken a step nearer the Police State.

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Front Cover Picture : WORLD CHAMPION PHIL HILL in his Championship-winning Ferrari having a duel with Jimmy Clark (Lotus-Climax) in the Dutch Grand Prix.

PURCHASE TAX ON RACING CARS

The vexed question of the Government's decision to withdraw the purchase-tax concession on racing cars occupied five minutes in the House of Lords on December 5th last year (Hansard "Parliamentary Debates," Vol. 236, No. 17). At 2.40 p.m. Lord Montagu of Beaulieu asked Her Majesty's Government whether, for the sake of the future of British motor racing they would reconsider their decision to discontinue allowing purchase tax rebate on racing cars.

This had the pleasant result that Lord Mills, the Minister Without Portfolio, told the House that Her Majesty's Government recognise the value to the British Motor Industry, on grounds of prestige and technical development, of successful British participation in International motor racing. He went on, however, to say that "in present circumstances" it would no longer be justifiable to maintain a special concession for racing cars and suggested that the Industry should support racing "to the extent that they consider this would be warranted by the benefits which it would bring to them."

Earl Howe asked whether the noble Lord was aware that many motor-racing firms are not big firms "such as, shall we say, the B.M.C." Lord Mills said he was quite aware which firms participate in racing but not aware that they cannot go on if the rebate is withdrawn, as it will be." Lord Derwent pleaded that purchase tax is chargeable only on passenger-carrying cars, Lord Windlesham that racing cars are prototypes and "that the reliability of the cars in which your Lordships come to this House every day is largely affected by the experiments which are carried out in this

Continued at the foot of the next page

Motoring Sport Events for January

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Jan. 5/6th ..	M.C.C.	London*	—	37th Exeter Trial (*R.*)	9.21 p.m.
,, ..	S. Wales A.C.	Cardiff†	—	Welsh Rally (*R.*)	8.00 p.m.
Jan. 6/7th ..	V.S.C.C. (Midland)	Longmynd Hotel	Church Stretton, Salop	Measham Rally (*R.*)	10.30 p.m.
Jan. 7th ..	Peterborough M.C.	" King's Arms "	Gt. Weldon, Nr. Corby	Warco Cup Trial (*R.*)	10.30 a.m.
,, ..	W. Essex and 4 Ways C.C.s ..	"Three Jolly Wheelers "	Woodford Bridge	Capricorn Rally (*C.*)	9.30 a.m.
Jan. 13/14th	Lincolnshire A.C.	M.R. 113/063468	Sleaford	Lincolnshire Rally (*R.*)	8.00 p.m.
,, ..	Austin Healey Club	Park Langley Garage	Beckenham, Kent	Rally (*R.*)	8.00 p.m.
,, ..	Mascot M.S.C.	Connaught Engineering Ltd.	Ripley (A 3)	Philips Rally (*R.*)	9.00 p.m.
Jan 14th ..	Eastern Counties M C	M.R. 136/064572	Stowmarket	Driving Tests (*C.*)	1.00 p m.
,, ..	Leicester C.C.	" Bull's Head "	Shenstone	Production Car Trial (*C.*)	10.30 a m
Jan. 20th ..	Ashford (Kent) M.C.	Robin Hood Café	Ashford, Kent	Rally (*R.*)	7.00 p.m.
Jan 20th/21st	Nottingham S.C.C.	R.A.C. Office	Nottingham	Rally (*R.*)	11.00 p.m.
,, ..	B.R.S.C.C. (N.)	Ilkley	Ilkley	Rally (*R.*)	11.00 p m.
,, ..	Harrow C.C.	M.R. 159/813984	Princes Risborough	C.L.J. Cup Rally	9 30 p.m.
,, ..	B.A.R.C. (Surrey)	Park Langley Garage	Beckenham (Kent)	Rally (*C.*)	10.00 p.m.
Jan. 21st ..	Burnham-on-Sea M.C.	Westbury	Wells	Trial (*C.*)	2.00 p.m.
,, ..	B.A.R.C. (S.E.)	Alfriston	Eastbourne	Production Car Trial	10.00 a.m.
,, ..	Welsh Counties C.C.	Coco-Cola Factory	Cardiff	Driving Tests (*C.*)	2.00 p.m.
,, ..	432 M.C.	M.R. 131/124¾778	Birmingham	Driving Tests (*C.*)	10.30 a.m.
Jan. 27/28th	Mid-Thames C.C.	Roundabout Garage	Horley	Mid-Winter Rally (*R.*)	8.45 p.m.
,, ..	Romford Enthusiasts' C.C. ..	Lychfield Café	Whitham	Clockwatchers Rally (*R.*)	9.30 p.m.
,, ..	Sutton & Cheam M.C.	M.R. 170/162584‡	Leatherhead	3rd Tempest Rally (*R.*)	9.00 p.m.
,, ..	N. Wales C.C.	Colwyn Bay	Colwyn Bay	Rally (*C.*)	11.30 p.m.
,, ..	C.U.A.C.	Ilkley	Otley	Mini-Monte Rally (*R.*)	8.00 p.m.
Jan. 28th ..	N.A.L.G.O. (Met. Dist.) ..	Tottenham Lido	London, N.17	Rally (*C.*)	9.30 a.m.
,, ..	VW.O.C.	Badger's Mount Café	Knockholt, Kent	Rally (*C.*)	10.30 a.m.
,, ..	M.G. C.C.	High Post Hotel	Gt. Durnford	Production Car Trial (*C.*)	10.00 a.m.
,, ..	M.G. C.C. (N.W.)	Langroyd Hall	Colne (Lancs)	Rally (*R.*)	12 noon

* Other starts will be at Launceston and Kenilworth and the finish will be at Weymouth.
† Other starts will be from Gloucester and Church Stretton.
‡ A second start will be from Lex Garage, Reading (M.R. 159/752739) from 9.00 p.m. onwards.

MATTERS OF MOMENT—continued from previous page.

way." Earl Howe asked what would be the gain of removing the concession and was told : "About £30,000." Lord Stoneham asked whether this amount had been set against the value of racing cars for research purposes but was told this hardly arises. The Earl of Swinton then ended the discussion with the words : " My Lords, is this not perhaps another case for a pause for the moment ? " At 2.45 p.m. the House turned its attention to the next question on the Order Paper. . . .

Well, it is nice to know which of the noble Lords are on our side and we congratulate Lord Montagu for raising the matter. In former times we imagine the problem could not have arisen, because each manufacturer raced their own cars and did not build them to sell. Today the tax goes on because selling as well as operating G.P. cars is big business, or else because of financial complexities within the firms concerned. To have continued the concession would have reflected well on the Government at a time when British engineering prestige is vital to commercial virilitv.

Taxation in general, and on motoring in particular, is savage in this country and it could be that at the next General Election many motorists may cease to feel conservative about voting and may do so more liberally than before, unless the existing Government acts quickly to ease the burden of middle-class motorists, the majority of whom have no Unions behind them to ensure that wages keep pace with the ever-rising cost of living and few of whom enjoy tax-free profits on Stock Exchange deals.

13th R.A.C. TRIALS CHAMPIONSHIP

REX CHAPPELL, 1960 Trials Champion, driving his Cannon-Ford trials car, successfully defended his title by a clear eight points at the R.A.C.'s 1961 Championship event, which was held at Ilkley on December 16th, and organised by the Yorkshire Sports Car Club. A strong challenge by John Harrison (Harford) and Peter Highwood (Canhi) was just held off, despite the former having a slender lead at the halfway stage.

The morning tests were undertaken on mist-shrouded pasture-land at Wharfedale Grange Farm, Ben Rhydding, Nr. Ilkley, the cars being routed to the location by the local constabulary and encouraged by the townsfolk, who turned out in force to see the cavalcade of eighteen cars started by the Chairman of the Ilkley Council. The grass on the hills soon turned to mud, although the method of constantly moving the running order for each driver evened out any handicap for those starting initially at the tail-end of the field. At the lunch-break at the Lister's Hotel, John Harrison was leading with 62 points, Peter Highwood had 63, Ron Kemp (Cannon) 65, and Rex Chappell 68.

The afternoon sections were held up in the moors, away from the low-lying mist and most hills wended their way through birch saplings and brambles. Several tests included small streams and all had muddy patches, with a number of tightly marked sections and, occasionally, a tight turn on an adverse camber, which tended to throw the backs of the cars across the marker tapes, thus causing several to drop points before actually losing traction. John Harrison found his differential had broken on arrival at the afternoon sections and a hurried journey back to Ilkley produced a spare which was fitted in record time and allowed the young Sheffield driver to continue without penalty. Unfortunately, the excitement of a quick repair job seemed to put the driver off his style and the first hill in the afternoon saw a complete failure and a loss of twelve points. This was really the turning point in the Championship and allowed Rex Chappell to get the lead within the next few hills. A determined drive by Harrison on the following hills pulled back some of the lost points and he eventually managed to finish second with 100 points lost, eight behind the winner, Rex Chappell. Peter Highwood finished third with 102 points.

Of the eighteen cars competing, eleven were Cannons, three were Harfords (Mk. I, II and III), two were just called Ford Specials, one had the name " Oliver," while another, a modified Cannon driven by Peter Highwood, was called a " Canhi." All were using the Ford side-valve engine in either the E93A (which is preferred for its slightly lower power output) or the 100E version. The majority used a Ford Eight cylinder-head to increase the compression-ratio, or the aluminium Aquaplane head.

Gear ratios in general were the usual Ford 10 used in conjunction with slightly larger rear wheels, and the favourite clutch was the stronger Thames van version. All the Cannons had transversely mounted front leaf springs with two Armstrong-type telescopic dampers, and the three Harfords had one centrally mounted damper.—E. W.

Results:

1st: R. Chappell (Cannon), 92.
2nd: J. F. Harrison (Harford), 100.
3rd: P. F. Highwood (Canhi), 102.
4th: R. Kemp (Cannon), 108; **5th:** I. E. Portlock (Cannon), 118; **6th:** E. Harrison (Harford), 121; **7th:** G. L. Holdrup (Cannon), 136; **8th:** F. T. Lewis (Cannon), 136; **9th:** G. D. Hobson (Ford Special), 137; **10th:** E. Jackson (Cannon), 140; **11th:** B. H. Dees (Cannon), 146; **12th:** L. Hart (Ford Special), 147; **13th:** J. Deeley (Oliver), 160; **14th:** T. C. Harrison (Harford), 165; **15th:** G. Lindsay (Cannon), 165; **16th:** C. W. Pollard (Cannon), 165; **17th:** G. J. Newman (Cannon), 168; **18th:** T. A. Marshall (Cannon), 185.

(18 *starters*—18 *finishers*).

RE-STYLED SPRITE



SPORTING CAR AT A SPORTING VENUE.—The Mk. II Austin Healey Sprite hard-top is seen at the top bend of Dean hill, on the Hampshire/Wiltshire borders. It was here that the J.C.C. held public-road speed hill-climbs in vintage times, Raymond Mays' Bugatti making f.t.d. in 1922. It was said that after their dice competitors were rewarded by a view of the spire of Salisbury Cathedral from the summit.

MR. HARRIMAN, Chairman of the great British Motor Corporation, has said that sports cars are the mainstay of B.M.C.'s exports, so we were interested to try the latest Austin Healey Sprite, which came to us in Mk. II De Luxe hard-top form.

For just over £655, p.t. paid, you get a small and lively 2-seater capable of 85½ m.p.h. which clings well to the road, has adequate brakes, and is generally fun to drive, albeit acceleration is only average (is a car a sports car that needs nearly 22 sec. for a s.s. ¼-mile, or 20 sec. to reach 60 m.p.h. from rest?). With a 948-c.c. engine developing nearly 50 b.h.p. and simple hard-top body, the Sprite is not exactly quiet and refined over its work. With hard-top and other extras the price tops £781.

The revised Sprite has more power, a close-ratio gearbox as standard, and conventional body-styling with headlamps recessed in the front wings and a lift-up boot-lid. Indeed, the appearance is less distinguished than before, one person mistaking the Sprite for a Turner.

The essence of this little Austin Healey is simplicity. The central remote gear-lever is in the best sports-car tradition, but is placed too high and works well but not with the outstanding merit of certain B.M.C. sports-car gear-changes. The pull-up hand-brake, on the near side of the prop.-shaft tunnel, has no fly-off action. Minor controls consist of flick-switches for the non-cancelling direction-flashers, lamps and wipers, and knobs for starter, choke, heater, cigarette igniter, and screen-washers, while instrumentation is confined to a fuel gauge, combined thermometer and oil gauge (reading 160° F. and up to 60 lb./sq. in.) and matching 100-m.p.h. speedometer with total and trip with decimal distance recorders and a simple 6,000-r.p.m. tachometer. The latter is straked between 5,500 and 6,000 r.p.m.

There is a grab-handle for the passenger, an indifferent rear-view mirror which should be supplemented by wing-mirrors, and single-spoke steering wheel with horn-push in the hub. Crash padding is dispensed with, instrument lighting can be switched out by an under-facia switch, and the doors have good pockets. Forward visibility is fine but the roof-line is low, which, coupled with Perspex sliding side windows, restricts the view to the sides. The hard-top is crude, the sliding windows becoming stiff to open in frosty weather (and, as no external door handles are fitted, they have to be opened to gain entry to the car) and exhaust resonance on the over-run is magnified by it.

The rack-and-pinion steering functions well, without kick-back, is delightfully " quick " and light, geared 2⅓ turns lock-to-lock with scarcely any lost motion, and the car possesses road-holding in keeping with its character although the rigid back axle tends to rock the tail on laterally undulating surfaces. The seats, with folding backs to give access to a high luggage shelf, are only mediocre, but hold the driver securely.

Taking the engine to 6,000 r.p.m. produces speedometer maxima in the gears of 30, 50 and 70 m.p.h., and on the open road the needle will sit at 80 m.p.h. for mile after mile. For the fun it provides the Sprite is notably economical. All types of driving gave an m.p.g. figure of 38.5 and fast A 30 cruising dropped this to 37.6 m.p.g., an average of 38 m.p.g. With the raised compression-ratio it is desirable to use 100-octane petrol to kill pinking but, even so, expressed in terms of gallons against average speed this is very real economy motoring. In a total mileage of 660, rather less than ½-a-pint of oil was consumed. Twelve points need greasing and other points oiling every 1,000 miles, which hardly add up to " moderate servicing requirements," as one weekly puts it, in my estimation, especially as all chassis greasing is eliminated on the Lotus 7.

In spite of the scathing remarks of a motor trader in last month's correspondence pages to the effect that if I knew anything about cars I would know that manufacturers invariably provide keys in pairs, one square-headed, one round-headed, I have to report that this Sprite had three round-headed keys, one for ignition, one for the boot lid, one for a petrol filler lock; there is no means of locking the doors. The filler lock is an extra that I have no use for, especially as its lock protector and the lock itself proved prone to freeze-up. Other extras included Radiomobile radio, heater, lighter, wheel discs, laminated screen, hard-top, twin horns and tonneau cover.

I enjoyed driving this little sports coupé but was disappointed that on a rainy day water swilled about the floor, that the heater wouldn't work and that carburation was such that the engine repeatedly stalled after braking to a low speed, matters that reflect a lack of pride in good workmanship and inspection on the part of the Austin Motor Company. Its main purpose in life is fun and fresh air, for a Cooper-Mini saloon is as fast and 2.7 sec. quicker to 60 m.p.h., 1.3 sec. faster over a s.s. ¼-mile than this so-called sports car.

Although the Sprite saw the light of day in 1958—it was announced in MOTOR SPORT of June that year—only one standard version of the old model ever came to me for road-test, of which memories are now hazy. However, a member of the staff uses one as everyday transport and his comparison between the old and new versions is appended.—W. B.

The outcry that greeted the new Sprite was only equalled by the scorn showered on the M.G. Midget, and 200 miles at the wheel of the Mk. II gave me no great desire to own the latest model. The new bodywork, which is patently a copy of the pretty Innocenti Sprite, is not so attractive, and apart from the external boot does little for the car except add an extra 1 cwt., which is the main reason why competition drivers have stuck to the old " frog's eyes " model.

The driving compartment is virtually the same as before but the seats have a thicker cushion, reducing the gap between the lower edge of the steering wheel and the top of the cushion, so that trousers tend to be rubbed by the steering wheel. The instruments and controls are much the same except that the two-position circular combined lights and ignition switch has been replaced by a toggle switch which is much more difficult to find in the dark. As the windscreen wiper knob has also been replaced by a toggle switch these two can easily be confused.

The odometer registered over 12,000 miles at the start of our test but the engine and gearbox were extremely tight, indicating that these components had been replaced fairly recently. The " A " series gearbox loosens up within 5,000 miles and becomes quite pleasant to use if double clutching is used but the gearbox of the test car was very stiff, especially across the gate from 2nd to 3rd. On the credit side the ratios are a great improvement and when the lever is placed in 3rd gear the car continues to accelerate, unlike the Mk. I which stands still for seemingly minutes. Perhaps B.M.C. could follow aircraft practice and send out a modification kit of a new gearbox to all Mk. I owners!

Handling is virtually the same as the previous model, slightly more roll being present, although easily curable with an anti-roll bar. The back axle, well located, does not hop on bumps and gives an excellent ride as well as good understeering handling qualities. The Sprite certainly handles as well as any rigid axle car can be expected to and combined with light rack-and-pinion

Continued on page 12

ON GRAND PRIX RACING

THE year 1961 saw the introduction of a new Formula for Grand Prix racing, in which engine capacity was limited to a maximum of 1,500 c.c. or 1½-litres, and superchargers, alcohol and nitro-methane were banned, there being no aids to power production other than the basic design of the engine. Weight of the car was restricted to a minimum of 450 kilogrammes (990 lb.), and on the face of things the resulting cars did not look as though they were going to be very exciting. In effect, the new Formula for Grand Prix racing was what had been used previously for "Coliturette" racing, or Formula Two, which was a sort of second division to real Grand Prix racing. There was much speculation about how bad Grand Prix racing was going to become under the new Formula, mostly because people did not take the trouble to think about the matter clearly; they just assumed that it would be like the old Formula Two, in which development and mechanical progress was practically at a standstill, the cars being simple and comparatively cheap machines, effective but in the main unimaginative. There being very little at stake in the old Formula Two there was no incentive for engineers to make much effort over the cars, and some quite successful ones even raced with sports-car engines. To assume that this state of affairs would continue in 1961 under the new Grand Prix Formula was absurd, for with the Manufacturers' Championship at stake, plus the winning of the Grande Epreuve meetings, it was obvious that development would proceed apace and that the simple "cyclecar" type of racing machine would soon be a thing of the past. In pure Grand Prix racing there is inevitably strong competition among designers and engineers and, with no-one having much of an advantage at the beginning of 1961, the season opened with good prospects for the future.

Personally I found that the Grand Prix scene advanced further than I anticipated in the past season, and far from the new Formula getting away to a slow start and being dull and uninteresting, it was precisely the opposite. With engine size cut from 2½-litres to 1½-litres the b.h.p. available in the new cars was obviously considerably less, and one could not expect the cars to be anything like as fast on maximum speed, nor would the acceleration be comparable, while up steep gradients as at Monaco, Nurburgring or Solitude, the 1½-litres were going to be lacking in steam. In spite of all this, lap speeds on most circuits were remarkably rapid, almost equalling the old ones on occasions, whilst most important was the fact that overall race averages were increased on a number of occasions by these seemingly underpowered Grand Prix cars. The main reason for this was that no particular make had a complete monopoly and in a number of races the unpredictable happened. In addition, although the Scuderia Ferrari had by far the faster cars, they did not have the fastest drivers and the result was that competition was much keener than it has been for some time. During the past season I watched more races being run as races to the bitter end than I would have thought possible. I had become very used to watching exciting racing to about quarter distance and then a procession develop, or at best a "pursuit" in an attempt to gain a good position, by someone who had had trouble. This year, however, I watched really exciting wheel-to-wheel racing in Grand Prix events from the starting flag to the chequered flag, or if not wheel-to-wheel they were "pursuit" races with the odds weighed against the leader and everyone trying his hardest right to the end of the race distance.

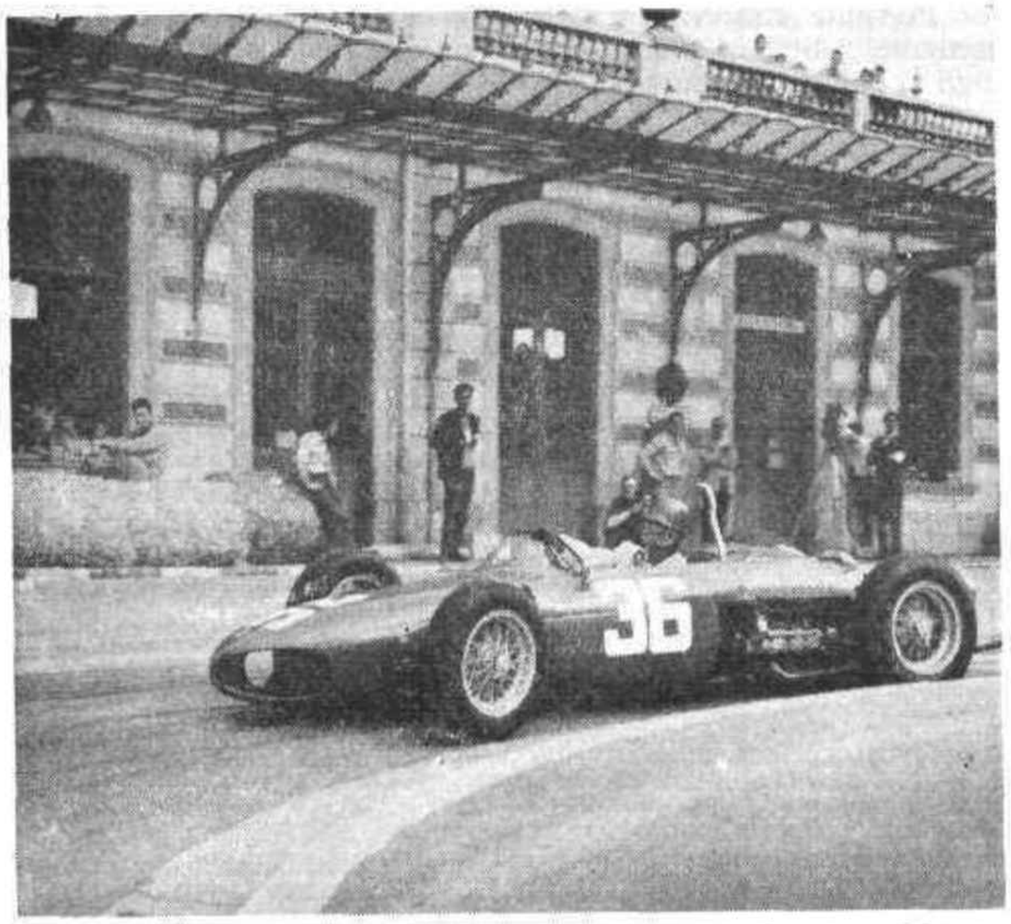
In the early part of the season this happened at Siracusa, when practically every "star" in the Grand Prix world was overdriving to the most hairy limits in his endeavours to catch the new Italian driver Giancarlo Baghetti in a works Ferrari. Dan Gurney, in the Porsche, drove as hard as he knew how, to try and wear down the slender advantage of the Ferrari and kept the pressure on right to the finishing line, failing to win by a mere 5 sec. after nearly two hours of racing. At Monte Carlo the whole Ferrari team tried their utmost to catch Stirling Moss in his Lotus. The new-boy Ginther, driving the 120-degree-engined Ferrari on its first outing, kept thrashing away in his endeavour to catch Moss so that they finished 3.6 sec. apart after 100 laps of the Monte Carlo twists and turns. In keeping ahead of the Ferrari by this small amount Stirling Moss showed his wonderful ability as a driver to the full, and I have watched him on the limit many times, and been sitting alongside him when he has driven on the limit, but this year at Monte Carlo he was trying harder than I would have thought possible, and what a wonderful sight it was to behold. At Zandvoort for the Dutch Grand Prix these same two drivers had another race-long battle, finishing in fourth and fifth places side-by-side, which the timekeepers decreed as a gap of point-one-of-a-second! This tiny space of time was all that separated the first and second finishers in the French Grand Prix on the fast Reims circuit, and that race had me almost weeping with excitement, as Baghetti, Bonnier and Gurney battled away in the closing stages of the 432-kilometre race. After racing for 2 hr. 14 min. and 17.5 sec., Baghetti won by mere inches from Gurney, and they had been really racing. Their *average* speed was way and above anything I even see for a fleeting moment on the speedo. when driving about Europe, and they were doing it under blazing hot conditions.

As if that wasn't enough there was a similar dice, probably the greatest of all time, at Stuttgart for the Grand Prix on the wonderful Solitude circuit. Here Innes Ireland fought against Bonnier and Gurney from start to finish and beat them across the line by inches, which were again interpreted as tenths of a second, their finishing times ending with 4.6 sec., 4.7 sec. and 4.9 sec., and that little fracas had gone on for near an hour and three-quarters. In all these closely-fought races the drivers had been trying really hard for a considerable length of time; one expects this sort of wheel-to-wheel stuff in a 5-lap dash round Brands Hatch or Goodwood, but to see it repeatedly in full-length Grand Prix races was terrific. At the beginning of the season there were those people who said Grand Prix racing would become dull with the 1½-litre cars. If the 1961 season was dull then I doubt whether I shall be able to stand the mental strain when it becomes exciting. It is significant that this was only the first season of the new Formula and it was not until the end of the season that new cars were beginning to appear, much of the racing being done with virtually obsolete designs left over from the old Formula Two.

I recently had occasion to watch some films of the age of the mighty Mercedes-Benz, Auto-Union and Alfa Romeo teams, and it was outstanding how fatigued the drivers were after a gruelling Grand Prix race. Someone who is enthusiastic for that age of racing was voicing the opinion that "those were the days" and suggesting that today's drivers did not have to work like that and the modern Grand Prix car was so easy to drive that drivers used little more energy than that required by a round of golf. Now I reflected on this and, realising that the person in question had not seen a modern Grand Prix race for some time, and certainly not this year, I smiled to myself. If he had seen Ginther when he got out of the Ferrari at Monaco, or heard Moss say quietly and confidentially after the race, "Boy, I was on my personal limit for the whole of that race," he would have realised that some drivers do still have it rough. Or had he seen Ireland, Bonnier and Gurney when they finished at Solitude he would not have seen any relaxed smiling faces; all three were looking grim and



Stirling Moss driving Rob Walker's Lotus-Climax at the Nurburgring, in the German Grand Prix, defeated the entire Ferrari team as well as all the other teams and proved beyond all doubt that even with "slow" cars the driver still counts for something.



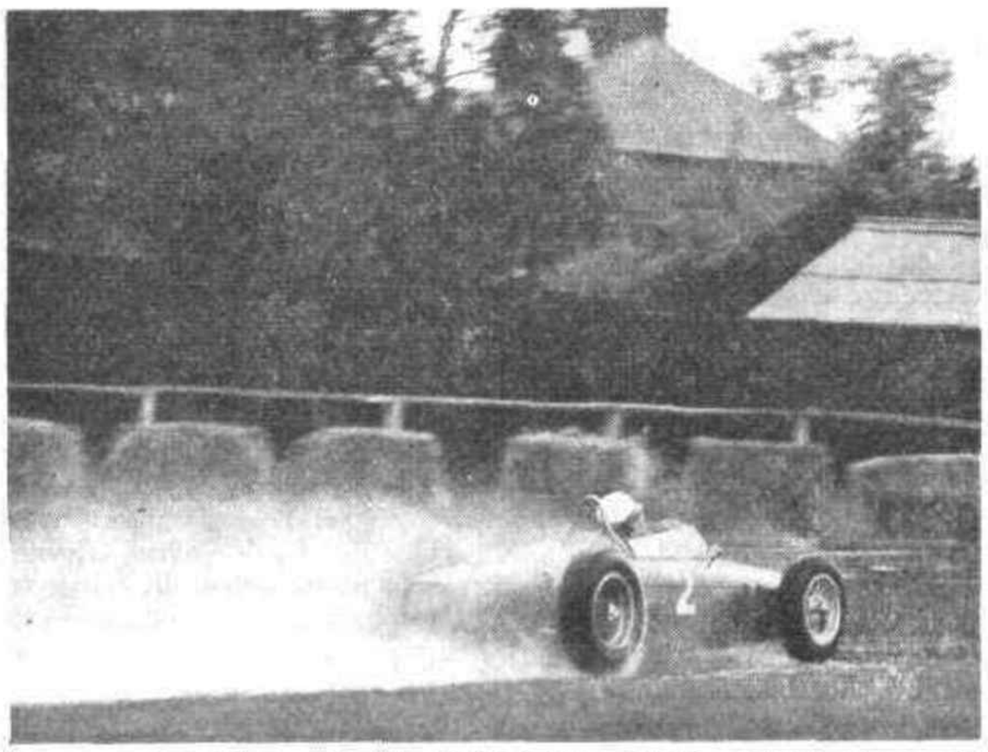
First race outing for the 120-degree-engined Ferrari was at Monaco when Ritchie Ginther drove it "experimentally" and finished a brilliant second. From there on this new engine was used by all three team drivers.

bitter with sheer exhaustion. The past year has been an excellent one in Grand Prix racing and the "boys" have been trying as hard as ever did Nuvolari or Carraciola.

As for tough conditions, anyone who was at Aintree for the British Grand Prix saw a miracle take place on that opening lap when thirty cars went round in such a thick cloud of spray that it was impossible to pick out any one car. Yet no-one hit anyone and they all finished that first unbelievable lap. For a long while Moss drove almost blind, following the leading Ferrari, having to guess which cloud of spray in front of him was the Ferrari and which was a slower car they were lapping. He had to "divine" which side the cloud of spray containing the Ferrari was going to overtake the slower moving cloud of spray, and he just had to follow-through with his fingers crossed for he was having to drive hard to keep up with the Ferrari and once he lost it out of his sights he could never have made up ground again. That was a drive that Moss does not want to experience again, and he admits freely that there were times when he thought of giving up. Of course, he did not give up, for he seldom does, but a lesser man would have carried out the dicey overtaking once, or even twice and then decided that discretion was better than valour. However, with Moss it was neither discretion nor valour, it was motor-racing and a challenge to him. While on the subject of Stirling Moss it is interesting to recall that before the season began, and frequently during the season, he was quoted in interviews as saying how much he hated the new Formula. In 1958 when the Formula was laid down he said he hoped by 1961 he would have retired so that he would not have to drive these new little cars. In 1960 he practically boycotted the new Formula, suggesting that he would not take part in Grand Prix races. He still maintains he has no time for the 1½-litre Formula, yet during 1961 we were able to see Moss at his very best. Against the superior speed of the Ferraris he had his back against the wall, in trying to challenge them with his Lotus, but that is just the situation that brings out the best in him. Make the odds reasonable and he'll put on a reasonable show, but make them impossible and he will do the impossible. The Monte Carlo race and the German Grand Prix at Nurburgring will live for ever in history as the two outstanding performances of the year. We still remember how Nuvolari beat the two German teams with his slow old Alfa Romeo on the Nurburgring in 1935, and later we remember that meteoric drive by Fangio when he dusted-up the Ferrari team in the same race in 1957. At the moment, the way Moss dealt with the Ferrari team, to say nothing of the Porsche team, the works Lotus and works Cooper drivers, in the 1961 German Grand Prix on the Nurburgring is too recent to be history, but I feel sure that in five years' time it will be remembered as a classic.

To return to the young lads of today having it easy, I wonder when the last occasion was when a driver did so much battling as Baghetti did at Reims. Throughout the three sessions of practice he was the continual prey of Coopers, Lotus and Porsches, for the three regular Ferrari drivers were very much faster and were out on their own, but by dint of some real "scratching" the rest of the runners could keep up with young Baghetti and use his car for slip-streaming down the long straights. The red Ferraris in 1961 were to the rest of the Grand Prix runners like the proverbial red rag to a bull, and the number of times I saw drivers taking-it-out of Baghetti during practice was incredible. Then in the race the same thing happened about one-third of the way down the field and as the race progressed this little lot found themselves battling for the lead, and from that point on the pressure on poor Baghetti became really nasty. The calm way he dealt with all his attackers at all times was an object lesson and never was a victory more deserved, but to suggest that the drivers in 1961 had an easy time is to be looking at Grand Prix racing through very dark glasses. Another occasion when things were rough and tough, unfortunately with disastrous results, was the opening lap and a half in the Italian Grand Prix at Monza. I am very used to seeing racing cars in close company, but when the first seven cars came off the banking at the end of the first lap and went by the grandstands I was petrified; and they were not hanging about either, for the lap speed was over 213 k.p.h. (132 m.p.h.).

During the season there were many memorable occasions that will remain as pleasant memories of 1961, and one of these was the first appearance of the Coventry-Climax V8 engine. This was in August at the Nurburgring when the first one was installed in a Cooper chassis for Jack Brabham. Until this moment the combination of Brabham, the existing World Champion, and Cooper the existing World Champion Car, had been depressing. The Mark II Coventry-Climax 4-cylinder engine was just not powerful enough to enable the works Cooper to challenge the Ferrari or the Lotus, and it was becoming sad to see Brabham not at the front. After a lot of practice trouble the V8 Coventry-Climax-engined car was sorted out and in only a handful of practice laps Brabham got himself on the front row of the starting grid, with second best time. In a rather depressing season for Cooper enthusiasts it was heartening to see the new car on the front row on its first time out. Unfortunately the effort was all wasted as Brabham went off the road just after the start, through no direct fault of his own. However, at the next Grande Epreuve, at Monza, the V8 Cooper lasted a number of laps and there was Brabham mixing it with the Ferrari team, showing that the new engine had the necessary potential and that he still had the ability to use and match most other drivers. For Ferrari enthusiasts there were even greater moments of joy, for the Maranello engineers produced a brand new engine for the first Grande Epreuve. This was the V6 with the two banks at an included angle of 120-degrees and at the beginning of the season I was able to watch this new car out on test at Modena. It was sounding superb with Ginther using 9,000 r.p.m. but was not without its troubles, for the oiling system was not right. I watched it circle the Modena airport until darkness had fallen and Ginther was going round more from memory than vision. The



It was wet at Aintree for the British Grand Prix and for a long time the cars were enveloped in clouds of spray from the water-logged track. Following a cloud of spray such as this was no easy task for those not in the lead.

potential was obviously there and once the oil circulation could be sorted out the car was obviously going to be very exciting. The first race appearance of the 120-degree engine was Monaco where a single car was entrusted to Ginther as an experiment and it was such a worthwhile experiment that he finished second behind Moss, as mentioned earlier.

At the following Grande Epreuve, at Zandvoort, the Ferrari enthusiasts had the biggest chuckle of the season. At the first practice session there was no sign of the Scuderia Ferrari and all the opposition were hoping that it meant they were not coming. All sorts of suggestions were made as to why they were not there, but during the lunch break the big red transporter arrived, which caused a gloom to descend anyway, but it became even worse when three new 120-degree-engined cars were unloaded. In one race the Scuderia had become confident of their new engine to such an extent that the whole team used them in the next event.

The 1961 season for Porsche enthusiasts was a bad one, for the team went from bad to worse. They started with their 1960 Formula Two cars, and had a new flat-8-cylinder engine running on the test-bed, but that was as far as it ever got. They produced a new chassis with wishbones and coil-springs at the front, and fitted fuel-injection to the old 4-cylinder engines, and later tried disc brakes of their own design, but all these things came to nought and they finished the season with the same old 1960 Formula Two cars with which they had started. There were a few joyous moments, such as when they nearly won the French Grand Prix, and nearly won the Solitude Grand Prix, but nearly winning is not quite the same thing as winning. However, there was some satisfaction in the fact that they could nearly win with a 1960 model Porsche, as they obviously have the drivers, and when the 8-cylinder, the fuel injection, the disc brakes and the new chassis all get in tune we might well see a different story.

The Lotus activities were full of ups and downs, but on balance came out with an improvement overall, thanks to Moss and Rob Walker, who combined to win two Championship races for Lotus, using a 1960 model. The works team had some beautiful new cars that improved on what was supposed to be the last word in small Grand Prix cars, to wit, the 1960 rear-engined Lotus. Unfortunately, both of these new cars were crashed on their first appearance, through no design fault but by "cockpit errors." Jim Clark had already compensated for his damage by winning the first Grand Prix of the season, at Pau, using a 1960 Lotus, and also by making a very fast practice lap before he crashed at Monte Carlo. Innes Ireland made up for his write-off by recovering so well and so rapidly from his injuries that he was able to dust-up the entire Porsche team on their home ground at Solitude. This put Lotus followers at least three feet off the ground for weeks afterwards, and rightly so. At the end of the season Ireland really made up for past errors by winning the United States Grand Prix at Watkins Glen in the 1961 Lotus.

The situation at Bourne never seems to change. The B.R.M. team get new cars, new engines, new drivers, new mechanics, new team managers, but still they do not win races; it's most odd. They seem to do everything extremely well, except win races, for the cars look right, seem to go right, are always beautifully prepared, and yet never had even a lucky win. The new V8 B.R.M. which appeared briefly at Monza during practice was a joy to behold, incredibly small and compact, beautifully made, and it sounded wonderful, but whether it is going to prove a race winner is another matter. Their 1961 season was certainly not one to bring joy into the hearts of their followers, yet it would be difficult to point a finger at anything particularly wrong anywhere. As can be seen from the results of 1961, printed elsewhere in this issue, the best they did in a Championship race was a third by Brooks at Watkins Glen, while in other Formula One races the two team drivers each scored a singleton third place.

From a technical standpoint the 1961 season was full of interest, with new V6 engines, two new V8 engines, new chassis frames, new suspensions, new gearboxes, and the making of history by a 4-wheel-drive Grand Prix car, when the Ferguson won at Oulton Park, but all will be dealt with in "Trend of Design" next month.

For me the 1961 season holds one incident above all else, and that was the sight of Stirling Moss holding and controlling a 100-m.p.h. spin in the wet at Melling Crossing on the Aintree circuit, during the British Grand Prix, and he didn't touch the grass. Yes, I know, I am a Moss fan!

In conclusion, let me say that while the 1½-litre Formula has come up beyond expectations I am not particularly in favour of it, neither was I in favour of retaining the old 2½-litre Formula. I have no control over the decisions of the F.I.A. and must accept their Formulae along with everyone else, but my choice is still for Formule Libre, with everyone using superchargers, nitro-methane, 3-litre or even 5-litre engines, all-enveloping bodies on high-speed circuits and so on. As the title suggests, a Formula Free of Rules. I don't doubt for a moment that the resulting cars would be fantastic and there would probably only be two, or at the most three, drivers capable of driving them to their limit, but what a sight it would be, and what absolute gods those drivers would be.—D. S. J.

TRANSVAAL GRAND PRIX (December 9th)

Held at Johannesburg on the new 2.5-mile Kyalama Circuit, the works Lotus Team had a field day, with Clark leading team-mate Trevor Taylor across the line by a few feet. The works Porsches were badly delayed in getting to South Africa due to the boat running into storms and having engine trouble. Bonnier and Barth started the race late, the field having completed nearly a lap before they were ready to go, but in spite of this they both drove hard and finished 3rd and 4th.

75 laps—300 kilometres—very hot

Results:

1st :	J. Clark (Lotus-Climax)	2 hr. 06 min. 26.28 sec.
2nd:	T. Taylor (Lotus-Climax)	2 hr. 06 min. 26.44 sec.
3rd:	J. Bonnier (Porsche 4-cylinder)	2 hr. 06 min. 49.00 sec.

NATAL GRAND PRIX (December 17th)

Results:

1st : J. Clark (Lotus-Climax)
2nd: S. Moss (Lotus-Climax)
3rd: J. Bonnier (Porsche 4-cylinder)

RE-STYLED SPRITE—continued from page 9

steering is pleasant enough to drive, although the performance and handling of the family car has been brought to such a pitch that well-driven ones are now something of an embarrassment to Sprite drivers. The Mk. II is slower up to 50 m.p.h. than the Mk. I and a good deal slower than the Cooper-Mini, which is also its equal on corners. If this trend continues, the small-capacity sports car will soon become a useless anachronism if its specification is not improved in line with family car design.

