Vol. XLI No. 2 TWO SHILLINGS February 1965

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





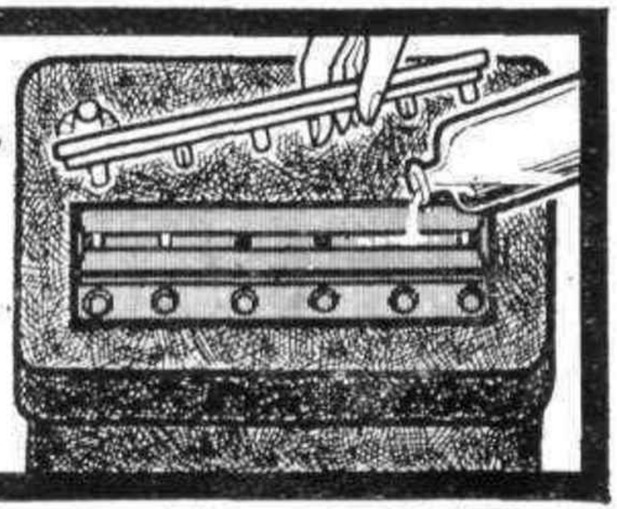
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One glance and you know if your Easifil needs topping up. No need to touch a thing. If any of those funny little floats has dropped, you need water. C'est tout!



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Lift the lid, pour water into the trough, put the lid on again. Too easy to be true, you think—but it *is* true, honestly! And it will need topping up less frequently too.



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WITH AN ANCHOR SAFETY BELT
DESIGNED TO FIT
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***ANCHORAGE POINTS**
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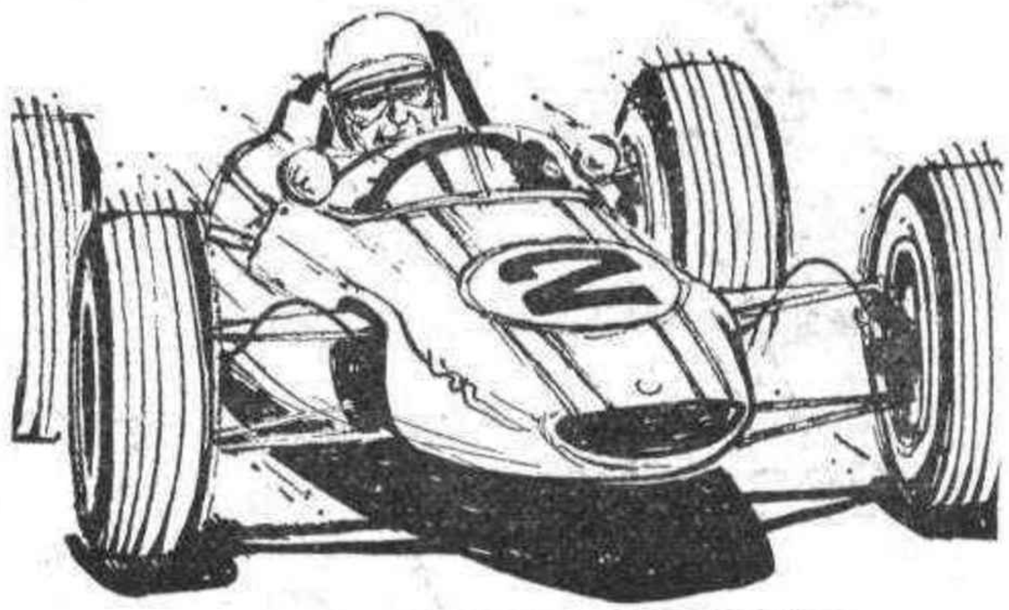
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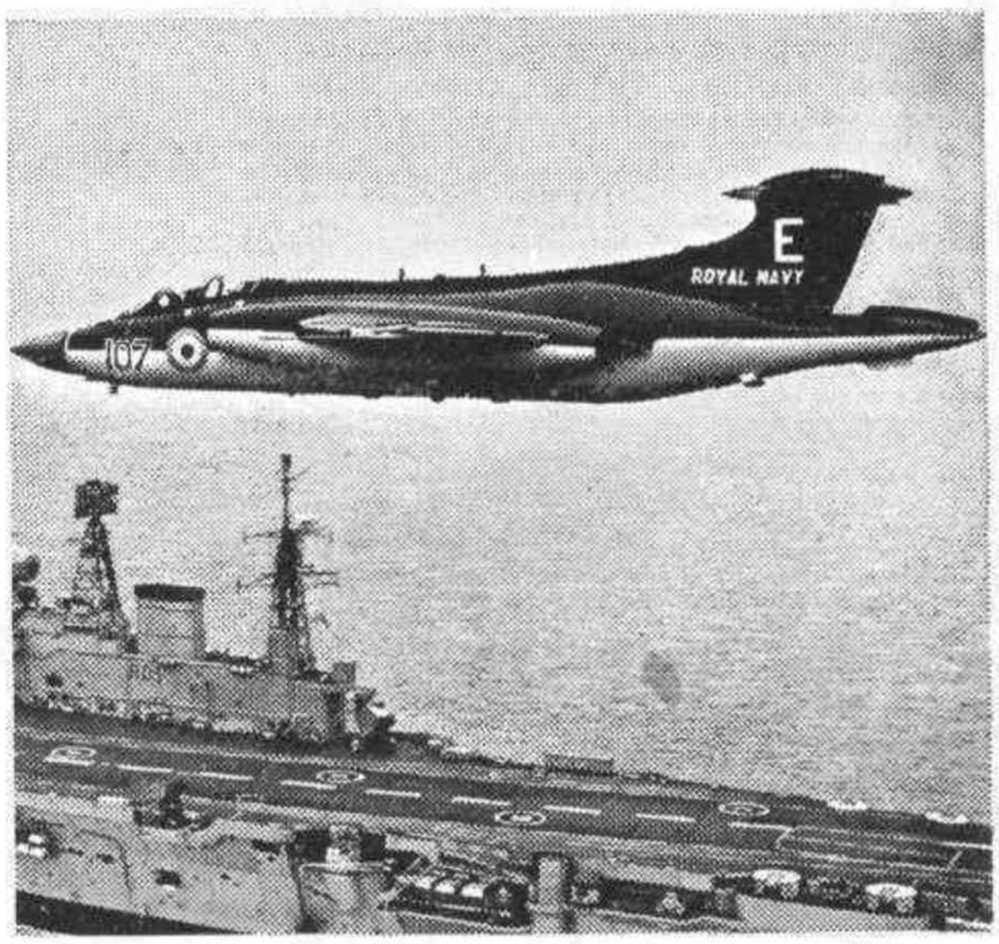
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The table gives information about joining the Royal Navy as a pilot or observer, fixed wing or helicopter. For full details write to: **Captain R. E. S. Wykes-Sneyd, R.N., Offices Entry Section (MX106/B).**

Entry Qualifications	Age Group	Service Period	Pension (at 38)	Optional Termination with Gratuity
G.C.E. 'O' level in English, Maths and 3 other subjects. Equivalent Scottish or Northern Ireland certificates are also acceptable.	17-22	up to 38	Yes	5 years (*helicopters only*) — £900 8 years — £1,750
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GILBERN GT



The only four-seater British GT car in its class (1800 cc)
Outstanding performance, road-holding and comfort.

Top speed in excess of 110 m.p.h.

Tested by "Motor Sport" in January

1965 models now available with five bearing engine, re-designed interior and Restall reclining seats.
All cars supplied with wire wheels, wood rimmed steering wheel, locking petrol cap, two-speed wipers, headlamp flashers, etc., as standard equipment.

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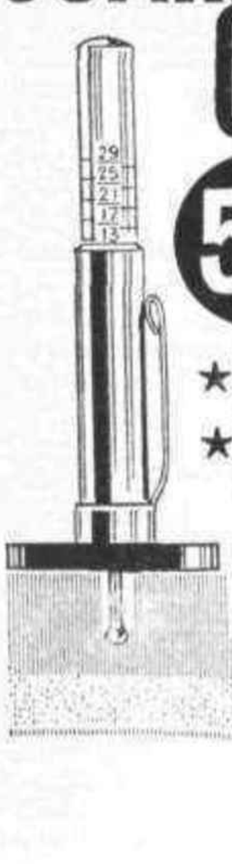
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Fownes MOTORWAY *driving gloves*

Point one: Motorway gloves add colour to your driving ... with dashing shades of cavalry brown, black, and the popular light tan dingo leather palms all teamed with natural stretch backs. **Two:** their ventilated palms and knitted backs mean cool, comfortable driving. **Three:** they give a surer, more sensitive grip on your driving. **Four:** they wear well, and wash like new. *From stores, garages, and outfitters.* **37/6.**

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GUARD YOUR SAFETY CHECK WORN TYRES

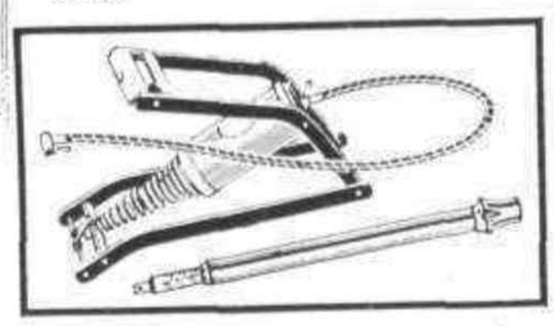


56 WITH THE TYRE TREAD DEPTH GAUGE BY P.C.L.

Just a touch against the base of your tyre tread suffices to check the grip.

★ **Dual calibration of 1" sub-divided into 32nds., and 25 mm. in sub-divisions of 1 mm.**
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See also P.C.L. Tyre Pressure Gauges (**8/3d.**) and the low priced P.C.L. "E.35" Foot Pump (**21/-**), also available with "P.C.P." (1/6d. extra), for checking tyre pressures without disconnecting hose.

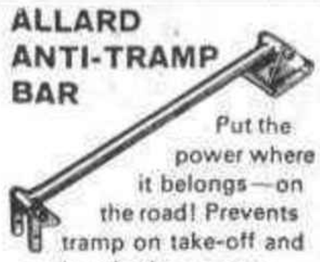


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ALLARD ANTI-TRAMP BAR

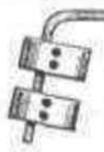


Put the power where it belongs—on the road! Prevents tramp on take-off and hop in the corners.
£3.18.6 complete.

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Lower your Anglia or Cortina by as much as 2½ inches. Shortened front springs. Rear suspension lowering blocks. Longer 'U' bolts
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A hard day's wipe!

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

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

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

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

It is not a luxury but an essential for safer motoring. Your customers can order one for their new car.

Triplex electrically heated rear windows are factory fitted optional equipment on *all* Jaguar, Rover and Daimler cars, on the Vanden Plas Princess R and 1100, and on the Aston Martin DB5.

Triplex heated rear windows are now available through Triplex stockists for the current Ford range of cars, for the Humber Snipe, Hawk and Sceptre and for the Triumph 2000, Herald and Vitesse.

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

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See your way safely with TRIPLEX heated rear windows

TRIPLEX SAFETY GLASS COMPANY LTD., 1 ALBEMARLE ST., PICCADILLY, LONDON, W.1.

VOL. XLI No. 2 **The Editor Looks Back on the Road-Tests of 1964—see page 103** FEBRUARY 1965

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

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PUBLICATION DATE FIRST OF THE MONTH **FORTY-FIRST YEAR OF PUBLICATION**

MATTERS OF MOMENT

FIRST OF THE MONTH, TWELVE TIMES A YEAR . . .

Due to the exigencies of printing schedules, this page has to be printed before the Racing Car Show opens and before the Monte Carlo Rally finishes. So, it being impossible to devote it to such matters of the moment, it seems opportune to use it to explain some aspects of MOTOR SPORT policy.

There are purists who would like us to deal with only the fastest cars. However, it is our contention that motoring sport embraces all aspects of driving competitively or for enjoyment, as distinct from using a car as a substitute for train or coach. Indeed, a Leader of Industry (we must have upset him!), once tried to offend us by proclaiming publicly that the only motor sport he knew is that done in the back of a limousine with the blinds drawn. . . . And if we *were* to concentrate on Ferraris, Maseratis and suchlike, to the exclusion of lesser cars, readership would be drastically reduced, because few can afford, fewer still do full justice to, such cars. Advertising would then fall off, the size of the paper would have to be reduced, and its price would go up. . . .

Consequently, we think we are right in covering as many aspects of motoring as possible and cars of all kinds. Nor does the Editor believe in publishing questionnaires which seek to discover what readers think they want. Such enquiries are replied to only by extremists, while satisfied readers ignore them. The outcome is that a paper's character is altered to please the minority and it soon becomes unpalatable to satisfied customers who previously supported it. And a change of policy is nearly always fatal. For example, *The Cyclecar*, which claimed a circulation of 100,000 from its first number in 1912 and became the popular *Light Car*, the photographic front-cover of which has never been equalled, for years confined itself to cars of up to 1,500 c.c. Later it became over-ambitious and sought to embrace bigger cars. It dwindled, and died with the war. . . .

The motor-car is man's most-coveted possession after his wife and home. Consequently, even in times of slump, cars sell, petrol is burned and the ancillary trades prosper. A motor paper has it both ways—when times are prosperous advertisers take space to publicise their products. When times are grim, it is even more essential to publicise the product, while those unfortunates who have to sell their cars advertise them in the motoring Press. You can't lose! Therefore, in recent years, publishers have clambered on this lucrative band wagon; but MOTOR SPORT still has the largest A.B.C. certified net sales of any British motor journal.

We have achieved this by honest, fearless reporting and road-testing, by accurate coverage of Grand Prix motor-racing (very necessary, it seems, for after the recent S. African G.P., four different weeklies between them gave two different race-winning speeds [varying by as much as 2 m.p.h.], two different types of winning Lotus, two different times for the fastest lap, two variations of Hill's 3rd-place time and two different drivers and cars as finishing in 15th place), and by devoting reasonable space to vintage-car affairs, current and contemporary.

We have had our moments, of course. One of Britain's biggest motor corporations once barred us from testing its products because it thought we had been too outspoken about a couple of them. Today, all is forgiven and we are thus able to publicise its outstanding modern products. We have fought, and won, libel actions. We were wrongly accused of German sponsorship when, in the 1950s, we declared the VW to be better than any British family car. We have dared to spotlight unfair police methods and discriminating magistrates. For years Rolls-Royce chose to ignore us for no apparent reason. But they have at last allowed the Editor to be carried in a Cloud up to Crewe.

As we enter our 41st year the policies which built MOTOR SPORT's readership to its present level remain unchanged. We shall be out on the first of the month, twelve times this year, with no increase in price. Our strength has been sustained by the support of our readers, who have read us, written to us and chided us when necessary, through more than four exciting, incident-packed motoring decades.

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Front Cover Picture : PURE GENIUS.—Driving as one inspired, Clark set the fastest practice lap in each of the three practice sessions, won the South African Grand Prix after leading from start to finish, and set the fastest lap. A good start to 1965.

MOTORING DEFENCE LEAGUE

We have a good deal of sympathy with many of our readers who became members of the Motoring Defence League through the advertisement they placed in our issue of July 1963.

The whole position is being considered with a view of seeing whether we can render any assistance to them and we hope to have something further to say in our next isue.

Motoring Sport Events for February

★ **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*
Feb. 6/7th..	Thames E.A.C.	Llandrindod Wells	Llandrindod Wells	Cat's Eyes Rally (*N.B.*)	9.00 p.m.
Feb. 6/7th..	Airedale & Pennine M.C.	Appleyards	Bradford	Snowdrop Rally (*R.*)	11.30 p.m.
Feb. 6/7th..	Highland C. & M.C.C.	MacKay's Garage	Inverness	Snowman Rally (*R.*)	10.31 p.m.
Feb. 6/7th..	Brookfield M.C.	Star Service Station	Stockport	Snowstorm Rally (*C.*)	11.00 p.m.
Feb. 6/7th..	Austin A.M.C.	Handsacre Filling Station	Rugeley	Rally (*C.*)	11.00 p.m.
Feb. 6/7th..	Rhyl & Dist. M.C.	Braid's Garage	Colwyn Bay	Braid Rally (*C.*)	11.00 p.m.
Feb. 7th ..	N. Wales C.C.	Colwyn Bay	Colwyn Bay	February Trial (*C.*)	11.00 a.m.
Feb. 7th ..	Hagley & Dist. L.C.C.	" Rose & Crown," White Hill	Kinver, Stourbridge	Clee Hill Trial (*R.*)*	10.30 a.m.
Feb. 7th ..	V.S.C.C.	The Belfry	Lichfield	Driving Tests (*C.*)	11.30 a.m.
Feb. 7th ..	Chorley A.C.	Maple Leaf Hatchery	Chorley	Trials (*R.*)	1.30 p.m.
Feb. 7th ..	750 M.C. (S. London)	Weaversdown	Longmoor	Walsingham Trial	10.30 a.m.
Feb. 12/13th	Yorkshire S.C.C.	Benn Rhydding Sports Club	Ilkley	Rally (*R.*)	10.00 p.m.
Feb. 13th ..	Blackfriars M.C.	Lamb's Garage	Woodford	Rally (*C.*)	2.30 p.m.
Feb. 13th ..	Ashford (Kent) M.C.	Crouch's Garage	Ashford, Kent	Jones Rally (*R.*)	12.30 a.m.
Feb. 13/14th	Hants & Berks M.C.	Punchbowl Car Park	Hindhead	Rally (*C.*)	7.00 p.m.
Feb. 14th ..	Rotherham & Dist. M.C.	Listerdale	Rotherham	Centenary Trial (*R.*)*	11.00 a.m.
Feb. 14th ..	Bridgend A.C.	Ewenny Park	Bridgend	Production Trial (*C.*)	2.00 p.m.
Feb. 14th ..	C.C.H.	Brands Hatch	Farningham	Sprint (*C.*)	12 noon
Feb. 20th/21st	Peterborough M.C.	Bourne	Bourne, Lincs	Rally (*R.*)	10.00 p.m.
Feb. 20th/21st	De Lacey M.C.	De Lacey Club House	Pontefract	Rally (*R.*)	10.30 p.m.
Feb. 21st ..	Dunlop M.C.	Newington Garage Ltd.	Craven Arms	Rally (*C.*)	00.01 a.m.
Feb. 27/28th	B.A.R.C. (Surrey)	Farthing Corner Garage	O.S./172/817634	6th Pilgrim Rally (*R.*)	11.00 p.m.
Feb. 28th ..	B.A.R.C. (E. Midlands)	Mowbray Aerodrome	Melton Mowbray	Driving Tests (*C.*)	1.00 p.m.
Feb. 28th ..	Sporting VW.C.	Canada Heights	Swanley, Kent	Trial (*C.*)	10.30 a.m.
Feb. 28th ..	Mid-Cheshire M.C.	" Egerton Arms "	Broxton/Tarporley	Wilshire Trial (*R.*)*	10.30 a.m.
Feb. 28th ..	Surrey S.M.C.	Brands Hatch	Farningham	Sprint (*R.*)	12 noon

* Qualifies for R.A.C./B.T. & R.D.A. Trials Championships.

A NEW RENAULT



The attractive frontal lines of the new R16 Renault, seen under the ancient fortress in the perched village of Grimaud near St. Tropez.

On January 21st a new family saloon was introduced by the giant Renault concern. It is called the R16, and is a medium-sized family saloon with a lot of simple but nevertheless clever ideas incorporated into its basic design.

The 1,470-c.c. lightweight engine is situated behind the line of the front wheels, which are driven *via* the forward-mounted 4-speed, all-syncromesh gearbox. The engine has a 5-bearing crankshaft and a sealed cooling system with a glass expansion tank so the water level can be observed at all times.

The suspension is fully independent, with wishbone front suspension and longitudinal torsion bars with anti-roll bar. Rear suspension is by trailing arms and transverse torsion bars. So that the two torsion bars can lay side by side the wheelbase on each side differs slightly. The rear anti-roll bar is coupled to a valve which alters the balance between front disc and rear drum brakes, depending on the load carried. The body has four doors and a full-opening boot that is hinged at the roof, the rear window being included in the boot-lid. Built into the body are louvres to let spent air out the back of the car. This gives a free flow of fresh or warmed air without having a window open. [Like Ford!—ED.]

Another natty Renault innovation is the seven positions of the rear seats. In a matter of minutes the rear seats can be altered to improve luggage space, and take loads which are longer than the boot. As a " shooting brake " with no rear seats in at all there is 42 sq. ft. of luggage space. This adaptability will be more fully covered in the road-test which we hope will follow some-time this year.

To drive, the R16 is better than most " bread-and-butter " cars. There is enough leg-room for most drivers and the steering wheel is well placed. The gearbox is good and easy to use, but the gap between 2nd and 3rd could have been improved. The brakes are good, and difficult to fade, although they squeal when very hot.