Meanwhile the Sprite remains an interesting if rather fatiguing car to drive, the restricted driving position and high noise level, combining with a recalcitrant heater and draughty hard-top (which also leaked), to give the occupants a headache at the end of a long journey, which the antics of the Archers on the not entirely static-free radio did little to alleviate.—M. L. T.

THE AUSTIN HEALEY SPRITE Mk. II HARD-TOP



Engine : Four cylinders, 62.9 × 76.2 mm. (948 c.c.). Push-rod-operated overhead valves. 9.0-to-1 compression-ratio. 49.8 (gross) b.h.p. at 5,500 r.p.m.
Gear ratios : 1st, 13.5 to 1; 2nd, 8.08 to 1; 3rd, 5.8 to 1; top, 4.22 to 1.
Tyres : 5.20 × 13 Dunlop Gold Seal tubeless, on bolt-on steel disc wheels.
Weight : 13 cwt. 3 qtr. (without occupants but ready for the road, with approximately 1½ gallons of petrol).
Steering ratio : 2⅓ turns, lock-to-lock.
Fuel capacity : 6 gallons. (Estimated range : 228 miles.)
Wheelbase : 6 ft. 8 in.
Track : Front, 3 ft. 9¾ in.; rear, 3 ft. 8¾ in.
Dimensions : 11 ft. 5¼ in. × 4 ft. 5 in. × 4 ft. 1¾ in. (high).
Price : £462 (£655 12s. 6d. inclusive of purchase tax). With extras as tested : £781 16s. 6d.
Makers : The Austin Motor Company, Ltd., Longbridge, Birmingham, Warwickshire, England.

RUMBLINGS

The R.A.C. International Rally of last November, won by Saab, caused such a stir on account of its severity that it is permissible to glance back at it.

LOOKING BACK

One outstanding feature of this "rally of the forests" was the manner in which Raymond Baxter's Humber Super Snipe beat the might of the Ford Zephyrs, in spite of the large sum Dagenham was said to have gambled on outright victory.

Then there is growing feeling that penalties for damage incurred in such a rally give works teams, administered to by mobile panel-bashers and repair shops, an unfair advantage over private owners. We would prefer to see penalties put on defective lamps, wipers, horns and other electrics, and while it is desirable to do something to discourage mobile wrecks from being seen wearing rally numbers, possibly a solution could be found by sealing or marking body panels, wings, etc., before the start and penalising damage which thus couldn't be rectified *en route*. If this failed, couldn't each control embrace a *parc ferme* under the eye of officials, wherein no repairs of any sort would be permitted, or perhaps none save adjustment of brakes and change of wheels, with safety in mind?

Someone asked the Editor during the R.A.C. Rally whether he is aware that a Volkswagen now has too little steam to stand any chance of winning a big rally. Agreed, unless exceptional mud or snow should put a premium on getting up an essential acclivity, but, with the foregoing remarks in mind, we hope you studied the table we published with the Rally results, showing number of finishers to starters, make by make. Whereas many of the award-winning makes were seriously decimated, seven VWs left Blackpool and six clocked in at Brighton.

Having published that, the luckless Editor will again be labelled a foreign-car addict, whereas, in fact, he has used a British car for the past two years and is not, in fact, very much loved by Wolfsburg, judging by the fact that Volkswagenwerke excluded him from the Press party that went out to the VW 1500 pre-view and have offered no explanation for so doing to VW Motors Ltd. in this country who, St. Christopher bless 'em, were astonished and upset that this had happened.

So please let him wave a Union Jack, if only a very small one, in peace from now on—or until the next road-test!

* * *

For some time there has been a great deal of talk about high hysteresis tyres, stemming from an effective Press demonstration by Avon of the road-holding superiority of their new "H.M. Safety" tyre with "cling-rubber" tread.

PRONOUNCE IT "HISTERECIS"

The good road-holding qualities of tyres made from butyl rubber have been known about for some time but development was retarded by problems of heat generation and hard-ride due to limited resilience. In 1959 Goodyear announced tyres of Plioprene, in which improved adhesion was allied to reduced squeal and a softer ride, other American tyre companies followed this lead, and in the U.S.A. Esso, known in Britain only for petrol and oil, marketed Atlas "Bucron" butyl tyres through its nationwide chain of service stations. In 1960 Dunlop introduced their "Elite" tyre which, made from a new synthetic compound, gives 45% less wet-road wheelspin, 24% improved wet-road cornering power, 15% better grip under wet-road brake application and 80% less squeal when cornering on dry roads.

The later manifestations of butyl tyres combine many of the requirements of normal tyres with pronounced "cling." In the rubber trade, tyres such as the Avon "H.M. Safety," Firestone "Town & Country" and Dunlop "Road Speed" are classed as medium hysteresis and only pure butyl-tread tyres such as the Dunlop "Elite" are regarded as high hysteresis. It is important for the layman, or buyer of tyres, to note that whereas Dunlop charge considerably more for the "Elite" than they do for their standard tyres, Avon contrive to sell the "H.M. Safety" tyre at the same price as their normal covers and that it gives 23% improvement in wet-road adhesion, the "Elite" 24% improvement, according to *Rubber and Plastics Age*.

Veb sap., viva-Avon, or something. . . .

Robert Glenton writing in the *Sunday Express*: "A deal of rubbish has been talked about the superiority of small foreign cars—especially the Germans—and those of us who drive them all have always known how cranky and unreal this attitude has been." So cranky, in fact, Glenton, that 5-million people have decided to purchase Volkswagens!

QUOTES AND COMMENTS

* * *

Edward Westropp writing in the *Sunday Express*: "I am secretly informed that hidden away in the (B.M.C.) works there are models of several new cars which no member of the public has yet seen but which the directors are certain will prove outstanding winners in the European market." So now its an open secret and we hope the technical Press may soon be permitted to peep.

* * *

From an advertisement in *The Autocar*: "See the new Wolseley Hornet, 848-c.c. o.h.v. engine and 8-speed gearbox, transversely mounted . . ."—As the reader who sent us the cutting remarked, it looks as if Eustace Watkins, whose advertisement this was, have introduced something worthy of their Daytona Hornet Special of pre-war memory!

* * *

From *The Times*, reporting a wages raid at Slough on December 6th: "The money was in a Ford Classic, being escorted by a Popular. The Classic was stopped by a Consul which pulled across Albert Street, Slough, while the Popular was rammed in the rear by the thieves' Anglia. They made their getaway in a Thames van."—Ford lost £28,080 but at least got good publicity for their vehicles; perhaps so far as the raiders were concerned it was a case of "honour among thieves"!

MINIATURES NEWS

Dinky Toys have a Ford Fairlane with windows, seats, etc., and their usual wheel springing and finger-tip steering (No. 148—4s. 11d.), and a fine Volvo 122S miniature, 3 13/16 in. long, in correct red finish (No. 184—4s. 6d.).

Corgi have introduced a Trojan Heinkel bubble car (No. 233—3s.) with a remarkably detailed interior in spite of an overall length of only 2½ in., and Chipperfield's Circus Mobile Booking Office (No. 426—5s. 8d.), which should be popular with the children at this time of year.

Lesney's New Year offerings are a tiny Jaguar saloon, the bonnet of which lifts to reveal a twin-cam engine, remarkably well detailed, the car itself having windows and tow-bracket, etc., and a badly-proportioned modern G.P. Aston Martin, respectively No. 65 and No. 19 in their "Matchbox" series priced at 1s. 9d. each.—W. B.

CASTROL FILMS

Two new 16-mm. colour films are now available from Castrol, entitled "British Racing Green" and "Golden Mountain." "British Racing Green" surveys motor racing in Britain as it would be seen by an overseas visitor, and features the touring-car race at the Lord's Taverners meeting at Brands Hatch, the Seaman Trophy race at Oulton Park for Historic Racing Cars, the Inter-Continental British Empire Trophy at Silverstone, and the T.T. at Goodwood. It runs for 25½ min. with a commentary by Nevil Lloyd. "Golden Mountain" covers three of the races in the 1961 Golden Jubilee Isle of Man T.T. meeting, the 125-c.c. event, dominated by the Japanese Hondas (a firm which has recently taken delivery of a Formula One and Formula Junior Cooper), the sidecar race and the Senior, won by Mike Hailwood. Clubs wishing to borrow these two films should apply to Castrol Film Library, Castrol House, Marylebone Road, London, N.W.1.

THE CHRIS LAWRENCE GLOVE

For some time we have been using a pair of driving gloves developed by Richard Shepherd-Barron in conjunction with Chris Lawrence. These two racing drivers have been testing the gloves during the racing season in their Morgans and have just recently placed them on the market. Hand cut and sewn in leather, the gloves have elastic wrist bands and two-position press-stud fastening. They are not the string-back type but have ventilation holes cut into the backs. Although soft and pliable they have proved to be extremely durable and lady drivers will be pleased to note that a variety of colours are available. Priced 38s. a pair they are available from most accessory dealers or from Richard Shepherd-Barron, Barracane, Waterloo Road, Crowthorne, Berks.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



FOUR-WHEEL-DRIVE, less complex than that of today's Ferguson. An F.W.D. lorry towing a howitzer under sticky conditions during the 1914/18 war—see letter from Mr. Angus C. M. Maitland on page 16.

V.S.C.C. DRIVING TESTS, SILVERSTONE (December 9th)

INSTEAD of going to Heston, the Vintage S.C.C. used the Club Circuit runway at Silverstone for last year's December Driving Tests Meeting. As a result the affair was a pleasant private gathering, except for a solitary Police Car. There was the usual excellent entry (total 68, consisting of 27 vintage touring cars, 13 vintage standard-sports cars, 8 vintage sports cars, 6 p.v.t. touring cars and 14 p.v.t. standard-sports and just-sports cars, proportions that suggest that, in future, V.S.C.C. competitions might be more frequently confined to purely vintage cars.

Competitors took five tests. The first was an ambitious Zig-Zag round marker drums, Silverstone and no-public permitting high-speed swervery. Then came something similar but circular, called Round-the-Clock.

We missed both these tests because we like, if possible, to go to V.S.C.C. meetings in a vintage car and in a vintage light car this takes rather longer than in a vintage sports car. But we did get there in time to observe a Garaging test, horribly brutal to vintage axles and transmissions but more interesting to watch than the Go-Stop test that was going and stopping simultaneously.

C. P. Marsh's 1926 Austin Seven metal saloon looked a bit too low for its tall driver, Sweetland's yellow 1926 Chummy Austin slid on locked back wheels into the various " garages " and Marchant was very ambitious in his 1928 Chummy, producing the best back-wheel wind-up and tramp of any of these cars. Franklin drove his very neat 1929 Rover Ten fabric saloon, very neatly, Reece indulged in shocking gear punching in a 1921 Lagonda light car, D. R. Marsh drove well in a neat 1927 Austin Seven metal saloon, and Harris decided to be different, so came in a pointed-tail 1930 Austin Seven.

Smith in the Gwynne Eight held onto reverse long enough to demolish a pylon, and crunched the other cogs, Benfield, in a very smart 1928 Chummy Austin, went right out through one " garage," but Hill in his A.J.S. was both fast *and* neat. Sawers' 1926 Austin Seven (another metal-panelled saloon—curious how many *saloon* vintage Sevens were present on this occasion) suffered the usual back-axle judder but he snicked a higher gear home very slickly. Lilley's Jowett showed that a couple of flat ones work as well as four in-line, Miles' 1928 Austin Chummy looked racy, *sans* visible hood, boiled, had clutch slip, yet was fast, while Cartwright drove a 1930 Riley Nine 2-seater very well indeed.

Beagle's vivid yellow 1925 Fiat 501 saloon had lost all its oil pressure on the way from London but still took the test, Rogers' Jowett displayed splendid back-wheel leap, and Winder went really fast in a 1928 Austin Chummy in spite of having an inoperative clutch—he also had oversize back tyres. Jones was slow getting out of reverse on the 14/40 Vauxhall's gearbox, Clements crunched in reverse on his 1926 Austin, and then we had the pleasure of seeing a " new " old car in the form of Pritchett's 1927 side-valve Riley Special tourer. Lincoln's O.M. was one of the fruity-exhaust brigade, Bick had an unusual 1927 M.G. Six with a body like a 12/50 Alvis sports saloon, but possibly larger, and Binns made no mistake, if you discount maltreatment of gears, his O.M., clocking 28.8 sec.

Cecil Clutton's Bugatti went into the first " garage " in reverse, which paid off, and he left in his wake grand noises and a fine scent of Castrol-R as he accelerated away in the region of peak revs. Rowley's run was spoilt by clutch slip as his 30/98 Vauxhall tried the impossible in *top* gear. We see that J. M. Hill's Bugatti hasn't given up smoking.

Bennett's beetle-back Alvis beat by a second Borthwick's very desirable Lancia Lambda, the latter's time equalled on a cautious run by another fine car, Hart's 1923 OE 30/98 Vauxhall. This is the car used in the 'twenties in sprints, etc., by Summers. It still retains his extra oil supply to the valve gear and has the late-type 30/98 front " water brakes " with enormous ribbed drums, but converted to modern hydraulic actuation, the master cylinder being mounted between the front dumb irons and cunningly contrived to operate through parts of the original " kidney-box " mechanism.

A Riley " boy's-racer " making loud noises clocked 27 sec. to justify its appearance, Skirrow (Frazer Nash) hit a drum and stalled momentarily, Brown, with different type wheels front and back on his 1926 12/50 Alvis tourer, did a model run in 27.4 sec., Glydon, adopting Clutton's tactics, got his 3-litre Bentley through in 26.4 sec. plus one penalty, and Waine's 1930 open M.G. Six clocked 26.6 sec. Rowley's aluminium 30/98 was well worth seeing, and he suffered no nonsense about getting reverse into (27 sec.).

The p.v.t.s included a very tatty B.M.W. (after all the V.S.C.C. has said about presenting presentable vintage cars!), sedate Riley saloons with knock-off hub caps, Liston Young's ex-Dobson Balilla Fiat, Perrow's very silent and smooth Rolls-Royce saloon that shared a time of 26.8 sec. with Harris' Frazer Nash which had a wrong dog whistled up by its master. There was also an Aprilia, Merricott's Alvis that scored maximum penalties for demolition, an Alvis that took the wrong route, Charnock's 4.3 Alvis racer which had wheel-spin, Coates who did a fine 25.8 sec. in an odd low-radiator Lagonda hybrid, and an extra entry that drove out through the back of the first " garage." . . .

All of which turned our thoughts to *vintage* cars, so, while an extra acceleration-test was taking place, we energised the 1924 Calthorpe and drove home.—W. B.

Results :

Best Overall Performance : R. A. Pilkington (1931 Alfa Romeo).
Vintage Touring Cars : First Class Awards : I. E. Smith (1923 Gwynne Eight), J. Miles (1928 Austin Seven). **Second Class Awards :** D. G. Marchant (1928 Austin Seven), K. M. Hill (1930 A.J.S.). **Third Class Awards :** J. A. Reece (1921 Lagonda), J. D. Rogers (1923 Jowett), A. D. Jones (1925 14/40 Vauxhall).
Vintage Standard-Sports Cars : First Class Award : P. J. E. Binns (1927 O.M.). **Second Class Award :** J. W. Rowley (1927 30/98 Vauxhall). **Third Class Award :** C. Clutton (1928 Bugatti).
Vintage Sports Cars : First Class Award : J. W. Rowley (1922 30/98 Vauxhall). **Second Class Awards :** G. R. Footitt (1928 Riley), B. Kain (1926 Type 40 Bugatti), S. R. Waine (1930 M.G. Six).
P.V.T. Touring Cars : First Class Award : V. Rawlings (1931 Talbot). **Second Class Award :** R. A. Hutchings (1936 B.M.W.).
P.V.T. Sports Cars : First Class Award : R. A. Pilkington (1931 Alfa Romeo). **Second Class Award :** D. P. Harris (1934 Frazer Nash). **Third Class Award :** D. H. Coates (1934/7 Lagonda).

V.S.C.C. NORTHERN TRIAL (November 25th, 1961)

Eastern Trophy: R. A. Scates (1935 Aston Martin).
1st Class Awards: D. T. R. Dighton (1928 Humber), F. E. Day (1929 Bentley), J. W. Rowley (1927 Vauxhall), J. G. B. Bronsom (1933 Riley). **2nd Class Awards:** C. P. Marsh (1925 Austin), J. D. Rogers (1923 Jowett), H. Clarke (1925 Alvis), G. R. Footitt (1928 Riley), P. M. G. Perrow (1934 Rolls-Royce), J. A. Retter (1936 Riley). **3rd Class Awards:** D. W. Jopling (1926 Humber), P. J. E. Binns (1927 O.M.), C. Clutton (1928 Bugatti), G. Liston Young (1935 Fiat).

It is significant, in view of the use of five main bearings in present-day small 4-cylinder engines by Alfa Romeo, B.M.W., Simca, Volvo and others, referred to last month, that the first Austin Twelve, introduced in 1921, had this so-called modern crankshaft arrangement. Its capacity was 1,661 c.c., so it cannot be called anything but a small four, by vintage standards.

* * *

An old picture of what the *Dundee Evening Telegraph* described as a Weir-Bell, built in Dundee, was discovered behind an overmantle in the Kinloch House Hotel in Blairgowrie. The discoverer's grandfather apparently owned two of these cars, *circa* 1906.

* * *

Data and parts wanted : Readers' requests include information about the hood construction of a 1922 4-cylinder Buick tourer which is being restored in Burnley, data relating to a Moon discovered in good condition in Lancashire, 5-stud wheels for a 1924 Dodge which is being rebuilt in Sussex after having been laid up for 34 years, its Michelin discs having rusted away, while John Tarring of the Humber Register seeks information of any kind about Humbers to the end of 1918, as he is writing a book. T. Nicholson likewise wants to contact drivers who took part in British sprint events up to 1925, with another book in mind, and Boddy repeats his request for any C. G. Grey issues of *The Aeroplane* that are about to be thrown away. Letters can be forwarded.

* * *

We apologise to Mr. W. Wild for wrongly reporting that his 1903 Humberette failed to finish the R.A.C. Brighton Run. This car arrived successfully; it was the Science Museum's Humberette that unfortunately retired.

* * *

Discoveries : In New Zealand a 1907/8 4-cylinder T-head dual-ignition Alldays & Onions has been reassembled from parts sold at an auction sale and scattered over a wide area in 1949. A complete but dismantled Weyburn lifeboat engine is available if anyone wants to preserve one—see MOTOR SPORT for last November, page 932. A 1901 Pick has returned to its birthplace, Stamford, and another, in delapidated condition, has been unearthed in Cornwall. A late-vintage Austro-Daimler, useful for spares, is reported in a breaker's yard. Letters can be forwarded.

* * *

The owner of a 1929 Austin 12/4 tourer, bought for £20, drove it 6,500 miles between July and October last year, from England to Yugoslavia, accompanied by three other students and luggage. No troubles were experienced other than a burst tyre in Belgium, quickly repaired by the A.A., and a boiling radiator in the French Alps. And J. Whighford's 1902 Mercedes went on from last summer's Belgian V.C.C. Rally to Barcelona, and back to Lyon to catch the Train-Ferry. The car covered a total of 2,700 miles with no trouble save a puncture, averaging 12 m.p.g. of petrol and 200 m.p.g. of oil.

* * *

The Historic Commercial Vehicle Club had 157 members last year, with some 83 vehicles, apart from those in museums' and works' collections. They hold a meeting on the first Monday of each month at the Elizabeth Room, Victoria Coach Station, non-members being admitted for 2s. The Secretary is Prince Marshall, 60, Denison Close, Hampstead Garden Suburb, N.2.

* * *

The Vintage S.C.C. has provisionally announced its 1962 Fixtures as Jan. 6/7th, Measham Rally; Feb. 11th, Driving Tests (Charterhouse?); March 24/25th, Pomeroy Trophy Trial; April 14th, Silverstone Race Meeting; May 5th, Buxton Rally; May 27th, Beaulieu Rally; June 10th, Light Car Rally; June 23rd, Oulton Park Race Meeting; July 31st, Silverstone Race Meeting; Aug. 18/19th, Prescott Speed Hill-Climb; Sept. 9th, Madresfield Rally; Oct. 6/7th, Welsh Rally; Nov. 4th, Eastern Rally; Nov. 24th, Northern Trial; December 8th, Driving Tests (Silverstone?).

* * *

Philately : The Federal Republic of West Germany has issued two commemorative stamps in honour of the 75th anniversary of the first cars built by Karl Benz and Gottlieb Daimler. Karl Benz's signature and a picture of his first automobile appear on the Deutsche Bunderspost 20 pfennig stamp and Daimler's signature and a picture of his first 4-wheeler on the 10 pfennig stamp.

Two more discoveries.—A *circa* 1909 Napier Ninety in poor condition and a 1911 Chater-Lea motorcycle came to light recently when their owner, a recluse, died in a Hampshire village.

* * *

A lost art? One of the pictures in "The Cars In My Life," by W. O. Bentley (see "Book Reviews," page 19), depicts the tail of a 1914 Tourist Trophy D.F.P. and the caption emphasises the high standard of metal-beating expected in those days. This has been in our mind for some time. Some extremely fine racing bodies with "airship" tails, reaching the ultimate in Capt. A. G. Miller's little Wolseley "Moth" racers, were in vogue at Brooklands during the 'twenties, but we consider it would be difficult to get such work done today. These bodies were used on many cars and so could not have been very expensive. Has this form of panel-beating become a lost art? What have present-day tin-bashers, metal manipulators or body builders to say about it?

* * *

And, on the subject of "W.O.'s" book, what, we wonder, will be the reaction of Cecil Clutton and other staunch vintage Vauxhall enthusiasts to Mr. Bentley's suggestion that a very good car might have resulted from installation of a 30/98 engine in a Bentley chassis?

* * *

The Bean Register : Six Beans met last month at an old farmhouse at Shurlock Row near Reading—a 1923 12-h.p. 2-seater, a 1924 12-h.p. tourer, a 1925 12-h.p. tourer, a 1925 Long Fourteen saloon de luxe, a 1926 14-h.p. tourer, and a 1928 Short Fourteen saloon de luxe. Two owners came, *sans* Beans, one walking four miles. Capt. Rex Tapley, the Hon. Sec., knows of at least 20 Bean cars, of which 16 will be motoring by the summer. His address is : Hill Farm Lodge, Shurlock Row, near Reading, Berkshire. A badge incorporating the original radiator mascot has been designed.

* * *

Inter-Register events in 1962 : A meeting was held at the house of Mrs. Winifred Boddy, Registrar of the Sunbeam-S.T.D. Register, of Captains of the Inter-Register teams, those of Sunbeam, Humber, Bull-Nose Morris and Austin 12/4 Registers being present by car and of the Fiat Register by telephone. The purpose of the meeting was to discuss policy for 1962 and space out the dates of the fixtures, using the Fiat Register's July driving tests at Melton Mowbray as a datum. A combined Inter-Register organisation will apply for affiliation to the R.A.C. to meet criticism that in the past these Registers have held non-approved road events.



Won't somebody save me?

VINTAGE POSTBAG

Motor Vehicles in the 1914/18 War

Sir,

I had exceptional experience of actually driving and testing nearly all types of vehicle of both the British and German armies, having served not only as a Workshops Officer of the 2nd Army H.Q. but also in the Paris Heavy Repair Shop and on two Government Commissions dealing with motor transport.

As Mr. Hussey has already given such a comprehensive list of vehicles in use during the war I will only add a few brief reminiscences to substantiate my claims.

After serving in the infantry I was given a commission in the R.A.S.C.-M.T. on 6th February, 1915, and was posted as Workshops Officer to the 2nd Army T.S.C., where in addition to our own lorries, mostly L.G.O.C. and Leylands, we were responsible for the repair and maintenance of all vehicles attached to Army H.Q. with the result that we had a great variety of vehicles through our workshops and consequently I had the opportunity of testing most makes of cars and lorries in use by the British Army.

Towards the end of the war I was posted to the 1st Heavy Repair Shops in the Renault factory at St. Denis, Paris, where all Army vehicles returned to base as beyond local repair were stripped and re-built. In all 6,899 vehicles were thus reconditioned so that I again had the opportunity of testing and passing out every imaginable machine, and believe me to take a different vehicle out each day varying from an F.W.D. truck or a 10-ton Peerless down to a model-T Ford through Paris traffic was a nerve-racking experience. After the Armistice, and what a night that was in Paris!, I convoyed 60 reconditioned lorries to Cologne to replace a company of Albions which had been burnt out as, owing to " Bull " requirements, the drivers had filled their fire extinguishers with petrol, for cleaning engines, with the result that when a fire started much fuel was added to the flames by unsuspecting helpers!

I was then posted to the " War Material and Automobile Commission " where I had the duty of rounding up, testing and valuing all the Germany Army vehicles handed over for reparations.

For my personal transport on this job I requisitioned an immense sports Mercedes of I believe 140 × 160 and known locally as " The Yellow Peril."

Among the lesser-known and more interesting machines tested were Protos and Porthos, Vulpcy, Laureley, Hannomag Dux, Zust, etc.

Incidentally, owing to scarcity of rubber many lorries had wooden blocks in place of tyres and bicycles had rows of coil springs around the rims!

However, finally, I returned home in 1920 bringing three interesting cars, a beautiful little Mathis, a Fiat with a huge golden eagle coat of arms painted on each door, to denote that it belonged to a German H.Q. Commander, and large army numbers on the bonnet (this caused much consternation and puzzlement to the Police when I drove it about England but being in uniform no questions were asked) and, thirdly, a Lion Peugeot which had run in the 1911 Grand Prix de Voiturette and had a " V " twin engine of no less than 20 × 280, and being geared 2¼ to 1 it fired about once for each telegraph post! yet was quite amenable to drive on our roads.

After the passing years and the Second World War I was again appointed on a commission overseas. This time the Control Commission to Germany and Austria, where as a Military Government Officer-Mechanical Engineer I again had the opportunity of trying out a variety of German cars of the period but as these are mostly well known now as Vintage types there is not much point in reporting on them.

On reflection I feel that, due to simplicity and directness of design and also to limited electric fillings, those ancient vehicles were in many ways better suited to active service conditions, where spares were few and far between, than the modern cars, as most parts could be made and vehicles could be almost re-built in a Field Workshop and even local material could so often be used. For instance, many times I have used spring leaves from French farm wagons to repair lorry springs and I have even replaced the ball bearing wheel hubs of a Peerless lorry with plain bearings turned down from hardwood hubs of a farm wagon. This kept the Peerless in service for some months until replacement ball bearings could be obtained. As such incidents can be related *ad infinitum* I had better call a halt.

Nunney. ANGUS C. M. MAITLAND.

Edwardian Commercials

Sir,

The Liberty lorry shown in your November issue is an example of the " standardised Class B " motor truck used by American Forces during the first war. It was built by fifteen manufacturers in this country and represents a rare attempt to establish a completely standardised vehicle. Generally, the Government is content to issue general specifications and allow the various factories to adapt their products to them, but in this instance our War Department, inspired perhaps by the success of the Liberty aero-engine, decided that everything was to be the same " down to the last nut and bolt." The actual designing was done by a committee from the S.A.E. and followed standard practice, although the result turned out rather heavy. Some 10,000 had been built by the end of the war. Apparently both " Liberty " and " U.S.A. " radiators were used. There were two sizes, the Class A (1½-ton) and Class B (3-ton). Both used 4-cylinder side-valve engines, cast in pairs, with a 4-speed transmission, worm or bevel-gear rear axle, and solid tyres.

Another letter refers to the Riker, the Locomobile, and the F.W.D. The Riker was named for Locomobile's great designer, who produced the early Locomobile racing cars, and was built by that factory. The Four-Wheel-Drive Auto Co., which at first built cars as well as trucks, and which thus antedates the f.w.d. Ferguson by some 50 years, is still going strong. Its competition in the first war was the Jeffery (later Nash) Quad, which was somewhat lighter, had the engine out front instead of under the seat, and had 4-wheel steering as well as propulsion. The only possible reason I can think of for this extremely inconvenient arrangement is that it might facilitate getting out of the ruts left by horse-drawn vehicles. As for the obvious disadvantages, I may say that my Jeffery Quad was reputed to have languished in a barn for 35 years simply because the previous owner had driven it too close to the side wall and couldn't get it out again.

Mr. Clutton is perfectly right about the model-J Duesenberg. Its handling characteristics compare unfavourably to the Jeffery.

Pennsylvania, U.S.A. J. G. S. SHERMAN.

* * *

That Car in Japan

Sir,

In Vol. 12, page 1008, you ask the question, " Can anyone identify this tourer? " In my opinion the car in the picture is likely to be a pre-1914 Fiat from Torino, around 1910. In your picture the radiator has the Fiat shape and the motor compartment is entirely closed, also underneath, allowing for a very big flywheel, The leather belt further points to this. Also the body, mudguards, etc., appear to be the Fiat shape of that time, coinciding with a picture we have. Fiat was one of the great makes of that time and was found on all the world's markets.

We bought a very similar Fiat in 1911. It had a 4-litre 4-cylinder bore and stroke 95 × 140, very nice and clean monoblock motor. It had no fan behind the radiator, the fan blades being incorporated in the very large flywheel. In consequence the motor compartment had to be totally closed, also underneath, to allow the big flywheel to suck the air through the radiator. Therefore the motor compartment and the front seats were never quite cold. I remember this was a sales argument when the car was bought, and it actually gave a very nice mild temperature for the front seats of an open car. It was an excellent car and it survived the First World War in the garage. We had it until 1925.

Fürth I. Bay. KONRAD KURZ.

* * *

Teutonic

Sir,

I resent criticism of Mr. Cecil Clutton, who is well known to be an impartial historian of the motor car.

In his book " The Vintage Motor Car," Mr. Clutton refers to a certain Mercedes as " . . . a typical example of Teutonic brute force."

How true this is of German cars! Often, when driving a Rolls-Royce Phantom III along the M 1 motorway, I have been overtaken by Porsche cars which must have engines of at least 8-litres under the bonnet. On more than one occasion I have been nearly forced off the road by the juggernaut Volkswagen, and terrorised by the fearsome Goggomobil.

I fail to understand why our great Prime Minister, Lord Beaverbrook, allows the Germans to produce any cars at all.

Remember 1870!

Uxbridge. G. V. MORTIMER.

Continued on page 27



AUSTIN HEALEY 3000

MARK II

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More points: The Mark II is not only an even faster car, it's also an even safer car. It's still got disc brakes on the front of course, but as an optional extra the braking can now be servo-assisted. And inside the car are all the necessary fittings for seat belts.

Still more points: New camshaft. New air cleaner. New heat shield for silencer. New grille and air-intake slats.

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Le Mans

HARRINGTON ENGLAND

SUNBEAM



The Le Mans Harrington Sunbeam Alpine seen at Frensham Pond in Hampshire.

THE firm of Thomas Harrington Ltd., of Hove, have gone a stage further in their embellishment of the Sunbeam Alpine by introducing the Sunbeam Harrington Le Mans. Their coupé version of the Alpine gained a good deal of respect by virtue of its excellent finish, and when the Rootes Group entered a Harrington Alpine for Le Mans and carried off the Index of Thermal Efficiency the factory was embarrassed with a number of orders from the Continent for Alpines " like the one at Le Mans." This undoubtedly encouraged Harringtons to develop the car further and, as a result, they have turned the Alpine into a proper G.T. car. The rear part of the body from the doors backwards has been replaced by new glass-fibre reinforced plastics mouldings which have dispensed with the boot and tail fins of the standard model, the roof line being carried right to the tail, which is cut off sharply. A lift-up panel enclosing the rear window, released by a catch inside the body, allows luggage to be loaded into the car. With the very occasional rear seats folded down no less than 46in. of room is available for baggage, and we even carried a 6 ft. 6 in. × 2 ft. 6 in. door frame with the panel open. The rearward opening quarter-lights of the hard-top conversion are retained and, in addition, extractor louvres are fitted for alternative ventilation.

Inside the car, Microcell bucket seats replace the standard seats and the instrument panel is walnut faced. A steering-column switch for flashing of lights and blowing the horn is also standard on the Harrington Le Mans, as is a Carlotti wood-rimmed steering wheel. The interior has also been fully re-trimmed, particular attention being paid to sound insulation, while new carpets are fitted. The wheel arches are now fully enclosed and the door trim now incorporates arm-rests, knee pads and glove pockets. Softly-padded sun visors are also included in the specification.

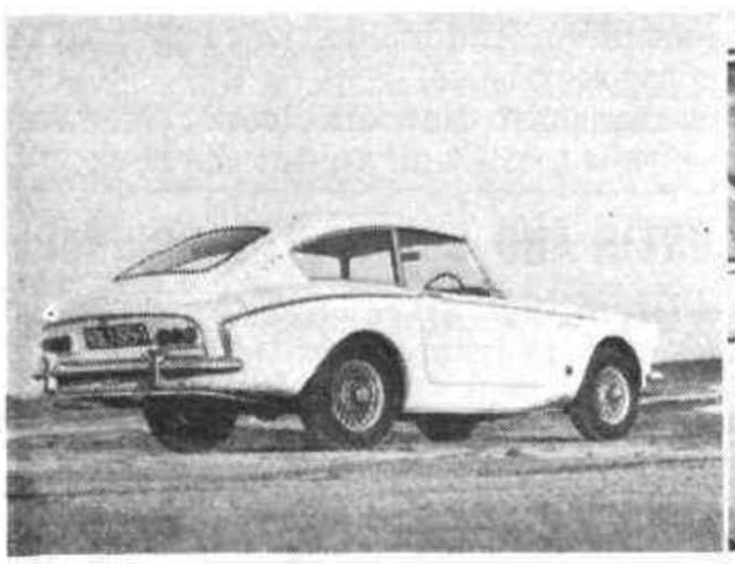
Mechanically, it is claimed, the engine is tuned to the same specification as the Le Mans Sunbeam which averaged 91 m.p.h. whilst winning the Index of Thermal Efficiency. The specification includes a lightweight flywheel and a competition clutch, both of which are balanced together with the crankshaft. The inlet and exhaust ports are opened out and polished, stronger valve springs provided and a high-lift camshaft fitted, while the compression-ratio is raised to 9.5 to 1. With these modifications maximum power is raised to 104 b.h.p. at 6,000 r.p.m. from the 85.5 b.h.p. at 5,000 r.p.m. of the standard model, and maximum torque to 105 lb. ft. at 4,500 r.p.m. from 94 lb. ft. at 3,800 r.p.m. Additional equipment includes an oil cooler, a Clayton Dewandre brake servo and a wooden knob on the gear-lever.

On the Harrington Alpine coupé which we tested in May we had occasion to complain about the noise level of the tuned engine, but this has been attended to on the Le Mans and although the exhaust note is more crisp it is not objectionable at all. The interior sound-deadening has certainly kept the noise level to perfectly reasonable limits and with the windows closed the car is quite quiet for a sports car. When accelerating hard the Alpine engine has a hard, mechanical feel, the noise of the valve gear increasing towards maximum r.p.m., and the rev.-counter must be watched closely as the light flywheel allows the revs to rise very quickly indeed.

The Microcell seats are very comfortable, although in the Alpine installation more support beneath the knees would be appreciated. The driving position is generally very good and the Carlotti steering wheel, of smaller diameter than the standard wheel, gives better control. The steering felt lighter than the usually stiff, spongy Alpine steering, but this was attributed to the tyre pressures, the Dunlop RS5s having 40 lb. all round when the car was taken over. This gave a rather firm ride and a tendency for the back axle to hop on bumps, so pressures were reduced to 28 lb. at the front and 30 lb. at the rear, which gave a much better all round ride, although the steering stiffened up somewhat. The Alpine has quite pleasant understeer characteristics, which make it an easy car to drive, any tendency for the back end to break away being killed quite easily with the steering.

The test car was fitted with Laycock overdrive, which became rather recalcitrant after a short while, sometimes refusing to engage or disengage. However, the Rootes gearbox is pleasant to use, being rather " notchy " but absolutely refusing to allow the synchromesh to be beaten, and giving maximum speeds in the gears, using the 6,000-r.p.m. maximum, of 30, 45, 69, and

Continued on page 43







BOOK REVIEWS

"A History of the World's Sports Cars," by Richard Hough. 223 pp. 10⅛ in. × 7⅛ in. (*George Allen & Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1. 42s.*)

Whether there is need for another history of the sports car, following John Stanford's book on this subject and Boddy's "Sports Car Pocket Book," is open to doubt and a true history of all the sports cars in the World from the very beginning would require many more than one volume. But within its limits this book is extraordinarily well done. Naturally, Hough has had to compress the material but he writes a good and accurate account of a very great many sports cars, although the chapters about pre-1939 cars are by far the longest, so that more recent Maserati, Ferrari and others get rather superficial treatment.

Hough does not stop at a history of the World's sports cars. He includes an account of sports-car racing—Le Mans, the T.T. (including those races in the series that were for pure racing cars!), the Mille Miglia, Targa Florio, 1,000 km. Nurburg race and the 12-hour Florida G.P. These accounts, with tabulated results, circuit maps and excellent pictures, and an Introduction by S. C. H. Davis in his typical style, are well worth having, even if based on contemporary accounts.

This large volume concludes with brief specifications, of the sort found in trade directories once published by Stone & Cox and others, and Hough has had the happy idea of illustrating this section with reproductions of contemporary advertisements, which is most effective. Indeed, the whole book lives up to the promise of its gay dust-jacket so far as illustrations are concerned. Contemporary rather than existing cars are mainly depicted, there are many fine colour plates and sectional and other drawings from *The Autocar*.

The text is lively and informative and I spotted but one error—the chassis of the original Aston Martin is given as a 1908 Hispano-Suiza, whereas it was that of one of those rare Isotta-Fraschini *voiturettes*; the mistake occurring, curiously, opposite a colour reproduction of an advertisement for the later straight-eight Isotta-Fraschini.

So this big book provides a worthwhile introduction, an "outline history" as the author puts it, to sports cars and sports-car racing, Hough only omitting races for the latter at Brooklands because, he says, these are comprehensively covered in Boddy's classic "The History of Brooklands Motor Course."

This is a good book which would make an excellent present. The Introduction is by W. O. Bentley, for whom Hough "ghosts," and there is a comprehensive index.

"The Cars In My Life," by W. O. Bentley. 157 pp. 9⅝ in. × 5⅞ in. (*Hutchinson & Co. Ltd., 178-202, Great Portland Street, London, W.1. 25s.*)

I awaited this book with impatience, but having read it—and it does not take long to read—I have to admit to considerable disappointment. W. O. Bentley's "Autobiography" was so enjoyable that this book comes as an anti-climax. One would have expected a man of Mr. Bentley's experience and technical ability to analyse the cars he drove in some detail, tearing them apart in words and dissecting them. But he confesses to having driven all too few rival makes while the Bentley was in production and his account of the cars in his life reads like a mediocre article rather than material for a book and those illustrated include his early Hillman Minx and 1946 Standard Eight . . . .

One feels that Richard Hough, who was the actual writer of this book, was hard pressed to expand it even to 116 pages—the remainder is index and appendices. He has done his best, by including chapters about "W.O.'s" motorcycle races at Brooklands, and other subjects, inevitably repeating some of the facts already aired in the "Autobiography."

There is a chapter on Bentley's views on road accidents, delightfully outspoken but not saying anything very new.

There is a chapter about the Bentley that will never be but this resolves into "W.O.'s" idea for a 1962 mass-production small car, a not particularly outstanding in-line 4-cylinder with wet cylinder liners, a high compression-ratio, a high top gear and all-round independent suspension. "W.O" turns his back on air-cooling ("I can see little point in it for England"), on front-wheel-drive (". . . a spur gear has to be used. In the Mini-Minor it creates a noise nuisance which Issigonis for all his brilliance has not entirely resolved") and on swing-axle i.r.s. ("The oversteer and its potential dangers . . . can, of course, be reduced and 'faked up,' and in the case of some cars, like the German Porsche, the faking has been cleverly done. But it is still fundamentally an unsound layout and I wouldn't want to have anything to do with it."). In this chapter there are some very worthwhile remarks about the need for a reduction in greasing points, and for greater freedom from trouble even in cheap cars ("A certain German firm has already shown that it is possible but deplorably few other manufacturers have made much progress since the war"). Mr. Bentley also makes a plea for better-shaped driving seats.