Above-average all-round visibility and comfortable, well-shaped seats, make this a driver's car. One fault this driver found was the understeer which was unaltered, whether on full throttle or over-run. Driven very hard, the car tried did 24½ m.p.g., with a maximum speed of over 90 m.p.h. However, the more feather-footed or doddering you become, so the consumption improves up to about 36 m.p.g.

This should prove to be a good family car so long as the price is reasonable.—M. J. T.

BEAULIEU FIXTURES, 1965

The following are, to date, the rallies due to take place later this year at the Montagu Motor Museum. The annual Veteran and Vintage Car Auction Sale takes place on July 3rd.

April 11th	..	Bean C.C. Rally.
April 11th	..	Show Biz C.C. Rally.
April 25th	..	Mercedes-Benz C.C. Rally.
June 6/7th	..	Traction Engine Rally.
June 20th	..	Citroën C.C. Rally.
July 4th	..	V.S.C.C. Rally.
July 4th	..	750 M.C. Austin Seven Register Rally.
Sept. 19th	..	M.G. Triple-M C.C. Rally.
April 18th	..	Veteran Cycle Rally.

CONTRAST

The Editor's Impressions of the Chevrolet Impala Sport and the Vanden Plas Princess 1100



G.M. IN LONDON.—The impressive Chevrolet Impala Sport photographed outside the General Motors Building in Buckingham Gate, S.W.1. Below : *The delightful little Vanden Plas Princess* 1100, *a luxury small car, easily identified by its Vanden Plas grille.*



TWO contrasting cars, the big 5.3-litre Chevrolet sedan and that luxury small car, the Princess 1100, came along for test last month.

General Motors of America established themselves in England before the first World War and their various makes of cars became better and better known here, until, in 1948, following their link-up with A.C. spark plugs, Delco-Remy accessories and Frigidaire refrigerators, they leased office premises at Catherine Place and Buckingham Gate, in London, formerly occupied respectively by the National Coal Board and the Ministry of Works, connected by a one-storey reception area.

Nevertheless, until recently their concern over home-sales did not extend beyond a very occasional car submitted for Press road-testing. Thus, in spite of expressing a desire to test the air-cooled, rear-engined, flat-six Chevrolet Corvair when I was a noted VW fanatic, this interesting G.M. product escaped me, while last year, although the accelerative Chevrolet Sting Ray eventually came along for appraisal, it was a hard-used specimen which broke a drive-shaft in dramatic fashion before we had really got to know it.

Recently, however, there has been a change of heart and in future we expect to be able to conduct full road-tests of G.M. cars under the helpful influence of Bob Johnson, who looks after publicity for the great American-owned network in this country.

Indeed, the first one has already been submitted, in the form of a Chevrolet Impala Sport sedan with the 250 b.h.p. (at 4,400 r.p.m.) 90° V8 Turbo-Fire 327 engine. Externally this is a stylish 4-door Fisher saloon of pillarless construction, which enables the windows to wind down and leave the sides of the car open and unobstructed, hence the appellation " Sport." Inside the car the upholstery is bright and cheerful in typically American-style, and the facia contains a by-no-means garish display of dials and controls. A big horizontal arc-scale speedometer going to 120 m.p.h. is flanked by a big clock with second-hand and a combination dial indicating the state of the oil-pressure and alternator charge by warning lights, whether the engine is abnormally hot or cold by more lights, and fuel contents (E, ½, F). There is a single milometer, reading to decimals.

The controls consist of the wipers' switch on the extreme right, which has the washers' press-button in its centre, a lights' switch which also brings in the interior lighting, as on a Vauxhall, cigar lighter, and ignition key-cum-starter. The test car had an exceedingly good G.M. radio, the effective heater is controlled by horizontal quadrant levers, there is a rather shallow cubby-hole with strongly sprung lid before the front-seat passenger, and the automatic gearbox lever has simple, L, D, N, and PARK positions.

The doors have sill-interior locks, handles to adjust the ¼-lights (4¾ turns) and front window winders calling for four full turns, the rear ones needing 3¼ turns. There is courtesy lighting from the front doors only, coat-hooks are provided, there are vizors but no vanity mirror, no seat centre armrests and press-down interior door handles ahead of elaborate armrests-cum-door-pulls. There are wing-mirrors, sensibly mounted slightly inboard, neat ash-trays in the rear-door arm-rests, good rear-window demisting with its own switch, a foot-dipper, and, in lieu of a handbrake, a foot pedal to apply the parking brake, with a release lever and a flashing warning light when the pedal is down. Two keys share the tasks of locking the doors and starting the car, there are fresh-air vents controlled by handles under the scuttle. In other words, a typical middle-class up-to-the-minute American car, which, of course, is available in many permutations.

The test car was finished in a pleasing shade of blue and shod with 7.75 × 14 six-ply Dominion Royal Safety 800 low-profile tubeless tyres. It ran effortlessly and in silence except for a few creaks from the region of the ultra-wide bench seats. The 2-speed Powerglide transmission changed up at 36 m.p.h. normally or at 65 m.p.h. under kick-down but if held in low gear could be taken to 70 m.p.h. The changes went through almost imperceptibly, unless kick-down was used to bring in the full torque of the big engine.

The power steering was literally little-finger-light for the full four turns, lock-to-lock, but very vague for fast driving on slippery roads. The power brakes, claimed to reduce effort by ⅓rd over non-servo retardation, were typical—too sudden for low-speed stops but quite effective from cruising speeds. I made no very deliberate attempt to make them fade and under reasonably kind treatment they gave rise to no anxiety, were indeed quite adequate for the Chevrolet's weight and performance, if inclined to get a bit rough when used frequently.

The all-round coil-spring suspension gave average cornering and ride qualities, and showed no deterioration when the boot,



Frontal view of the Chevrolet Impala. Note the sensibly-placed wing-mirrors and high-set front number-plate.

which has the capacity of a young lorry, was so heavily loaded that the front of the Impala was noticeably up in the air.

The spacious interior, the front-seat squab angle changing automatically as the seat is adjusted, quiet running, fatigue-free steering and braking and absence of a gear-lever, coupled to the more-than-adequate acceleration, made long runs restful in this big Chevrolet. The heater was so generous that it melted the jointing compound securing the treadle of the accelerator to its rod, but no discomfort was experienced driving without it. Rather more disconcerting was a wire hanging down below the scuttle, the socket of which I inadvertently pulled out with my right foot when applying the parking brake, which caused the car to immobilise itself on a lonely road near Ross-on-Wye; because we suspected a fault in the gear selector switchgear, some considerable delay ensued. The wiring looked decidedly casual when scrutinised.

Otherwise, this imposing Chevrolet Impala Sport behaved admirably, within the limitations and advantages of its breed. On the test-track it covered a s.s. ¼-mile in 18.0 sec., crossing the finish line at 75 m.p.h. Naturally, if more performance was required, a more powerful engine would be specified, for 300, 340 and 400 b.h.p. versions are available. There is, incidentally, little or no advantage in holding low gear to maximum revs, against remaining in D. The 250-b.h.p. 327 engine gave the following acceleration figures, checked by electric speedometer :—

0-30 m.p.h.	3.4 sec. (3.2 sec.)
0-40 m.p.h.	5.5 sec. (5.2 sec.)
0-50 m.p.h.	7.7 sec. (7.5 sec.)
0-60 m.p.h.	10.8 sec. (10.5 sec.)
0-70 m.p.h.	15.5 sec. (15.1 sec.)
0-80 m.p.h.	21.4 sec. (21.1 sec.)
0-90 m.p.h.	30.1 sec.

(Best one-way figures in parentheses)

Fuel consumption averaged 13.3 m.p.g., but over wet ice, on which the combination of power and American steering called for a light throttle foot, this improved by one m.p.g. No oil was required in 450 miles.

There are some interesting aspects of the Impala, unusual to English eyes. The counter-balanced bonnet opens to reveal G.M. anti-freeze fluid in its "medicine bottle," a Delco battery with a "positive-to-positive" wiring warning charged by alternator, a single-belt drive for the auxiliaries, including the power pump, a free-wheeling fan, Delco-Remy electrics, and a long flexible dipstick difficult to re-insert in its tube. The dual headlamps are Guide T3s, and there is an imposing array of triple rear lamps, one on the body, two on the boot-lid on each side, the two outer ones acting as combined brake lamps and winkers, the centre ones being the rear lamps.

This big Chevrolet can be summed up as an admirable example of the modern G.M. product. It is handled here by Lendrum & Hartman Ltd., 26B, Albemarle Street, London, W.1, and, as tested, costs £2,314 2s. 1d., inclusive of purchase tax.

* * *

The other day I returned from Crewe to London in a Rolls-Royce Silver Cloud III and stepped down out of this regal car into a Vanden Plas Princess 1100. It was the only kind of small car which seemed tolerable after the Rolls-Royce and, sitting on good leather and surrounded by highly-polished walnut veneer, the transition was reasonably painless.

There are other small cars with wood and leather or imitation leather internal *decor*, such as the Singer Chamois, Humber Sceptre, the Riley Elf and Wolseley Hornet, etc. I am not always enamoured of such pretension, believing that Clubland interiors should be reserved for cars of the Rolls-Royce, Daimler and Jaguar class and that the more modern a car is technically, the less suited it is to old-fashioned body decoration. The unsuitable wooden facia of the Citroën ID, a splendidly functional motor car, still lingers in the memory, although it was quickly changed.

In the case of the Vanden Plas Princess 1100 the effect is so well done, and very much in the sealed-down Rolls-Royce and Bentley tradition, that it is quite beyond such criticism.