A chapter that promised much, titled "And the Bentleys that Never Were" repeats some of the known data about the still-born Napier-Bentley but is intriguing on the topic of a 15-h.p. quantity-production which "W.O" designed for Lagonda in 1945—a front-wheel-drive air-cooled flat-six!

There is a chapter devoted to motoring men, such as William Morris, Henry Coatalen, Laurence H. Pomeroy, Marc. Birkigt, Lord Hives, Sir Henry Royce, Georges Roesch, Henry Ferguson, Alec Issigonis and Sir William Lyons, but nothing very fresh emerges and one feels that Hough filled in the historical details. Incidentally, although W. O. Bentley admits he talked with Roesch only once, this does not stop him from describing Roesch's designs as "a shade too clever and complex, as anyone who has tried to overhaul the engine of a Talbot 75 will agree." But surely Bentley's own engines were quite complex, and a nightmare to decarbonise, and I wonder how many Talbot 75s "W.O." has dismantled?

The most interesting chapter is the last, wherein Mr. Bentley reveals his approach to design and tells of some of the problems he had to meet in developing the 3-litre and subsequent Bentley cars. He admits to being a firm believer in copying other people's worthwhile ideas and admits that he found the valve gear he wanted for the post-war 2½-litre Lagonda engine in a pre-war British Salmson catalogue! And the con-rod design owed much to the British Ford. This chapter tails off with references to Bentley's recent rides on the footplates and in the cabs of British railway locomotives . . . . Indeed, six of the illustrations in "The Cars In My Life" are of such locomotives, by courtesy of British Railways.

Two test reports which Bentley wrote for Rolls-Royce Ltd, one after a 3,000-mile Continental tour in an early 3½-litre Bentley and another on the straight-eight Railton Terraplane, are published in full and the appendices consist of the late Dr. J. Benjafield's account of the 1930 Le Mans race (from his book "The Bentleys at Le Mans") and *The Autocar's* road-test reports on the 1920 3-litre Bentley tourer, 1930 8-litre Bentley saloon and 1938 V12 Lagonda saloon.

This book, like the boiled egg served to the cleric, is good only in parts. It will no doubt provoke controversy amongst those whose designs the author has criticised. And those avidly seeking fresh facts about Bentley and Rolls-Royce will find a few in its pages—but expensive facts they are to buy. — W. B.

"Traction Engines in Retirement," by G. J. Romanes, illustrated by V. M. Dunnett and Stanley Paine. 24 pp. 14⅝ in. × 17¾ in. (*Hugh Evelyn Ltd., 9, Fitzroy Square, London, W.1. 55s.*)

You may imagine that the page size of this book has been given in error but we assure you we measured very carefully! This is another of those giant publications, the main purpose of which is to provide large colour illustrations, plain backed, so that they can be detached from the book and used for decoration. And very attractive any of the pictures of the engines with which the book deals would look, too. So if you want a novel form of wall-picture for café, pub or club, here you are. Apart from the excellent full-side-view pictures, the author makes most interesting each description, giving the individual histories of the ten traction engines dealt with, apart from other historical and technical data. There is a lengthy introduction about traction engines and tractors in general, before the descriptions of such makes as Clayton & Shuttleworth, Burrell, Foster, Wallis & Steevens, Fowler, Aveling & Porter and Foden, rejoicing in such picturesque names as "Peggy," "Finem Rescipe," "The Little Gem." "Eileen the Erring," "Wayfarer" and "Sandy McNab," and dating from 1900 to 1932.

There cannot be a big demand for such a book, if only because flat-dwellers will have nowhere in which to keep it unless under the bed, so the illustrations can be regarded as exclusive. But the publishers obviously find it worthwhile to print these great works, having previously issued two even larger old-car books, and we like this one.—B. J.

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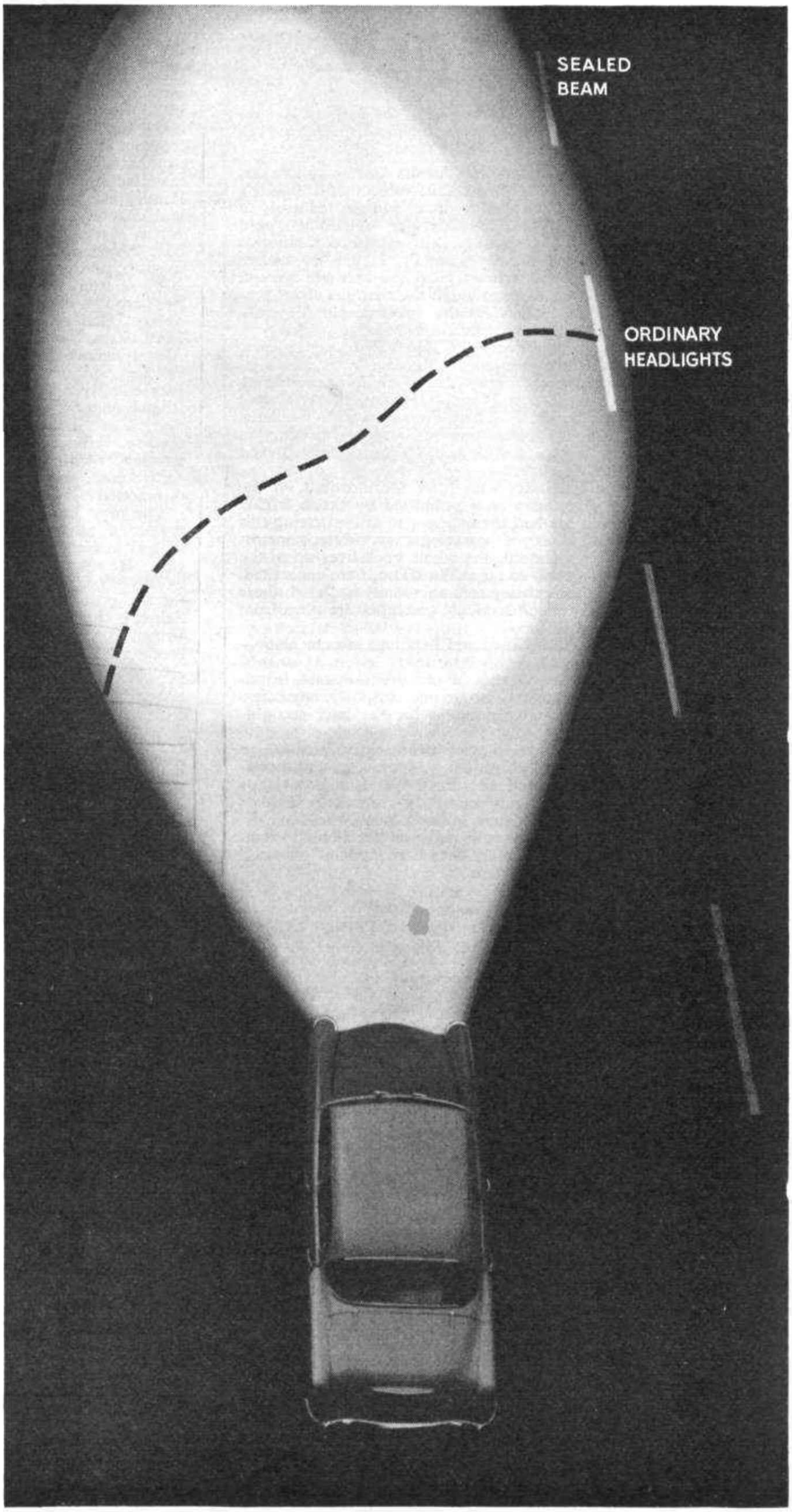
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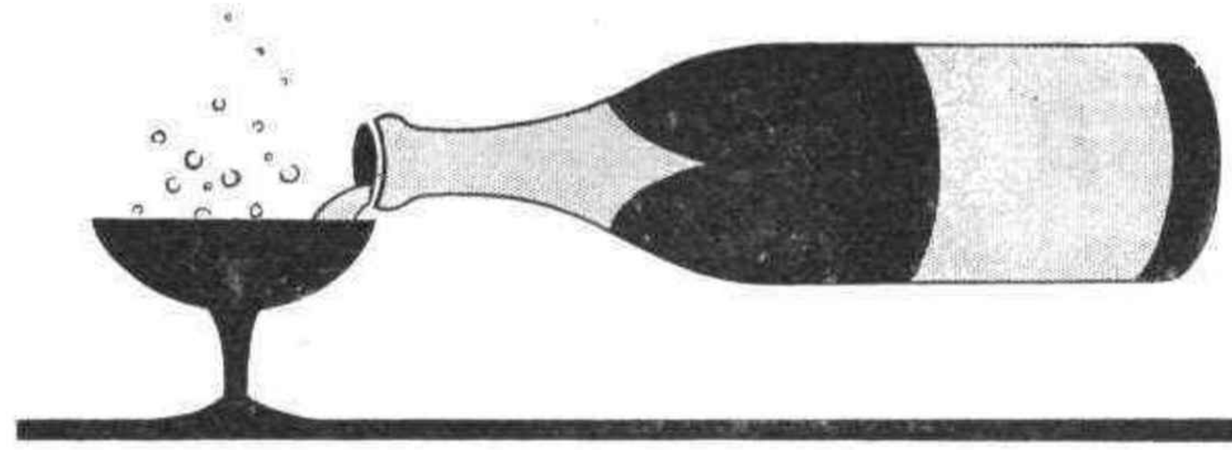
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On Test with

The Lancia Flavia

The 1½-litre Light-Alloy Flat-Four, Front-Wheel-Drive, Disc-Braked Saloon from Turin Demonstrates Impeccable Manners, Safe Handling, Great Refinement, Splendid Suspension, and a Very Smooth Engine



FLAVIA IN SUSSEX.—The front-drive Lancia is seen here near Billingshurst, at the entrance to a farm-house that was occupied circa 1905 by the Locke-Kings, who subsequently built Brooklands Track. Could the gates have come from Brooklands or did they prompt the design of those used at the famous Track?

LANCIA have always made good motor cars notable for individuality and good manners and the latest 1½-litre Flavia saloon is no exception. Indeed, it is a remarkably pleasant family car and it is to Lancia's credit that they have made such a successful job of their first front-wheel-drive car and flat-four engine.

In England the 1½-litre Flavia, which has an "over-square" engine of 82 × 71 mm. (1,500 c.c.), is a startlingly costly proposition but if price is of no importance, what a splendid proposition it represents—silent, sure-footed, capable of a top speed of 96 m.p.h., beautifully appointed and a car of definite charm and character.

There has been criticism of the Lancia Flavia on the grounds that it is primarily a Motorway car, because the recommended maximum crankshaft speed of 5,400 r.p.m. restricts indicated maxima in the gears to 25, 42 and 62 m.p.h. But what must not be lost sight of is the fact that, while in the 4.09-to-1 top gear the Flavia certainly makes light of sustained wide-throttle running, its 6.71-to-1 3rd gear is excellent for climbing steep main-road hills, whereas many cars of equivalent engine size would have to resort to a low 2nd gear and consequently go up with engine fussily turning over close to peak revs. Again, the Flavia's acceleration has been described as not one of its good features but if the car is accepted for what it is, an extremely refined 6-seater family saloon, and if the lower gears are used freely, which the very smooth horizontally-opposed 78-b.h.p. engine encourages, there is no lack of useful performance. A s.s. ¼-mile in 22 sec. and 60 m.p.h. obtainable from rest in 18.6 sec. is surely quite acceptable? Moreover, there is little need to drive the Flavia in hectic fashion because time is running out. Its magnificently light and accurate steering, fine driving position with maximum visibility, very powerful Dunlop disc brakes on all wheels, and the front-wheel-drive characteristic of liking to enter corners modestly and then accelerate sure-footedly out of them, make for exceptional average speeds in luxurious comfort and quietness.

Let us look at this remarkable and praiseworthy 1½-litre car from Turin in greater detail.

I took it over from the rather drab Lancia depot at Alperton, conveniently on the outskirts of the congested Metropolis, where I have been taking over Press cars for more years than I care to remember—starting, I suppose, with a Lancia Aprilia in 1938, about which, as readers of very long standing and keen memories may recollect, I was exceptionally enthusiastic. I am similarly enthusiastic about today's Flavia.

In keeping with front-wheel-drive this car has an almost flat floor which you step onto over side sills. The front seat is a generous-sized bench, upholstered on the test car in very high-grade "hand-sewn" red leather, an extra costing £112. It is a seat which, if it causes the passenger to grab the hand-grip on fast corners, never becomes hard or uncomfortable, no matter how long it is occupied, and which gives adequate back support from a squab the rake of which is adjustable down to the fully-reclining position.

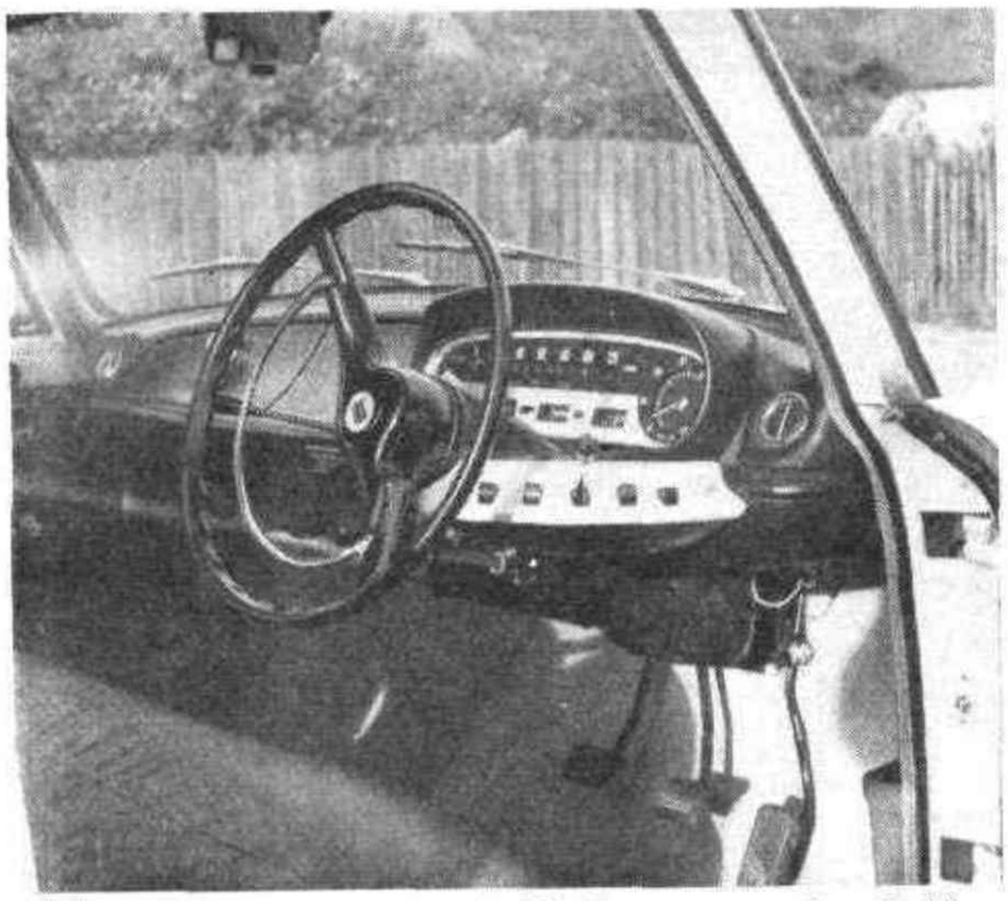
The noticeably small, thin-rimmed steering wheel is splendidly positioned for the best possible driving position, set low so that the forward view is not impeded. It has small serrations to provide an adequate but unobtrusive handgrip.

Obviously this Lancia Flavia is intended to seat three on the wide front seat, as well as three on the back seat. Apart from the small steering wheel and absence of transmission tunnel, the minor controls are uniquely located as a row of press-buttons on a curved console on the driver's right, and there is a steering-column gear-lever, both features which leave the passenger space uncongested.

The fall-over buttons on this horizontal panel, going outwards away from the driver, control sidelamps, heater fan, headlamps and screen-wipers. Between the fan and headlamps' buttons, protruding from a dummy button, is a near-vertical stalk controlling the direction-flashers, with a press-button at the top which selects full or dimmed beams in the dual headlamp clusters. If the headlamps, on full beam, are extinguished by means of the main button and not the dipper button, when next they are switched on they will be on the dimmed beam. Thus all the minor controls are immediately accessible and it is only necessary to extend the right index finger to dim the headlamps. The buttons bear no identification, so sometimes I found I was playing the wrong tune, and too impulsive an attempt to operate the headlamps' dimmer button might tip the stalk and signal a turn when no turn was intended. But generally these controls are better located and no worse than press-buttons on many American cars, if press-buttons you must have. Outboard of the wipers' button is a press-button for the screen-washers.

The sloping facia is covered in black leather, with firm crash-padding where it is most needed, the knees receiving protection, for example. On the left is a cubby-hole easily able to take a Rolleiflex camera and light meter with room to spare, its lid lockable from a somewhat-awkward lock in the press-button. Incidentally, one key is used for doors and ignition, a different colour key for boot and cubby-hole, which is ideal. The centre of the facia is unmolested but in front of the driver is the hooded instrument cluster, topped by a horizontal-ribbon 120-m.p.h. speedometer calibrated in figures every 20 m.p.h. and intermediary lines every 10 m.p.h., with a neat little engine tachometer on its right, having a red line between 5,200 and 5,400 r.p.m.

Below the speedometer are separate windows indicating trip with decimal and five-figure total mileages, and along the bottom of the panel four gauges, recording fuel contents (marked by lines only but with a low-level warning light), water temperature, dynamo charge, and oil pressure. The tell-tale lights for low oil pressure, headlamps main-beam and indicators-functioning are all sensibly subdued. Under the facia are small levers, one on the extreme left, like an Aprilia choke-control, for releasing the bonnet, two others, flanking the steering column, for extra ventilation, and choke. The handbrake, of the turn-and-pull variety, is well placed, also under the facia. If handbrake or



The minor controls of the Lancia Flavia are arranged to facilitate three-abreast on the front seat. Note the press-buttons for lamps, wipers, heater fan and the flashers-stalk, also the hooded instrument panel, hot-air vents at the facia extremities, steering column gear change and half-horn ring.

choke are in use a facia light remains on as a reminder to thoughtless manipulators of such fine machinery.

Facia lighting is rheostat-controlled, or can be doused altogether, by a little turn-knob up under the minor-controls' panel. Centrally below the main facia is a drawer-type ash-tray opened by pinching together its knobs, and, below this, two knurled knobs for ventilation and heat control, marked respectively red and blue in Continental style, with adjustable doors on the heater-box itself.

The Flavia possesses a useful pocket in the driver's door and big rigid map-holders on both sides of the scuttle. The usual rear-seat parcels' shelf, well-lipped, is provided. The doors open wide, and are held by secure if rather vicious "keeps," and have very good recessed pull-out trigger safety interior handles, *a la Mercedes*, plastic grab-handles, good window winders with neat rotatable knobs (4½-turns front, 8¼-turns rear, open to closed) and sill-locks, while the front doors incorporate quarter-lights which can be finely adjusted or securely locked with big knurled knobs, again as on a Mercedes-Benz. The doors shut quietly and with no sensation of "tinniness"; all, except the driver's, possess arm-rests. There are protective metal strips at the base of the leather upholstery.

There is as much head and leg room in the spacious rear compartment as in the front, and on the back of the front-seat squab are a useful pocket and a covered ash-tray.

At either end of the facia aircraft-type vents are provided, for demisting the side windows with warm air. An unusual innovation consists of a red warning lamp in the edge of the off-side front door; while on the subject of special Flavia characteristics I should mention that a radiator blind is provided, controlled by an under-bonnet lever, and that another lever restricts steering lock when snow-chains are fitted, to protect the front wings.

The bonnet has to be hand-propped, but its prop is spring-loaded to enable it to park automatically. The lockable lid of the luggage boot is balanced and remains open on its own. The boot is of very generous dimensions, with a flat floor, and although the spare wheel sits vertically on the off side, it has a protective cover over it. The boot and engine compartment both possess illumination, and additional direction-flasher amber lights are provided in the front wings. There are twin interior lamps with the usual courtesy action when the front doors are open. An electric socket is provided, for a razor or inspection lamp, etc., and there are padded, swivelling anti-dazzle vizors, with vanity mirror in the near-side one.

When the bonnet is opened little can be seen of the flat-four engine but the dip-stick and plugs are accessible, the former easy to replace in a sensible hole, and the marked fuse-box, with almost every circuit protected and spare fuse provided, and electrical junction boxes, etc., are neatly arranged along the near-side sill. The small Exide battery is in full view. One spanner suffices for hub caps, wheel nuts, plugs and every oil drain plug. Four nipples need grease every 2,000 miles, when sump draining is recommended, and the steering idler arm should be lubricated every 1,000 miles.

Pendant brake and clutch pedals, rather small and indifferently located, and a treadle accelerator, are used. A half-horn ring sounds delightfully Italian Fiamme horns, and depressing the steering-wheel hub flashes the headlamps with all other lamps off, although only on *dimmed* beam.

The underparts of the Flavia are flat, the exhaust tail-pipe protruding centrally at the rear, and the substantial bumpers with recessed reflectors are of stainless steel. In Italy the Flavia is now well known; here it is recognisable as its name is on the boot lid. In front, the central bonnet strip terminates in the letter "L" and the proud Lancia badge adorns the grille.

Driving the Flavia

The driver's first impression of this latest Lancia model is of the first-class visibility provided, forward beyond the flat, wide nacelles for the dual Carello headlamps and flat bonnet, and all round as well, thanks to a big back window and deep side windows, while there is no wide shelf clumsily divorcing screen from facia. As has been said, the driving position is excellent and the pleasure of this is enhanced by the excellence of the responsive steering. It calls for 4½ turns, lock-to-lock, with some sponge, and gives a turning circle of only 36½ feet, but once in action there is no particular sensation of abnormally low gearing. Moreover, once the Flavia is in motion all trace of heaviness vanishes, the action being that elusive one of lightness combined with smoothness, while no lost-motion is evident, the sense of control being absolutely sure and positive, with the ability to dodge ambling pedestrians and animals with impunity. There is splendid castor-action to overcome the big lock, the wheel spinning quickly, yet smoothly and gently, through the fingers after a corner. No vibration is transmitted and there is but very slight kick-back, as if to recall Lambda and Aprilia steering, only at speeds around 65 m.p.h. Even on full-lock the steering does not snatch and it conveys nothing of the fact that this is a front-wheel-drive car.

The gear-lever is a slender but rigid l.h. steering-column stalk which moves with precision, lightly spring-loaded to the bottom of the gate, and which functions quite easily once the oil is warm. It is good of its kind without quite verging on perfection, stiffness very slightly slowing the speed of gear-changing. Top and 3rd gears are below 1st and 2nd, with reverse safely away below top, easy to select and bringing in a useful reversing light.

The Fichtel-Sachs clutch is light but had a tendency to slip and a low metallic noise emanated from it, while occasionally the



The unique lines of the Flavia show up well in this ¾-front view of the car on Fleet Common, an expanse of military land that lies between the residential Hampshire town of that name and the "Home of the British Army" at Aldershot.

lower gears were difficult to engage.

The engine is started by turning the two-position ignition key and then pressing it in, a nice action in keeping with the mechanical demeanour of this outstanding car. The main services are selected by partly turning the key, these including the aforesaid under-bonnet lights. The engine is responsive and extremely smooth right up to and beyond its recommended maximum of 5,400 r.p.m., which can be exceeded somewhat without suggestion of distress. There is some extra noise, naturally, when accelerating, but this is generally a very quiet engine, and one that picks up in a manner which gives the Flavia a delightfully eager feel. Incidentally, when stationary the ribbon speedometer read " 5 m.p.h." and the tachometer indicated 500 r.p.m., as if the Lancia was impatient to be off!

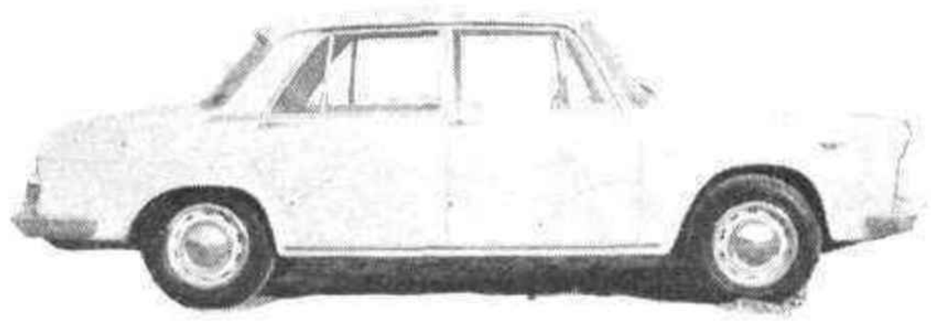
One of the most significant qualities of the Lancia Flavia, along with safe responsive control, is its quiet running. Although Michelin " X " tyres are fitted as a contribution to the good road-holding, practically no road noise intrudes and, which I consider highly creditable with a front-mounted engine and gearbox close to the floor, there is not a trace of noise from gears or final drive. As a result, to travel in the Flavia is to taste luxury and ease not normally associated with a 1½-litre high-performance car. Body noise is confined to some creaks from the region of the seats, and so generally silent is this Lancia that wind-noise round the screen pillars becomes irritating where in so many cars it would pass unnoticed.

Another commendable aspect of this splendid Italian saloon is the ride. The suspension is unusual, double wishbones and a transverse leaf-spring being used in front, ½-elliptic leaf-springs and a dead axle beam at the back, with De Carbon telescopic dampers and anti-roll bars front and back. A level, very comfortable ride results over all types of surface, with very mild up-and-down motion, extremely well damped. The car floats over really bad roads in a manner that contributes to the effortless, secure and comfortable travel that is the Flavia's main purpose in life. Over a local rough test road the Lancia rode smoothly at 80 m.p.h., the equal of the Citroën DS with its more complicated suspension; it was possible to steer hands-off, and so good is the damping, that even rear-seat passengers hardly left the seat over vicious hump-backs. The ½-elliptic back springs certainly belie early doubts! When cornered fast—and using front-drive technique to the full a Flavia corners very fast—there is some roll, but it is predictable and consistent. An oversteer tendency changes to mild understeer when throttle is backed off. The back-end feels light and has some tendency to break-away with no-one occupying the back seat. This is all that limits full use of the exceptionally powerful 11-in. Dunlop disc brakes, that give enormous powers of retardation at light pedal pressures, aided by a vacuum servo. The only clue to the fact that this is a f.w.d. car lies in sudden transmission take-up when starting briskly from rest, due to absence of propeller-shaft damping.



The rear of the Lancia Flavia is comparatively undistinguished, except for a central exhaust pipe.

THE LANCIA FLAVIA SALOON



Engine : Four cylinders, horizontally-opposed, 82 × 71 mm. (1,500 c.c.). Push-rod-operated overhead valves. 8.3-to-1 compression-ratio. 78 (net) b.h.p. at 5,200 r.p.m.
Gear ratios : 1st, 16.16 to 1; 2nd, 9.53 to 1; 3rd, 6.71 to 1; top, 4.09 to 1.
Tyres : 165–15 Michelin " X," on bolt-on steel disc wheels.
Weight : 1 ton 2 cwt. 3 qtr. (without occupants but ready for the road, with approximately 3 gallons of petrol).
Steering-ratio : 4½ turns, lock-to-lock.
Fuel capacity : 10½ gallons.
Wheelbase : 8 ft. $8\frac{3}{10}$ in.
Track : Front, 4 ft. 3⅛ in.; rear, 4 ft. 2⅜ in.
Dimensions : 15 ft. $0\frac{1}{10}$ in. × 5 ft. $3\frac{1}{5}$ in. × 4 ft. $11\frac{1}{10}$ in. (high).
Price : £1,499 (£2,187 12s. inclusive of purchase tax). With leather upholstery as tested : £2,299 17s. 10d.
Makers : Lancia & Co., Fabbrica Automobili, Torino, Italy.
Concessionaires : Lancia (England) Ltd., Lancia Works, Ealing Road, Alperton, Wembley, Middlesex.

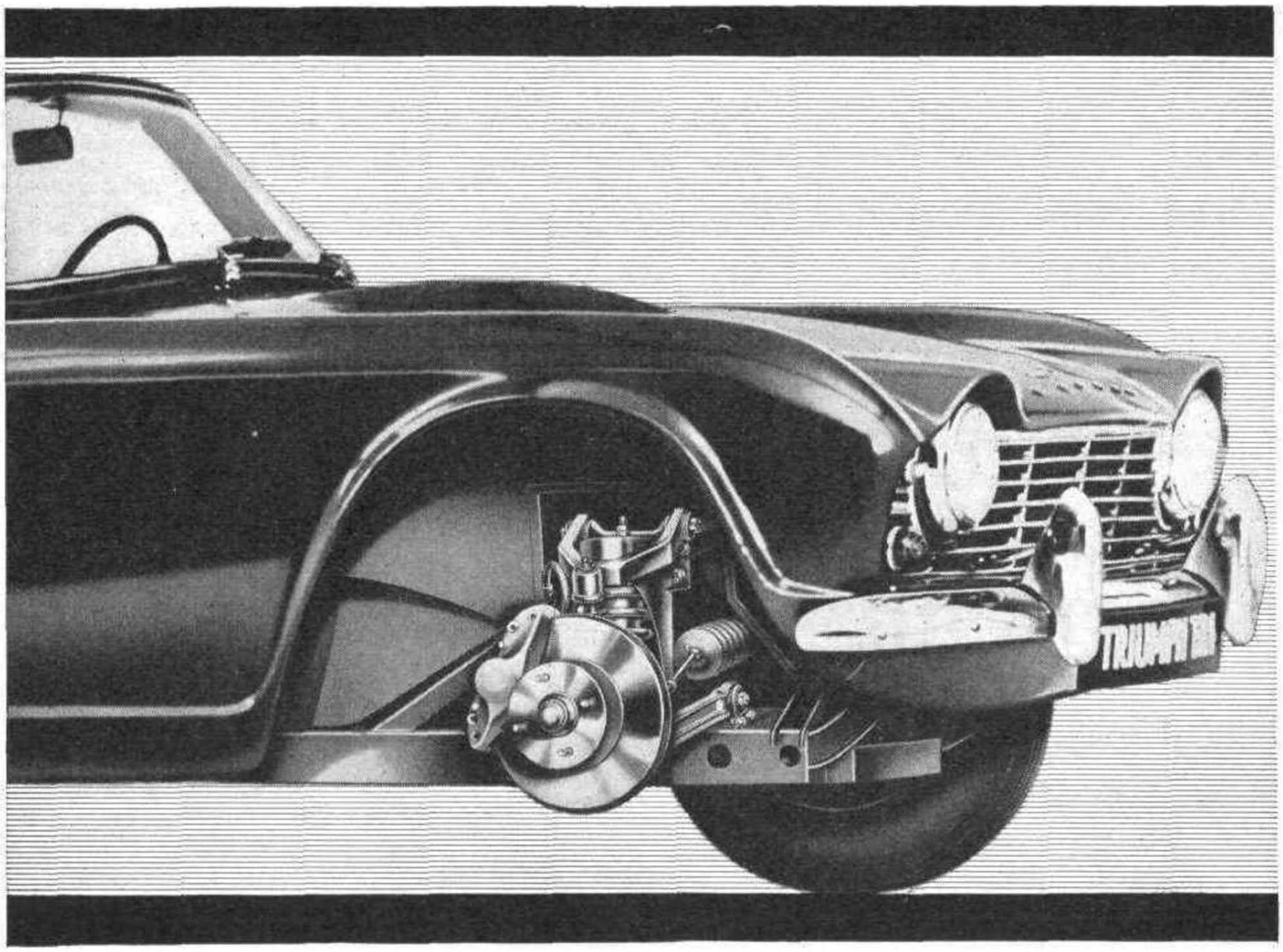
No opportunity came to check fuel range, but the tank, its detachable filler cap under a locked flap in the off-side rear wing, holds 10½ gallons and a warning light comes on when it is 1 to 1½ gallons off empty. The test car had a Solex C32 PAIA3 carburetter. Using 100-octane petrol the overall consumption for 677 miles came out to 25.8 m.p.g.; this included every type of driving and more stopping and restarting, while plotting the route of the " Boxing Night Informal," than would normally occur on a long-distance journey. In this distance no oil was required.

No serious troubles intruded, but a fault developed in the headlamps' selector button, leaving us temporarily lightless and baffled, the screen-wipers were none too effective, and the engine never got really warm, judging by the low reading of the uncalibrated thermometer, the radiator blind refusing to stay in the closed position. The dual headlamps could have provided a longer beam and the cut-off was far too drastic when they were dimmed, but no doubt they required adjustment. There was evidence of chaffing of the brake-booster lines and some rust in the channels round the boot lid, in a car that had been in use for only 12,000 miles. A screen demister pipe detached itself, as it does on my Mini-Minor (but that didn't cost over £2,000), and, as recorded, the clutch was suspect. An anti-dazzle rear-view mirror is provided but this defeated its object by being too loosely mounted.

To sum up, the Flavia is that rare vehicle, so often asked for on paper, a luxury 1½-litre 6-seater saloon. It is capable of a top speed of 96 m.p.h., reaches 60 in 3rd gear without over-revving, accelerates well, is essentially safe to steer, corner and stop, and does everything with the essence of smooth, quiet superiority. The Lancia Flavia is not a status symbol, but it is a very fine proposition for those who want individuality and refinement from a not-too-big car. At present the price in this country is inflated to £2,187 12s. and even on the Common Market the basic price of £1,500 is high but, disregarding sordid finance, this is one of the World's outstanding family cars.—W. B.

THE MISPRINT OF THE YEAR?

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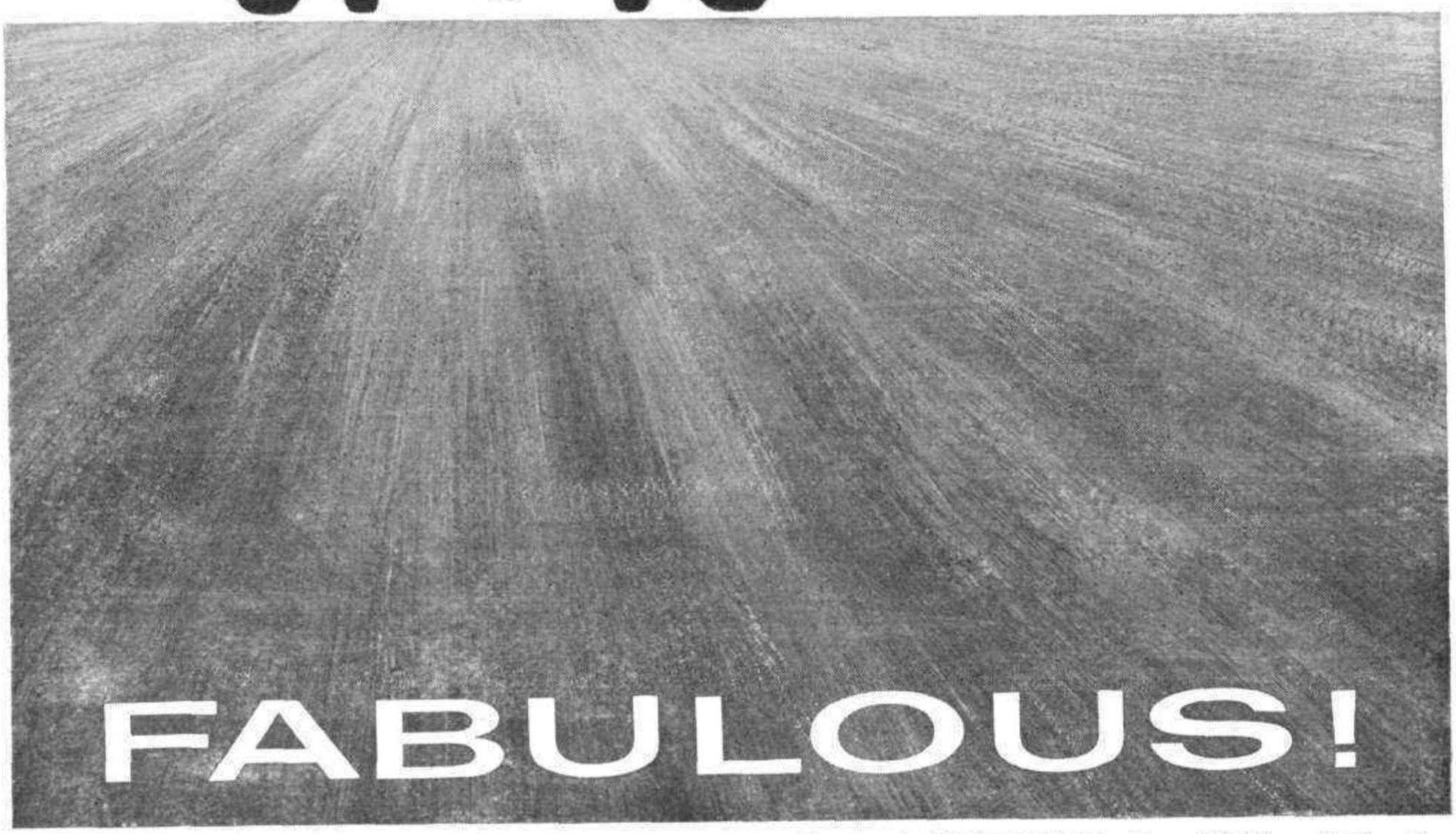
In 1955 two T.R.3's distinguished themselves in the Le Mans race—they were fitted with Girling Disc Brakes, which, after further exhaustive tests, were adopted as standard equipment on the front wheels of T.R.3's in October 1956. It was the first disc brake order for a volume production car anywhere. Since then the list of cars fitting Girling Disc Brakes has grown rapidly, and now includes cars not only from Britain but Italy, Germany and Sweden, too. It is therefore with particular pleasure that we welcome the Triumph T.R.4 to this impressive list.

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VINTAGE POSTBAG—continued from p.16

The James Walker Gasket Service

Sir,

I feel that a few lines of appreciation of the services of the firm of James Walker of Woking should be published in your excellent magazine. In these days when "the personal touch" is fast disappearing from the dealings of even small concerns, it is most encouraging and refreshing to find a large organisation so ready and willing to help the private and more eccentric type of motorist.

I cannot speak too highly of the co-operation I have received from James Walker Ltd. in the extremely important question of supply of cylinder-head gaskets, and I know that the firm will do its best to meet the most exacting demands of any vintage motorist in this matter. I have no connection with the firm but merely wish to observe that without their help many fine old cars would not now be on the road.

Charlwood. G. S. CLARKE, Lieut. (R.N.).

[I agree—the Walker gasket in my 12/20 Calthorpe continues to give splendid service.—ED.]

* * *

A Useful Hint

Sir,

On a recent stay at Leicester in my 1930 M-type M.G. I was told about a small firm of coachbuilders who specialise in restoration and who also supply these type of cars. They are Messrs. Stewart & Son, Forest Street, Shepshed, a small country town about eight miles north of Leicester. I was delighted at the courtesy I received from these two people, who drove me back to Leicester in a 1934 Rover Pilot, after I had agreed to leave my car for respraying. Their promise to return it within one week was kept with three hours to spare, and with a finish that can only be described as magnificent. These old-fashioned coachbuilders tell me all their work is hand polished, which accounts for the beautiful lustre. I can thoroughly recommend this firm to anyone who appreciates a craftsman. I have no connections whatsoever with the above firm.

Christchurch. JAMES HEWITT.

* * *

The Buckingham

Sir,

According to my information, Mr. Hall is correct in stating that only single and vee-twin air-cooled engines of 746 c.c. and 1,095 c.c. were available for the post-war model of the Buckingham cyclecar. Manufacture was undertaken by T. G. John Ltd. (founded in 1919), together with that of the Alvis 10/30, the design for which had been purchased from G. P. H. de Freville, and the Hillman "Electra" stationary engine.

As far as I can ascertain about 250 Buckinghams were built during 1921/22 but information is very scanty and I should like to hear from anyone who can add to it—or early Alvis history.

New Malden. K. R. DAY.

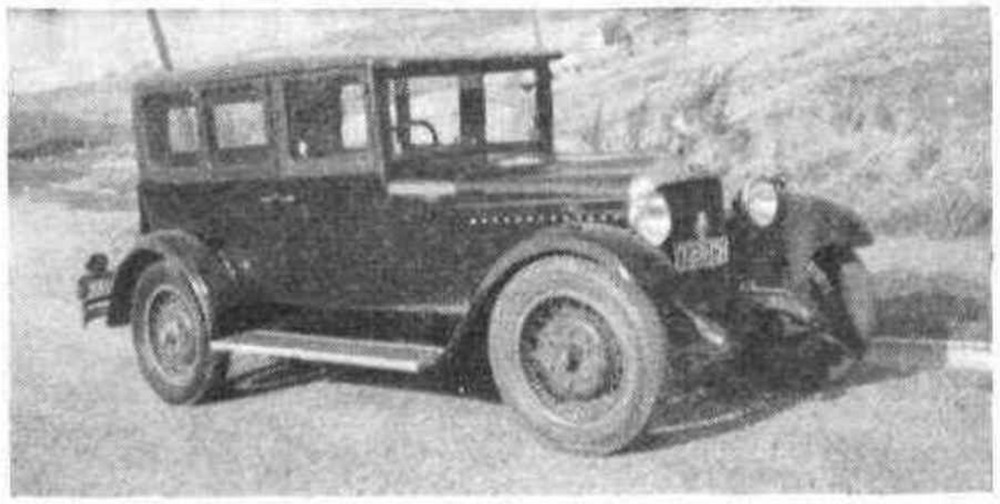
* * *

A 1927 Minerva

Sir,

I own a 1927(?) 12/18 Minerva which I am gradually restoring.

It is a pity that so many authors of newly published books almost invariably condemn sleeve-valve engines. I never have any trouble in turning over the engine, even in mid-winter, and in its 35 years of hard work, especially by one previous owner



who had no care for the car whatsoever, none have ever damaged the sleeves at all. They have actually improved with use, and although oil consumption is perhaps a little higher than a conventional engine, there is a great saving in maintenance. It seems to me that few of these authors have had much experience with this type of engine.

Christchurch, N.Z. A. J. AIRS.

Another Liberty Lorry



Sir,

Regarding the Liberty lorry of Pratt's Spirit in the November issue of MOTOR SPORT, I should be glad to know if you think the enclosed photograph shows a similar type.

It was taken in Clacton-on-Sea, outside Wells' Garage, Jackson Road, which belongs to my uncle, Mr. W. G. Wells. I think the picture was taken in the 1920s, but am uncertain of the year the vehicle was made and wonder if anyone has any idea.

Chelmsford. L. W. BARR.

* * *

A Letter from Capt. D. M. K. Marendaz

Sir,

In a letter relating to the Buckingham, your contributor Neville Hall, talking about 1914-15 Buckingham engines, referred to them as having possibly been made by Messrs. Alvis of Coventry. As you may know, I brought Alvis cars into existence, which was in 1919, and can say that Alvis had nothing to do with the manufacture of Buckingham engines.

I now refer to page 932 (November issue) on which you illustrate Frank Halford's engine and refer to him as having designed the B.H.P. aero-engine during the 1914-18 war.

Frank Halford was one of my oldest friends, and it is not because I am trying to detract from his many achievements that I should like to correct your statement. Immediately after the outbreak of the First World War the War Office had sent to the Siddeley works at Coventry an Austro-Daimler aero-engine, the intention being to start us going on the manufacture of this. Very shortly afterwards it was decided that we should build R.A.F. 8- and 12-cylinder aircraft engines.

The Austro-Daimler aero-engine was thereupon sent up to Messrs. William Beardmore. There the engine was to some extent altered in design and the people engaged on it included Pelterie and Halford. The engine was then renamed B.H.P., standing for Beardmore, Halford and Pelterie. Pelterie was the senior but B.H.P. sounded better.

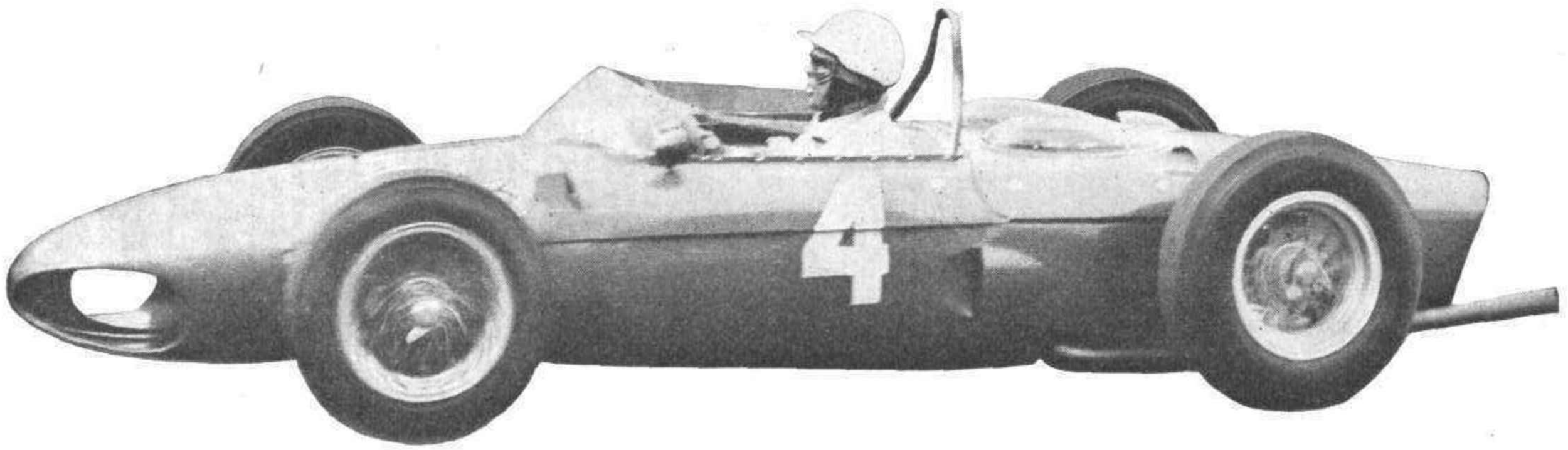
I recall Frank Halford coming round the Siddeley Deasey, later Armstrong Siddeley, works, and many more things of considerable historical interest to the motor and aeronautical industry of the United Kingdom, but will end by saying that after the greatest possible difficulty in breaking away from Armstrong Siddeley, I found myself one day, after service on the Line, in charge of test at St. Omer, and well recall a signal being received on a Sunday morning stating that as from that day all B.H.P. engines would be referred to henceforth as Siddeley Puma.

D. M. K. MARENDAZ,

Marendaz Town, S. Africa. M.S.A.E., M.I.Prod.E.(Br.).

Another restoration.—At a Surrey garage a *circa* 1911 15.9-h.p. S.C.A.R. tourer is in process of restoration by a V.C.C. member. A start was made around 1919 to modernise it, by fitting a normal radiator as a substitute for the original scuttle radiator, a dynamo, and discs over the wooden artillery wheels but the work was never completed and the car lay on a rubbish heap at a Teddington garage until a few years ago. The present owner would appreciate a picture of a similar S.C.A.R. so that he can make the new radiator and bonnet correctly.

INTERNATIONAL RACE RESULTS OF 1961



Champion driver, Phil Hill, in the Championship car, Ferrari

GRANDES EPREUVES
(For World Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed, k.p.h.	Fastest Lap	Time
May 14	Monaco G.P.—314 kms.	Monte Carlo	Moss (Lotus-Climax)	Ginther (Ferrari)	P. Hill (Ferrari)	von Trips (Ferrari)	Gurney (Porsche)	113.787	Moss and Ginther (Lotus-Climax) (Ferrari)	1 min. 36.3 sec.
„ 22	Dutch G.P.—314 kms.	Zandvoort	von Trips (Ferrari)	P. Hill (Ferrari)	Clark (Lotus-Climax)	Moss (Lotus-Climax)	Ginther (Ferrari)	154.828	Clark (Lotus-Climax)	1 min. 35.5 sec.
June 18	Belgian G.P.—423 kms.	Spa	P. Hill (Ferrari)	von Trips (Ferrari)	Ginther (Ferrari)	Gendebien (Ferrari)	Surtees (Cooper-Climax)	206.235	Ginther (Ferrari)	3 min. 59.8 sec.
July 2	French G.P.—432 kms.	Reims	Baghetti (Ferrari)	Gurney (Porsche)	Clark (Lotus-Climax)	Ireland (Lotus-Climax)	McLaren (Cooper-Climax)	192.874	Moss (Lotus-Climax)	2 min. 30.4 sec.
„ 15	British G.P.—362 kms.	Aintree	von Trips (Ferrari)	P. Hill (Ferrari)	Ginther (Ferrari)	Brabham (Cooper-Climax)	Bonnier (Porsche)	135.040	Brooks (B.R.M.-Climax)	1 min. 57.8 sec.
Aug. 6	German G.P.—342 kms.	Nurburgring	Moss (Lotus-Climax)	von Trips (Ferrari)	P. Hill (Ferrari)	Clark (Lotus-Climax)	Surtees (Cooper-Climax)	148.600	P. Hill (Ferrari)	8 min. 57.8 sec.
Sept. 10	Italian G.P.—430 kms.	Monza	P. Hill (Ferrari)	Gurney (Porsche)	McLaren (Cooper-Climax)	Lewis (Cooper-Climax)	Brooks (B.R.M.-Climax)	209.337	Baghetti (Ferrari)	2 min. 48.4 sec.
Oct. 8	United States G.P.—370 kms.	Watkins Glen	Ireland (Lotus-Climax)	Gurney (Porsche)	Brooks (B.R.M.-Climax)	McLaren (Cooper-Climax)	G. Hill (B.R.M.-Climax)	166.112	Brabham (Cooper-Climax V8)	1 min. 18.2 sec.

Drivers' Championship Placings : 1st : **Phil Hill.** 2nd : **Stirling Moss.** 3rd : **Dan Gurney.**
Manufacturers' Championship Placings : 1st : **Ferrari.** 2nd : **Lotus-Climax.** 3rd : **Porsche.**

SPORTS CAR RACES
(For Manufacturers' Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed, k.p.h.
Mar. 26	Sebring—12 hrs.	Florida	P. Hill/Gendebien (Ferrari V12)	Ginther/von Trips (Ferrari V12)	R. Rodriguez/P. Rodriguez (Ferrari V12)	Sharp/Hissom (Ferrari V12)	Holbert/Penske (Porsche RS61)	146.934
April 30	Targa Florio—720 kms.	Sicily	von Trips/Gendebien (Ferrari V6)	Bonnier/Gurney (Porsche RS61)	Herrmann/Barth (Porsche RS61)	Vaccarella/Trintignant (Maserati Tipo 63)	Maglioli/Scarlatti (Maserati Tipo 63)	103.433
May 28	A.D.A.C.—1,000 kms.	Nurburgring	Gregory/Casner (Maserati Tipo 61)	R. Rodriguez/P. Rodriguez (Ferrari V12)	Ginther/Gendebien/ (Ferrari V6) von Trips	Abate/Davis (Ferrari 250GT)	Mairesse/Baghetti (Ferrari 250GT)	127.300
June 10/11	Le Mans—24 hrs.	Sarthe	P. Hill/Gendebien (Ferrari V12)	Parkes/Mairesse (Ferrari V12)	Noblet/Guichet (Ferrari 250GT)	Thompson/Pabst (Maserati Tipo 63)	Holbert/Gregory (Porsche RS61)	186.527
Aug. 15	Pescara—4 hrs.	Pescara	Bandini/Scarlatti (Ferrari V12)	Barth/Orthuber (Porsche RS61)	Boffa (Maserati Tipo 60)	Arents/Hamill (Ferrari 250GT)	Davis (Osca)	143.219

Championship Placings : 1st : **Ferrari.** 2nd : **Maserati.** 3rd : **Porsche.**

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FORMULE LIBRE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 2	Fairfield "100"—116 kms.	South Africa	Johnstone (Cooper-Alfa)	Love (Cooper-Maserati)	Seidel (Cooper-Climax)	—
„ 7	New Zealand G.P.—241 kms.	Ardmore	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	G. Hill (B.R.M.)	141.301
„ 14	Hudson Trophy Races—55 kms.	Levin	Bonnier (Cooper-Climax)	Clark (Lotus-Climax)	Hulme (Cooper-Climax)	—
„ 14	Hudson Trophy Races—55 kms.	Levin	Bonnier (Cooper-Climax)	Salvadori (Lotus-Climax)	Hulme (Cooper-Climax)	—
„ 21	Lady Wigram Trophy—161 kms.	Christchurch	Brabham (Cooper-Climax)	Moss (Lotus-Climax)	Hyslop (Cooper-Climax)	125.529
„ 28	Dunedin Trophy—97 kms.	New Zealand	Hulme (Cooper-Climax)	Hoare (Ferrari Sp.)	Hyslop (Cooper-Climax)	109.436
„ 29	Warwick Farm—161 kms.	Sydney	Moss (Lotus-Climax)	Ireland (Lotus-Climax)	Stillwell (Cooper-Climax)	127.556
Feb. 4	Teretonga Trophy—121 kms.	Invercargill	Bonnier (Cooper-Climax)	Salvadori (Lotus-Climax)	Hulme (Cooper-Climax)	120.701
„ 11	Ballarat Races—161 kms.	Australia	Gurney (B.R.M.)	G. Hill (B.R.M.)	Flockhart (Cooper-Climax)	62 min. 52 sec.
Mar. 5	Longford Races—173 kms.	Tasmania	Salvadori (Cooper-Climax)	Patterson (Cooper-Climax)	Youl (Cooper-Climax)	168.172
April 3	Easter Races—15 laps	Mallory Park	Naylor (J.B.W.-Maserati)	Parnell (Lotus-Climax)	Pitt (Cooper-Monaco)	140.158
May 22	Whit-Monday Races—20 laps	Mallory Park	Parnell (Lotus-Climax)	Fairman (Cooper-Climax)	Ashmore (Lotus-Climax)	141.027
„ 30	Indianapolis—805 kms.	Indianapolis	Foyt (Bowes Seal Fast Sp.)	Sachs (Dean Van Lines Sp.)	Ward (Leader Card Sp.)	223.904
July 22	Phoenix Park Handicap—103 kms.	Dublin	Derisley (Lotus 7)	Pollock (Turner)	Naylor (J.B.W.-Maserati)	Result of two Heats
„ 29	Leinster Trophy—25 laps	Dunboyne	Hayden (Lola-Climax)	Ashmore (Lotus-Climax)	Proctor (Lotus-Climax)	140.222
„ 29	*Holmpatrick Trophy—12 laps*	*Dunboyne*	Cullen (Austin Sprite)	Maunsell (Sunbeam)	Olthoff (M.G.-A)	122.002
Oct. 8	Australian G.P.—169 kms.	Adelaide	Davison (Cooper-Climax)	Stillwell (Cooper-Climax)	McKay (Cooper-Climax)	—

INTER-CONTINENTAL FORMULA RACES

Mar. 25	Lombank Trophy—161 kms.	Snetterton	Brabham (Cooper-Climax)	Allison (Lotus-Climax)	Clark (Lotus-Climax)	165.227
April 3	Lavant Cup—81 kms.	Goodwood	Moss (Cooper-Climax)	McLaren (Cooper-Climax)	G. Hill (B.R.M.)	145.597
May 6	International Trophy—375 kms.	Silverstone	Moss (Cooper-Climax)	Brabham (Cooper-Climax)	Salvadori (Cooper-Climax)	140.172
July 8	British Empire Trophy—241 kms.	Silverstone	Moss (Cooper-Climax)	Surtees (Cooper-Climax)	G. Hill (B.R.M.)	168.310
Aug. 7	Guards Trophy—324 kms.	Brands Hatch	Brabham (Cooper-Climax)	Clark (Lotus-Climax)	G. Hill (B.R.M.)	148.575

FORMULA ONE RACES

Mar. 25	Lombank Trophy—161 kms.	Snetterton	Surtees (Cooper-Climax)	H. Taylor (Lotus-Climax)	Salvadori (Cooper-Climax)	155.495
April 3	Pau G.P.—276 kms.	France	Clark (Lotus-Climax)	Bonnier (Lotus-Climax)	Bandini (Cooper-Maserati)	102.219
„ 3	Glover Trophy—162 kms.	Goodwood	Surtees (Cooper-Climax)	G. Hill (B.R.M.-Climax)	Salvadori (Cooper-Climax)	154.111
„ 9	Bruxelles G.P.—300 kms.	Belgium	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	Marsh (Lotus-Climax)	Three Heats Addition of points
„ 16	*Aspern Races—150 kms.*	Austria	Moss (Lotus-Climax)	*Seidel* (Lotus-Climax)	*Prinoth* (Lotus-Climax)	128.400
„ 22	Aintree "200"—201 kms.	Aintree	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	G. Hill (B.R.M.-Climax)	125.625
„ 25	Siracusa G.P.—308 kms.	Sicily	Baghetti (Ferrari)	Gurney (Porsche)	Bonnier (Porsche)	167.791
May 14	Naples G.P.—150 kms.	Posillipo	Baghetti (Ferrari)	Ashmore (Lotus-Climax)	Bandini (Cooper-Maserati)	108.726
„ 22	London Trophy—80 kms.	Crystal Palace	Salvadori (Cooper-Climax)	H. Taylor (Lotus-Climax)	Marsh (Lotus-Climax)	132.852
June 3	Silver City Trophy—324 kms.	Brands Hatch	Moss (Lotus-Climax)	Clark (Lotus-Climax)	Brooks (B.R.M.-Climax)	147.707
July 22	Phoenix Park Race—165 kms.	Dublin	Ashmore (Lotus-Climax)	McAlister (Cooper-Climax)	Parnell (Lotus-Climax)	175.816
„ 23	Solitude G.P.—285 kms.	Stuttgart	Ireland (Lotus-Climax)	Bonnier (Porsche)	Gurney (Porsche)	169.430
Aug. 20	Kannon Races—80 kms.	Karlskoga	Moss (Lotus-Climax)	Bonnier (Porsche)	Surtees (Cooper-Climax)	—
„ 27	Roskildering	Denmark	Moss (Lotus-Climax)	Ireland (Lotus-Climax)	Salvadori (Cooper-Climax)	Three Heats—Addition of times
Sept. 3	Modena G.P.—236 kms.	Italy	Moss (Lotus-Climax)	Bonnier (Porsche)	Gurney (Porsche)	141.770
„ 17	Zettweg Airfield—256 kms.	Austria	Ireland (Lotus-Climax)	Brabham (Cooper-Climax)	Bonnier (Porsche)	147.690
„ 23	Gold Cup—264 kms.	Oulton Park	Moss (Ferguson-Climax)	Brabham (Cooper-Climax)	McLaren (Cooper-Climax)	142.959
Dec. 9	Transvaal G.P.—300 kms.	Cape Town	Clark (Lotus-Climax)	T. Taylor (Lotus-Climax)	Bonnier (Porsche)	145.697

FORMULA JUNIOR RACES

Mar. 25	Lombank Meeting—18 laps	Snetterton	T. Taylor (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Russell (Lotus-Ford)	150.023
April 2	Circuit of Cesanatico—96 kms.	Italy	Siffert (Lotus-Ford)	Piper (Lotus-Ford)	Rigamonti (Osca-Fiat)	114.046
„ 3	Chichester Cup—10 laps	Goodwood	Arundell — tie — (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Ashdown (Lola-Ford)	136.953
„ 3	Easter Races—15 laps	Mallory Park	Rhodes (Cooper-B.M.C.)	Harris (Lotus-Ford)	Morrogh (Lotus-Ford)	136.827
„ 15	B.A.R.C. Meeting—15 laps	Oulton Park	T. Taylor (Lotus-Ford)	Love (Cooper-B.M.C.)	W. Moss (Lotus-Ford)	138.971
„ 16	Circuit of Garda—131 kms.	Italy	Siffert (Lotus-Ford)	Davis (Taraschi-Fiat)	"Geki" (Stanguellini-Fiat)	130.001
„ 16	Aspern Airfield—109 kms.	Austria	Mitter (Lotus-D.K.W.)	Raby (Cooper-Ford)	Ahrens (Cooper-B.M.C.)	125.000
„ 22	B.A.R.C. Race—82 kms.	Aintree	T. Taylor (Lotus-Ford)	Arundell (Lotus-Ford)	Love (Cooper-B.M.C.)	136.279

FORMULA JUNIOR RACES—continued

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
April 30	Eifelrennen—155 kms.	Nurburgring	Siffert (Lotus-Ford)	D. Taylor (Lola-Ford)	Ahrens (Lotus-Ford)	121.100
May 6	B.R.D.C.—25 laps	Silverstone	Russell (Lotus-Ford)	Marsh (Lotus-Ford)	Maggs (Cooper-B.M.C.	160.226
,, 11	Djurgarsloppet	Helsinki	Bremer (Elva-B.M.C.)	McCowen (Lola-Ford)	Rosqvist (Lotus-Ford)	—
,, 13	Monaco Junior—75 kms.	Monte Carlo	Arundell (Lotus-Ford)	Love (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	104.294
,, 14	Prix de Paris	Montlhéry	Boyer (Lotus-Ford)	Bouharde (D.B. Panhard)	Piper (Lotus-Ford)	Two Heats
,, 21	Circuit of Madrid—276 kms.	Spain	Balsiger (Lotus-Ford)	Moiso (Stanguellini-Fiat)	Alongue (Stanguellini-Fiat)	106.550
,, 21	G.P. Frontieres—209 kms.	Chimay	Love (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	Siffert (Lotus-Ford)	Two Heats 1 hr. 17 min. 26.0 sec.
,, 22	Anerley Trophy—20 laps	Crystal Palace	Rees (Lotus Ford)	Parkes (Gemini-Ford)	McKee (Lotus-Ford)	125.433
,, 22	Whit-Monday—40 laps	Mallory Park	Arundell (Lotus-Ford)	Ashdown (Lotus-Ford)	Hine (Lola-Ford)	138.806
,, 28	Circuit Jean Behra—50 kms.	France	Maggs (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	Bouharde (D.B. Panhard)	113.420
June 3	John Davy Trophy—20 laps	Brands Hatch	W. Moss (Gemini-Ford)	Parkes (Gemini-Ford)	T. Taylor (Lotus-Ford)	140.963
,, 4	Circuit of Rouen—150 kms.	Les Essarts	Maggs (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	Warr (Lotus-Ford)	149.276
,, 11	Castello-Teramo—94 kms.	Italy	Siffert (Lotus-Ford)	" Geki " (Lotus-Ford)	Clerici (Wainer-Fiat)	94.360
,, 11	Circuit of Portoroz—58 kms.	Yugoslavia	Markl (Cooper-Ford)	Liekens (Cooper-B.M.C.)	Parere (Stanguellini Fiat)	101.800
,, 25	Circuit of Chartre—88 kms.	France	Love (Cooper-B.M.C.)	Grandsire (Lotus-Ford)	Slotemaker (Lola-Ford)	—
,, 25	Circuit of Caserta—25 laps	Italy	Love (Cooper-B.M.C.)	Siffert (Lotus-Ford)	Piper (Lotus-Ford)	145.054
,, 29	Lottery G.P.—173 kms.	Monza	Maggs (Cooper-B.M.C.)	Natili (Lotus-Ford)	Slotemaker (Lola-Ford)	171.074
July 2	Coupe de Vitesse—30 laps	Reims	T. Taylor (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Siffert (Lotus-Ford)	176.352
,, 8	Empire Trophy Races—25 laps	Silverstone	Arundell (Lotus-Ford)	T. Taylor (Lotus-Ford)	Rees (Lotus-Ford)	162.571
,, 16	Circuit of Salerno	Italy	Fiordelisi (Taraschi-Fiat)	D'Apuzzo (Stanguellini-Fiat)	Buondonno (Stanguellini-Fiat)	72.741
,, 22	Phoenix Park—165 kms.	Dublin	Rhodes (Cooper-B.M.C.)	Proctor (Lotus-Ford)	Cottrell (Cooper-B.M.C.)	168.284
,, 23	Circuit of Messina—120 kms.	Sicily	Hyslop (Lotus-Ford)	Hulme (Cooper-B.M.C.)	" Geki " (Lotus-Ford)	156.799
,, 23	Circuit of Solitude—137 kms.	Stuttgart	T. Taylor (Lotus-Ford)	Arundell (Lotus-Ford)	Maggs (Cooper-B.M.C.)	157.400
,, 29	Dunboyne Trophy—10 laps	Dunboyne	Rhodes (Cooper-B.M.C.)	Proctor (Lotus-Ford)	Templeton (Lotus-Ford)	149.717
Aug. 7	John Davy Trophy—20 laps	Brands Hatch	Arundell (Lotus-Ford)	Parkes (Gemini-Ford)	Maggs (Cooper-B.M.C.)	141.011
,, 7	Bank Holiday—15 laps	Aintree	Proctor (Lotus-Ford)	Rees (Lotus-Ford)	Cottrell (Cooper-B.M.C.)	143.506
,, 19	B.A.R.C. Championship—15 laps	Goodwood	Rees (Lotus-Ford)	Youl (M.R.D.-Ford)	D. Taylor (Lola-Ford)	146.773
,, 20	Kannonloppet	Karlskoga	Maggs (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	Lincoln (Cooper-B.M.C.)	—
,, 27	Roskildering	Denmark	Love (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	Hyslop (Cooper-B.M.C.)	—
,, 27	Circuit of Pergusa	Sicily	Siffert (Lotus-Ford)	Bandini (Lotus-Ford)	" Geki " (Lotus-Ford)	184.383
Sept. 2	September Trophy—25 laps	Crystal Palace	T. Taylor (Lotus-Ford)	D. Taylor (Lola-Ford)	Ashdown (Lotus-Ford)	130.100
,, 3	World Cup Races	Zandvoort	Maggs (Cooper-B.M.C.)	McKee (Lotus-Ford)	Piper (Lotus-Ford)	—
,, 3	Circuit of Cadours—78 kms.	France	Siffert (Lotus-Ford)	Rosinsky (Cooper-B.M.C.)	Martel (Lotus-Ford)	120.879
,, 23	Redex Trophy—19 laps	Oulton Park	Maggs (Cooper-B.M.C.)	Proctor (Alexis-Ford)	Love (Cooper-B.M.C.)	121.634
,, 24	Coupe de Paris	Montlhéry	Siffert (Lotus-Ford)	Grandsire (Lotus-Ford)	Rosinsky (Cooper-B.M.C.)	—
Oct. 8	*Coupe du Salon—140 kms.*	*Montlhéry*	Love — tie — (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	Siffert (Lotus-Ford)	1 hr. 7 min. 2.4 sec.
,, 8	Innsbruck Races	Austria	Bardi-Barry (Cooper-B.M.C.)	Markl (Cooper-B.M.C.)	Mitter (Lotus-D.K.W.)	—

SPORTS-CAR RACES

April 3	Sussex Trophy—15 laps	Goodwood	Moss (Lotus-Monte Carlo)	H. Taylor (Lotus-Monte Carlo)	Dickson (Cooper-Monaco)	131.274
,, 3	Easter Races—10 laps	Mallory Park	Pitt (Cooper-Monaco)	Naylor (Cooper-Maserati)	Baird (Lister-Jaguar)	131.371
,, 15	B.A.R.C. Meeting—20 laps	Oulton Park	H. Taylor (Lotus-Monte Carlo)	G. Hill (Lotus-Monte Carlo)	Allison (Lotus-Monte Carlo)	138.533
,, 22	B.A.R.C. Meeting—82 kms.	Aintree	Moss (Lotus-Monte Carlo)	H. Taylor (Lotus-Monte Carlo)	Allison (Lotus-Monte Carlo)	140.319
May 6	B.R.D.C. Races—25 laps	Silverstone	Moss (Lotus-Monte Carlo)	Salvadori (Cooper-Monaco)	Allison (Lotus-Monte Carlo)	164.728
,, 11	Djurgardsloppet	Helsinki	Lincoln (Cooper-Monaco)	Graham (Lotus Fifteen)	—	—
,, 22	Green Helmet Trophy—15 laps	Crystal Palace	Salvadori (Cooper-Monaco)	Blumer (Cooper-Monaco)	Lee (Lister-Jaguar)	128.538
June 4	Rouen G.P.—4 hrs.	Les Essarts	Casner (Maserati)	Mairesse (Ferrari 250GT)	Simon (Ferrari 250GT)	148.892
,, 24	Mosport Park—321 kms.	Canada	Moss (Lotus-Monte Carlo)	Bonnier (Porsche RS61)	Gendebien (Porsche RS61)	Two Heats Addition of Points
July 2	Continental Divide—321 kms.	Colorado	Miles (Porsche RS61)	Donner (Porsche RS61)	Patrick (Porsche Sp.)	Two Heats Addition of Times
,, 16	Circuit of Salerno	Italy	Govoni (Maserati Tipo 60)	Boffa (Maserati Tipo 60)	Fiordelisi (Taraschi-Fiat)	81.180
Aug. 7	B.A.R.C.—15 laps	Aintree	Blumer (Cooper-Monaco)	H. Taylor (Lotus-Monte Carlo)	Dickson (Cooper-Monaco)	142.669
,, 27	Circuit of Pergusa	Sicily	Boffa (Maserati Tipo 60)	Govoni (Maserati Tipo 60)	Riolo (Maserati Tipo 60)	180.262
Sept. 2	B.A.R.C.—10 laps	Crystal Palace	Boshier-Jones (Lola-Climax)	Hansley (Lola-Climax)	Nicholson (Lola-Climax)	122.326
,, 10	Canadian G.P.—402 kms.	Mosport Park	Ryan (Lotus-Monte Carlo)	P. Rodriguez (Ferrari V12)	Moss (Lotus-Monte Carlo)	2 hr. 46 min. 44 sec.

SPORTS CAR RACES—continued

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Oct. 15	Riverside Races—322 kms.	California	Brabham (Cooper-Monaco)	McLaren (Cooper-Monaco)	Hall (Chaparral Chev.)	151.376
„ 21	Pacific G.P.—Two Heats	Laguna Seca	Moss (Lotus-Monte Carlo)	Gurney (Lotus-Monte Carlo)	Brabham (Cooper-Monaco)	146.934

GRAN TURISMO RACES

Feb. 26	Daytona Raceway—800 kms.	Florida	Panch (Pontiac)	Weatherley (Pontiac)	Goldsmith (Pontiac)	240.760
Mar. 25	Under 1,000 c.c.—4 hrs.	Sebring	Washburn (Fiat-Abarth)	Hansgen (Austin-Sprite)	Leiss (Fiat-Abarth)	123.437
„ 25	Opening Meeting	Snetterton	Parkes (Ferrari 250GT)	Whitehead (Ferrari 250GT)	Salvadori (Aston Martin DB4GT)	144.053
April 3	Fordwater Trophy—10 laps	Goodwood	Parkes (Ferrari 250GT)	Ireland (Aston Martin DB4GT)	Moss (Aston Martin Zagato)	133.930
„ 15	B.A.R.C. Meeting	Oulton Park	G. Hill (Jaguar-E)	Ireland (Aston Martin DB4GT)	Salvadori (Jaguar-E)	133.930
„ 16	Aspern Airfield—68 kms.	Austria	Vogele (Lotus Elite)	Greger (Porsche Carrera)	Gunther (Porsche Carrera)	110.000
May 14	Spa G.P.—204 kms.	Spa	Mairesse (Ferrari 250GT)	Parkes (Jaguar-E)	Whitehead (Ferrari 250GT)	193.553
„ 14	Prix de Paris—50 kms.	Montlhéry	Simon (Ferrari 250GT)	Fraissinet (Porsche)	Monneret (Porsche)	120.264
„ 22	Norbury Trophy—15 laps	Crystal Palace	Salvadori (Jaguar-E)	Sears (Jaguar-E)	Whitehead (Ferrari 250GT)	122.954
June 3	Peco Trophy—10 laps	Brands Hatch	Parkes (Ferrari 250GT)	Salvadori (Jaguar-E)	G. Hill (Jaguar-E)	132.450
July 8	B.R.D.C. Races—25 laps	Silverstone	Moss (Ferrari 250GT)	McLaren (Jaguar-E)	Davison (Aston Martin Zagato)	152.212
„ 9	Auvergne—6 hrs.	Clermont-Ferrand	Mairesse (Ferrari 250GT)	Trintignant/Abate (Ferrari 250GT)	Noblet/Dumay (Ferrari 250GT)	116.482
„ 15	B.A.R.C. Races—17 laps	Aintree	Davison (Aston Martin Zagato)	Sears (Jaguar-E)	Whitmore (Aston Martin DB4GT)	131.741
Aug. 6	A.v.D. Rheinland Cup—137 kms.	Nurburgring	Abate (Ferrari 250GT)	Leinenweber (Porsche-Abarth)	H. J. Walter (Porsche-Abarth)	128.300
„ 7	Peco Trophy—20 laps	Brands Hatch	Moss (Ferrari 250GT)	McLaren (Jaguar-E)	Salvadori (Jaguar-E)	132.723
„ 7	B.A.R.C. Races—15 laps	Aintree	Hobbs (Lotus Elite)	Kennerley (Lotus Elite)	Smallthwaite (Lotus Elite)	127.701
„ 19	Tourist Trophy—3 hrs.	Goodwood	Moss (Ferrari 250GT)	Parkes (Ferrari 250GT)	Salvadori (Aston Martin Zagato)	139.402
Sept. 3	A.D.A.C.—500 kms.	Nurburgring	Abate (Fiat-Abarth)	Leto di Priolo (Fiat-Abarth)	Melville/Jackson (Austin-Sprite)	122.600
„ 3	World Cup—245 kms.	Zandvoort	Warner (Lotus Elite)	Pon (Porsche-Abarth)	Hahnl (Porsche-Abarth)	131.222
„ 10	Coppa Inter-Europa—3 hrs.	Monza	Noblet (Ferrari 250GT)	Maggs (Aston Martin Zagato)	Lualdi (Ferrari 250GT)	177.775
„ 24	Coupe de Paris	Montlhéry	Oreiller (Ferrari 250GT)	Monneret (Porsche)	Schlesser (Ferrari 250GT)	119.944
Oct. 8	Coupe du Salon—70 kms.	Montlhéry	Oreiller (Ferrari 250GT)	" Remordu " (Ferrari 250GT)	Koch (Porsche-Abarth)	—
„ 22	1,000 kms. Paris	Montlhéry	R. Rodriguez/ P. Rodriguez (Ferrari 250GT)	Mairesse/Bianchi (Ferrari 250GT)	Trintignant/Vaccarella (Ferrari 250GT)	153.596
Dec. 3	Nassau T.T.—25 laps	Bahamas	Moss (Ferrari 250GT)	Grossman (Ferrari 250 GT)	Hathaway (Ferrari 250 GT)	128.900

MOUNTAIN HILL-CLIMBS AND SPRINT EVENTS
(Including Championship)

Date	Race and Distance	Location	First	Second	Third	Time
April 9	Stallavena-Boschochiesa	Italy	Boffa (Maserati Tipo 60)	Zanarotti (Stanguellini-Fiat)	Lualdi (Ferrari 250GT)	7 min. 24.7 sec.
May 6	Prescott	Cheltenham	Marsh (Lotus-Climax)	Good (Cooper-J.A.P.)	Gaskell (Cooper-J.A.P.)	52.70 sec.
June 4	La Faucille	France	Trintignant (Cooper-Climax)	Spychiger (Porsche RS60)	Zweifel (Lotus-Monte Carlo)	6 min. 04.58 sec.
„ 11	Shelsley Walsh	Worcester	Marsh (Lotus-Climax)	Richardson (Cooper-R.R.A.)	Berry (E.R.A.)	35.86 sec.
„ 18	Rossfeld—Two Climbs	W. Germany	H. Walter (Porsche RS61)	Spychiger (Porsche RS61)	Zweifel (Lotus-Monte Carlo)	7 min. 14.0 sec.
„ 25	St. Bernard	France	Abate — tie — (Ferrari 250GT)	Taramazzo (Ferrari 250GT)	Ada Pace (Osca 950)	4 min. 28.4 sec.
„ 25	Mont Ventoux—21.6 kms.	France	H. Walter (Porsche RS61)	Trintignant (Cooper-Climax)	Munaron (Cooper-Conrero)	12 min. 09.8 sec
July 1	Rest-and-be-Thankful	Scotland	Marsh (Lotus-Climax)	Good (Cooper-J.A.P.)	Owen (Cooper-Climax)	54.04 sec.
„ 2	Bolzano-Mendola	Italy	Balzarini (Maserati Tipo 60)	Boffa (Maserati Tipo 60)	Govoni (Maserati Tipo 60)	10 min. 26.1 sec.
„ 2	Les Rangiers	Switzerland	H. Walter (Porsche RS61)	Zweifel (Cooper-Ferrari)	Foitek (Lotus-Ford)	2 min. 27.3 sec.
„ 9	Trento-Bondone—17.2 kms.	Italy	Greger (Porsche RS61)	Balzarini (Cooper-Maserati)	H. Walter (Porsche RS61)	13 min. 12.4 sec.
„ 27	Bouley Bay	Jersey	Daghorn (Cooper-J.A.P.)	Marsh (Lotus-Climax)	Owen (Cooper-Climax)	51.75 sec.
„ 30	Schauinsland—12 kms.	W. Germany	H. Walter (Porsche RS61)	Zweifel (Lotus-Monte Carlo)	Albert (Porsche RS60)	7 min. 09.4 sec.
Aug. 19	Craigantlet	Belfast	Pringle (Cooper-Climax)	Bleakley (Kieft-J.A.P.)	Scragg (Lister-Jaguar)	67.24 sec.
„ 27	Klosters-Davos—6 kms.	Switzerland	Balzarini (Cooper-Maserati)	H. Walter (Porsche RS61)	Muller (Porsche RS60)	2 min. 57.4 sec.
Sept. 2	Brighton—1 km.	Sussex	Parker (H.K.-Jaguar)	Randles (Cooper-Monaco)	Anthony (Lister)	24.63 sec.
„ 10	Gaisberg—Two Climbs	Austria	Greger (Porsche RS61)	Balzarini — tie — (Cooper-Maserati)	H. Walter (Porsche RS61)	9 min. 03.5 sec.
„ 10	Prescott	Cheltenham	Marsh (Lotus-Climax)	Daghorn (Cooper-J.A.P.)	Phillips (Fairley-Climax)	50.70 sec.
„ 17	Pontedecimi-Giovi—10 kms.	Italy	Scarfiotti (Osca 2000)	Govoni (Maserati Tipo 60)	Greger (Porsche RS61)	5 min. 42.0 sec.

European Hill-Climb Champion : Heini Walter (Porsche RS61).

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KIT CARS

As is probably well known to our readers, cars built up from kits of parts are not liable to purchase tax if assembled without professional help. As these cars are almost entirely limited to the rather small and specialised sports-car market they will obviously interest readers of MOTOR SPORT. The following directory covers those cars which can be assembled from complete kits and semi-kits, and gives brief mechanical details of each model. The majority of the cars mentioned here are complete kits but some, such as the Ashley Sportiva, Rochdale Olympic and Tornado Typhoon can be supplied as a chassis and body to which the customer's own running gear is fitted. Usually in these cases the equipment is taken from the Ford 8 and 10-h.p. series, which enables a buyer to complete a car for around £300 if secondhand Ford components are used.