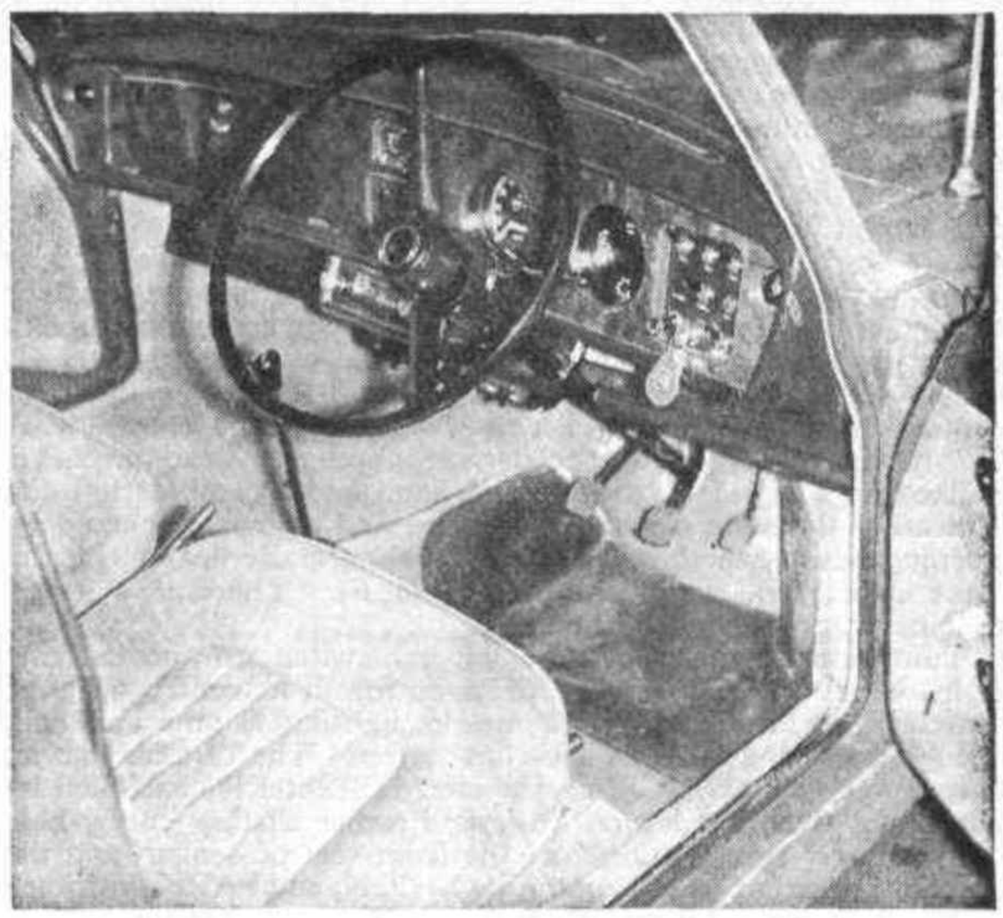
The upholstery is in high-quality hide, slightly stiffer, perhaps, than that supplied as an extra on the normal B.M.C. 1100s. The separate front seats have squabs adjustable by winding plated handles under the occupants' legs. These handles protrude somewhat but do not seriously endanger clothing and, if stiff to operate, they have the merit of adjusting the squab to any required angle. There are slim folding centre arm-rests for both front seats. I would have liked even more comfort in the seating department, however.

The polished walnut veneer facia is flat and unfussy. It carries two deeply-inset dials, a 100 m.p.h. Smiths speedometer with white digits and steady-reading white needle against a black face, and a combined dial containing the fuel gauge, ammeter, thermometer and oil-pressure gauge, these also having clear white markings on a black background—and if anyone scorns such combination dials, preferring a row of separate faces, I can only remark that for some years Rolls-Royce has been content with this arrangement, which is economical of space as well as cost.

On the left of the Vanden Plas facia there is a useful cubby-hole with matching lid, lockable, and closing neatly under the action of a magnetic catch. The lid has two plated recesses to hold glasses when in use as a table. On the extreme right there is a second black switch panel, the top row of small toggle-switches being devoted to the two inbuilt fog lamps and side/headlamps, the middle switch putting on facia illumination, flanked by the switch for rear window demister, if fitted, and the filter-clogged warning light. On the bottom row the ignition-key, which can be confused with the door-key, inserts between the wipers/washers flick-switch, which is held down to clean the screen, and the pull-out choke, which locks in position. These switches remain fumbly even after considerable acquaintance of the car although they are individually labelled. There is a foot-dipper rather close to the clutch pedal, which could cause damage to the side of one's left shoe.

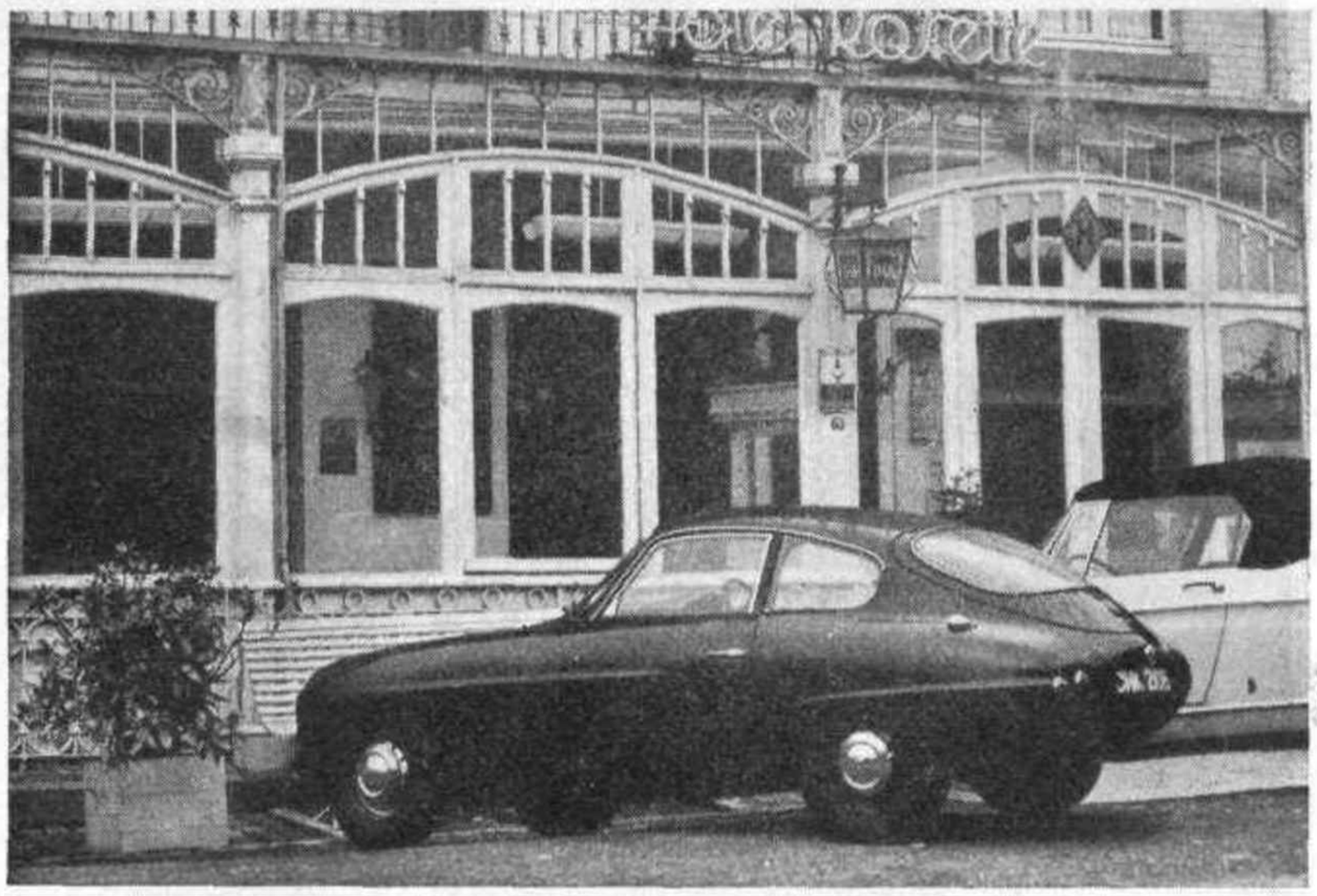
Two refinements not found in this luxury small car are 2-speed wipers and two-stage rheostat control of panel lighting which is rather bright (and of green hue). But the underlaid pile carpets, roof-lining and boot-trim are in harmony with the high-grade finish and upholstery. There are three neat but effective

Continued on page 118



The Rolls-Royce-like interior of the Vanden Plas Princess 1100, with polished walnut veneer facia, recessed instruments and grouped switches on the extreme right.

BUILDING & RUNNING A ROCHDALE



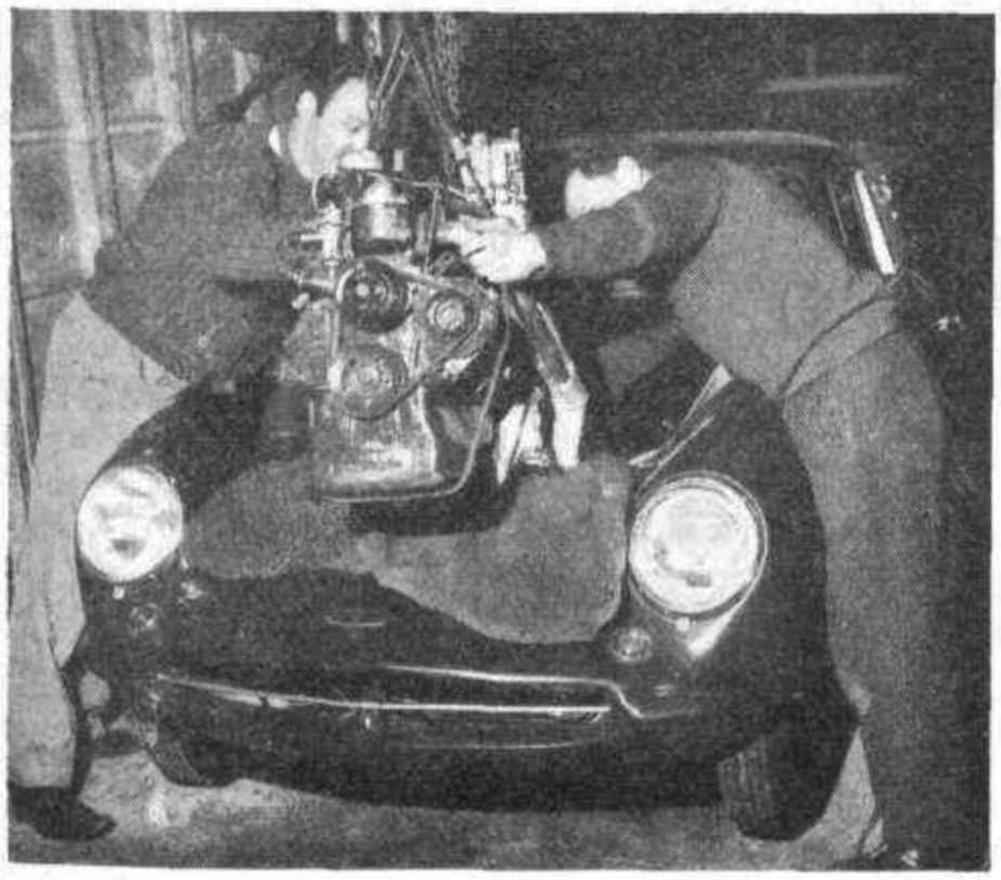
ON ITS FIRST Continental trip, which it started with only 102 miles on the "clock," the Rochdale behaved well. It is seen outside the Hotel Rosette at Spa, Belgium, while its occupants refuel in the restaurant.

IN January of last year MOTOR SPORT tested the Phase II version of the Rochdale Olympic, fitted with a Ford 1,498-c.c. GT engine (see February 1964 issue). Those of the staff who tried the car were impressed by its handling and vivid performance.

The photographer's A40 was beginning to show signs of senile decay at this time, and it was decided that the Rochdale would be a more interesting replacement than another "bread-and-butter" saloon.

The order was placed just after the Racing Car Show, and the kit was delivered in early April, arriving on a large B.R.S. lorry. The feat of removing the complete monocoque body (fully upholstered) down from the back of the truck was performed by only two people, but it took three hours of back-breaking work. Those ordering such a kit should be prepared for its arrival, and have at least four people and, preferably, a low, wheeled trolley, to aid the unloading process.

The kit, as it arrived, came complete, but obviously in pieces. The engine/gearbox was separate and so were the back axle, suspension, wheels, front brakes, prop.-shaft, etc. The body had the upholstery and the wiring-loom fitted, but the end connections to instruments and lights were not made. The metal brake pipes were also fitted, as was the fuel line, but these all had to be connected to their respective components.



EASING THE ENGINE up over the nose and struggling to tilt the gearbox end down to get it into the engine compartment.

The first job was to get the car on to its wheels, so a start was made on the rear end. With the car lifted on to boxes the rear axle was offered up (upside down at first!) and eventually bolted on to the two trailing arms. The coil-spring/damper units came fitted, as these have to be accurately located.

A problem was encountered as there seemed to be no way of fastening the Panhard rod on to the axle, until a special bracket was discovered amongst the surplus bits. Ultimately the axle was properly secured and the rubber brake pipes and hand-brake rod connected.

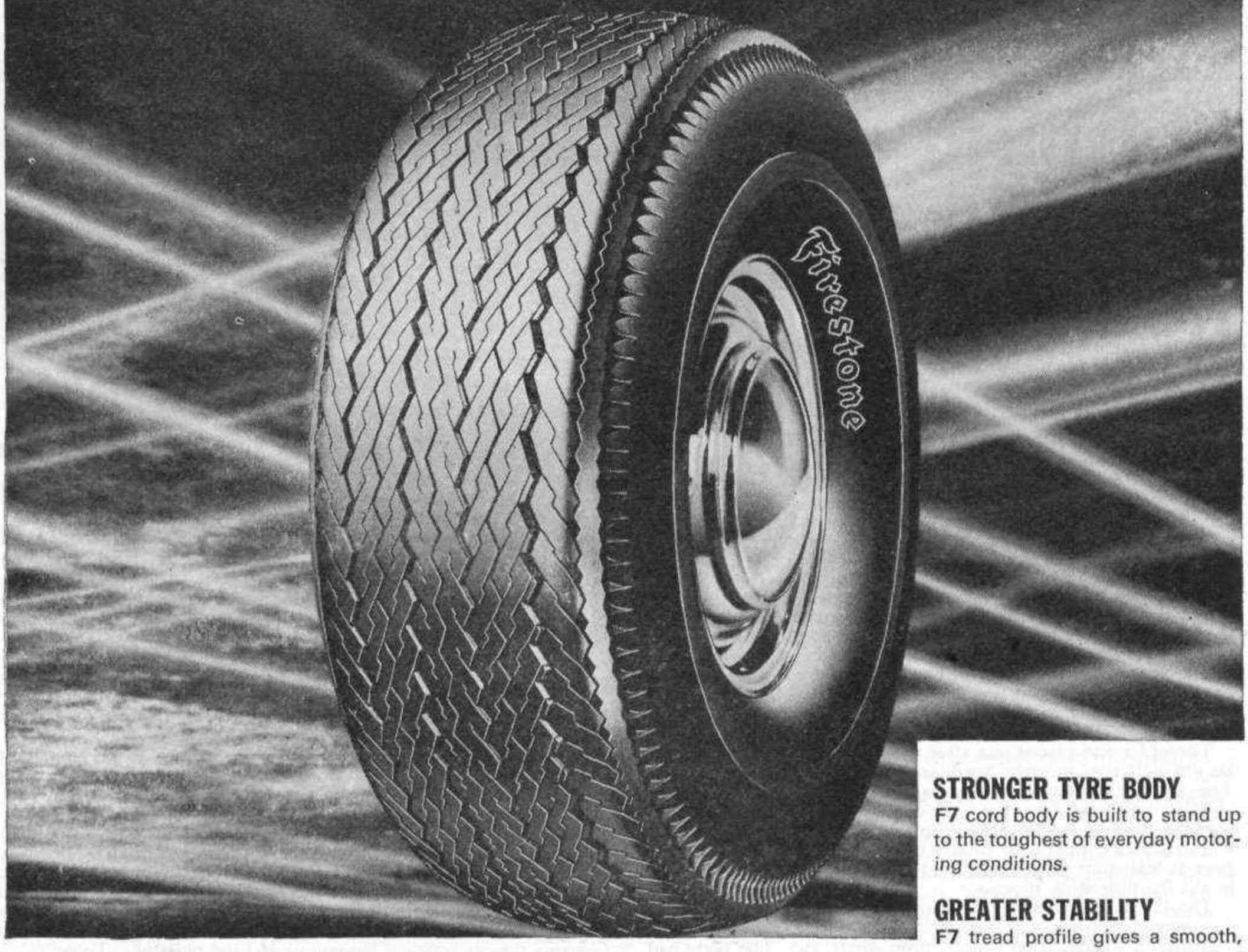
Moving to the front of the car it was found that there was a large quantity of peculiarly-shaped half wishbones, etc., to be sorted into pairs. The front end of the car uses Triumph Herald components, which meant that the wishbones had rubber bushes which had to be eased on to the end of a small sub-frame bonded across the car between the engine and the radiator. To get these tightly fitting bushes over the threaded ends of the sub-frame required a lot of patience, strength and ingenuity. Eventually a rope tourniquet was used to pull two on at once while cranking the half wishbones up and down.

Having got the suspension arms in place, the rack and pinion and anti-roll bar were bolted to their location plates and fastened to the hub-carriers and lower wishbones, respectively. The hub-carriers were next fitted complete with disc brakes, and the brake pipes added. At this point the wheels were put on, and the car was at last capable of being moved around the garage.

The next stage was to get the engine in, but this was obviously not a one-man job, so a colleague was asked to help. Our biggest and strongest neighbour also volunteered to help, which gave a total of three pairs of hands and some 36 stone of bone and muscle, all of which was needed! The engine bearer stays were positioned and the engine lifted on a block and tackle, and lowered into place. It was now discovered that the engine wouldn't go past the bearers because the exhaust pipes and oil filter protruded, so it was hauled up and out once more and the bearers removed. The engine was now dropped right down into the well until it sat on the floor. The engine bearers were replaced and the engine lifted up and bolted in place (several fingers getting squashed slightly in the process). It was then found that the engine was sitting crooked and was too far back, so that the air cleaner and rocker box fouled the bulkhead. So it had to be moved forward by bringing the mounting plates on the engine to the other side of the bearer plates, and then a packing piece had to be made up to square up the engine.

This new positioning of the engine proved correct and was verified when the prop.-shaft was added and found to have the correct spline clearance. The gearbox now located correctly under the hole in the prop.-shaft tunnel, and the gear-lever was

GRIP ALONE IS NOT ENOUGH!



NEW

Firestone F7

gives you the strength behind the grip!

Grip is important but grip alone is not enough: it's the strength behind the grip that counts. The world's finest grip is of little use if the carcass won't stand up to the strain or if the tread wears out too quickly. There's more to a tyre than grip alone: you need grip plus strength.

Firestone development engineers have spent years of research and testing to produce the F7, the perfect tyre, round shouldered, strong, cooler running, flexible: a new standard in safety; a tyre by which to judge all others. Perhaps some day all tyres will be as good—today the F7 is paramount.

STRONGER TYRE BODY

F7 cord body is built to stand up to the toughest of everyday motoring conditions.

GREATER STABILITY

F7 tread profile gives a smooth, true ride, even over cats' eyes and raised white lines.

BETTER CORNERING

F7 grip acts superbly when needed most—on corners. Safer cornering than ever before.

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F7 tread has special stabilisers built-in to give more miles.

ADVANCED TREAD PATTERN

F7 tread has seven ribs—five main ribs, plus two round the shoulders to give non-skid safety.

REMARKABLE WET WEATHER GRIP

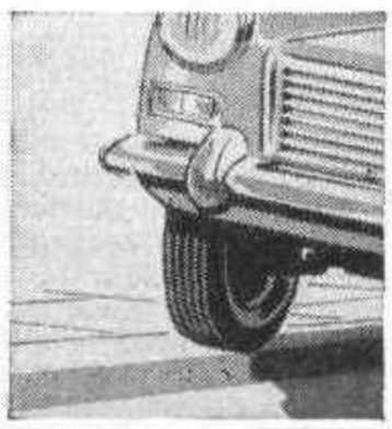
F7 tread pattern is scientifically designed to squeeze water away from the point of road contact.

NEW RUBBER COMPOUND

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MAKE YOUR CAR FIRESTONE SAFE

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A full life for your tyres is largely up to you. The way you drive. The way you park. Above all the way you look after them. Correct pressures *are* important. It's little use the back-room tyre boys developing new rubber compounds for better road grip unless you use the right pressures to attain it. Sometimes you may need increased pressures for high speed motoring; sometimes lower pressures when the going is bad. But you cannot do this by guesswork. Pressure-testing is the only safe way. Test when tyres are cool, and never 'bleed' the pressures when tyres are warm. Equipment may vary from garage to garage, so use your own Schrader tyre gauge for constant readings. Made by the same people who make the world-standard tyre valve. You can't do better than that. Start today with a Schrader gauge and control the air you ride on.



Adjusted pressures for high speed



The air you ride on



yes, Schrader®

makes the tyres last longer

Schrader pressure gauges are obtainable at garages and accessory dealers

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added. There was a fabricated gearbox bearer to be bolted across the tunnel under the gearbox and this proved troublesome to locate correctly, due to the movement of the car on its springs as attempts were made to jack up the box to level it. Eventually, however, this was fixed in place.