So far we have only road-tested two of these kit cars, the Rochdale Olympic and the G.S.M. Delta, both of which reached a very high standard of finish and performance, but road tests of some of the other cars mentioned here will be made in the near future. Many of the manufacturers listed in this feature have been supplying kit cars for some years and have reached a high standard in design and workmanship and, bearing in mind the very reasonable prices of most of the kits, deserve more attention than they have received in the past.—M. L. T.

MANUFACTURERS' ADDRESSES

Ashley Laminates Ltd., Bush Fair, Harlow, Essex.

Elva Cars Ltd., Sedlescombe Road North, Hastings, Sussex.

Fairthorpe Ltd., Station Road, Gerrards Cross, Bucks.

Falcon Shells Ltd., 23, Highbridge Street, Waltham Abbey, Essex.

G.S.M. Cars Ltd., London Road, West Malling, Kent.

Gilbern Sports Cars and Components, Pentwyn Works, Church Village, Pontypridd, Glamorgan, S. Wales.

Ginetta Sports Cars, Campshea Ashe, Woodbridge, Suffolk.

Lotus Cars Ltd., Delamare Road, Cheshunt, Herts.

L.M.B. Components Ltd., Weyford House, Guildford, Surrey.

Rochdale Motor Panels and Engineering Ltd., Littledale Mill, Littledale Street, Rochdale, Lancs.

Layton Sports Cars Ltd., (T.V.R.), Hoo Hill Works, Bispham Road, Layton, Blackpool.

Tornado Cars Ltd., Rickmansworth, Herts.

Turner Sports Cars (Wolverhampton) Ltd., Pendeford Airport, Wolverhampton.



ELVA COURIER →

Chassis : Tubular steel ladder-type frame.
Bodywork : Two-seater in glass-reinforced plastics.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Rigid axle, with trailing arms, Panhard rod and coil-springs.
Brakes : *Front :* 9-in. drum. *Rear :* 8-in. drum.
Steering : Rack and pinion.
Engine : M.G.-A 1600.
Price : From £650
Construction time : Approximately 15/20 hours.



← ASHLEY SPORTIVA

Chassis : Steel ladder-type chassis with bonded substructure.
Bodywork : Four-seater in glass-fibre reinforced plastics.
Suspension : *Front :* Transverse leaf-spring and lateral links. *Rear :* Rigid axle with trailing links, Panhard rod and coil-springs.
Brakes : Ford. Supplied by customer.
Steering : Ford. Supplied by customer.
Engine : Ford 1,172 c.c. Supplied by customer.
Price : Body and combined chassis/substructure, £267.



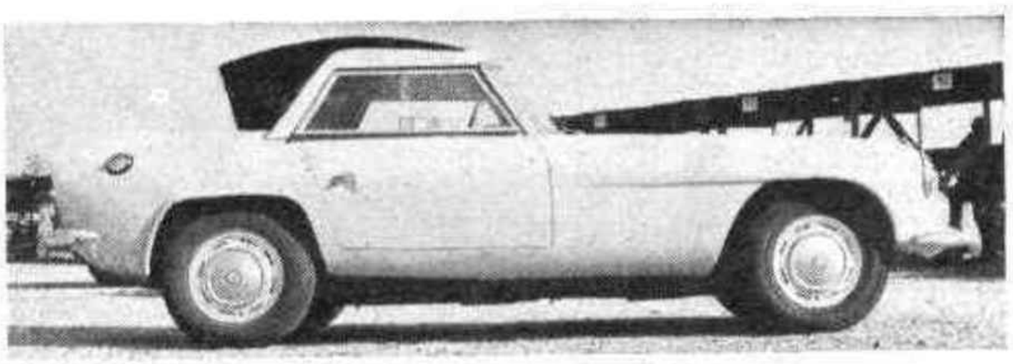
←FAIRTHORPE ZETA, ELECTRON & ELECTRON MINOR

Chassis : Steel ladder-type frame.
Bodywork : Two-seater in glass-fibre-reinforced plastics.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Rigid axle, with trailing wishbones and coil-springs.
Brakes : *Zeta : Front :* 11-in. disc. *Rear :* 9-in. drum.
Electron : Front : 9-in. disc. *Rear :* 7-in. drum.
Electron Minor : Front : 8-in. drum. *Rear :* 7-in. drum.
Steering : Rack and pinion.
Engine : *Zeta :* Ford Zephyr. *Electron :* Coventry-Climax 1,098 c.c. or 1,220 c.c. *Electron Minor :* Triumph Herald.
Price : *Zeta*, £757; *Electron*, £735; *Electron Minor*, £498.



FALCON CARIBBEAN →

Chassis : L.M.B. ladder-type chassis.
Bodywork : Two-seater in glass-fibre-reinforced polyester resin.
Suspension : *Front :* Tubular leading arms and coil-springs. *Rear :* Rigid axle with radius rods and coil-springs.
Brakes : 10-in. drums all round.
Steering : Worm and nut.
Engine : Ford 105E.
Price : From £750.



GILBERN →

Chassis : Multi-tubular space frame.
Bodywork : Four-seater in glass-fibre reinforced plastics.
Suspension : *Front :* Wishbone and coil-springs. *Rear :* Twin radius arms, Panhard rod and coil springs.
Brakes : *Front :* 8½ in. drum. *Rear :* 7-in. drum.
Steering : Worm and peg.
Engine : B.M.C. "A" series, M.G.-A 1600, Coventry-Climax 1,098 c.c.
Price : "A" series, £845; M.G.-A, £895; Coventry-Climax, price pending.



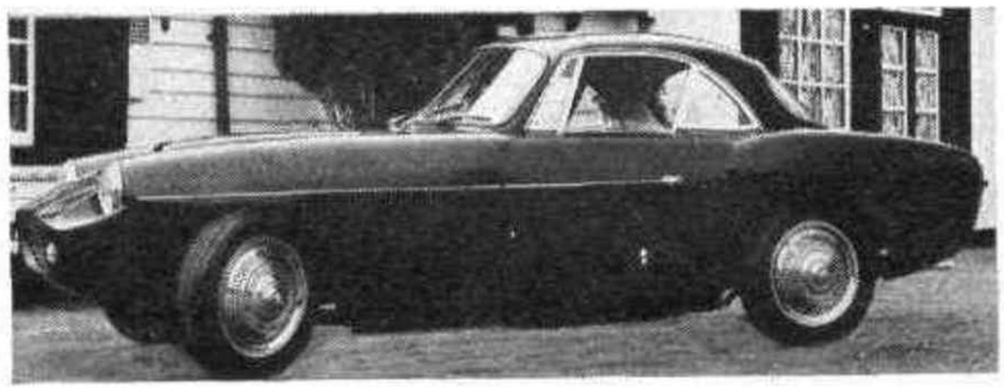
LOTUS SEVEN and SUPER SEVEN →

Chassis : Multi-tubular space frame.
Bodywork : Aluminium 2-seater with separate wings.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Rigid axle with trailing arms, "A" bracket and coil-springs.
Brakes : *Front :* 7 in. diameter drums. *Rear :* 8 in. diameter drums.
Steering : Rack and pinion, 2½ turns lock-to-lock.
Engine : B.M.C. "A" Series, Ford 105E and Ford 109E 80 b.h.p.
Price : With Ford 105E, £499; B.M.C. "A" Series, £511; Ford 109E, £599.
Construction time : Approximately 20 man-hours.

Continued on page 38

← FALCON COMPETITION

Chassis : Multi-tubular space frame.
Bodywork : Two-seater in glass-fibre-reinforced polyester resin.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Rigid axle with trailing arms, "A" bracket and coil-springs.
Brakes : *Front :* 9-in. drum. *Rear :* 8in. drum.
Steering : Rack and pinion.
Engine : Ford 105E, M.G.-A 1600, Ford 109E.
Price : £450, less engine and gearbox.



← G.S.M. DELTA

(Road-tested, October 1961 issue of MOTOR SPORT.*)*

Chassis : Tubular steel ladder-type frame.
Bodywork : Two-seater in glass-fibre-reinforced polyester resin.
Suspension : *Front :* Transverse leaf-spring, with lower link and anti-roll bar. *Rear :* Rigid axle with trailing arms, "A" bracket and coil-springs.
Brakes : 8-in. drums all round.
Steering : Burman, 2¼ turns lock-to-lock.
Engine : Ford 105E.
Price : With 60-b.h.p. engine, £696; with 90-b.h.p. engine and racing modifications, £997.



← GINETTA G4

Chassis : Multi-tubular space frame.
Body : Two-seater in glass-reinforced plastics.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Rigid axle with trailing arms, "A" bracket and coil-spring.
Brakes : 8-in. drums all round.
Steering : Rack and pinion.
Engine : Ford 105E.
Price : £697.



PICTORIA

R.A.C. Trials

V.S.C.C. Driving



SECOND.—John Harrison (Harford) produced one of the finest drives of the year and, at the half-way stage, was leading by one point. A broken differential unit at the start of the afternoon sections called for some quick repair work to enable him to continue.



THIRD.—Peter Highwood (Canhi) digs into the soft leaf mould on one of the afternoon sections at Ilkley Moor. The low-lying mist which blanketed the morning sections was noticeably absent further up the slopes.



FIFTH.—Ivor Portlock (Cannon) demonstrates how to tackle the adverse camber on one of the early hills, whilst in the background Geoff Newman, Peter Highwood and Ron Kemp look on and await their turn.



FIRST.—Rex Chappell (Cannon) successfully defend ct Ilkley on December 16th (report on page 8). Havi drivers to hold the C

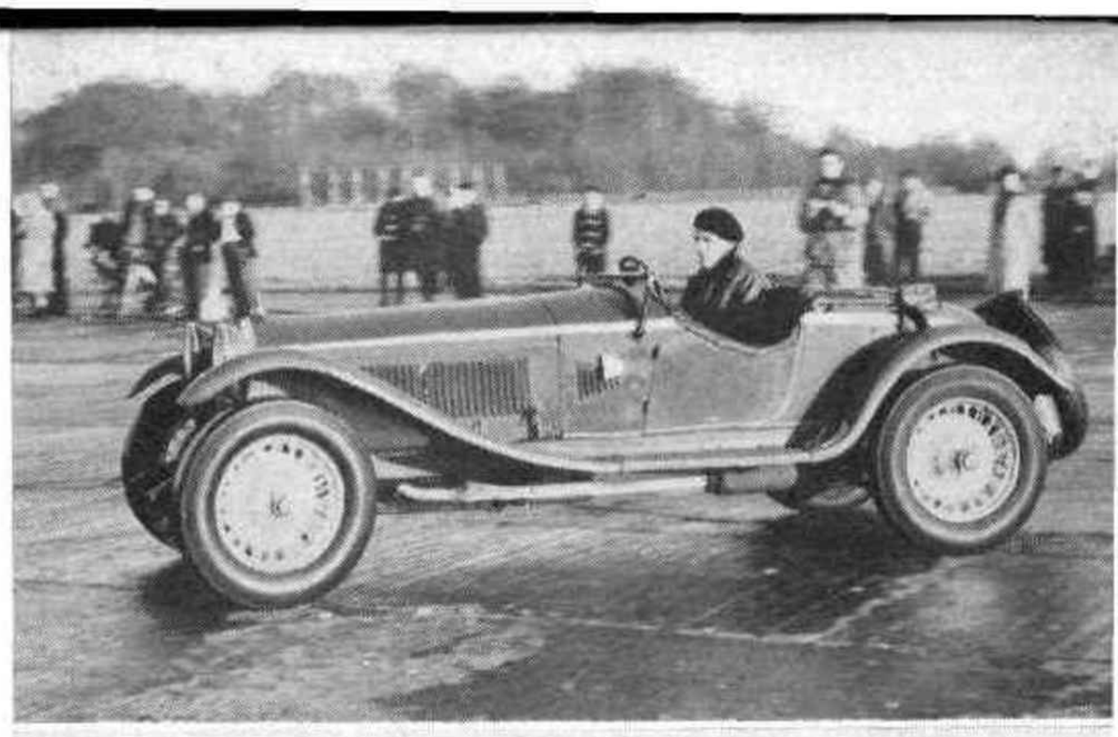
FOURTH.—Ron Kemp (Cannon) works frantically at the handbrake in an effort to find a grip on the slippery slope on the second hill. He lost 11 marks here.

SIXTH.—Edward Harrison (Harford) crosses the stream and begins his climb on one of the muddiest and dirtiest sections of the Championship, where the cars were buried up to their axles.

AL REVIEW

s Championship

Tests, Silverstone



THE V.S.C.C. held its December driving tests at Silverstone this year. Here are the man and car that put up best performance — R. A. Pilkinton in his very attractive 1931 Alfa Romeo.



led his title as Trials Champion at the R.A.C. Trials Championship ng already won the Championship in 1960, Chappell is one of the few Champ onship for more than a year.

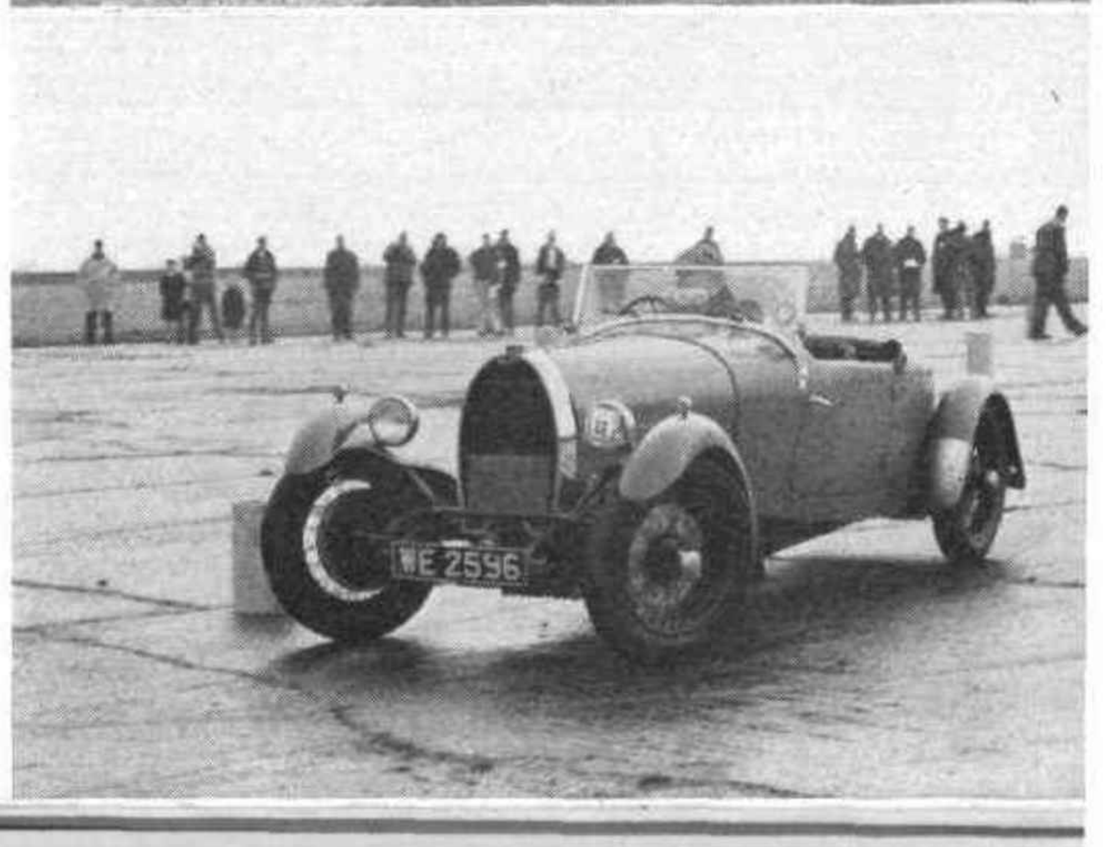
SEVENTH.—Gordon Holdrup (Cannon) was one of the best on this muddy section. When the wheels finally began to spin, car, passenger and onlookers received a generous sample of best Yorkshire mud.



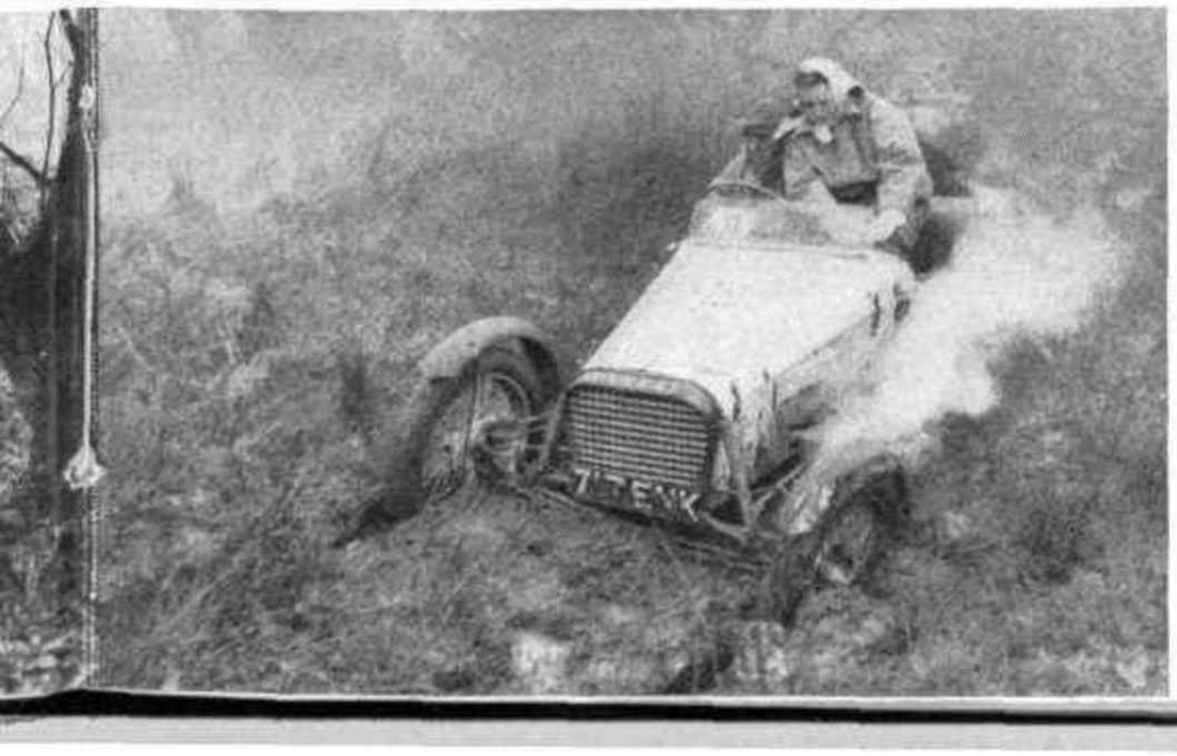
NEW OLD ONES.— Two interesting cars seen at the V.S.C.C. Driving Tests were D. E. Bick's 1927 o.h.c. M.G. Six (left of the picture) and C. Pritchett's side-valve Riley tourer, also a 1927 car.

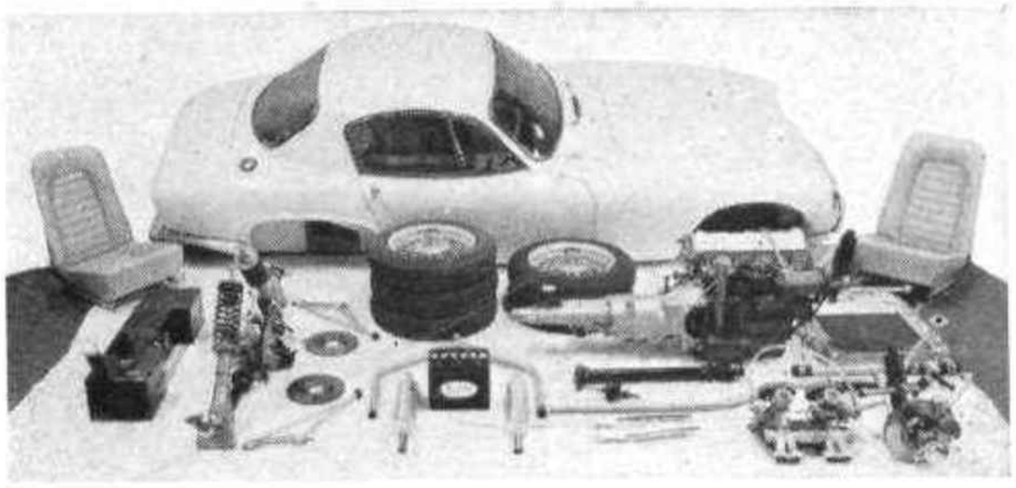


VINTAGERY IN COMFORT. — A. J. Beagle's Fiat 501 saloon takes the V.S.C.C. garaging test, incidentally with zero oil pressure.



CECIL CLUTTON making a manoeuvre at Silverstone in his fierce Bugatti, which enhances its charm by using Castrol "R" as its scent.





L.M.B. DEBONAIR →

Chassis : Steel ladder-type chassis.
Bodywork : 2/4-seater in glass-fibre reinforced plastics.
Suspension : *Front :* Tubular leading arms and coil-springs. *Rear :* Rigid axle with radius rods, " A " bracket and cantilever springs.
Brakes : 10-in. drum all round.
Steering : Worm and key.
Engine : Ford 105E, Ford 109E.
Price : Price pending.



T.V.R. GRANTURA →

Chassis : Multi-tubular space frame.
Bodywork : Two-seater in glass-fibre reinforced plastics bonded to chassis.
Suspension : *Front :* Trailing arms and torsion bars. *Rear :* Independent by trailing arms and torsion bars.
Brakes : *Front :* 11-in. disc. *Rear :* 11-in. drum.
Steering : Rack and pinion.
Engine : Coventry-Climax 1,216 c.c., M.G.-A 1600, Ford 105E, Ford 109E.
Price : From £880.
Construction time : Approximately 40-50 hours.



KIT CARS—continued from page 35

← LOTUS ELITE

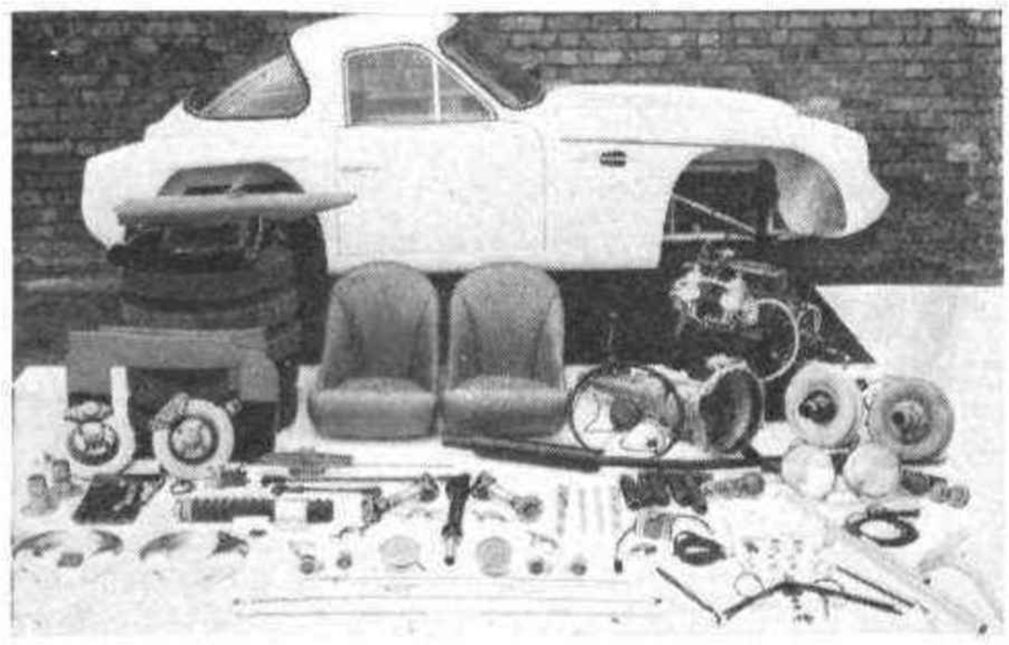
Chassis : Unitary chassis/body construction in glass-reinforced epoxide and polyester resin.
Suspension : *Front :* Wishbones and coil-springs. *Rear :* Chapman strut.
Brakes : 9½-in. disc brakes all round.
Steering : Rack and pinion.
Engine : Coventry-Climax, 1,216 c.c., 83 b.h.p. at 6,500 r.p.m., with M.G.-A gearbox.
Price : £1,299.
Construction time : 25 man-hours.



← ROCHDALE OLYMPIC

(*Road-tested, June 1961 issue of* MOTOR SPORT.)

Chassis : Unitary chassis/body construction in glass-reinforced plastics.
Bodywork : Two-seater.
Suspension : *Front :* Wishbones and torsion bars. *Rear :* Rigid axle with radius arm and coil-springs.
Brakes : *Front :* 9-in. drum. *Rear :* 8-in. drum. 7-in. all round with Morris Minor components.
Steering : Rack and pinion.
Engine : B.M.C. " A " series, Ford 105E, Riley 1.5, M.G-A 1600.
Price : " A " series and 105E, £598; Riley 1.5, £670; M.G.-A 1600, £695.
Construction time : Approximately 50 man-hours.
Note : Semi-kits can also be supplied for Morris Minor and Ford 8 and 10-h.p. components. A complete body/chassis unit costs £256 for B.M.C. parts and £248 for Ford 8 and 10-h.p. parts. These prices include cost of modifications to customers' components.



← TORNADO THUNDERBOLT, TEMPEST & TYPHOON

Chassis : Tubular steel ladder-type frame.
Bodywork : Two-seater in glass-fibre reinforced plastics.
Suspension : *Front :* Wishbones and coil-springs (*Typhoon :* swing axle). *Rear :* Rigid axle with trailing links, Panhard rod and coil-springs (*Typhoon :* Panhard rod and coil-springs).
Brakes : *Thunderbolt* and *Tempest : Front :* 8-in. drum. *Rear :* 9-in. drum. *Typhoon :* Ford. Supplied by customer.
Steering : Rack and pinion.
Engine : *Thunderbolt :* TR3. *Tempest :* Ford 105E, Ford 109E. *Typhoon :* Ford 8/10 h.p.
Price : *Thunderbolt*, £855; *Tempest*, £555; *Typhoon :* body £130, chassis £70.

TORNADO TALISMAN →

Chassis : Tubular and square-section steel ladder frame.

Bodywork : Four-seater in glass-fibre reinforced plastics.

Suspension : *Front :* Wishbones and coil-springs. *Rear :* Independent by lower parallel transverse links, trailing links and coil-springs.

Brakes : *Front :* 9-in. disc. *Rear :* 7-in. drum.

Steering : Rack and pinion.

Engine : Ford 109E, 75 b.h.p.

Price : At present the Talisman is sold as a complete car to a standard specification for £1,299 3s. 1d. including p.t., but kits will probably be available in the near future at around £890.





← TURNER 950 and 1220

Chassis : Ladder-type steel chassis.

Bodywork : Two-seater in glass-fibre-reinforced polyester resin.

Suspension : *Front :* Wishbones and coil springs. *Rear :* Rigid axle with trailing arms, Panhard rod and torsion bars.

Brakes : 8-in. drums all round (9-in. disc front wheels 1220 model).

Steering : Rack and pinion.

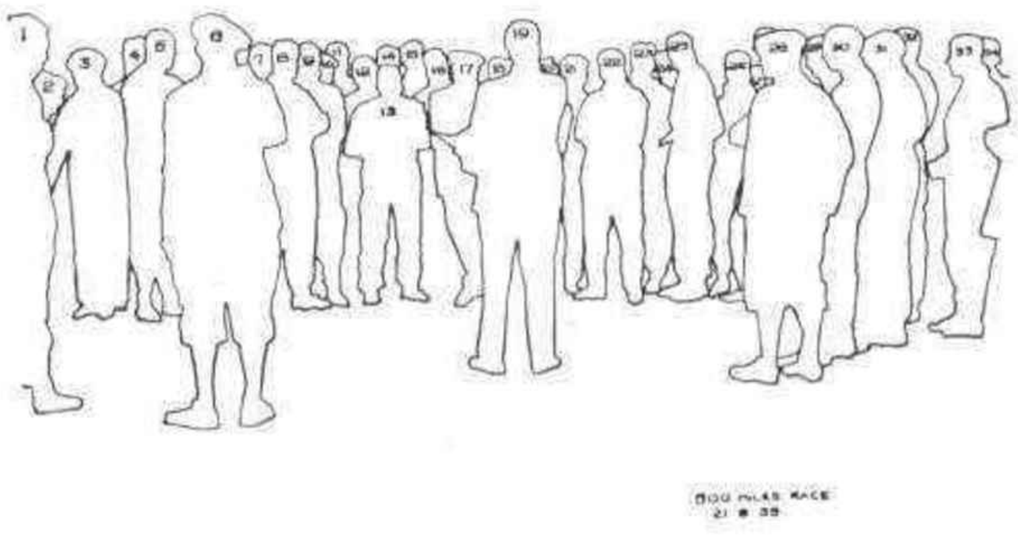
Engine : B.M.C. "A" series, Ford 105E and 109E, Coventry-Climax 1,220 c.c.

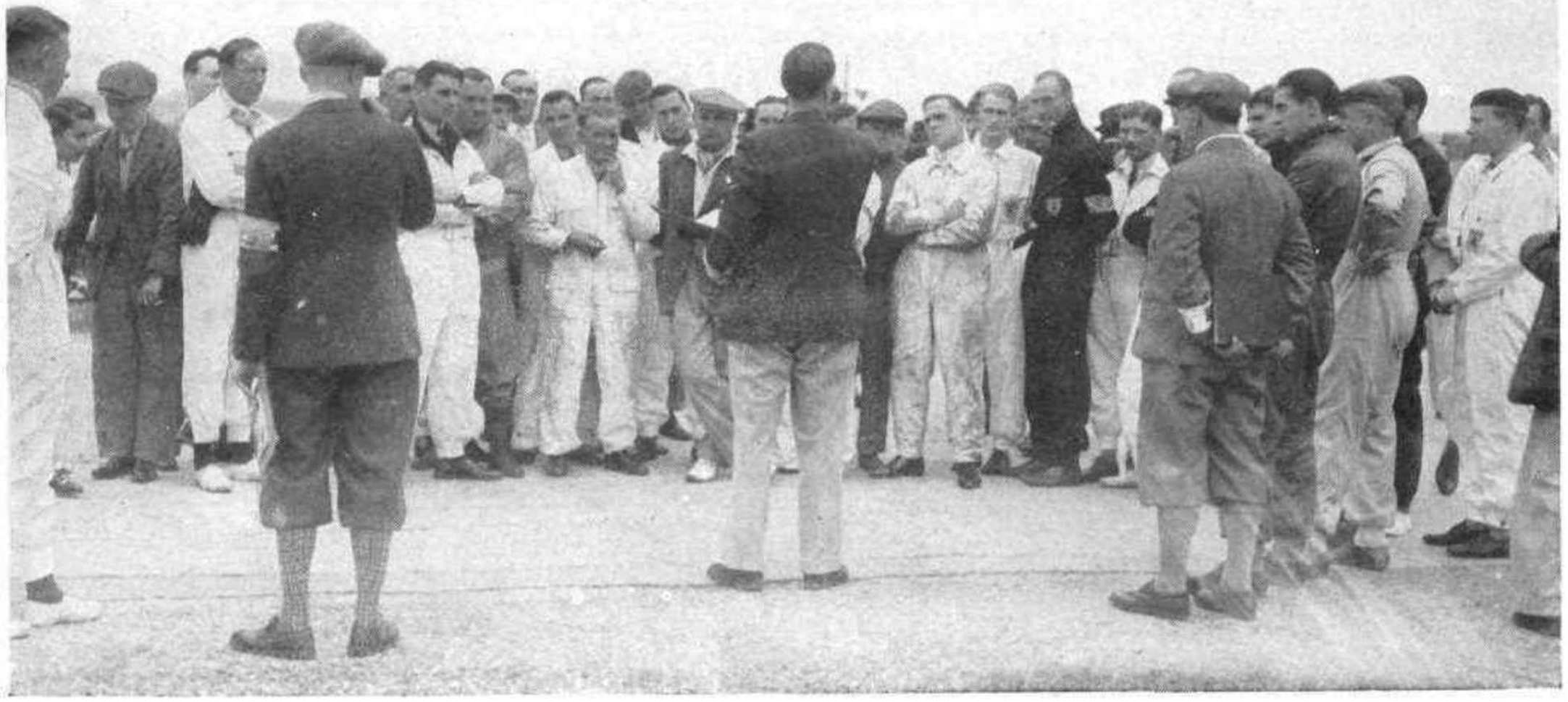
Price : With B.M.C. and 105E unit, £550; Ford 109E, £599; Coventry-Climax, £800.

Construction time : Approximately 20 man-hours.

NEW YEAR PICTORIAL QUIZ

The picture below was lent to us by the B.R.D.C. and depicts racing drivers being briefed before the start of the 1935 500-Mile Race. How many can you name? Send your solutions on a post-card, using the key on the right, by January 12th, so that we can publish the names-of-the-knowledgeable in the February issue.





RALLY 1961

CASTROL WINS LADIES CUP

1ST PAT MOSS & ANN WISDOM
(AUSTIN-HEALEY 3000)

also 2nd overall

2ND ANNE HALL & VALERIE DOMLEO
(FORD ANGLIA)

CLASS 6
Grand Touring Cars over 2000c.c.

1ST
PAT MOSS & ANN WISDOM
(AUSTIN-HEALEY 3000)

2ND
D. SEIGLE-MORRIS
& J. A. AMBROSE
(AUSTIN-HEALEY 3000)

Castrol MOTOR OIL

CLASS 4
Grand Touring Cars up to 1300c.c.

1ST
D. ASTLE & P. ROBERTS
(M.G. MIDGET)

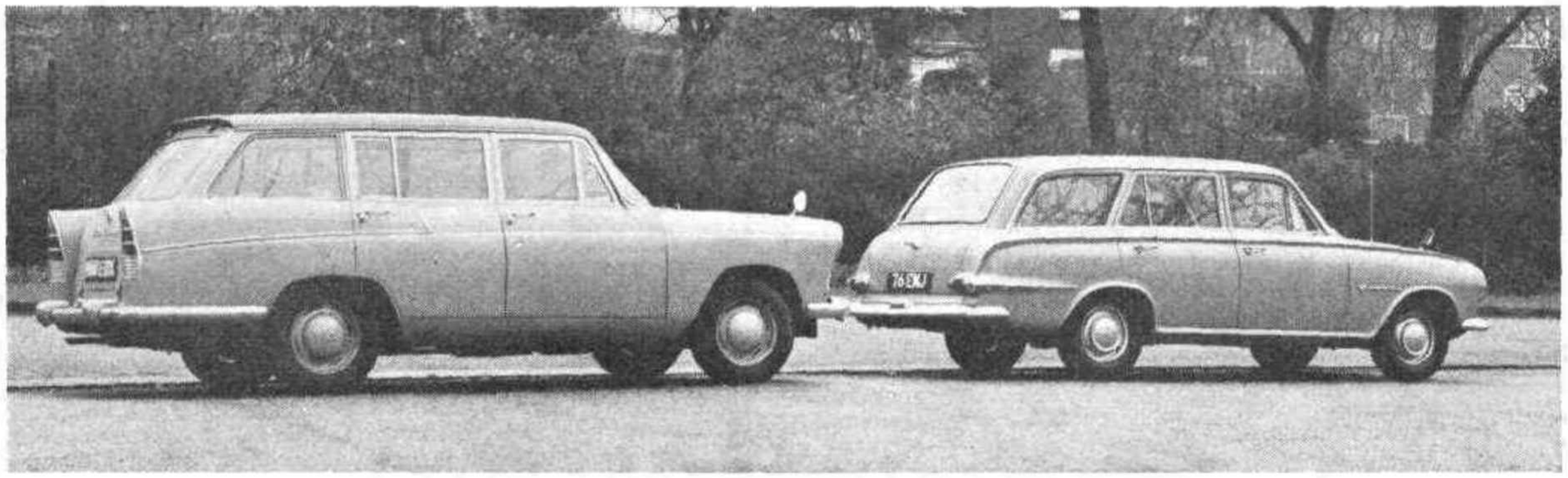
2ND
M. SUTCLIFFE & R. FIDLER
(M.G. MIDGET)

(Subject to official confirmation)

For carefree winter motoring – you need Castrolite for a start

TWO ESTATE CARS

Road Impressions of the Austin A60 Countryman and the new Vauxhall Victor



I MAKE no excuse for publishing road-test impressions of estate cars in MOTOR SPORT, because present-day vehicles of this kind should handle as well, or virtually so, as equivalent saloons and these spacious vehicles are now widely sought after by the motor-racing fraternity, boat and sailing enthusiasts, as tenders to veteran and vintage cars and so on, apart from family motorists getting into the queue for Brighton or Southend.

A greater obstacle than that of deciding to write about them is knowing what to call them. Austin solve this problem by introducing the expressive word "Countryman" and as a general term I favour "estate car," even if the sort of estates such cars are parked in consist these days of close-parked mirror-image houses rather than wooded acres. But, whether you know them as estate cars, station wagons, or shooting brakes, they are very useful to those who have done their duty to their country especially if they have a dog as well as kids.

I have recently tried two estate cars that were new at the last London Show—the Austin A60 Countryman and the new Vauxhall Victor.

The A60 in Countryman form retains the former A55 body-shell, seating five, with 51 cu. ft. load area, but has the new 1,622-c.c. engine giving 61 b.h.p. at 4,500 r.p.m. and 90 lb./ft. torque at 2,100 r.p.m., and the restyled instrument panel. The axle ratio has been raised to 4.55 to 1 to suit the 153-c.c. capacity increase and stiffer back springs cope with the heavier loads the Countryman may be called upon to carry.

Before I took over, a colleague employed the A60 to carry some very heavy farm loads and reported that the car thrived on such treatment and, if anything, handled better when heavily loaded. The handling, ride, steering and braking merit no particular mention; I note that the speedometer reads to 100 m.p.h. but I would not care to drive a Countryman at that speed.

This doesn't arise, for the indicated maxima in the gears are 25, 44 and 65 m.p.h., and without displaying exceptional acceleration the A60 works up to a 70-m.p.h. cruising speed, its best gait being around 63 m.p.h. Top speed is over 80 m.p.h. but the indecisive steering and rather "lifty" ride do not encourage one to go so fast. The indirect gears hum and there is just a trace of noise from the back axle. The back seat sometimes tends to rattle, whereas it is always my hope that the modern estate car will be as silent (and as well-heated and as controllable) as a saloon. In these respects the Countryman disappoints. . . .

The gears are changed by a stout l.h. steering-column lever which works lightly and precisely, if lumpily. It is so long that the centrally-mounted facia clock is obscured when 3rd gear is engaged, and its loose knob, which unscrewed itself as the lever was used, did nothing to soften the distaste I have of all but the very best gear-changes of this type. Reverse is reasonably easily engaged, located beyond 2nd gear position; the lever is not spring-loaded. The lower gears are uppermost and the movements considerable, while 1st gear was often difficult to engage.

The new facia is in imitation walnut, heavily hooded with crash-padding over the cubby-hole and the matching twin dials before the driver. The latter comprise speedometer with trip-cum-decimal and total distance recorders and combined oil gauge, thermometer (H, N, C) and fuel gauge. The oil gauge

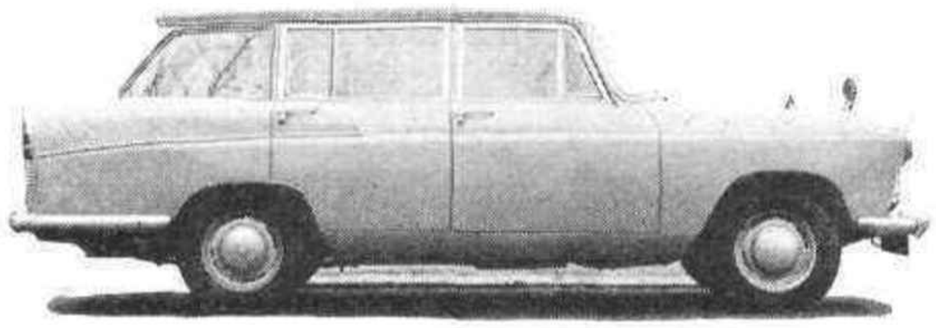


To load the Austin A60 Countryman you drop the tailgate and raise the self-propping rear window. With the rear seat folded there is 57.1 cubic feet or 61¾ in. of floor space.



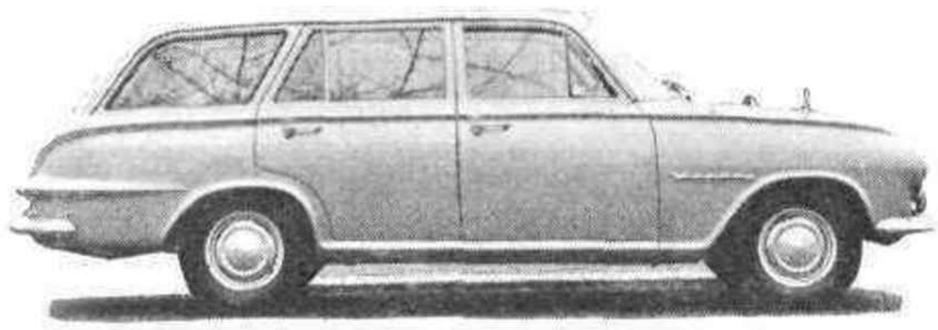
To load the Vauxhall Victor estate car you lift the back panel which remains open automatically. With the rear seat folded there is 45 cubic feet or 65 in. of floor space.

THE AUSTIN A60 COUNTRYMAN ESTATE CAR



Engine : Four cylinders, 76.2 × 88.9 mm. (1,622 c.c.). Push-rod-operated overhead valves. 8.3-to-1 compression-ratio. 61 b.h.p. (gross) at 4,500 r.p.m.
Gear ratios : 1st, 16.55 to 1; 2nd, 10.08 to 1; 3rd, 6.25 to 1; top, 4.55 to 1.
Tyres : 5.90 × 14 Dunlop, on bolt-on steel disc wheels.
Weight : 1 ton 3 cwt. 0 qtr. (without occupants but ready for the road, with just under 3 gallons of petrol).
Steering ratio : 2¾ turns, lock-to-lock.
Fuel capacity : 10 gallons. (Estimated range : 290 miles.)
Wheelbase : 8 ft. 4¼ in.
Track : Front, 4 ft. 2⅝ in.; rear, 4 ft. 3⅜ in.
Dimensions : 14 ft. 9⅛ in. × 5 ft. 3½ in. × 5 ft. 0 in. (high).
Price : £670 (£978 6s. 5d. inclusive of purchase tax). Radio extra.
Makers : The Austin Motor Company Ltd., Longbridge, Birmingham, Warwickshire, England.

THE VAUXHALL VICTOR SERIES FB ESTATE CAR



Engine : Four cylinders, 79.37 × 76.2 mm. (1,508 c.c.). Push-rod-operated overhead valves. 8.1-to-1 compression-ratio. 56.3 (gross) b.h.p. at 4,600 r.p.m.
Gear ratios : 1st, 13.57 to 1; 2nd, 8.79 to 1; 3rd, 5.59 to 1; top, 4.13 to 1.
Tyres : 5.90 × 13 Michelin tubeless 6-ply, on bolt-on steel disc wheels.
Weight : 1 ton 0 cwt. 1 qtr. (without occupants but ready for the road, with just under 3 gallons of petrol).
Steering ratio : 3⅛ turns, lock-to-lock.
Fuel capacity : 10 gallons. (Estimated range : 280 miles.)
Wheelbase : 8 ft. 4 in.
Track : Front, 4 ft. 2¾ in.; rear, 4 ft. 3.12 in.
Dimensions : 14 ft. 5¼ in. × 5 ft. 4 in. × 4 ft. 10 in. (high).
Price : £590 (£861 13s. 1d. inclusive of purchase tax). With extras as tested : £948 15s. 11d.
Makers : Vauxhall Motors Ltd., Luton, Bedfordshire, England.

registered approximately 60 lb./sq. in. with engine hot or cold, and the fuel gauge read down to a gallon even with a couple left and stayed at this reading until the tank was dry.

Minor controls consist of four flick-switches on a plated panel, with the ignition key between them; they are labelled, from l. to r., "Blower," "Lamps," "Panel," "Wipers." Unlit at night, these switches can be a cause of fumbling. A couple of labelled knobs look after choke and screen-washers and two harsh quadrant levers, set at an angle up the facia, control a rather insipid heater, and there is the usual foot dipper. The test-car had a Radiomobile radio, not of the push-button variety.

There is a big thick-rimmed 2-spoke steering wheel (the centre horn button sounding a blatant note on twin windtone horns would be better replaced by a horn ring), and the pendant pedals are biased noticeably to the right. Very good is the location of the hand-brake lever, down on the right where it is extremely easy to use but does not obstruct entry and exit *via* the driver's door.

Visibility is excellent, the wipers clearing the big screen effectively and the bonnet dropping between prominent front wings; the view forward would be even better with a smaller steering wheel. There are quarter-lights, devoid of locks and with ineffective rain-gutters, in the front doors and also in the rear doors, the latter apt to blow shut. The doors have rather crude interior handles (which pull back, however, to open them) and metal "pulls," and the window winders are low set in front (three turns front, 1½ turns rear, to fully open the windows). It is possible to lock all doors from within, or to lock them without a key from outside, and childproof catches are fitted. But I was able to unlock the doors with a Mini-Minor boot key!

A well-contrived l.h. stalk, with indicator on its tip, operates the direction-flashers. A wide but shallow rear-view mirror was too flimsily mounted; exterior mirrors were fitted, incorrectly set on the test-car.

In spite of the steering-column gear-lever only two passengers are provided for in front, as there is a transmission tunnel and separate seats, although if they have been slimming you can get two in beside the driver. The lined cubby-hole is deep and roomy but its unlockable lid has a clumsy and dangerous catch.

A lipped shelf, divided by the heater box, with inbuilt ash-tray (lid of imitation walnut!), provides further useful stowage but is set rather far under the facia.

The seats are very comfortable without offering outstanding support, and the driver adopts a healthy upright stance. Commendably, the contact surfaces are upholstered in real leather but the doors lack wood fillets, trim is in vinyl-treated fabric, and thus I regard the pseudo-walnut facia as out of keeping, especially in an estate car. Swivelling vizors are fitted but there is no vanity mirror—perhaps Austin consider that countrywomen don't use make-up?

You load a Countryman through a drop tail-gate, over which it is sometimes necessary to lean, and a lift-up back window. The latter is released by a lever working rather crude "bent-wire" plungers and is self-propping. If extra long loads necessitate leaving the tail-gate down, the rear number-plate, being on the gate itself, is rendered illegal. The rear compartment is illuminated automatically when the rear window is raised.

Two ash-trays are provided on the back of the front seats for the occupants of the wide back seat. A single interior lamp has courtesy action when the front doors are open.

The A60 has a very flexible engine, for those so timid or lazy that gear-changing is eschewed. It starts easily but likes choke for a while, otherwise it is sluggish until warm. Surprisingly, it ran-on very viciously after being switched off, although fed on Esso Extra. The A55 was notably economical and the A60 continues this desirable trend. It gave better than 31 m.p.g. on a long run and averaged 28.9 m.p.g. overall. The filler is a crude flap in the near-side rear wing, calling for a key to open it. In 960 miles no oil was required.

The steering is responsive rather than 100% accurate, but gives the impression of being pleasurably high geared. It calls for 2¾ turns, lock-to-lock, plus a little free play. No kick-back or bad vibration is transmitted and the action is very light, parking calling for scarcely more effort than driving. There is rather half-hearted castor-return action. On a wet road the tail breaks away early, accentuating the oversteer tendency, but the adequately powerful brakes stop the car in a straight line. There is relatively little roll on corners, and the ride is comfortable. The test-car had Britax belts for the front-seat occupants. The back seat folds down to form a double-bed with pillow, and stainless steel window surrounds are used. The boot lid carries the name "Austin Cambridge," which goes back to pre-war days; the catalogue makes no mention of a Cambridge Countryman.

There is nothing outstanding about the A60's handling or performance and some of the detail work could be better arranged, but the Countryman is a staunch maid-of-all-work for staunch Britishers, comfortable, riding well, economical, and nicely equipped. It costs £978 6s. 5d. inclusive of p.t. (radio extra). I regard its appearance as chunky and rugged rather than handsome.

The new Vauxhall Victor estate car is different from the Austin—more lively, not quite so lavishly equipped, a very eager performer in spite of a less powerful, slightly smaller engine, for it weighs nearly 3 cwt. less.

The front seats, separate on the test-car, are hard but comfortable, and give good support, the plastic upholstery gripping securely. Visibility is good, the plated trim of the facia a trifle

garish. The small steering wheel is sensibly placed, and the pedals are not off-set; the treadle accelerator has too much movement. A facia pull-out-and-twist hand-brake is less convenient than the Austin's r.h. lever but the floor gear-change, operated by a splendidly-placed, short rigid central lever, is far nicer than the Austin stalk. This 4-speed all-synchromesh floor-controlled box is an extra which every Victor purchaser will surely specify. The change sets new standards for a low-priced British car. This is what I call an " unmechanical " change, because you cannot feel the gears meshing. The synchromesh is unbeatable, yet this is such a smooth and pleasant change that I am astonished to learn that it owes nothing to Porsche patents. Slightly stiff on the test-car, it would undoubtedly ease off to provide a quick, positive finger-and-thumb gear-change which makes driving the new Victor a real pleasure. The gate is conventional, pictured on the lever knob, with reverse forward outside the 1st gear position.

The other controls consist of under-facia levers for heater and demister, which has the luxury-car element of heat-control that remains as set, irrespective of the ambient temperature of the outside air or the rate of flow. This heating system incorporates a 2-speed booster; there is also a scuttle flap to admit fresh air, controlled by another under-facia lever. It is efficient at screen demisting, at the expense of noise from the blower which comes in automatically when full demist is selected, but does not do much to warm the feet.

Small knobs, with symbols as to their function, control choke, noisy but efficient wipers (with washer brought in by pulling out the knob) and lamps, the last-named knob bringing in rheostat instrument lighting and the roof lamp by rotating its knob. Before the driver are a 90-m.p.h. A.C. speedometer with total plus decimal (but no trip) distance recorder, and a combined dial for fuel contents (vague but more accurate than on the A60) and water temperature. Otherwise, warning lights are used.

A positive l.h. stalk operates the self-cancelling direction-flashers (with separate non-dazzle warning lights between the " Victor " motif on the facia). The r.h. direction indicator occasionally failed to cancel. A full horn-ring sounds a rather subdued horn. The controls are cleverly contrived but somewhat crude. The facia sill contains an ash-tray and there is a roomy cubby-hole with push-button on the facia to release its lid (a lock is extra!), which drops down rather viciously. Both A60 and Victor have recesses to hold cups in their cubby-lids, the former two, the latter three. The ignition key works the starter and there was a Vauxhall non-push-button radio on the test-car. There is no facia shelf and no door pockets, and I missed the generous stowage found in the A60.

The central rear-view mirror was loose but was augmented by excellent wing-mirrors, although the off-side one is obscured in rain by an unswept area of the screen. Two loose rubber open-pattern mats are provided on the floor. The front doors have lockable quarter-lights (the handles for which are clumsy and catch one's sleeve and with gutters as inefficient as those of the A60) and give courtesy action of the roof lamp, even if all lights are off. The rather stiff window winders call for 1¾ turns front, two turns rear, to open the windows. The rear quarter-lights are fixed. There are sill door locks, which I like, but it is possible to get locked out of the Victor if the ignition key is inside, which also applies to the A60. This key opens all doors. The exterior push-buttons lie parallel with the doors—the front near-side door lock froze rather quickly and couldn't be opened from inside or outside the car, which could be a fault of the elaborate construction. A firm action was required to prevent certain of the doors from bouncing open. The interior door handles lift to open the doors. There is crash-padding along the facia but many projections beneath it. There are useful arm-rests on all doors, and swivelling anti-dazzle vizors, but again a vanity mirror is lacking. Twin ash-trays are provided for rear-seat occupants. Although the propeller-shaft tunnel is very shallow the front seats would not normally be used for three occupants with the floor gear-lever, but a stalk-change of the 3-speed box and a bench seat are available.

The back seat folds away extremely easily, to give 65 in. (45 cu. ft.) loading capacity, its cushion, now vertical, forming a bulkhead. With the rear seat (which has no centre arm-rest) in use there is 43½ in. (20 cu. ft.) luggage space. The floor of the entire rear compartment is covered in plastic-faced felt carpet, with chromium-plated rubbing strips, these being provided on the rear-seat squab as this, folded, forms part of the floor. The A60's rubber floor cover appeared easier to wash.

On the road the new Vauxhall Victor is a lively and sure-footed performer. Indicated speeds of 27, 43 and 71 m.p.h. are possible in the gears but the engine is then very frenzied. Third gear is a pleasantly high ratio which it pays to use frequently.

The ride is hard at low speed, otherwise rather lively, and on any but smooth roads a considerable amount of body-shell tremor is transmitted, making the seats rattle and the structure thump; this in spite of the leniency of Michelin tyres. But the ride itself is comfortable over bad surfaces, at all events for front-seat passengers.

The steering is very light, almost over-light at " t.d.c.," and remains so for parking manoeuvres. It transmits vibration from the body-shell rather than kick-back. There is mild castor-return action and unless heavily loaded the cornering tendency is to understeer very slightly, with roll very well subdued. The Michelin tyres hold well on slippery roads. The steering is geared 3½ turns, lock-to-lock, with a little free play. On rough roads the presence of a rigid back axle is sometimes evident.

The Lucas lamps give an excellent beam and remain efficient when dipped.

The spare wheel lives in the off-side rear-wheel arch, under a zip cover, whereas Austin stow theirs under the floor. The Victor estate car has a single lockable lift-up tail-gate which goes up easily on its own and renders loading easy, with protection from rain. The number-plate is on the gate, which precludes driving with long objects extending. The rear window anti-mist panel became detached during the test. With the tail-gate up the interior lamp comes on automatically but is rather far forward.

The exterior lines of the new Victor make it simple to wash and I referred last month to the conscientious undersealing and painting, to which is added the satisfaction of having only four nipples to grease at 12,000-mile intervals and sump-oil changes 3,000 miles apart. A clever feature is a pocket on the near side of the scuttle which holds the servicing book with the mileage at which the next check is due prominently displayed.

Fuel consumption? Very slippery conditions called for caution during the first check and, with a great deal of cold starting and pottering about, I got 26.6 m.p.g. On a faster run consumption dropped to 29.3 m.p.g., an average of 27.9 m.p.g. The filler is an unsecured bayonet cap under a flap in the near-side rear wing. No oil was consumed in 625 miles.

The engine runs quietly but there was a mechanical complaint when accelerating from 30-35 m.p.h. in top gear. It did not pink or run-on but operated at a low temperature in cold climatic conditions. The Lockheed brakes are powerful and light to apply, with no vices. I understand that at Earls Court more inquiries were received for the Victor estate car than for the saloon and we can expect to see a great many of these versatile, durable and brisk cars on our roads this year. The screen is of Triplex " zone toughened " safety glass. The Victor came with many extras, including Britax front-seat safety-belts and Lucas " Ranger " and " Fogranger " spot-lamps. These inflate the price to nearly that of the A60. The former is better finished and equipped, and quieter, the latter more fun to drive. I cannot refrain from concluding with the old expression " Yer pays yer money and takes yer choice."—W. B.

THE HARRINGTON LE MANS—continued from page 18

94 m.p.h. Performance figures, taken without using the overdrive, suffered because of that, and were not over impressive at 6 sec. for 0-40 m.p.h., 13 sec. for 0-60 m.p.h., and 25 sec. for 0-80 m.p.h. This gives enough performance to dispose of most cars on the road, and although the engine in this state of tune is not particularly tractable, one can always resort to the pleasant gearbox. This tuned Alpine seems to fall into a steady 80-m.p.h. cruising gait and on clear stretches can be pushed up to over 90 m.p.h., but a good deal longer straight is required to achieve 100 m.p.h., which can only be done in overdrive top. Fuel consumption worked out to 23.7 m.p.g. With 9¼-in. Girling disc brakes on the front wheels the braking of the Alpine is excellent, and with the Clayton Dewandre brake servo, pedal pressures required are very low.

The standard of workmanship on the Harrington conversion is commendably high as it is very difficult to detect where the new top is grafted to the body, whilst the interior trim is first class. It is indeed a pleasure to see a British firm taking an interest in body building on popular chassis, and anyone requiring a distinctive Gran Turismo car backed by the rugged engine and gearbox unit of the Alpine, need look no further than the Harrington Le Mans, which sells for the very competitive price of £1,495.

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

WEST GERMAN PRICES

Sir,

"So B.M.C. means business . . . in Western Europe exports up by 71%, with a 95% increase in the last three months . . . The secret to success is *competitive prices*." Thank you, Mr. Harriman, for providing these statistics which are so cheering, but being a resident of Western Europe I regret I cannot report a startling increase in British car sales generally or B.M.C. products specifically. May I be allowed to question these sales statistics in an attempt to arrive at the true situation?

Let us first make quite sure that the car sales quoted as applicable are to persons permanently domiciled in the country of sale, *i.e.*, a sale in Germany *only* to a German. Discount those cars sold to members of the N.A.T.O. Forces and attached civilians, as these vehicles are subsequently re-exported to the U.K., Canada, etc. Discount, too, the cars used by the appropriate sales organisations as demonstration and service vehicles for the above market, and then we arrive at a representative figure.

I hope this does not sound too elementary, but in my experience it goes a long way to explaining why British cars on European registration are conspicuous by their absence, despite statistics to the contrary. And while percentages are impressive they can be used to cover numerically insignificant increases. Can we have figures please, Mr. Harriman?

Competitive prices? You are a West German considering the new car market—it looks like this :—

	Price
Fiat 500 de luxe	D.M.3270
Citroën 2 c.v.	3890
N.S.U. Prinz 4	4490
Renault R4	about 4100
Fiat Jagst 770	4270
D.A.F. 750	4315
Isar T 700	4630
VW Export	4720
B.M.W. 700	4760
Skoda Octavia	4900
Renault Dauphine	4985
D.K.W. Junior de luxe	5150
Austin 850	**5295**
Ford 12M	5555

I await information with interest to prove that West Germany is the Western European exception to Mr. Harriman's Common Market optimism.

Germany. "UNGLAUBIGER."

[Name and address supplied.—ED.]

* * *

GREASELESS CHASSIS

Sir,

Much has been written in MOTOR SPORT during the past few years in regard to the reduction of chassis greasing points. This has culminated in your article "Design Discussion" in the December issue.

Having owned and driven a Renault Dauphine for the past two and a half years I am not convinced that the elimination of suspension greasing points is desirable. I have now driven this car 36,000 miles and suffered two and a bit irritating seasons of cold weather.

The Renault Dauphine is not particularly notable among those models which have few greasing points, inasmuch as it retains 10 nipples, but I would willingly put up with the dirt and discomfort of greasing another 20 to be rid of the appalling "squawk" which accompanies every slightly more than normal movement of the suspension of my car during cold weather. Whatever the calendar or the weathermen may say, I *know* when winter has arrived. My car tells me! The steering column squeaks as I turn the wheel when I back out of the garage on that first morning of the cold snap, and the first bump in the road which the road wheels hit starts the infuriating "squawk" which will be with me until the spring.

I was told from the first day of the first winter that I had the car, that nothing could be done about it, and I must admit that I have failed to find a cure myself despite the application of remedies both legitimate and illegitimate. I do not think that I am alone in this trouble. I have heard similar complaints from owners of Triumph Heralds.

No Sir, I am not impressed, and have a feeling that when I buy my next car, I shall view with grave suspicion all those manufacturers who promise me a grease-gun-free heaven on earth. Let us have bigger and better grease-guns; and plenty of nipples to use them on.

Ashford. E. J. CRANE.

[You can please some of the customers all of the time and all the customers some of the time but not all the customers all the time.—ED.]

Sir,

In the table in the December issue comparing the servicing requirements of a selection of modern cars, you list the cars in an order of merit based upon the number of points requiring greasing. Except perhaps for the minority who perform their own servicing, a better basis for comparison would, I think, be the interval between servicing, rather than the number of grease points. The major objection to my mind to the excessive maintenance requirements of the average modern car is not so much the cost, which in any case is not likely to be affected very much by the number of greasing points, but the inconvenience resulting from the periodic loss of the car.

On this basis, the R4 and D.A.F. should be followed at the head of the table by the Victor, Silver Cloud, and Herald, which in turn should be followed by the D.K.W. (not on your list). The latter has 10 points requiring greasing every 4,500 miles and, of course, does not need periodic oil changes. As a last point, the interval between greasings for the Volkswagen is now 3,000 miles, not 1,500 as in your table.

Hayling Island. M. CATTON.

* * *

IN FAVOUR . . .

Sir,

I feel I must comment on Mr. Rigley's criticism of your editorial concerning the action of the schoolmasters of Great Britain.

I emphatically disagree with the statement that "Attention to matters far removed from the real aspect of the magazine can only lead to inaccuracies in reporting on relevant matters."

We are not watertight compartments with labels such as "Editor," "Dentist," "Musician," "Racing Driver," "School Teacher." We are human beings with the ability to think and express opinion.

I feel most strongly that the life-blood of this magazine is the personal approach of the people who produce it.

In diversity lies interest and excitement, as you obviously realise. Upset me as much as you like, I will still buy MOTOR SPORT, but the day you deal purely with cars to the exclusion of all else my interest will wane.

Putney. ALAN J. HARPLEY.

[Thank you for your support, Mr. Harpley. In fact, to reply to the many incensed teachers who wrote to us, we did not criticise their proposed strike as such, merely remarked on what a bad influence it would have on the youngsters they teach. One teacher asks if we haven't noticed the huge classes our children work in. The answer is that if you pay for free schooling in taxation and then pay again for private schooling, as the writer does, you don't have to worry about over-large classes! And from the teacher's argument it still adds up to smaller classes, less strain, less effort, for the same or more money. Something to ponder on during the long vacations.—ED.]

* * *

MINI-MATTERS

Apropos the letter which appears in the current issue of MOTOR SPORT from Mr. K. H. Ross, I wonder if I may be permitted to make a few observations?

I refer in particular to that section of the letter which deals with running costs of Mr. Ross' Mini. He makes some very sweeping statements on the subject of replacements of tyres and brake linings, and the general impression is that what is true of his vehicle is true of all other ADO15s. Come, Mr. Ross, as a motorist of obvious experience, surely your statements were too dogmatic?

During the past 18 months I have had a fair amount of experience with three different Austin Se7ens, both here and in North

America, and although the mileages in each case did not approach the 15,000 quoted the proportions were reasonable enough to show a proportionate amount of wear, had it existed.

Shortly before I went to Canada, in August 1960, my father took delivery of a Se7en saloon. On my return in July this year, this vehicle had clocked 9,200 miles without any appreciable wear of either tyres or brake linings.

In December 1960 I purchased one of the first Se7en Countryman in Eastern Canada—as far as I am aware it was only the second one to come from B.M.C.'s depot in Oshawa—and on my return to the U.K. this had covered 8,600 North American miles. Now this vehicle was troublesome from the start. It must have been the only car for miles that carried its own water supply—a steady ½ in. on the floor throughout the winter, but the tyres and brake linings stood up to the rigours of high-speed/long-distance driving magnificently. I had it checked before I sold it and have kept in touch with its owner since. It has now covered 13,000 miles, the tyres are still good and the brakes function perfectly.

In spite of my general dissatisfaction with the "thing," I was very impressed with its overall performance and so had an identical home market model waiting for me when I returned. This was delivered on July 21st and has so far covered 5,460 miles. Since reading Mr. Ross' letter, I have minutely examined all the brake linings and each tyre. These items are virtually indistinguishable from new.

Now if Mr. Ross continually drives his Mini to its limit, then very likely the tyres and brakes will require frequent attention, but I venture to suggest that this would be true of any car. It is also imperative that the manufacturer's instructions with regard to wheel changing are carried out. My father and I have always done this personally as in our experience some garages "overlook" it. I find it hard to believe that a Mini will consume seven tyres and a set of brake linings during 15,000 miles' normal driving.

In closing, I would like to digress somewhat. In your most excellent columns we frequently see readers' complaints on the subject of inferior finish, poor standards of inspection, etc., which are found on current British cars. In fact I wrote to you a somewhat lengthy missive on the subject myself in June (what *did* become of that letter?). I had also written several to B.M.C. in the same vein and now I feel that, in fairness to them, I must state quite categorically how very pleased I am with my present Se7en Countryman. The general finish is excellent, nothing has come adrift and, wonder of wonders, the vehicle is waterproof, top and bottom. There is no comparison at all, apart from performance, between this one and its Canadian counterpart. For once, the home market customer is satisfied!

Middlesbrough. PETER GRAFTON.

* * *

WHY THE LOTUS NEEDS A TRAILER

Sir,

With reference to "Rumblings" in the December issue, in which you describe your experiences at the Guild of Motoring Writers Motor Show Test Day at Goodwood, I note an inaccuracy in your remarks concerning the two Lotus cars made available for testing by the Press.

You state that both the Lotus Elite and Super Seven were conveyed to the circuit on a trailer and small transporter, respectively, and suggest that this "is hardly a convincing way of presenting roadworthy cars to the visiting journalists." The Lotus Elite which was present on that occasion was the property of the Hobbs Transmission Company, and is a Stage 3 racing version of the car not intended for use on the road in any case. This particular machine, which is raced by Mr. David Hobbs, is normally conveyed to and from circuits on a trailer, since the car is purely used for competition.

Use by the factory of a transporter for taking cars to Goodwood for this event arises from the time a few years ago when a Lotus Eleven was seriously damaged (by a motoring journalist who shall be nameless!), and is the result of the lesson learned on that occasion when the remains of the car concerned had to be transferred by independent means back to the factory. We now insure against such occurrences by the simple method of using a transporter, and perhaps Jaguars could on this occasion have benefited from similar forethought, to remove the remains of their heavier and less easily handled E-Type.

I should be grateful if you would print this letter, in case any of your readership were not aware of the true facts.

for LOTUS COMPONENTS LTD.,

Cheshunt. R. F. READ, *Sales Manager.*

[The point we made was that the foreign journalists should have been presented with roadworthy cars, not racing freaks. The explanation of why the Lotus Super Seven went to and from Goodwood on a transporter is ingenious, but hardly convincing. We feel sure that in the unlikely event of a journalist losing control of a Lotus the remains either wouldn't be worth taking away or, if they were, Mr. Morgan would let them remain overnight until a transporter could be sent to collect them. If Mr. Read is so pessimistic he will soon be asking all his customers to buy transporters so that they can drive their Lotuses about in complete safety and immunity from prangs. Come to think of it, that would solve high insurance charges on Elites and E-Types. —ED.]

* * *

THE JOWETT JAVELIN

Sir,

I agree wholeheartedly with Mr. Barlow regarding the outstanding merits of the Jowett Javelin as compared to modern vehicles he mentions in his letter. There *is* something about a Javelin that even today bears out its "description when tested in the early '50s" "as the finest 1½-litre saloon in the world (*The Autocar*, 1953). Quite a number of features were mentioned by your correspondent; he didn't mention doors that close even now like pre-war railway carriage doors, windows that wind up and down as they should, well-placed instruments including temperature and oil-pressure gauges, good-class upholstery and plenty of room (increased by removable arm-rests on rear seat), a good spare parts service (by return post if small part) from Jowett Engineering, and good pools of used spares mainly from enthusiasts who usually come by an accident-damaged vehicle and are willing to supply other enthusiasts. In 1959 I was tempted in a moment of weakness to exchange my Javelin for what I later discovered to be a brand new tin-can of French make but after a year of perseverance I gave up the ghost and returned to the reliable, comfortable motoring provided by a Javelin (£230 the worse off on account of the rapid depreciation of modern tinware). In an issue of MOTOR SPORT during 1953 an article was published telling of the work put into developing the engine, and I would like to purchase this issue if anyone has one for sale. [Jowett used to have reprints.—ED.]

Bacup. C. READ.

[This is but one of several letters received from enthusiastic Jowett Javelin users.—ED.]

* * *

THE INSPECTOR'S POINT OF VIEW

Sir,

I have followed with interest the correspondence and Editorial comment on the subject of the quality of British motor cars. I have, however, been puzzled by the absence of any possible explanation for the poor quality, if indeed it is poor. Some correspondents have put the blame on the inspectors but I believe this to be wrong. Having been employed as an inspector in the British Motor Industry and now following the same occupation in Australia, I should like to be allowed to put my views on this matter.

I believe that the responsibility for the poor quality of any product can be put squarely on the shoulders of management who by pursuing certain policies set the quality level of the product. There are plenty of tools available to management today, such as Quality Auditing, whereby it can ascertain the quality level of its products. If it does not make use of these aids or if it neglects to apply the lessons learnt, the blame for poor quality cannot be shifted to the inspectors who are merely carrying out management's policy.

I should like to enumerate some of the factors which in my experience lead to poor quality in motor vehicles.

(1) Insufficient or ineffective job instruction. This is the responsibility of the line foremen, who have to ensure that the men under them build the vehicle to the specifications laid down by the engineering department. One of the urgent needs of British industry is to produce more and better foremen and it is the responsibility of managements to train such men and always to keep before them the necessity of maintaining high quality. Quality has to be built into the product, it cannot be inspected into it.

(2) The use of the cheapest available material consistent with a certain standard of durability, for instance in interior trim, to offset the high cost of labour. There is also an element of planned obsolescence in this in that the materials are designed to last for a certain period, after which the car will be traded in on a new model.

(3) The reluctance of engineering departments to change

specifications. This can be an expensive business, possibly involving changes to jigs and tools, but when an obvious defect is brought to light design engineering should modify the design with the least possible delay. Some engineers have a tendency to believe that they are infallible.

(4) The necessity of maintaining stocks. In the motor business it is sudden death to be caught with inadequate stocks because in this buyers' market the customer will go elsewhere if he cannot take immediate delivery of the model with the colour and trim combination he wants. In the factory this leads to the " tyranny of the schedule " or the production of quantity at all costs. In this atmosphere the inspector is severely handicapped as production people are capable of perpetrating the most diabolical skullduggery in order to get a vehicle past inspection and out of the gate, and so maintain their schedule at the insistence of production control.

(5) Insufficient lead time in the introduction of new models. Management, through sales and publicity divisions set dates for the announcement of a new model by which time distributors all over the country must have adequate stocks. These are all too often rushed out with certain known defects such as inadequate dust and water sealing, problems for the solution of which sufficient time has not been allowed.

(6) Poor new car preparation by distributors. No car leaves the factory ready for delivery to the customer, and since the distributor has to pay for the preparation of the vehicle out of his profit margin some distributors tend to do a slipshod job of preparation. Many complaints are voiced about loose nuts and bolts, and while it is agreed that these should not have left the factory, a five-minute check on the pit or hoist would have ensured that they did not reach the customer.

Mr. John L. Prince's letter in the September issue of MOTOR SPORT showed how some of these problems are overcome in West Germany. The problems are the same in Britain, Germany, or here in Australia : they have to be faced and overcome. A quality drive will soon lose its impetus unless the necessity for it is constantly brought home to those responsible for the maintenance of quality; that is, the men who build the vehicles, and when management actively pursues policies aimed at producing vehicles or other goods of high quality rather than merely goods in quantity, then perhaps we shall see British-built vehicles once more regarded as the best available.

Dulwich, S. Australia. DAVID N. KIMBER.

* * *

MERCEDES-BENZ 107V EXPERIENCES

Sir,

Having, from time to time, read with interest the articles and letters concerning British versus Continental " family " cars, I feel that my own experience with a Mercedes-Benz 170V, of 1948 manufacture, might be of interest.

This car is one of the most popular " buys " with servicemen in Germany, selling for about £100 (mine cost £80). Since 1957 it has covered 45,000 miles from Venice to Inverness with the absolute minimum of trouble, despite little garaging and some pretty hard driving. Cruising speed is 50-55 m.p.h. and consumption as low as 30-33 m.p.g. on long runs (*e.g.*, 29.8 m.p.g. for a 3,000-mile tour of Scotland this summer). Nor is it afraid of hard work—witness 596 miles from Sussex to Aberdeen in 16¼ hours.

Perhaps the greatest tribute I can pay is with regard to spares facilities. For this 13-year-old, non-export model, I receive spares within five days of ordering, on average, and a telegram for a pulley wheel on a Sunday afternoon this month brought the required article by first post on the Tuesday morning. How does this compare with British manufacturers?

Bideford. G. R. SIMPSON.

* * *

A RAPIER QUERY

Sir,

" W. B." reviews the London Motor Show and of the Sunbeam Rapier comments that the steering is spongy.

I purchased a new Rapier III in June last year, and I have covered 3,000 miles. My only comment on this delightful car is, as " W. B." says, the steering is spongy, or rather that one would like to feel that it was more positive and responsive than it actually is.

Can you advise me as to whether any improvement can be made, or has been effected, in this direction, or, alternatively, put me in touch with someone who has gone into this problem, since I myself am very keen to endeavour to eradicate this weak feature on an otherwise excellent model? Needless to say, the steering has been checked to ensure that all the geometry conforms with the manual data.

S. Croydon. A. L. MCELM.

* * *

HOW LONG, HOW FAR, BEFORE THEY BREAK?

Sir,

Your correspondent Mr. C. Moore writes under the heading of " A Dissatisfied VW Owner " in the November issue of your excellent journal. He complains of transmission failure at " only " 37,500 miles.

At 20,000 miles I had a bill of £23 3s. 11d. to pay to " rebuild " my gearbox because a circlip failed and the gears became well and truly mangled. The car is a Ford Zodiac. I have conducted a lengthy correspondence with Fords. The warranty had expired by 18 months, so because I do not cover a great mileage per annum I am penalised. Fords asked for the " alleged " faulty parts. I explained that my garage had offered me a selection from four—yes, four!—damaged gearboxes. Naturally I could not guarantee to send the actual parts from my gearbox, so I replied to this effect. To repeat Mr. Moore's sentence, " If these people who now possess this unfortunate souvenir are not in a position to examine this, then who is? "

Fords do not seem, from their correspondence, to think that 20,000 miles is a small mileage for one of their most expensive models. I have not, of course, had a direct answer to a direct question on this point. Fords will not accept any liability.

Mr. Moore can congratulate himself on having covered nearly twice as many miles as me before suffering a major setback, time wasted and finance involved. As I would not keep a car to 37,500 miles perhaps I had better buy a VW!

Gidea Park. E. G. REEVES.

* * *

THE A 5 BOTTLE

Sir,

I read in the *Daily Telegraph* of Wednesday, November 22nd, that a police constable had thrown an empty bottle through the windscreen of a car which he estimated was travelling along A 5 through Towcester " at about 100 m.p.h." I was appalled that there was no criticism of his action by the magistrates, who fined the driver £10 and disqualified him from driving for six months.

Obviously the driver was exceeding the speed limit (along a major road in the early hours of one Sunday) but the constable was surely exceeding his authority by acting in such an irresponsible manner. Fortunately in this case there was no more damage than a broken windscreen but one needs very little imagination to foresee far worse consequences.

The driver evidently failed to recognise the constable as he stood in the road and mistook him for a " drunk waving his arms about." Since the incident took place outside the " Saracen's Head " and the missile was an empty bottle, he obviously had good reason to make a mistake. After all, who but a drunk would throw a bottle at a car travelling at 100 m.p.h. even if it was in a restricted area?

Duffield. J. M. CLARKE.

* * *

A HERALD CURE

Sir,

Having done over 40,000 miles in a Triumph Herald I can endorse the remarks of " W. B." in November MOTOR SPORT regarding the quality of the gear-lever knobs fitted to the Herald 1200 and earlier models.

The answer to this problem is to purchase and fit the plastic-covered ball type knob fitted to the Herald S model. These were not at one time easily obtained and I was eventually supplied by a helpful gent in the Works Spares Dept., who went and fetched one off the production line. This shows no signs of wear and remains perfectly clean after many thousands of miles use.

Solihull. W. F. ARTHUR.

* * *

THE BEST VALUE AT THE MOTOR SHOW

Sir,

After having had a good look around at this year's Motor Show, I was surprised to note that subsequent issues of your journal hardly mentions the car which, in my opinion, was the best value. I mean the Skoda Octavia at £606.

This price for a 1,100-c.c. car *includes* undersealing, heater, independent suspension on all four wheels, hand-brake operating on all four wheels, radiator blind, windscreen washers, wheels balanced, reclining seats, boot locked from inside car, *and* a tool kit, pump and starting handle.

It would be interesting to hear other readers' comments on this

car, particularly those who have experienced ownership. I understand that it did very well in the Monte Carlo Rally and the only fault I could find (in my opinion a bad one) was the position of the hand-brake. When they alter this I shall probably buy one, even if it is made in Czechoslovakia.

I would mention that I have no interest in the car other than as a prospective purchaser.

Sidcup. C. R. MILLS.

* * *

CORRECTION

Sir,

I have read with interest your article on the T.V.R. sports car but feel that you must have been given some false information as I personally founded T.V.R. Engineering Co. in 1946. By 1956 some 20 to 30 cars and chassis had been produced and the interest in T.V.R. was growing rapidly.

Layton Sports Cars Ltd. did not come into being until 1958.

Thanking you for your interest in the T.V.R. and the publicity you have so generously given.

Blackpool. T. WILKINSON.

* * *

AN APOLOGY TO THE B.A.L.P.A.

Sir,

The most colourful phrases—like the most colourful young ladies—display the least depth. Failure to recognise this fact induced me to commit a " whimsy " that went " whamsy " when I referred to " frenetic young air-line captains," and I apologise unreservedly for this offence. It is generally accepted that the physical and mental equipment required by a modern aviator grade him as one of the elite of any nation. I am also aware that the landing of a transport aircraft requires cool, calculated handling, and that the use of the term " juggling " in this connection—while acceptable to your general readers—is loose to the point of being blowsy when addressed to the Secretary of the B.A.L.P.A.

My intention was to contrast the frenetic *conditions* of modern jet-travel with those of the more peaceful past. I still believe that the adjective does not over-state the environment. In support of this, may I quote from an article entitled " Airborne Computers " published in " *The Times* Survey of British Aviation, 1961." . . .

" The air traffic controller has, therefore, been placed in a position where not only is the volume of traffic increasing very rapidly but the information available on each element of such traffic has also increased. The result has been almost to overwhelm the controller and to make it extremely difficult for him always to make the right decisions."

Then, two paragraphs further on :

" To accomplish this (improvement in safety and economy) an increasing number of commands must be communicated to the pilot of the aircraft concerned and these involve both an increase in the number of communication channels and the ability of the pilots to carry out accurately the tasks required. The capacity of the communication channels is approaching its limit and the aircrew are already kept so fully occupied that it would seem unreasonable to place any further tasks upon them."

The article goes on to explain that digital computers similar to those used for industrial process control are being developed to sort out and channel the information available to the ground controller from radar and communication systems. In addition, a computer will be needed in the aircraft.

Me and *The Times* both : just a pair of " blabber-mouths." I would like to " sit in " on the flight deck of a jet transport during approach and landing but only because I gain pleasure from seeing a skilled specialist at work—whether he be an air-line pilot or a plumber. The principles of flight have been with us for nearly sixty years, and I doubt if any interested layman needs a pilot's course in order to have, at least, a broad conception of the problems involved in landing an aircraft. It occurs to me that it is not the medical profession alone that credits the lay mind with feeble intelligence and less imagination.

I will not join issue against Lt. Dunbar-Dempsey's contention that I am all resentful, bitter and twisted and need a " Father Figure " (who does not, by the way?). This is fair tit-for-tat against my equally ill-mannered attack upon air-line pilots, but if his allegations were true, they would not invalidate my criticism of the trend towards increased speeds in the air and on the ground when the structure and organisation in both spheres can barely cope with traffic speed and density of twenty years ago.