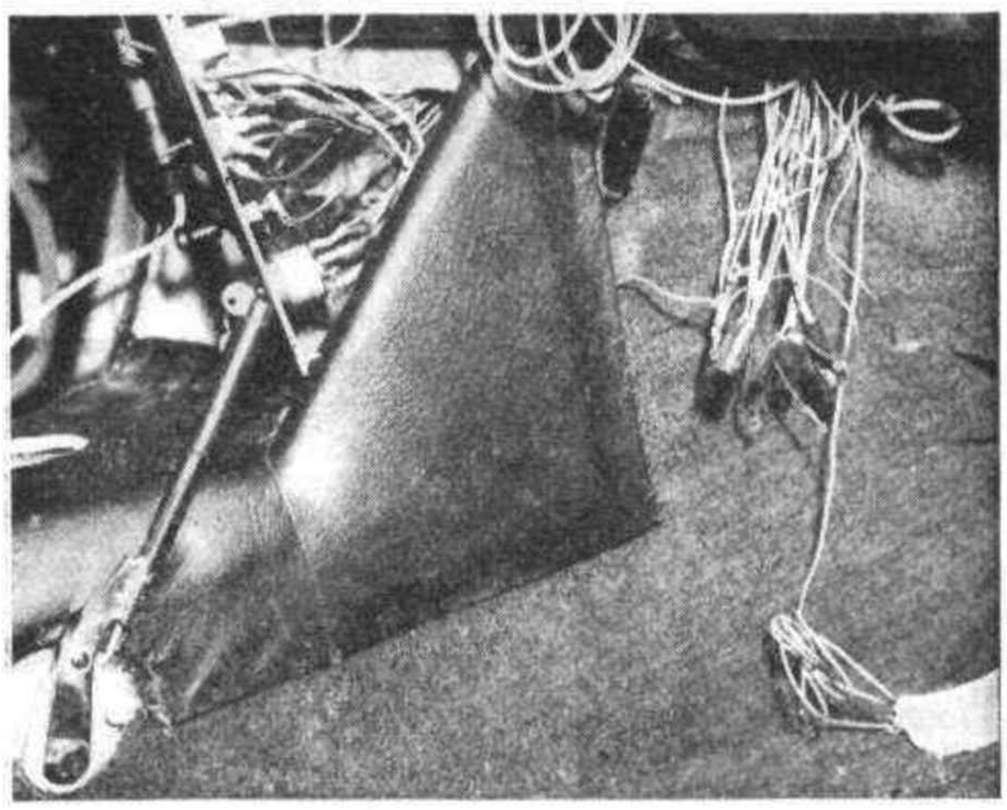
The worst problems were now over (or so it seemed), and these really stemmed from the fact that no instructions are permitted, due to the quaint regulations covering purchase tax exemption. The 1,498-c.c. Ford GT engine was a bit of a tight fit due to the exhaust pipes, which sweep down very near to the mounting point on the near-side. It required two people, one under the car and the other on top, each with a spanner on opposite ends of the same engine bearer bolt, to tighten them securely. Similarly, two people were needed to offer up and fix the exhaust pipe.

The next stage was to connect all the various controls and gauges to the engine. This involved a good deal of upside-down struggling under the dash to get the holes drilled for the throttle pedal, oil-pressure gauge and temperature gauge. The problem was that these holes in some cases had to be drilled through a layer of carpet and underfelt. The carpet parted easily but the felt twisted into a ball and stalled the drill. All the various pipes and wires were eventually led through and connected, however, and attention was next turned to the wiring.

Initially it was assumed that this would be a straightforward job as the end tabs were all marked, but we were soon disillusioned as in a lot of cases it was difficult to determine which tag went to which terminal when they were all marked with the same label (*i.e.*, there are about five connections to the ignition switch all marked "IGNSW"). The side/tail switch similarly had five terminals and four wires to connect. The obvious 2-tag/2-terminal jobs were done first to thin down the bunch of wires, but in a lot of cases the instruments had been changed since the loom was designed, and the end terminals differed. Patient work with a soldering iron subsequently re-arranged all of these and we were left with the problem of sorting out the ambiguous ones. We put the battery in next and, using a test bulb and leads, slowly sorted out all these wires (to the accompaniment of the occasional "pop" as a fuse went).

At one point the whole system appeared to be insane, as some switches operated apparently separate components and some things worked perfectly using test leads but refused to work when properly connected. It was eventually discovered that a multiple connection on the earthing side of the system was faulty and was feeding back and connecting the wrong things. When this was corrected, the wiring began to sort itself out and another couple of hours sufficed to get all the components operating. The other odds and ends, such as the windscreen washers, dip switch and radiator hoses, etc., were now fitted.

The brakes were bled and adjusted, and after several seconds on the starter to prime the fuel lines, the engine fired and ran.



SPAGHETTI.—The instruments' end of the wiring loom proved difficult to sort out. Note the fly-off handbrake, with which all sports cars should be fitted.



PRACTISING Yoga while holding the engine bearer nuts as the bolts are fed through from the engine compartment.

After dashing round for two days sorting out insurance, road tax and obtaining number plates, the car was taken out for its first run. For the first 25 miles, 2,000 r.p.m. only were used and the speed kept below 30 m.p.h. to allow the back axle to bed in. After this period 3,000 r.p.m. were used. During these initial miles the car overheated terribly and an asbestos wool/metal foil shield was glued to the inside of the engine bay to insulate the exhaust branches, which came very close to the body near the passenger's feet. The root cause of the problem was found to be the ignition timing, which had been set several degrees retarded, presumably at the Ford factory.

The car was completed in approximately 90 man-hours spread over about six weeks, and was only just finished in time to go to the Belgium G.P. at Spa. We left London for this trip with some trepidation and only 102 miles on the "clock," but apart from a blockage in the carburetter idling system, due to fibreglass bits being sucked from the tank, and an exhaust bracket working loose and rattling, the trip was accomplished without drama, and the car functioned well.

Upon our return the carburetter galleries were cleared at the Fiat depot at Alperton, who are the concessionaires for Weber in this country. Britax lap and diagonal seat belts were fitted, as similar ones had given good service on the A40 and had proved comfortable and convenient to use. Coupled with the deep bucket seats supplied as original equipment on the Rochdale, extremely positive location was obtained and the car could be cornered rapidly with no tendency for the driver or passenger to slide about.

During the first 3,000 miles or so continual trouble was experienced with further carburetter and fuel pump/pipe blockages due to fibreglass bits being dropped into the tank when the fuel gauge hole was cut (at the factory). This has been gradually cleared, but still occasionally recurs.

At 2,500 miles the engine began to seep oil in several places, and it was found that the sump bolts and the petrol pump bolts were loose. Tightening these dried the engine to some extent, but at about 8,000 miles the extreme rear oil seal of the gearbox began to leak, particularly if the car was left parked uphill.

So far as the body was concerned, the main problem was getting the doors to close properly and the window mechanism to operate smoothly. The doors were rather poorly fitted together and the alloy channel for the glass seemed much too tight and slim; the Cloth tape fitted failed to prevent window rattle. To date the doors have not been cured but when time and weather permit it is intended to strip them both off and rebuild from scratch, reinforcing where necessary.

One odd defect which also has not yet been corrected is a peculiar vibration or drumming under the rear of the body. The exhaust brackets were suspected, so was the spare wheel mounting, but none of these proved to be the culprit. The current suspicion is the Panhard rod which, it is thought, is vibrating at certain engine revs.

Trouble was experienced at 3,500 miles when the electric fan shed its blades. It seems, on investigation, that the fan blades were not really intended for this car and that the nose configuration of the body means that they move partly in and partly out of the air stream, causing flexing. Smiths, however, found a replace-

PERFORMANCE COMPARISONS

Rochdale Olympic PH2	**Triumph TR4**
0-60 m.p.h. : 11.6 sec.	0-60 m.p.h. : 12.5 sec.
Max. speed : 114 m.p.h.	Max. speed : 110 m.p.h.
s.s. ¼-mile : 17.9 sec.	s.s. ¼-mile : 18.2 sec.
30 m.p.g.	25½ m.p.g.
M.G.-B	**Lotus Cortina**
0-60 m.p.h. : 12.8 sec.	0-60 m.p.h. : 11.0 sec.
Max. speed : 106 m.p.h.	Max. speed : 105 m.p.h.
s.s. ¼-mile : 18.5 sec.	s.s. ¼-mile : 18.0 sec.
24 m.p.g.	25 m.p.g.

ment which is still going strong.

During a later Continental trip a bonded rubber/metal engine bearer block sheared and allowed the exhaust to press on the body, causing tremendous vibration and noise. The design is such that the engine was still supported and the car was able to be driven home. This happened again at 9,500 miles, when the replacement for the first one parted. As these were both on the l.h. side of the engine it is obvious that the engine pulls under torque and over-stresses the rubber (probably when reversing). The block used is as fitted to the Classic engine and not as on the Cortina, but it is intended to cure this problem by converting the metal bearer struts to take Cortina bearer blocks.

The body, at 10,000 miles, is beginning to show the odd craze mark on the coloured skin, and it is intended to spray paint it at a later date.

There are few metal parts on a Rochdale for corrosion to attack, but the hub caps have proved to be poorly chromed and are peeling. The remaining metal work is satisfactory.

The defects that have come to light so far have all been the sort of thing one would expect from a light plastic-bodied car, and none have proved to be expensive or particularly difficult to rectify. Over the 10,000-mile period the fuel consumption averaged approximately 30 m.p.g. The Dunlop C41 nylon tyres with which the car was fitted are now about half worn. These are not really satisfactory on this car, as, although the grip is reasonable on dry roads, in the wet they allow wheelspin if more than the minimum throttle opening is used, and let the tail of the car slide out unless great care is taken on corners.

The Rochdale, despite its many minor irritations, is a delightful car to drive, and combines all the dash of a sports car with the room and comfort of a coupé. Indeed, one would have to seek far to find any car at any price with such a comfortable driving position.

Its performance is extremely good (see table above), and this, combined with its fuel economy, short wheelbase and tight turning circle, make it a good car for both town driving and fast touring.

L. A. M.

[After reading our photographer's account of his Rochdale we came upon an article in *Sidelights*, the monthly magazine of the Hants & Berks M.C., which enlarges on the subject, in the form of a discussion between two members who have built these cars, one with Ford GT engine, the other using an M.G. power unit. This article is reproduced below by kind permission of the Club's Press Secretary.—ED.]

Dick Cawthorne : " The first I knew about the Olympic was a newspaper photograph that I spotted in South Australia. I thought it was beautiful and decided there and then that, if at all possible, I would have one when I got back to the U.K. The looks did it, but fortunately the specification fitted too—the right amount of accommodation for our two-and-a-half family, cheap spares, etc. All the difficulties of home building seemed to matter little to an inveterate 'special' builder, but I had never before invested £500 in such pastimes and I was some time saving up to take the plunge. Meanwhile Rochdales were busy having a fire which destroyed their moulds and caused them to move to bigger and even filthier premises. Then Charles Bulmer took me out in the road-test car and the die was cast. How did you come to decide that this was the car for you ?"