If I am resentful, it is of this trend that has taken flying out of the hands of ordinary people and confined it to a dying group of specialists. Increased air speeds can only hasten the day when members of the B.A.L.P.A. will be superseded by a little black box that squawks.

The pattern of progress is not peculiar to aviation. Back in the days when engineering foremen wore bowler hats and celluloid collars, tradesmen possessed a broad armoury of skills. A turner could take a raw chunk of metal, put it through the forge; shape, turn, mill, drill and grind it to a finished component—with the knowledge that his talents were unexceptional. Modern production methods have driven the few surviving virtuosos into the tool-rooms of this country. They will shortly be winkled out and replaced by more ornamental but comparatively brainless young popsies who will sit at a keyboard and type instructions to the inevitable black box *via* magnetic tape.

Humanity lost a little something when the bow and arrow replaced the spear, and each succeeding " scientific breakthrough " hastens us towards that ultimate Wellsian end as " little gray bladders of brain croaking on some desolate beach."

But take heart, you bods. We still have the fair sex. With luck, they will continue to baffle science indefinitely.

Hutton. D. F. BOWDEN.

CARS IN BOOKS

Regular readers of long-standing and good memory will know that I am a great admirer of almost all the works of T. H. White. " England Have My Bones " (Collins, 1936), generously given to me by " Chain-Gangster " Shenton before the war, is still a prized possession and should be read by all vintage-Bentley enthusiasts and salmon fishermen. It is an excellent antidote to the synthetic age in which we exist. Practically nothing about cars appears in " The Goshawk " (Cape, 1951) but Mr. White, referring to a pair of hobbies, the rarest of falcons to breed in England, does remark that the wood in which he saw them was obliterated by a great aerodrome during the Second World War, where now " beetlemen buzz round and round in their motor-cars "—clearly, Silverstone.

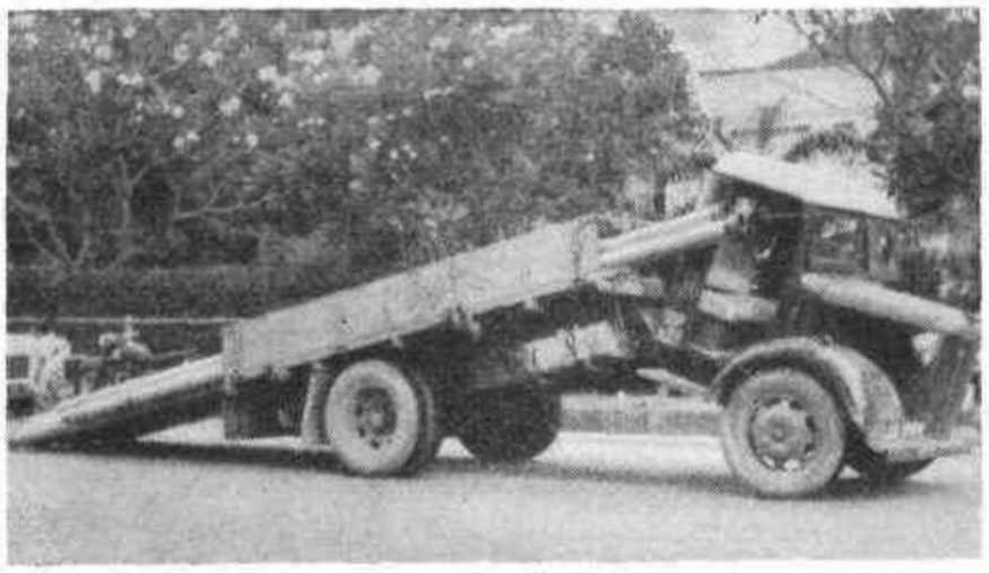
In his amusing book " The Elephant and the Kangaroo " (Cape, 1948) there are the Rolls-Royces of the Roman Catholic hierarchy that wait in Dublin, ready for retreat, as he, Mr. and Mrs. O'Callaghan and his dog " Brownie " sail into sight in their Ark, mistaken for an enemy submarine, on the flooded River Liffey, past Phoenix Park, close to where the main entrance to the race circuit used to be. White constructed this Ark on the instructions of the Archangel Michael, who appeared one day down Mrs. O'Callaghan's kitchen chimney. It was based on an inverted Dutch barn and the book contains so many constructional details that I imagine Mr. White actually made such an Ark in some Irish field and no doubt even had a shot at sailing it on some lake or other.

He says in the book that his car was laid up in a shed on the O'Callaghan farm and virtually forgotten—could this refer to the vintage Austin 12 saloon he had when he was a master at Stowe and used to drive about full of snakes? It was not, one hopes, his 3-litre Bentley or his later Jaguar that figures in " The Godstone and the Blackgmor " (Cape, 1959) . . . .

Brief reference to Fords and Rolls-Royces used in Siwa during the 1914/18 war are found in " Looking Over My Shoulder," by by C. Willett Cunnington (Faber & Faber, 1961), including the passage " It is an amazing sensation being driven in a light Ford car (obviously a model-T) at 30 to 40 m.p.h. over a flat surface which throbs with reflected heat. Wearing practically no clothes one's body tingles all over from contact with this intensely hot air. It is a gorgeous experience which I had yesterday and today I look rather like a boiled lobster." Drives of 200 miles in an open car across the scorching desert are written of and apparently the Fords had to make a 15-mile run twice a day " over the most outrageous track imaginable " to fetch water from the Siwa Oasis. Patrols of six or eight Ford cars with two officers and a dozen men " used to make daily patrols into the desert." One desert convoy of 1917 consisted of " a dozen or more Ford cars, an armoured car or two and a Rolls-Royce ambulance for myself (as M.O.) and baggage."

Finally, for this month, Lawrence Gresley, who sponsored the Hotchkiss-engined independently-sprung Harris-Léon-Laisné car in this country in 1933, lent me a copy of that rather sordid book " My Father Was a Gentleman," by Robert Holmes (Longmans Green, 1939), which is difficult to assess as fiction or fact, but in which thinly disguised members of the Motor Trade, such as George Newman, the late Major Pass, Joyce, Leno, etc., are featured, and which generally exposes the tricks of the used-car trade in the " gay " 'twenties.—W. B.

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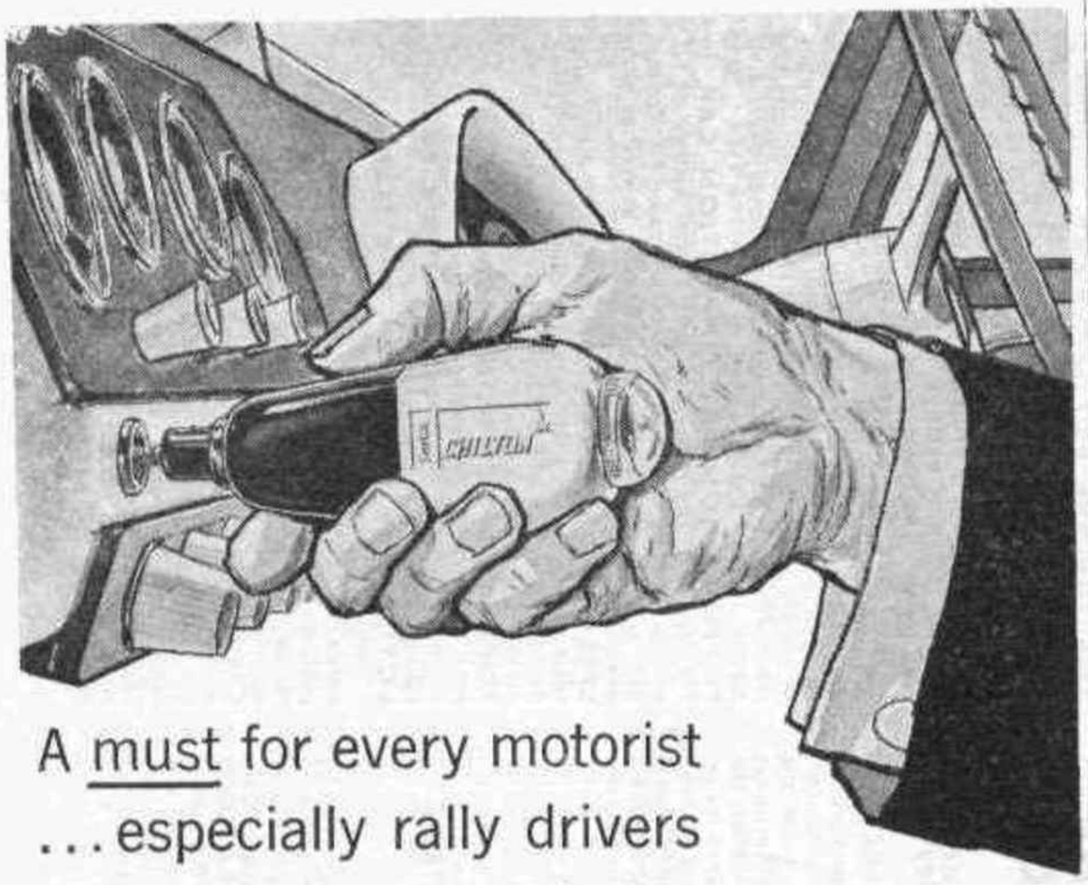
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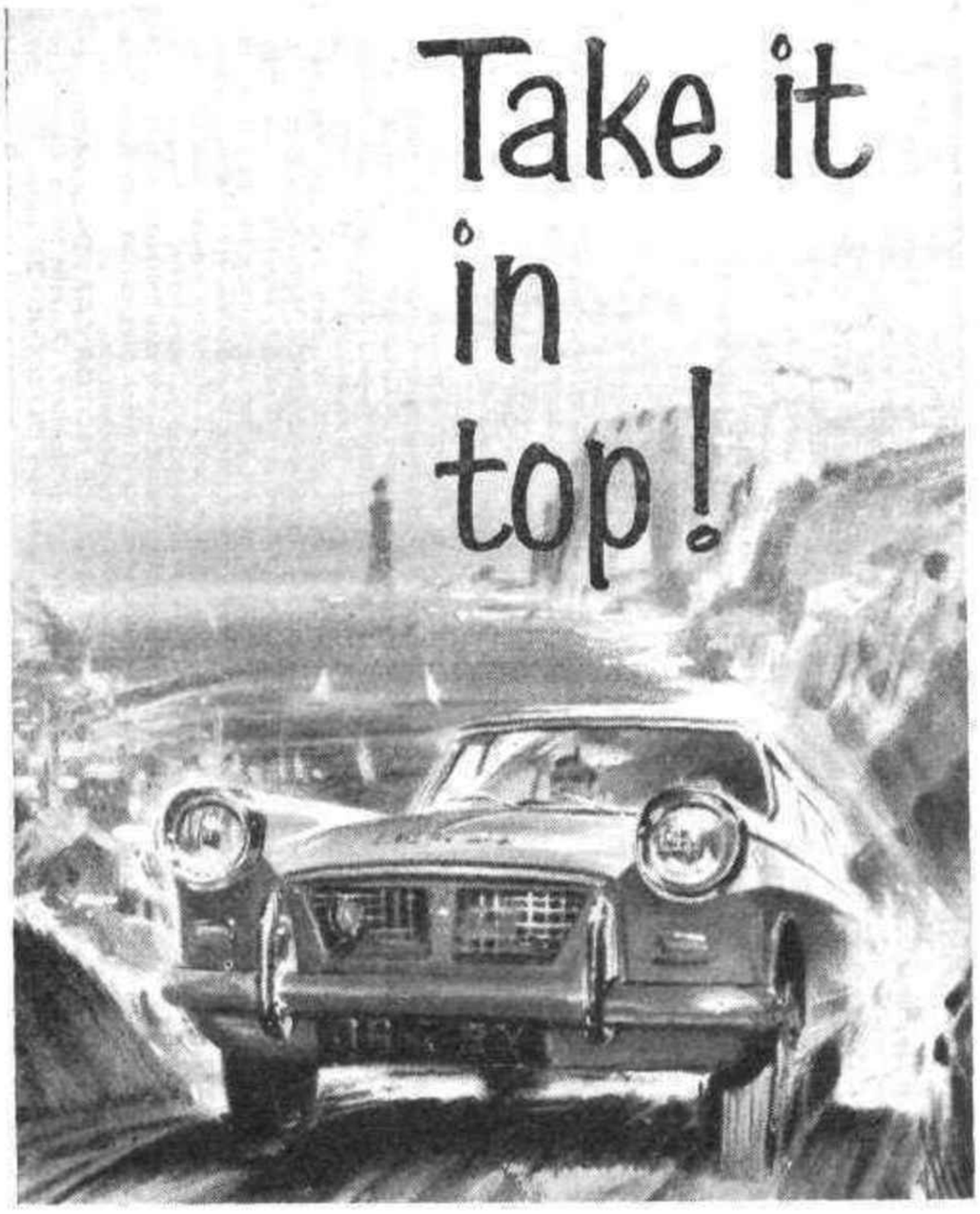
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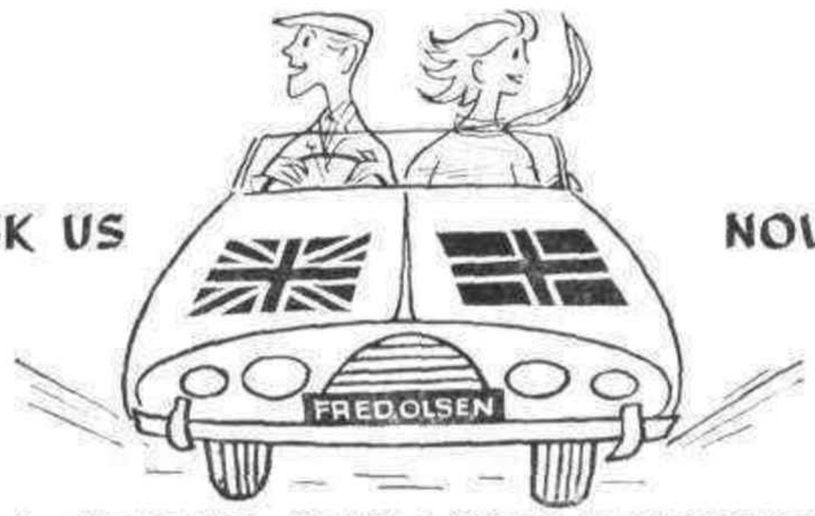
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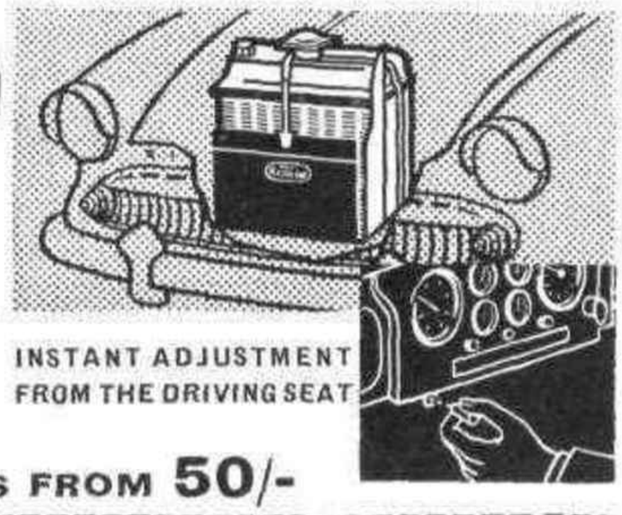
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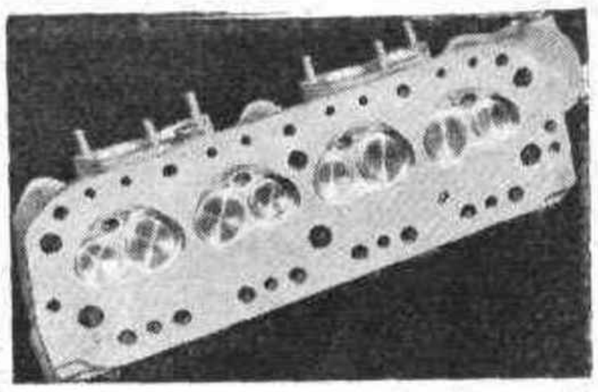
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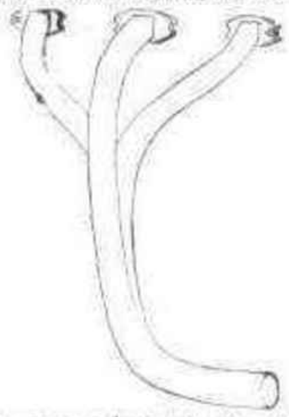


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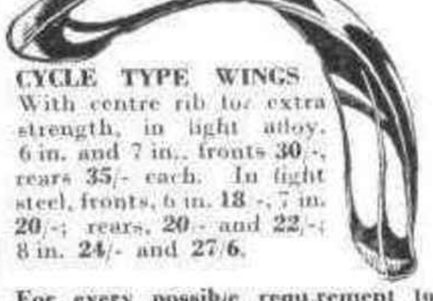
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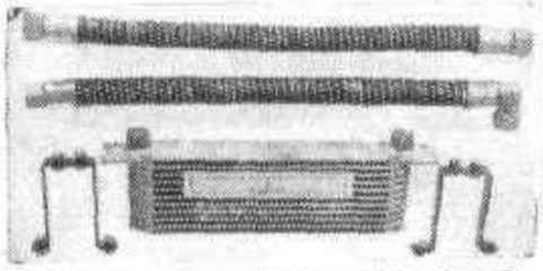
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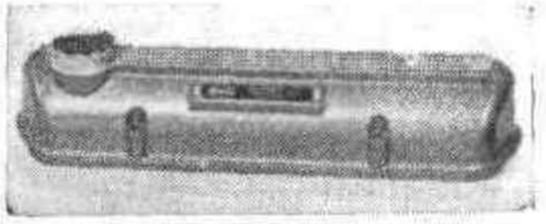
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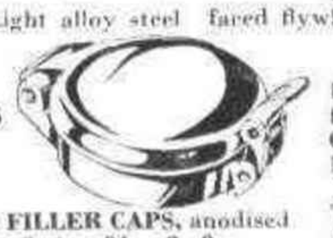


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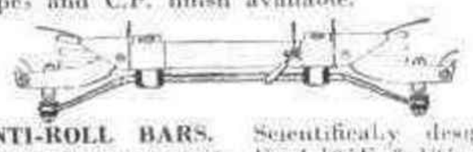
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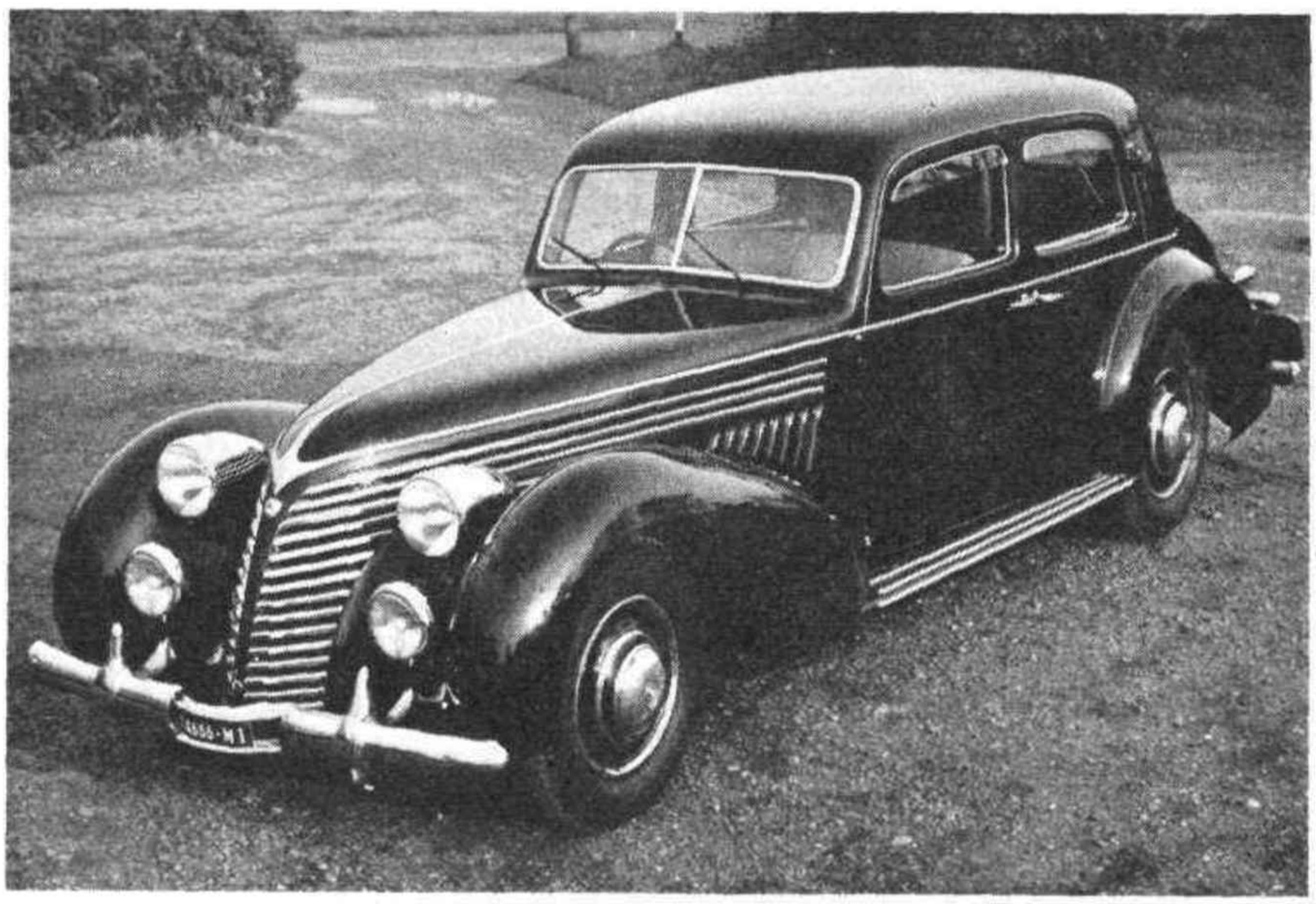
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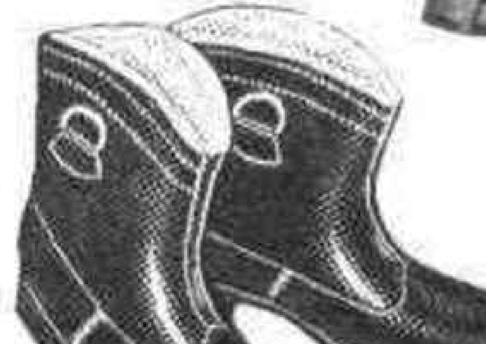
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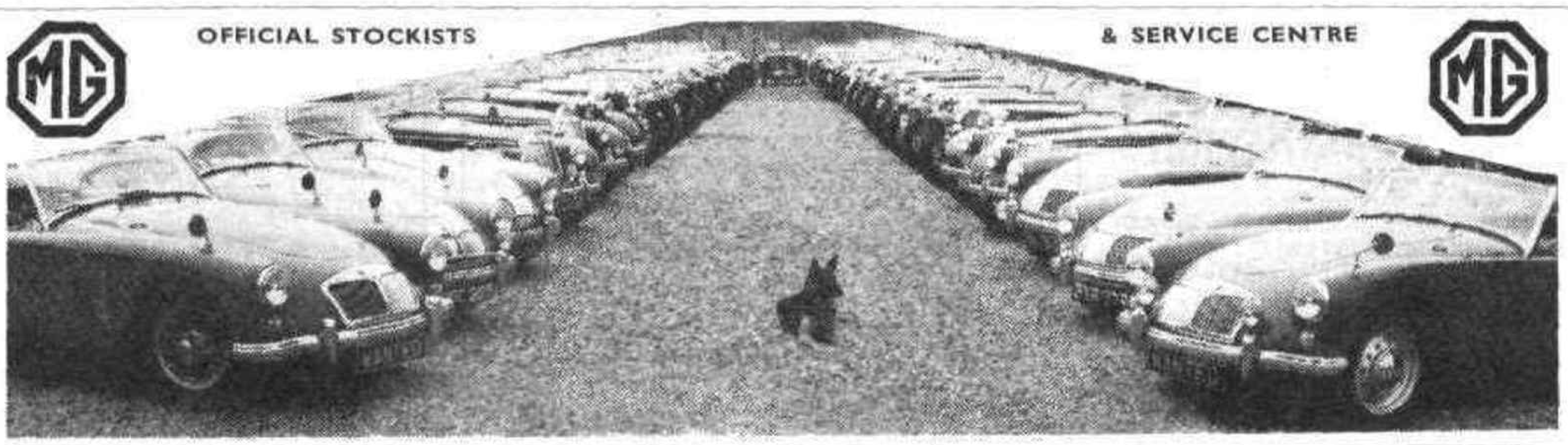
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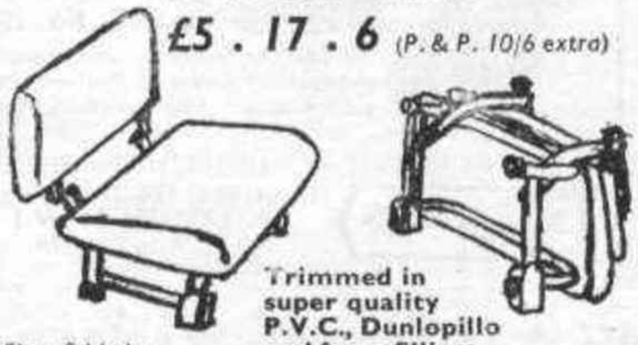
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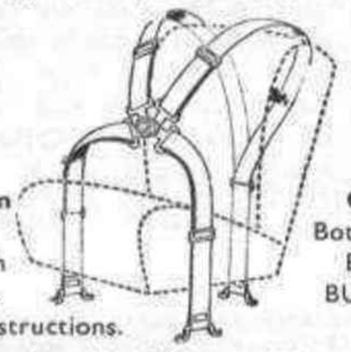
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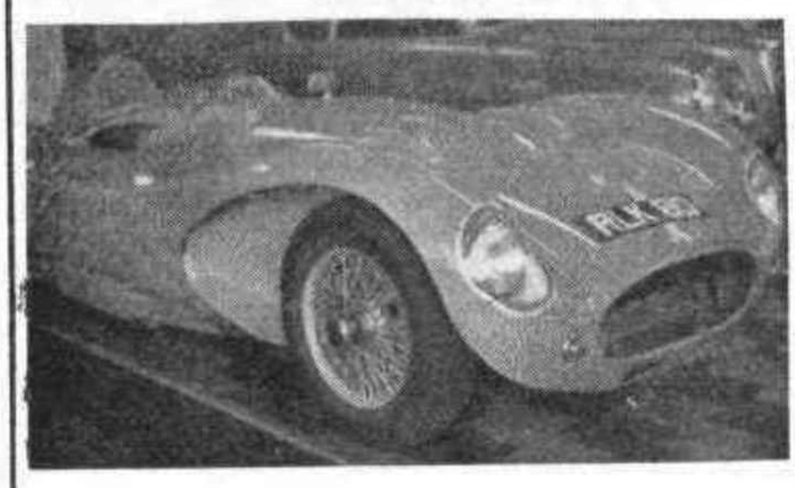
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£595 PORSCHE 1500 fixed-head coupé. L.H.D. An exceptional example in ivory with red upholstery. An engine overhaul has just been carried out on this car, bills for which are available.

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£545 TRIUMPH TR3A, 1958. This car is in primrose with black upholstery, fitted with 3-speed overdrive, heater, safety straps, disc brakes, new tyres, etc. Excellent value.

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£465 M.G.-A Roadster, 1956 model, which has every conceivable extra including wire wheels, radio, sliding screens, spots, etc.

£465 JAGUAR XK140 fixed-head coupé, 1956. This vehicle is finished in Old English white with red upholstery, fitted with radio, heater, overdrive, etc. An engine overhaul has recently been carried out on this car, bills for which are in our possession.

£445 JAGUAR XK140 Roadster, 1955. Black with red upholstery. Wire wheels, etc. Outstanding value.

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£345 MORGAN 4/4, 1957, 2-seater sports. A most original example in pale blue with beige upholstery.

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1952 RILEY 1.5, black, R.M.E. engine. Radio, heater, good tyres; 28 m.p.g. £250. Scurr, 47, Fortunes Way, Bedhampton. [2912

RARE VAUXHALL, 1934 tourer, aluminium body, Mercury engine, 4-speed box. Needs some attention. M.O.T. certificate. What offers? Silk, Splinters, High Street, Bletchingley, Surrey. Tel.: 236. [2913

SUNBEAM-TALBOT, 1954, Mk. IIA saloon. Recent respray. One previous owner, low mileage, well-kept doctor's car. £295. Tel.: STR 2677. [2914

WOLSELEY 4/44, 1954, 28,000 miles only. One lady owner; stored two years, very good condition. £300. 152, Millfield Road, Clapton, E.5. [2915

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RILEY KESTREL-SPRITE 1½-litre, 1936. Connoisseur's car. Finished coffee/white, red interior. One of finest in existence. Full details to interested parties on request. M.O.T. certificate. £250. Powell, " West Winds," Monument Lane, Lickey, near Birmingham. Tel.: Rubery 81. [2918

1960 T.V.R. GRANTURA Climax. Immaculate. Mods include f/a. heater, transistor radio, w/washer, improved sound damping, raked seats, Alfin drums, adjustable shockers, cigar-lighter, etc., etc. Red with matching leather interior. 10,000 miles. Scrupulously maintained regardless of cost. £725 or offers. Stewart, White Cottage, Fearnan, Perthshire. [2919

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BRISTOL 400 saloon. Radio, spots, etc. Good clean car. Recent £50 overhaul. £240 or near. 154, Barlow Moor Road, West Didsbury, Manchester, 20. Tel.: DID 2898. [2922

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BENTLEY SPARES. Good condition. Gearbox, steering box, back axle, front axle complete. Bruce, 17, Millbank, Thurso. [2929

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1924 STANDARD 13.9 tourer. New hood, screens. Very original condition. Standard Register member. £165 o.n.o. 1955 Jaguar XK140 f.h.c., C-type special equipment, B.R.G., £495. Howard, Church Farm Cottage, Brandon, Warwickshire. [2931

BORGWARD ISABELLA, 1955, l.h.d. A sports saloon in immaculate condition throughout. Philips push-button radio, fog-lamps, windscreen-washers, heaters and demisters. £325. Corke, 26, Uridge Road, Tonbridge, Kent. [2932

RILEY NINE LYNX, 1934, good condition. M.O.T. £110. Stoton, 28, Wolsey Road, Sunbury, Middlesex. Tel.: Sunbury 4506. [2933

M.G. MAGNETTE ZB saloon. Blue with maroon hide. Perfect original condition, fastidiously maintained by one owner. Used as second car, fitted with many extras including additional instruments, etc. £600. Hetherington, Edgecliffe Farm, Simm Hill, Thurgoland, Sheffield. Tel.: Stocksbridge 2300. [2934

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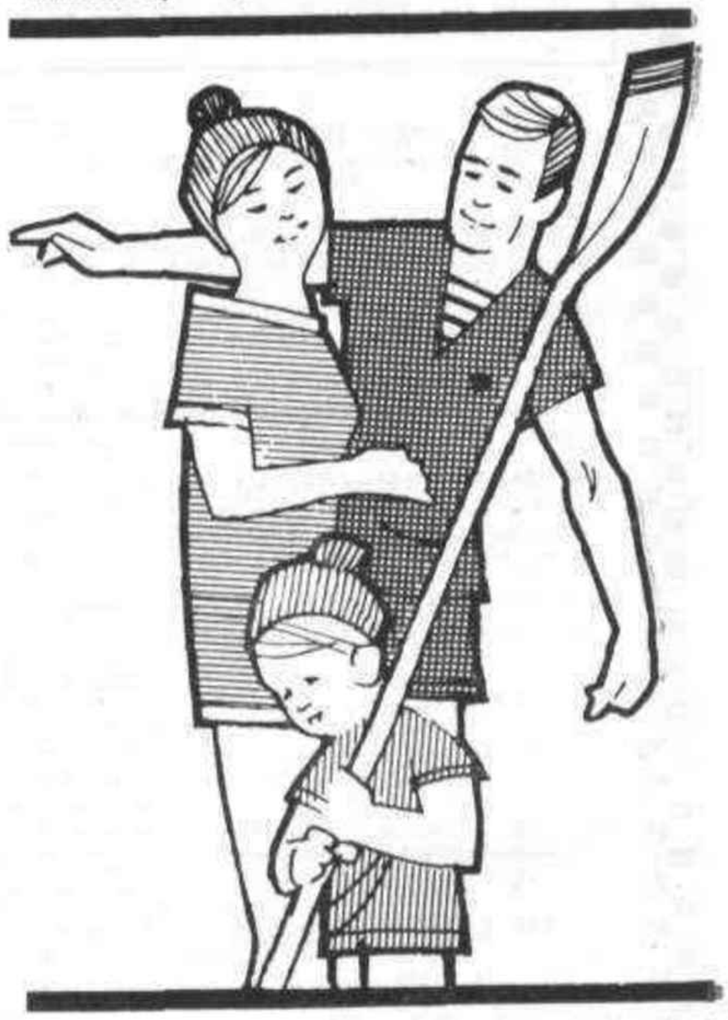
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RILEY V8 (AUTOVIA). Total mileage 50,000. 1957 condition. £95. Rogers, 99, Underdale Road, Shrewsbury. Tel.: 6400. [3018

ROLLS-BENTLEY 3½-LITRE, very special design, saloon coachwork in dark blue. Recent brake reline, new clutch, Rolls overhauled gearbox. Chrome-plated wire wheels, Marshall head and spot-lights, windtones, Motorola radio. An excellent example of a very fine car. Taxed. £325, offer or exchange. Tel.: Robertsbridge (Sussex) 303. [3019

WILLMENT, 65-b.h.p. o.h.v. 100E head, twin S.U.s, extractor exhaust; £45. Minor front stubs, brakes complete, £6. Aquaplane valve springs, 93A, 30s. Hargreaves, 34, Mottram Road, Stalybridge, Cheshire. [3020

BENTLEY 3½, 1936, Park Ward saloon. Outstanding example, well cared for. Recent top overhaul and radiator recore; well shod; heater. £370. Tel.: Hellingly (Sussex) 289. [3021

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1939 SERIES E MORRIS. Two owners; wonderful condition. Rebuilt seven years ago. Last three years have fitted chrome liners, cam bearings, chromed road springs, tele. shockers, king-pins, battery, tyres. M.O.T. Wireless, fog-lamp, windtones, oil coil. Being rewired. Perfect chrome and paintwork. £150. Better condition than some 1959 cars. Owner buying 1000. Seen London. Box No Q.027. [3027

BUGATTI T.38, in good condition. Full weather equipment. £300. Box No. Q.028. [3028

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XK120 COUPE, 1954 export model. Black. " X "s, heater, Ace discs. Above average condition. £375 o.n.o. Wilson, Swan Hotel, Wellington, Salop. Tel.: 781. [3033

HALDA SPEED PILOT going with me to Germany unless sold before January 13th for eleven guineas. Tel. (before 10 a.m.), Metchim, KNIghtsbridge 6711. [3034

JENSEN 2-SPEED rear axle (Ford V8), R.W. hubs. £10. Hartley, 50, Finkle Street, Cottingham Yorks. Tel.: 45876. [3035

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RARE AUSTIN EIGHTEEN tourer, 1934. Sound and utterly reliable. Good weather equipment and tyres. Expanding family forces sale. Offers. (London.) Box No. Q.037. [3037

RILEY 1.5, Nov. '58. Excellent condition. Extras include spotlight, heater, radio, anti-roll bar and safety straps. £475 o.n.o. Johnston, 24, Woodstock Road North, St. Albans. [3038

ROLLS-ROYCE, 1933, 20/25 Thrupp & Maberly sports saloon, without division. Black with fawn interior. Mascot and handbook. £420. Rowland, Chestnuts, Beechwood Road, Liverpool, 19. [3039

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1953 CITROEN Light Fifteen, in good order and fully licensed. £220 or nearest offer. 2, Pytte House, Clyst St. George, Exeter. [3049

BENTLEY 4½-LITRE Vanden Plas long-wing tourer, in *concours* condition with full weather equipment. Laystall rebuilt engine and " D " gearbox. Recellulosed completely, retrimmed interior, new hood and tonneau cover, brakes and clutch relined, this year. Not since on road. First-class engineer's report and Ministry certificate. Rebuilt at considerable expense and intended for Club *concours*, but lady owner now forced reside South of France. Car may be seen Surrey. Sensible price only required to cover some of outlay. Box No. Q.053. [3053

IDEAL RACING RIG. 1948 Lea-Francis brake and trailer. Utterly reliable, economical. Transported four bods, equipment and car two seasons without trouble. Leaf, £120; trailer, £15. 112, Croham Valley Road, South Croydon. [3054

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RILEY KESTREL, black saloon, 1933. Good, original, full instruments and lighting. M.O.T. certificate. Offers. Box No. Q.058. [3058

ASTON MARTIN INTERNATIONAL, 1930. Original beautiful body, rebuilt, resprayed, new tyres, etc. £295, or p/e. Rolls, Bentley, W.H.Y.? (London.) Box No. Q.059. [3059

MINI VAN, 1961, 8,000 miles. Wood-rim wheel, Helphos, map light, long range, spare set of wheels. Carefully run-in; taxed until July. Unfortunately never rallied. £365. Tel.: Farnborough (Kent) 52080 (evenings). [3060

VOLKSWAGEN, 1955. Genuine bargain, unmarked and mechanically excellent; host of extras. L.H.D. Low price for quick sale, £225. Box No. Q.061. [3061

ROLLS-ROYCE 21.6. Most attractive 1936 4-door saloon body by Southern on excellent original chassis. First registered January 1928. M.O.T. Taxed and in regular use. Must be sold to nearest offer approaching £165. Pope, Bank House, Grosmont, Abergavenny, Mon. [3062

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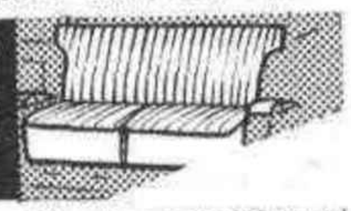


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VINTAGE MORRIS saloon (1930 Minor), excellent and original; many spares. Tel.: CAN 5437. [3087

3½-LITRE BENTLEY, 1936, f.h.c. Complete mechanical overhaul—bills available. Body by Windover. Tel.: BOW 5555. [3088

ASTON MARTIN, 1952, DB2 drophead coupé. Vantage engine, "X" tyres. £550 for quick sale. 6, Station Path, Staines. [3089

1172 FORD SPECIAL, red Ashley saloon, 1960. Well finished, hydraulic brakes. 75 m.p.h.; 40 m.p.g. £250 o.n.o. 42, Queensferry Close, Bilton, Rugby. [3090

M.G. TC, 1947, ivory. Excellent all round condition. M.O.T. certificate. Seen London/Cambridge. £185 o.n.o. Kallend, 254, Hills Road, Cambridge. [3092

1938 MORGAN 4/4, Climax engine, recently decoked, new big-ends. A few spares, new batteries, good hood, wood-rim wheel, rev.-counter. M.O.T. certificate. £100. Also MOTOR SPORTS, 1958-60, any offers? Kirton, 181, Daventry Road, Cheylesmore, Coventry. [3093

BROOKS DETACHABLE BOOT, £10. Bentley 8-litre steering box, £5. Both excellent. 41, Douglas Road, Birmingham, 27. [3094

MERCEDES 220. Outstanding condition throughout. £295. Brewer, Tunley, Littlejoy, Newton Abbot. Tel.: 1841. [3095

ALVIS TA14 d.h.c., 1949. £220. Six years' ownership. Challis, Tel.: Harpenden 5780. [3096

SINGER 4AB, 1951. Engine reconditioned, rebuilt differential, new tyres, battery. £165. Jackman, 27, Kendalls Close, High Wycombe, Bucks. [3099

M.G. TA. Forced to sell. M.O.T B.R.G. Bodywork interior good. Heater, spot. New half-shafts, wheel bearings, silencer, etc. Engine needs attention. £100. Lyne, Three Bridges, Crawley, Sussex. Tel.: Crawley 24273. [3100

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SURPRISE FIAT 500. Fitted much modified 1172 Ford, Buckler gears, Austin axle, modern Lockheeds, harness. £85. Rowland, Westcote, Kingham, Oxon. [3102

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HEALEY Elliot saloon, 1948. 4,000 miles only since complete engine recon. "X"s on rear. One of the rare 4-seater saloons of this period with sports-car performance. First class mechanical condition throughout but a little shabby. £160 o.n.o. Simmons, 74, The Ridgeway, Croydon, Surrey. Tel.: CRO 3088. [3104

SUNBEAM, 1928, 16-h.p. saloon. £55. Interesting car for enthusiast. Owner emigrating. Tel.: Bexleyheath 7016 (after 6 p.m.). [3105

M.G.-A SPARES cheap (some new), almost enough for complete car. Chassis, suspension, wings, bonnet, door, tail section, boot, wire wheels, hubs, brakes, eight Armstrong dampers, pair Andrex dampers, screens, crankshafts for 1500 and Twin-Cam (new), pistons. Many other parts too numerous to mention. Send s.a.e. for list. M. Reid, 32, Mill Road, Christchurch. Tel.: 3 (any time). [3106

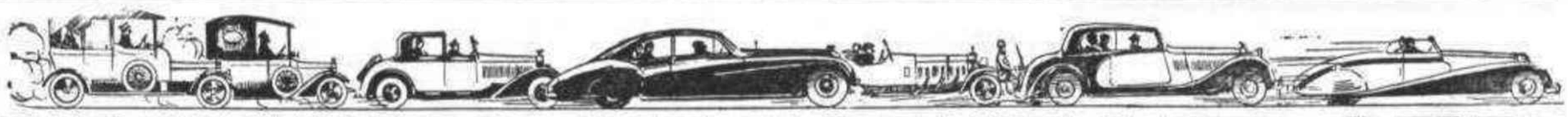
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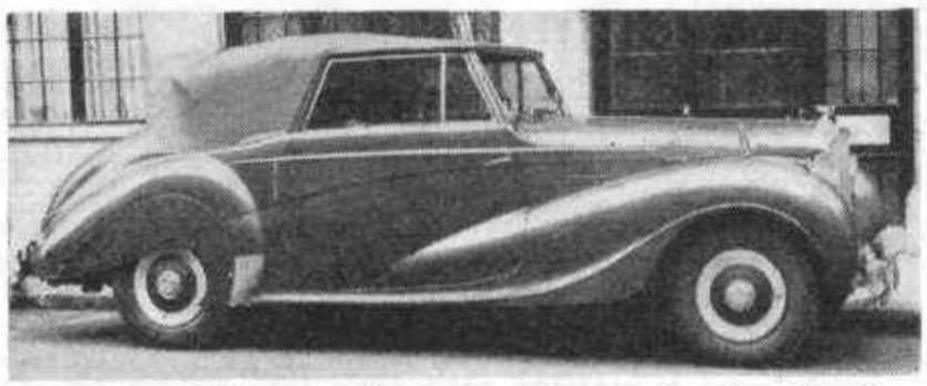
RILEY NINE, 1932, tourer, original. Requires enthusiast. £20. Lawson, Toller, Dorchester, Dorset. [3110

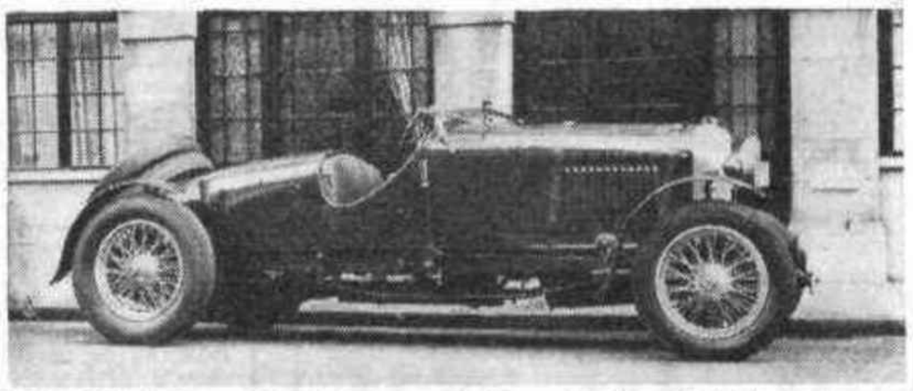
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Rolls-Royce Silver Ghost (1911) open-fronted town car.
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1923 BULLNOSE MORRIS 2-seater. Collector's item, good condition. M.O.T. tested. £250 o.n.o. Johnson, Zouch Mills, Loughborough. [3140

RILEY 1½, 1947, good condition. Extras. Taxed. M.O.T. Forced sale, best offer secures. Perry, Riccall, York. [3141

TYPE 1A JOWETT JUPITER. Reconditioned Series III engine. Recent £75 bills. £210 or part exchange photographic equipment. 26, Park Leys, Daventry, Northants. Tel.: 2405. [3142

AUSTIN HEALEY SPRITE, 1960 (October). White, 11,000, extras. No competitions. Superb condition; any trial. £490, possible H.P. 25, Chertsey Street, London, S.W.17. Tel.: Balham 3118. [3143

OVC 69 JAGUAR Mk. VII—ex-Works "special." Winner of International Production Car Race, Silverstone 1956; driver, Ivor Bueb. Extremely potent unit with modifications too numerous to list. Fitted overdrive and radio. Outstanding performance. Company car now provided forces reluctant sale to highest bidder over dealer's offer of £250. Mills, Spinney Hill, Pool End Close, Tytherington, Macclesfield. Tel.: Hulme Hall 2050. [3144

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TR : Back axles, £12 and £15; engine, all accessories, £35; windscreen, £10; pair new 1⅛-in. S.U.s, £13; most other parts. Box No. Q.146. [3146

1960 T.V.R. Mk. II, Sept. 105E engine. Bristol red. 7,000 miles. Heater, screen-washer. Must be seen. Exchanges. Preston, Thorpe, Ashbourne, Derbys. [3147

VW EXPRESS CONVERSION, almost new, complete. £20. Write : Williams, Holly Lodge, Lexden Road, Colchester. [3148

BENTLEY BLUE LABEL open 4-seater tourer. Absolutely original and in very good order. Much work done recently. £250. Used daily. Photo and details from D. Gay, No. 6, Woodchester Road, Dorridge, Solihull, Warwickshire. Tel.: Knowle 2841. [3149

R.H.D. MERCEDES 170V, 1939 model, same post-war. Rebuilt regardless, recon. engine, clutch, brakes, batteries, roof lining, r.-boards, all tyres, rad. (rechromed), red leather. Performance and 30 m.p.g. £110, or exchange old car, i.e., 14/40 Sunbeam, Lagonda, Lambda, Alfa Romeo, rough, damaged Imp. W.H.Y.? TR3, specimen, 1956. "X" tyres, overdrive, heater, new hood, recellulosed. 110 m.p.h. £435. Exchanges, or swap, 105 Anglia, Mini-Minor. Johns, New Works, Stanley Green Road, Poole. [3150

NEW DUNLOP B.E. tyre, size 880 × 120. Offers Box No. Q.152. [3152

1937 BENTLEY 4¼ 4-door sports saloon by Hooper. Good history, excellent condition. £350, or exchange modern car. Tel.: Radlett 6320. [3153

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GORDON ENGLAND AUSTIN Seven, 1930, sports. Usual mods. Many spares. Excellent condition. M.O.T. £65. 2, Pond Cottage, Curridge, Newbury, Berks. Tel.: Hermitage 369. [3155

SHORROCK SUPERCHARGER, suitable A55 Series II, etc. 800 miles only. £65 o.n.o. Box No. Q.156. [3156

UNUSUAL M.G. VA tourer, 1937. Good condition. Spent £120 reconditioning engine and complete overhaul. Many extras. £75. Hammond, 20, Mile House Lane, St. Albans, Herts. [3157

BENTLEY saloon, Park Ward, 1935, £85. New B.E. 820 × 120, £7 10s.; 730 × 130, £7; 24 × 2¼, £3; also part worn 700 × 21 with tubes, £8; plus carriage. R. Duwe, 172, Burton Road, Manchester, 20. [3158

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RILEY ASCOT, 1933. M.O.T. Excellent condition. New hood. £80 o.n.o. Also 1929 Riley Nine fabric tourer, restorable; might break. Chapman, Tel.: Shelsley Beauchamp 256 (Worcs). [3160

1929 16-h.p. SUNBEAM saloon. Very original, good condition. Four new tyres, radiator recored. Two owners. £70 o.n.o. Enthoven, 7, Doughty Mews, W.C.1. [3162

1958 FAIRTHORPE MINOR, 28,000 miles. Good order, not raced. Green. Heater, tonneau, four good tyres. £280 or nearest offer. Judd, 79, High Street, Fareham, Hants. Tel.: Fareham 4211. [3163

MARENDAZ 13/70. £30, or breaking for spares. Talbot 105 spares : starter, dynamo, gearbox, radiator, etc. Edinburgh. Box No. Q.164. [3164

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TALBOT 105 Speed Model saloon, 1936. £60. Excellent mechanically and bodily. Tested. Tel.: Tadworth 3009. [3166

LAND-ROVER, 1953, s.w.b. Excellent throughout. Machinery enthusiast reconditioned. Many extras. Cert. £135. Box No. Q.167. [3167

PORSCHE 1500 saloon (1955). Reconditioned engine 1959. £725, or exchange Alfa Romeo Sprint, Mini plus cash. Box No. Q.168. [3168

1928 AUSTIN SEVEN Chummy, magneto ignition. Good condition. £25. Ashley, Oxhill, Warwickshire. [3169

A.C., 1936, d.h. 2-seater with 2-seater dickey. Engine 6-cyl. 2-litre, three carburetters, o.v.h. camshaft. Body recellulosed. Condition excellent. Palmers Lodge, Fordcombe, Kent. Tel.: Fordcombe 253. [3170

1953 CITROEN Light Fifteen. Reconditioned engine. Excellent condition. £185. Tel.: Bristol 56844. [3183

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M.G. TD. First registered 1957. **Red.** This car has been rebuilt completely. This car has had the engine reconditioned. The car was to have been a managing director's car for use in rallies—so the job has been done right! A fair price for an above average car **£295**

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JAGUAR Mk. VIII. Damaged by fire. Engine as new, 1,500 miles only. £225 o.n.o. Lingley, Springcroft, Canfield, Dunmow, Essex, or Tel.: Takeley 405. [3172

FORD SPECIAL. Professionally built alloy body. Red. Full 1172 engine modifications, i.f.s., 4.7 c.w.p., c.r. gears. Full weather equipment. New tyres. Immaculate. £200. Riggott, Highbrake, Hilltop, Bolsover, Derbyshire. [3173

ALVIS TB14 2/3-seater sports tourer, 1950. M.O.T. Spotlight. Red cellulose with grey interior. Excellent engine; very fast and economical. £185; anything considered part exchange. Tel.: MOU 8383. 193, Mount View Road, Hornsey, N.4. [3177

ALVIS 20 h.p., 1938. Body rough; engine, brakes, etc., good. Best offer. Tel.: MOU 8383. [3178

BROUGH SUPERIOR coupé, 1936. Luxurious 4-seater. Reliable, weatherproof, with good tyres and battery. Externally shabby. 6,000 miles in last six months. Owner going abroad. £50. Free delivery 100 miles. Ravenscroft, 38, Collington Avenue, Bexhill-on-Sea, Sussex. [318c

FORMULA JUNIOR ELVA, 1959, Works car. Front engined B.M.C. powered, Rye-tuned, Alfin drums, R5s. Requires slight body work. Complete with trailer, £320. P. Toms, "Firs," Ombersley Road, Droitwich, Worcs. [3181

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LANCIA APRILIA, 1939. Excellent condition and mechanical order. £115. Tel.: Bristol 56844. [3184

M.G. TC. Recon. engine. All extras. New tonneau, battery, king-pins. £235 o.n.o. 65, Church Road, Urmston, Manchester. Tel.: URM 4138. [3185

ROCHDALE G.T., 2/4 seats. Built 1958 on boxed 1949 chassis. Modifications include i.f.s., L.M.B. hydraulic brakes, 15-in. wheels, etc. £175 o.n.o. (Croydon.) Box No. Q.186. [3186

ULSTER AUSTIN. Unblown pressurised engine, 750 c.c., thoroughbred. Absolutely original and immaculate. £175. Box No. Q.187. [3187

JAVELIN DE LUXE, 1950. Series III engine. Oval web crankshaft. M.O.T. Taxed and insured. Rapid, economical, and comfortable. £95. Exchange cheaper car of interest. Baker, Pevensey, Old Lane, Crowborough, Sussex. [3188

RILEY PATHFINDER, 1954, blue, with grey leather interior. New T. & C. rear tyres. Excellent all round. £175. Tel.: MOU 8383. [3176

M.G. 1½-LITRE, 1938 model VA, Tickford drophead coupé. Good condition, new hood, many spares. £85. 20, Rosetta Road, Nottingham. [3189

TWO ROLLS, one 1930 Barker sedanca-de-ville, Phantom II, black. Twin spares, mascots, spotlights, various extras. £200 o.n.o. One 20/25 Windover saloon, partition, mascot, black; recent engine overhaul; 1932. £125 o.n.o. Tel.: Torquay 22037. [3190

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SUN-ROOF VOLKSWAGEN with large rear window. Midlands vintage enthusiast offers £80-£100 down, Banker's order £10 month. Box No. Q.175. [3175

J2 ALLARD, in good condition. Sturgeon, Lantern Cottage, Lammas Lane, Esher, Surrey. Tel.: ESHer 4893. [3174

RICH AMERICAN to buy 1936 Brough Superior 4-seater coupé (Hudson Terraplane), in daily use, sound but shabby. £50. Ravenscroft, 38, Collington Avenue Bexhill-on-Sea, Sussex. [3179

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Greetings and Best Wishes for a Prosperous and Happy 1962

to their thousands of Unseen Clients

FOR SALE—*continued*

BENTLEY Mk. VI. Body, chassis, rear axle, wheels, tyres, radiator; the body is complete and in good condition, chassis is damaged at front end. Rolls-Royce, 1926, 20/25-h.p. front and rear axles, wheels, and tyres, 19×600-650. Complete engine in good running order and engine spares too numerous to list. Inquiries and offers are invited. B. Fox, 246, Ryebank Road, Chorlton-cum-Hardy, Manchester, 21. [2965

LOTUS ELEVEN. 105E, Webers, R4 tyres, wrap-round screen. Rebuilt new and unregistered. Requires painting and detail finishing. £525. Waller, Tel.: Weybridge 6997. [2966

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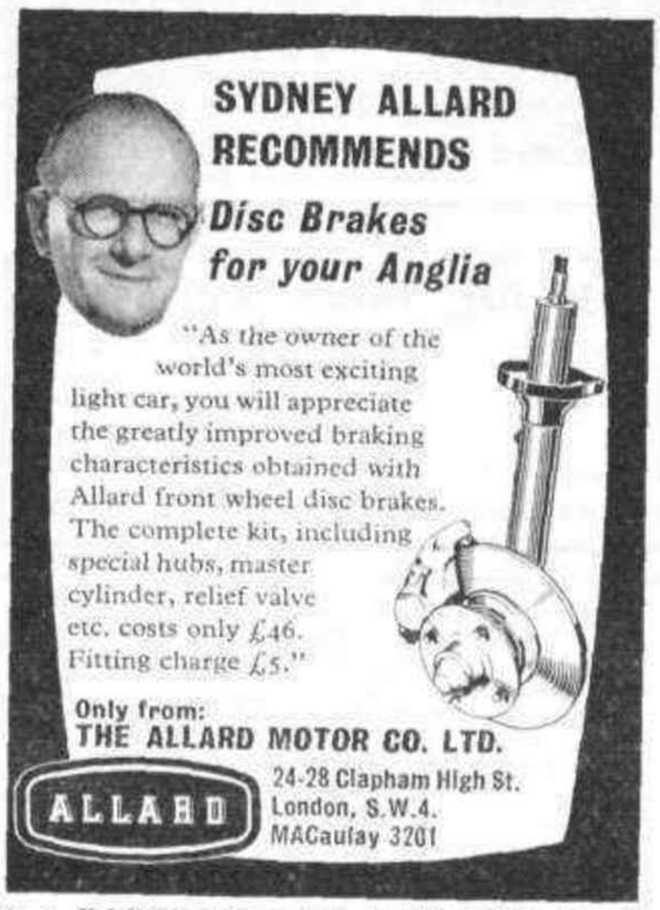
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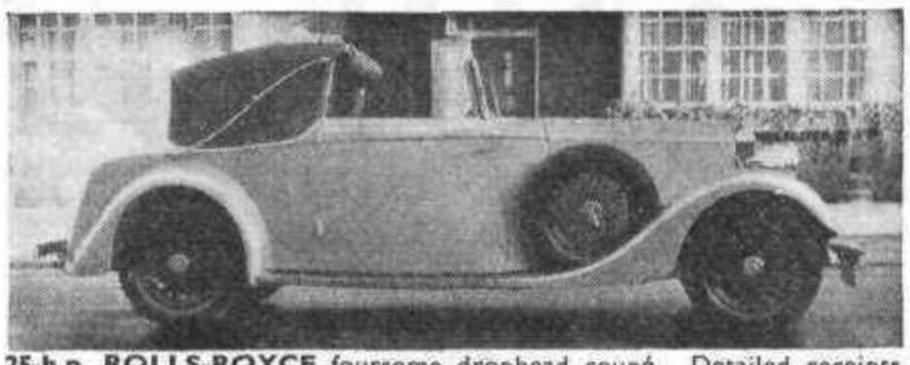
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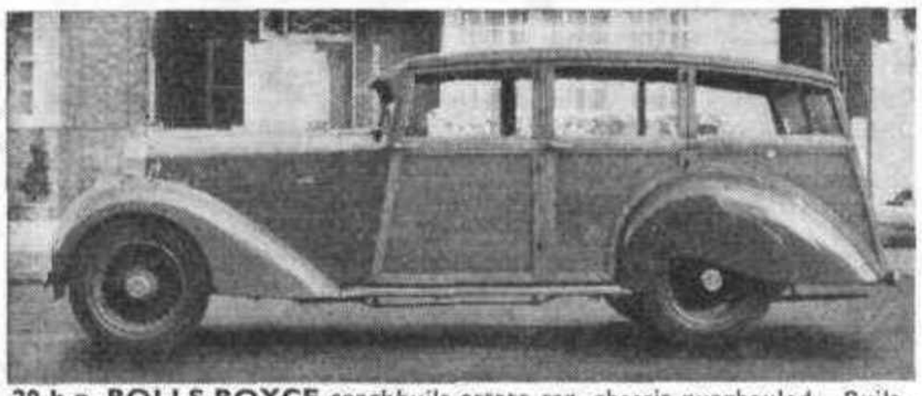
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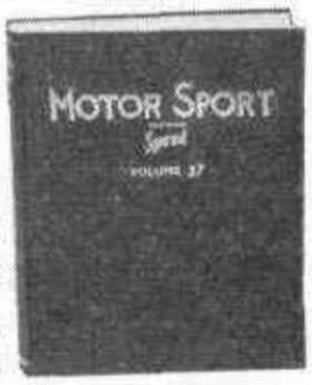
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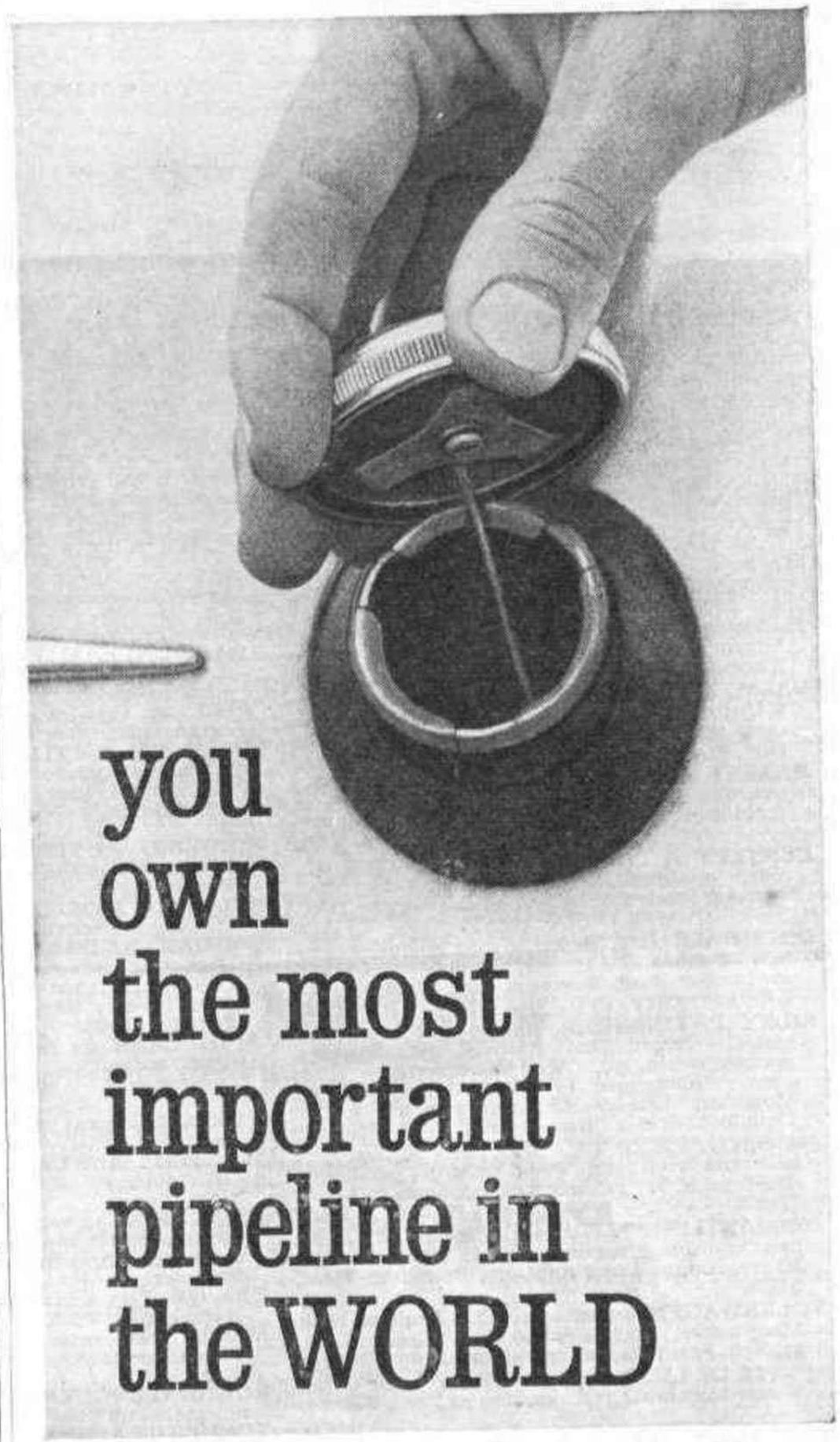


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BENTLEY, 1937, 4¼-LITRE Mulliner sports saloon. Owner going abroad in March. Must sell in order to pay passage. Well above average condition. M.O.T. £275 o.n.o. Stenton, 22, West Parade, Worthing, Sussex. Tel.: Worthing 734. [3112

S.U. CARBS. Unused pairs: 1¾ in., £6; 1½ in., £7. Como, 16, Stirling Road, Birmingham, 16. [3113

EDITOR'S FAVOURITE? Volkswagen standard, 1954. Very good all-round condition with genuine 50,000 miles only. £300. Homewood, 3, Church Cottages, Essendon, Herts. Tel.: 464. [3114

AUSTIN 12/4 (Heavy), 1934. Excellent condition bodily and mechanically, good tyres, extras. M.O.T. £65 o.n.o. Linley, 1, Grange Park, Ealing, W.5. Tel.: EAL 2164. [3115

WHY GET A Mini-Cooper when you can have my much-modified and faster Ford Anglia for half the price? Full racing modifications to suspension and engine, giving 100 m.p.h. and fantastic road-holding. £295. All details, English, 26, Warwick Square, S.W.1. Tel.: VIC 3670. [3116

1926 O.M. 4-seater tourer, 2-litre, twin carburetters. This car is absolutely original condition in faultless condition throughout. £175. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 385. [3117

A.C. 16/80, 1938 Ace 4-seater tourer. Part rebuilt. Urgent sale, moving house. Many spares. Offers: Thompson, 13, Weston Drive, Stanmore. [3118

V.G.M. Ali-bodied Ford "spesh." Regd. 1955. S.U.s, 4-branch, 4-speed box. No lash up. Goes, stops and sits down well. £120. Photos. Champion, 27, West Drive, Burgh Heath, Surrey. [3119

HEALEY SPRITE, 1960. Green. Host of extras. One owner, unrallied, unraced. £495. Johnson, 101, Dialstone Lane, Stockport. Tel.: STE 5386. [3124

BENTLEY 3½ Park Ward d/h coupé, 1934. Excellent condition all round. Radio, wheel discs, tonneau, spots, etc. £250. Tel.: Ripon 716. [3125

ROCHDALE G.T. Reconditioned engine. Beautifully finished. £255 (H.P. poss.). Details: 49, Lindsay Road, Worcester Park, Surrey. Tel.: DER 9007. [3126

RILEY PATHFINDER, 1955. B.R.G. Radio, heater. Recent £100 overhaul, including new gearbox, clutch, etc. Well above average. £315 o.n.o. Volkswagen or Morris 1000 required. Mogridge, Cranley Cottage, Shamley Green, Guildford. Tel.: Bramley 2149. [3127

£99 O.N.O. M.G. TA. M.O.T. tested, taxed. 2 new tyres, rev. light. Good hood, tonneau, body smart. B.R.G. 23, Beechwood Avenue, Fulwood, Preston, Lancs. [3128

DISMANTLING M.G., 1955 Magnette Z.A. All parts available, reasonable. S.A.E. please. Anslow House, Anslow Lane, Rolleston, Burton-on-Trent, Staffs. [3129

VOLKSWAGEN, 1950. R.H.D. Horizon blue. Many extras. Looks equal to 1958. Nearest £200. 23, Kent Road, Mapperley, Nottingham. [3130

SPRITE DE LUXE, 1959 (September). One owner Winter bargain. £359. 49, Khama Road, S.W.17. [3131

1937 ALVIS SPEED 25 tourer. New engine, chassis overhauled. Body and Paint excellent. 600 miles only. £175 o.n.o. Streete, c/o 217, Carisbrooke Road, Newport, I.O.W. [3132

M.G. MAGNA 2-seater saloon. Good body, tyres, engine. Will sell or break. 88, Saltdean Vale, Saltdean, Brighton, Sussex. Tel.: Rottingdean 4944. [3133

100E SPEED EQUIPMENT. Twin S.U.s and cast exhaust manifold (Aquaplane) and new standard cast head. £15, or exchange for TR2 hard-top. "Kingswood Villa," Meinciau Road, Kidwelly, Carms. [3134

1939 LANCIA APRILIA. Reconditioned engine fitted, five new tyres; also spare engine, gearbox, prop. unit, front suspension. £120, but will haggle. Kettles, 5, Fireman's Square, Northgate Street, Chester. [3135

M.G. TC, 1949. B.R.G. New steering and tyres. Engine recently overhauled. Good all weather equipment. £260. Gilpin. Tel.: Upminster 4041. [3136

WANTED

BUGATTI T40, T44 or any of the 1½-litre models in good condition wanted in mid 1962. Good cash price available for the right car. Box No Q.849. [2849

OVERDRIVE FOR TR2 wanted. Either type will do. Can be off broken TR if in good condition. Weaver, 1, Bank Drive, Longden Road, Shrewsbury. [2941

GOOD SALOON BODY for 1938 1½ S.S. Jaguar. Leverett, 13, Western Avenue, Thorpe, near Egham. [2943

WANTED, ENGINE for 1954/55 Daimler Conquest. J. A. Langdon, Tilter Down, Pensax, Stockton, Worcs. Tel.: Clows Top 274. [2833

WANTED—*continued*

FOR 1933 ALFA ROMEO 2.3 roadster, front-end components wanted (grille, bonnet, lower moulding, radiator, possibly wings and running-boards). Present Zagato-style body was badly modified in rebuilding years ago. New owner wants to restore to original; might buy entire restorable body if necessary. Also need clutch plates. Can you help? Wesley Day, 2815 Beverly Drive, Des Moines, Iowa, U.S.A. [2843

CASH OFFERED for 1½ Six-Light Kestrel. Box No. Q.846. [2846

MORGAN OR SIMILAR three-wheeler. M.O.T. tested. Clarke, Rectory Farm, Great Brickhill, Bucks. [2853

WANTED: TUBULAR or boxed chassis for 1955 A30 running gear; cheap. Write: Walker, 44, Palmerston Crescent, Plumstead, London, S.E.18. [2867

TYRES, 6.00 × 20 in. for 1925 Minerva. Richens, 139, Grays Inn Road, London, W.C.1. [2868

THREE M.G. SPORTS for £300! Not Midget but anything else considered in reasonable condition. Each car must be mechanically reliable. Cheston, Arden Court, Henley in Arden (Tel.: 153), or Tel.: Aston Cross (Birmingham) 3581 (business). [2876

E93A S.U. inlet/exhaust manifold; Ford Y hydraulics. Harvey, 169, Pontypridd Road, Barry, Glam. [2878

1934 SUNBEAM TWENTY engine. Details to D. Clark, Chesterford Country Club, Great Chesterford, Essex. [2886

FIAT 500, 1939, or later model, wanted, also 6-in. centre lathe. Box No. Q.889. [2889

DAIMLER 2½-LITRE V-EIGHT engine with auxiliaries; gearbox; must be in mint condition; full history please. Price collected. Fleetwood, "Sunnyview," Crooks Lane, Alcester, Warwicks. [2890

URGENT, AUSTIN SEVEN Ulster con.-rod. Brewer, "Rosslyn," Woodford, Cheshire. Tel.: Bramhall 772. [2896

CRASHED MORGAN Plus Four wanted for rebuilding, 1956 or younger. Box No. Q.897. [2897

JAGUAR 3.8/DART/Special. Offer profitable Dormobile hire/sales business East Sussex, ripe for expansion, £1,200; 1961 Herald, 5,800 miles, £615; ½-acre Devon freehold, £350. Offers. Box No. Q.898. [2898

SPOT CASH for new surplus motorcycle spares, chain, accessories. Also J.A.P. 350 or 500-c.c. racing engine. Also any J.A.P. spares. Box No. Q.899. [2899

PORSCHE, recent model in good condition. Spot cash. Tel.: HIL 6177. [2900

WANTED: AUSTIN SEVEN (1930-36). M.O.T. cert. tourer or saloon. Tel.: Cobham (Surrey) 2685. [2901

N.S.U. PRINZ 30 wanted. I have a 1959 Fairthorpe Electron Minor and about £200 in cash and need a 4-seater. Abbott, Pippins, Hedgerow, Chalfont St. Peter. [2908

TR2 OR TR3 engine wanted. Lucas, Bigstone, Warmingham Road, Crewe. [2924

MINOR 1000, 1959, engine, any condition. And unusual motorcycle, modern or vintage. Box No. Q.925. [2925

ROCHDALE OLYMPIC, Riley 1.5 based, low mileage. Full details to Box No. Q.926. [2926

TONNEAU, SLIDING SIDESCREENS, white, for TR2. Jepson, 9, Park Hill Road, Wallington (Tel.: 7877), Surrey. [2927

AUSTIN TWENTY, 1931 model, wanted: One water pump complete, one radiator cap, and speedometer take-off (gearbox drive) complete. Details of all or any to: T. Quayle, Esq., Martins Bank Limited, Plymouth. [2928

WANTED: Good condition vintage oil-pressure gauge, 0-20 p.s.i., approx. 2½ in. diameter. Tritton, 65, Cadogan Gardens, S.W.3. [2939

TUNING EQUIPMENT for Ford 100E. Also wish to contact owner of "blown" Morgan 4/4 Series II. Leyland, 43, Wall Well, Halesowen, Nr. Birmingham. [2940

WANTED: OFFICIAL WORKSHOP manual 1954 Daimler Conquest "Century" saloon. Horsey, 77, Vicar Lane, Leeds. [2963

MURRAY OVERDRIVE or 4-speed gearbox. Ford 100E tuning gear, oil cooler. Reasonably priced. Incledon, Flat 5, 334, Gillott Road, Edgbaston, Birmingham. [2986

HARD-TOP and tonneau cover for Sunbeam Alpine. Philip Ford, Park Road, Stroud. Tel.: 1592. [2996

WANTED, any of the following: S.S.100, Mark 2 Aston Martin (1½-litre), K3 M.G., Bentley 3-litre Vanden Plas, or any other interesting car. Also bound copies of MOTOR SPORT. I. D. Kennedy, 2, Cranleigh Gardens, Luton, Beds. Tel.: Luton 4216 (after 6 p.m.). [3013

SQUIRE Vanden Plas 2-seater built in 1935 urgently required. £25 reward upon purchase for information of whereabouts of one of these cars. I. D. Kennedy, 2, Cranleigh Gardens, Luton, Beds. Tel.: Luton 4216 (after 6 p.m.). [3014

PORSCHE, low-mileage Super 90 or 356B Carrera wanted. Full details please. Box Bo. Q.016. [3016

TOURING BODY suitable P.II Rolls. Any condition. Box No. Q.029. [3029

AVEZ VOUS a Lotus Seven, Terrier Mk. II, 1172. Fenwick, 156/8, St. Mary's Road, Sheffield, 2. [3042

WANTED—*continued*

UP TO £50 really sound Ruby, Minor or similar. Write, Miller, 4, Loudoun Road, N.W.8. [3043

WANTED—PORSCHE 1600 or 1600 Super engine. Lloyd, 216, Trowell Road, Wollaton, Nottingham. Tel.: 72304. [3044

LAGONDA 2-LITRE low-chassis tourer. State price, condition and history. "Dawneils," Gosmore, Hitchin, Herts. [3045

12/50 ALVIS, prefer "duck's-back" but would consider good "beetle-back" or sports tourer. Early model requied. Box No. Q.046. [3046

BUGATTI 35 or 37, or other, preferably G.P. Please write, sending photo and particulars to Box No. Q.050. [3050

ALTA CHASSIS c/w. axles and suspension, pre-1940. Clifford, Bentmoor, Low Bentham, Nr. Lancaster. [3056

ENGINE FOR 1930 9/28 Humber. Stribley, 58, Fairfield Way, Ewell, Surrey. Tel.: Ewell 2808. [3075

TR3 REAR SEAT, preferably red; tonneau cover. Jones, Red Cottage, Ashdown Road, Forest Row, Sussex. [3076

DUESENBERG "J" or "SJ" wanted. Please advise body particulars, wheelbase, price and condition. Cash payment. Box No. Q.077. [3077

VINTAGE LIGHT CAR or tourer, must be a runner. Good home, cash limited. Thomas, 66, Avenue Road, Tottenham, N.15. [3078

FALCON Mk.II hard-top wanted. Beamand, 9, York Way, Liverpool, 19. [3137

PA ONE DEGREE UNDER (splitting head) any spares? Wadsworth, West Huntspill, Highbridge, Som. [3138

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. Q.097. [3097

2 C.V. IN GOOD condition, especially bodywork. Details to: Wilson, 28, Pearl Street, Saltburn, N. Yorkshire. [3120

SPRITE. PREFERABLY JUNE '59 or later, under £400 Cash. Box. No. Q.151 [3151

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RESPRAY YOUR CAR. Hire professional equipment. £3 weekly. Tel.: BEC 7492 (after 5 p.m.). [2854

WANTED: HARD-TOP for Austin Healey 100/6 2-seater. For sale: Soft-top conversion for Herald coupé, and M.G.-A hard-top. Brown, "South Bank," Derby Road, Wingerworth, Chesterfield. [2866

SEAT AVAILABLE in prestige sports car for prestige popsy, spectator sports. Centre gear-change, bucket seats, heater, weather equipment (groundsheet, umbrella). London area. Box No. Q.869. [2869

PERSONAL ACCIDENT INSURANCE for sports-car passengers 15s. per seat. Loss of use insurances, life assurances and mortgages arranged. P. G. & Co., Ltd., 34, Cator Road, S.E.26. Tel.: SYD 2695. [2945

RESPRAYING EQUIPMENT for hire. Professional finish obtainable with or without previous experience. From £3/week. 31, Brunswick Gardens, W.8. Tel.: BAYswater 6910. [2964

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CHIPSTEAD MOTORS OFFER: Rolls-Royce radiator mascot. Perfectly genuine condition. Tel.: PARk 2205 (office hours). 142, Holland Park Avenue, London, W.11. [3121

EXCHANGES

WANTED, ORIGINAL early Alvis 12/50 sports tourer. Would exchange very fine polished aluminium Beetle-back for the right car. 287, Greenford Road, Greenford, Middlesex. Tel.: Waxlow 1941. [2944

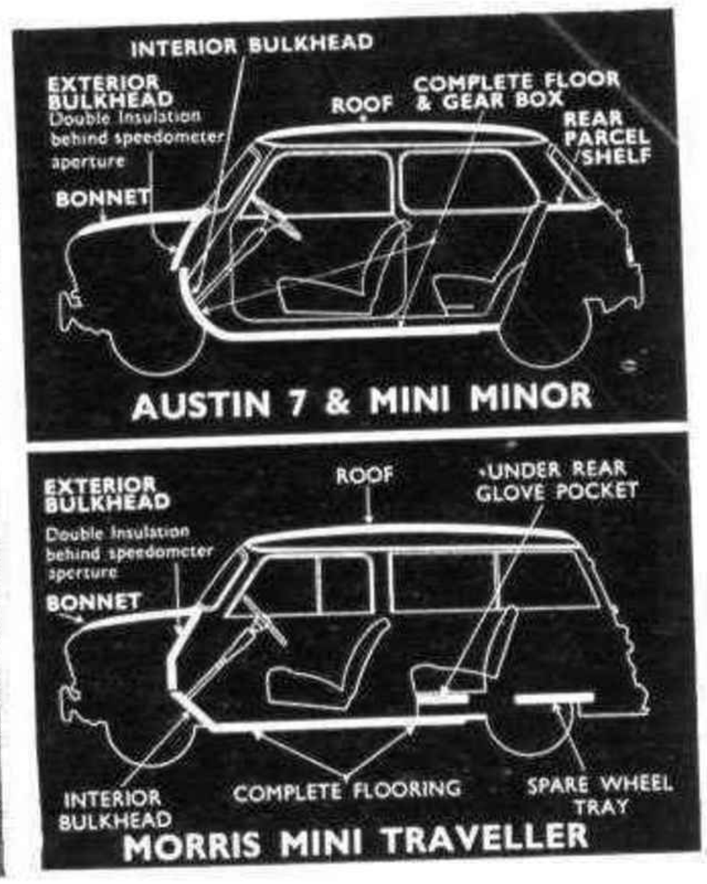
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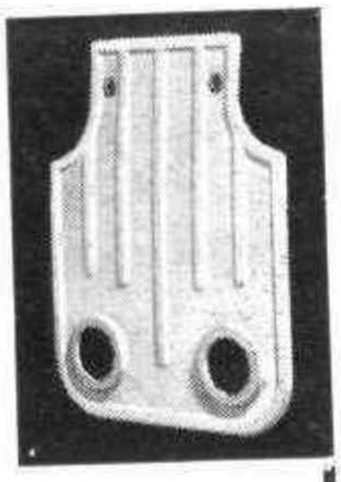
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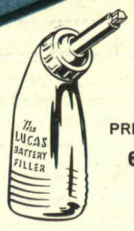
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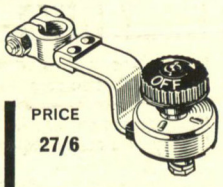
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