Derek Argyle : " The Mini had suited me fine for two years or so, by which time I hankered for a faster, streamlined yet reasonably economical car, as near to the true GT concept as possible. I sought pamphlets on every chassis and fibre-glass body and where possible viewed such components only to realise that one would invariably end up with what is generally known as a ' special.' At all costs, the car I built must look virtually if not wholly ' production finished.' Finally a road-test of the original Phase 1 Olympic appeared in a popular weekly and after a little chat with Charles Bulmer I decided that no other car at a similar cost could offer such speed, good looks and economy. Unfortunately, I couldn't really afford a new one even in kit form, with mortgages and expensive wives to run, so we searched around the sporty motoring mags. and within a month were fortunate to see three such cars within a 120 miles radius. Now D.S.J. was visiting Snetterton and Debden that following weekend and he readily agreed to look at these Rochdales and take me motor racing at the same time. One of the cars was fitted with a Ford 105E engine and, though well finished, was struck off the list as underpowered. The second was a somewhat tatty, cream-coloured model belonging to a ' flying type ' but one which certainly did motor, with an M.G.-A. engine. Car three had been assembled so that it was just about in a roadworthy state and was a Phase 2 with 117 miles on the clock. I immediately fell in love with this and just had to have it. It was being sold because of the death of its doctor owner and so I found myself making an offer, an offer which proved sufficiently high to make me a very proud Olympic owner. Of course, you didn't buy your car as a complete kit, Dick ?"

Dick : " No, quite the contrary. Having decided that it had to be a Rochdale, I found that the firm at that stage only produced body shells, and I set about collecting the mechanical bits as cheaply as possible. The engine and gearbox came from Edinburgh in the back of the Renault Dauphine and the back axle from a breaker in Rainham and so on. After months of waiting, D.S.J. and I (that man again) collected the body and new front suspension from Rochdale with John Derisley's trailer behind the faithful Dauphine. I was rather disappointed with the ' finish ' on the body and spent the first 50 hours of work filling and grinding the rough edges and fitting points. Fortunately, at that stage you started to lend a hand, Derek, and the rate of progress was a lot more encouraging. The holes for the rear suspension attachments were already cut badly out of line and a lot more filing and fiddling was needed before the back axle was in place. We then offered up the front suspension and tried to estimate where the necessary holes should be drilled. We were rarely right first time and developed the art of drilling undersized trial fits and then enlarging in the right direction. The result was reasonably true, but the process of building up, measuring, stripping, filing and drilling, and rebuilding and so on must have taken another 100 hours. The fibre-glass dust was irritating both to breathing and to hands and arms and I sneezed and itched constantly. However, an engine-less, brakeless wonder was finally standing on its wheels. I then made the mistake of trying to fit a Morris 1000 steering box which had some minor (pun !) but important differences from the Riley 1.5. After a week of welding-up special brackets and vainly trying to get the tracking right, I gave up and bought the correct unit.

" The gearbox I had bought was the steering-column-change type and I was rather proud of the very simple floor-lever conversion I made for 5s. (the cost of two ball-joints). It is still working and brings the gear-lever next to the steering wheel in the ideal place. At that time I spent hours sitting in a mock-up seat trying to decide where to put the steering wheel. A few vital dimensions from Rochdales would have been a great help, but in order to make purchase-tax relief safe they avoided giving any drawings or instructions.

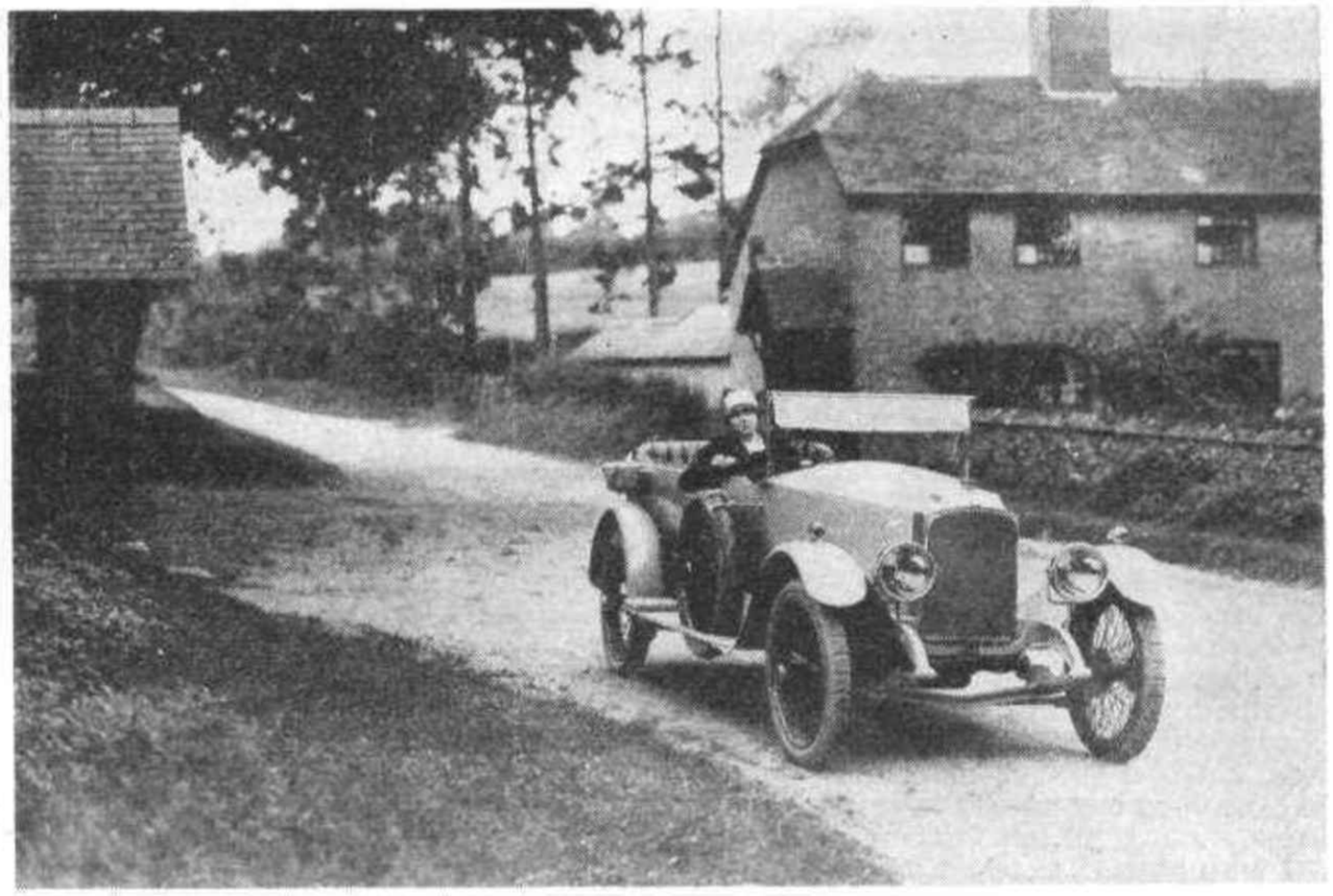
"At last we took the great step of lowering the engine into place and miraculously it fitted well enough to stay in. It needed special brackets of all sorts but we were soon puzzling over runs for brake and electrical lines and fitting of the excellent Motometer instruments, and the end was in sight. You avoided a lot of work on your car; do you think this was a good thing ?"

Derek : " Most certainly, Dick. Not only did I save £200 in Bank Loan but I suppose I saved four months sorting, fiddling and assembling. I say four months because, as we found, the standard of engineering that Rochdale produce was so bad at times that is was necessary virtually to remodel components. My chief work was tidying electrical wiring, trimming, spraying and final assembly of minor components. By then the car was being used quite a lot on the road and, after the running-in period, I discovered that the handling was dangerous at high speeds. The trouble was too much understeer and the best cure I could devise was adjustment of tyre pressures and toeing out the front suspension a little more. However, a reply from Rochdales said that the real cause was that the mounting points for the rack-and-pinion steering had been set too low. These were raised half an inch with

Continued on page 119

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



AMERICAN SPONSORED.—Vintage cars figure more and more frequently in advertising material these days, by companies who realise the prestige attaching to an illustrious past. Vauxhall Motors Ltd. issued this rural study of a 23/60 Vauxhall Kington tourer to commemorate the 10-millionth vehicle manufactured by General Motors outside N. America. It was a Victor 101 De Luxe. It is interesting that this old 23/60 was G.M.-sponsored, because most people associate the take-over with the later 20/60 Vauxhall. In fact, it took place late in 1925, when the 23/60 was still current.

V.S.C.C. MEASHAM TRIAL (Jan. 2nd/3rd)

Results :

The Measham Trophy : J. E. Barraclough (1927 3-litre Bentley).
Light Car Award : D. Hodgson (1929 Austin Seven).
Frazer Nash Award : L. J. Stretton (1929 Boulogne F.N.).
Best Performances :
Class 1 (Standard Sports Cars) : J. E. Barraclough (1927 Bentley).
Class 2 (Vintage Sports Cars) : W. B. G. Fletcher (1927 Alvis).
Class 3 (Vintage Touring Cars) : D. Hodgson (1929 Austin Seven).
Class 4 (Post-Vintage Thoroughbred Cars) : D. P. Harris (1934 Frazer Nash).
First Class Awards : L. J. Stretton (1929 Frazer Nash), R. L. Heath (1929 Alvis), J. F. Organ (1935 Lagonda), M. Bromley-Johnson (1930 Jowett), P. G. Cole (1934 Bentley).
Second Class Awards : N. Arnold-Forster (1925 Frazer Nash), L. J. Wickham (1929 Alvis), R. Hill (1930 A.J.S.), P. W. Abbott (1934 Bentley), H. Jarrett (1937 Riley).
Third Class Awards : C. R. Pack (1926 Bentley), C. A. Winder (1928 Austin Seven), A. J. Merrick (1930 Riley), S. Scott (1934 Riley).
Team Award : Midland Team.

Vintage miscellany.—Another 1923 Bean has been discovered, in Sussex, where it lies in the open, with tourer body converted into a farm lorry, like the Editor's 1924 Cluley. It is not for sale. A 1914 Rolls-Royce Silver Ghost chassis, which was once an armoured-car, was bought "for a song" in Farnham last year. Hugh Conway has acquired authentic sales documents for Bugatti cars from 1919 onwards, which throws fresh light on serial numbers and clashes with the Bugatti Register—no doubt his erudite findings will appear soon in *Bugantics*, the Bugatti O.C. magazine.

There is a growing tendency for one-make Clubs and Registers to run appropriate lorries or vans as support vehicles. The latest Register to do this is the Vintage Austin Register, which has been given a 1934 Austin 12 truck. This is not truly an authentic vintage commercial, because it began life as a type-LL taxi chassis, was used during the war as a NAAFI van, and converted into a truck and used for conveying headstones to cemeteries until the end of 1963. But as 1919 coal-scuttle-bonneted twin prop.-shaft Austin lorries do not grow on trees, this converted 12/4 is unquestionably the next best thing. Other one-make organisations please copy! Incidentally, the Vintage Austin Register has held its annual subscription to the modest fee of 12s. 6d.

A 1929 Austin 16/6 Burnham saloon is languishing in an outhouse in Surrey since its lady owner ceased to use it. A 1904 Quadrant forecar which was used until 1910, after which it was put away in a shed in Basingstoke, has come to light and has been so well restored, the work occupying its new owner since 1959, that it gained its M.o.T. Certificate with no trouble at all. It is thought to be the only three-wheeled example still in existence. A 1928 Sunbeam 20.9 chassis was sold cheaply in Hampshire recently. According to *Pur Sang*, journal of the American Bugatti Club, Miss l'Ebee Bugatti has finished work on her biography, which deals with the life of her famous father. The Star Register has issued its second list of existing Star cars and commercial vehicles, which includes over twenty newcomers in a list of 106, from 1898 to 1932, a 1906 Stuart and five Britons. Spare parts are also listed and the Register has sent out a questionnaire on which its third census will be based. It has also sent to members a reproduction of an article from *The Field* on Star history to 1924. Those interested should contact D. E. A. Evans, 3, Blackacre Road, Dudley, Worcs. The 1924 200-Mile Race Alvis, the discovery of which we referred to in this column last year, was found in the Manchester area, where it had been laid up since breaking a con.-rod at Oulton Park in 1957. It is now stripped down in a Middlesex garage by its young owner, who has repainted the tapering, drilled chassis frame. It is car no. 2931, which finished sixth, driven by Halford, in the "200." When discovered, it was original except for front-wheel brakes, a small aero-screen, no radiator cowl and altered instruments. Not far away the Newton Ceirano, also thought to be a 200-Mile Race car, is stripped down but should be rebuilt by next year, when its owner, who has a touring Ceirano and a 2-speed Scott, looks forward to driving it on the road (it has road-equipment) and perhaps at Prescott. The complex 6-pump dry sump lubrication system has been sorted out but the crankshaft of the twin-cam 1,100-c.c. engine is in rather a sorry state.

A curious advertisement in *The London Property Letter* offered £2¾-million for purchase of early Rolls-Royce Silver Ghost—and first-class shop investments! Apologies to B. G. Fordham whose 1923 Salmson formed the subject of last month's front cover picture, for confusing it in the report of the V.S.C.C. Driving Tests with M. D. White's 1927 Salmson. Vintage cars, both contemporary and otherwise, figure frequently in advertising these days. There is that rather sickening Esso TV film, using a Bentley, and Borg & Beck have been featuring old cars in their copy, unfortunately confusing a Standard Nine with a Triumph Super Seven in one of their layouts, while Castrol compare a vintage Austin Seven with a modern Austin.

* * *

The Bullnose Morris Club retains this title although catering for flat-radiator 11.9 and 13.9-h.p. models and Empire Oxfords, etc. Its December 1964 *Newsletter* contained an amusing article by Margaret Thomas, explaining why a vintage car is essential to an artist and her Morris-Cowley coupé is ideal.

* * *

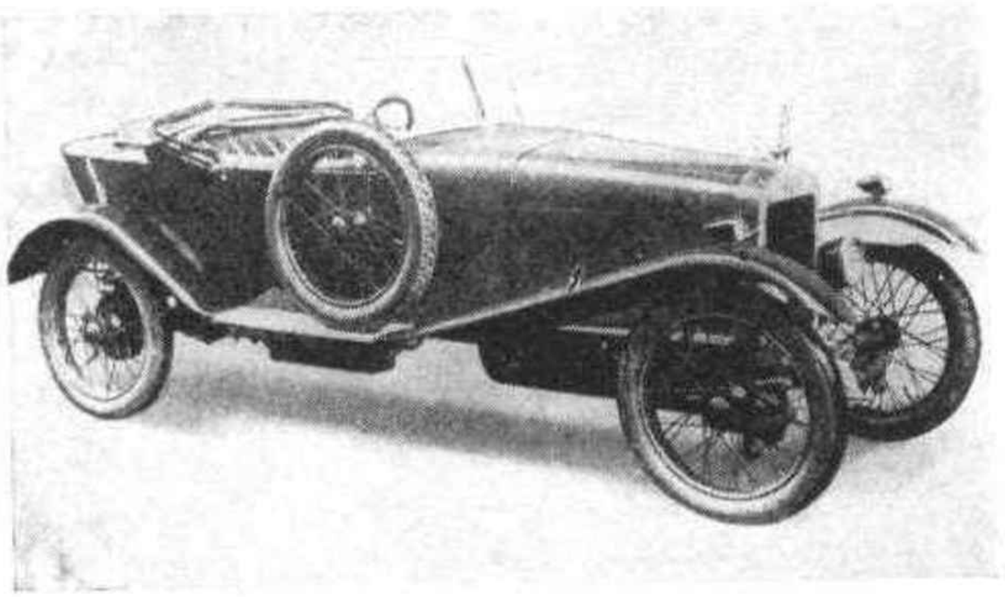
It is splendid news that a feature of this year's V.S.C.C. Oulton Park Race Meeting will be a 5-lap handicap race for Morgan 3-wheelers, under the aegis of the Morgan Three-Wheeler Club. From this it must be evident that the difference of opinion between this organisation and the V.S.C.C. as to whether vintage Morgan 3-wheelers should be admitted to the latter's sphere of activities has been amicably solved.

* * *

A Rose National engine built in 1902 and installed in a Rose car, was transferred in 1912 to the works fire-engine. This was in service until 1942 and in 1947 this T-head side-valve engine was salvaged and is now an exhibit at one of the Baker Perkins factories. [The car is rumoured to have been raced at Brooklands in 1908 but I can find no record of this.—ED.]

FRAGMENTS ON FORGOTTEN MAKES

No. 30—THE CROUCH



The Anzani-engined sporting Crouch of 1924, *as road-tested by this journal at that time.*

THE Crouch was one of the multitudinous family of light cars which came into being in essentially simple form before the First World War. It survived into peacetime, developed into a sporting 4-cylinder, but went the way of many, failing under the onslaught of mass-produced cars like Morris and Clyno by 1927.

Through the co-operation of Andrew Whyte of Jaguar Cars Ltd., I was able to discuss the Crouch at first-hand, with Mr. R. S. Crouch, Bus Sales Manager of Transport Vehicles (Daimler) Ltd., one of the sons of the founder of Crouch Cars Ltd., who was extremely enthusiastic, introducing me to his mother, who remembers clearly the golden age of Brooklands, where the name of Crouch was well-known, and the uncomplicated motoring of the ninteteen-twenties.

The late Mr. John William Fisher Crouch was a trained engineer, who had been apprenticed to the Daimler Company soon after the birth of the motor industry and then served with Siddeley-Deasy, the family possessing, amongst many Brooklands cups and other trophies, a fine silver cup presented to him for exploits at the 1908 Risington Pike Hill-Climb when he was a test-driver for Siddeley-Deasy. In 1912 he decided, with his father, who had gained early experience with a Leon-Bollée tricar, to set up a company for the manufacture of a simple light car, a cross between the crude cycle cars and cumbersome small cars of the period.

Modest premises were taken in Bishop Street, Coventry, but a move was soon made to a far more ambitious factory at Cook Street, Coventry, known as Tower Gate Works. The site was adjacent to the gateway to Coventry, which still stands, and was, in fact, bisected by the remains of the city wall, which had been proudly preserved, so that it had to remain standing, the stores on one side of it and the remainder of the works on the other side.

The original car was a 3-wheeler, from which was derived a four-wheeler, called the Crouch Carette. It had a vee-twin water-cooled 85 × 90 mm. (1,018 c.c.) engine of Crouch design and manufacture amidships, driving through a Thermoid cone clutch and 3-speed gearbox by chain to the back-axle. Suspension was by Lanchester-type cantilever springs, steering by rack-and-pinion, and this 8¾-cwt. 2/3-seater ran on 650 × 65 mm. tyres and cost only £145 even in 1916, when war costs were inflating prices. Practical rather than handsome, it had a wide, roomy body and a humped-boot covering the machinery. The chassis, gearbox and axles were made in the Tower Gate Works. It was the proud boast of the Crouch Carette that its rear-bonnet could be removed in one minute, rendering " the works " fully accessible.

Ugly-duckling the pre-war Carette may have been, but it began to make its name in reliability trials, Mr. Crouch being a keen advocate of competitions, no doubt encouraged by his early experiences as a driver in such events. It was not until after the Armistice, however, that Crouch cars appeared at Brooklands.

In 1921, James Cocker was running his 86 × 96 mm. (1,115 c.c.) primrose Crouch at the Track to some purpose, lapping at 72.7 m.p.h. to win the Light Car Handicap from an A.C. and a Douglas at the Easter Meeting, when he also had the distinction of coming home first in the Junior Sprint Handicap ahead of Malcolm Campbell's Talbot. This Crouch improved its lap-speed to 76.97 m.p.h. at Whitsun that year, winning the Light Car Short Handicap, while in August it got round at 78.43 m.p.h., to win the 75-m.p.h. Short Handicap from Oates' Lagonda and Birkin's D.F.P. This astonishing small car eventually lapped at 79.5 m.p.h., gaining several more places.

These years of the early 'twenties were the hey-day of the *marque*. The exploits of Cocker attracted other Crouch exponents to Brooklands, such as J. W. Tollady, who had a garage at Oxford, the Parker boys from New College, Oxford, Pressland and others, Tollady running a pre-war mid-engined model, called " Grand-pa " in deference to its antiquity. He even essayed the 1922 J.C.C. 200 Mile Race in it and although he had every sort of trouble, as recounted in my " History of Brooklands Motor Course " (pages 96-99) Pressland's more modern Crouch was running when the course was closed. But the next year Tollady's old car came home fifth in the 1,100-c.c. class in this long race.

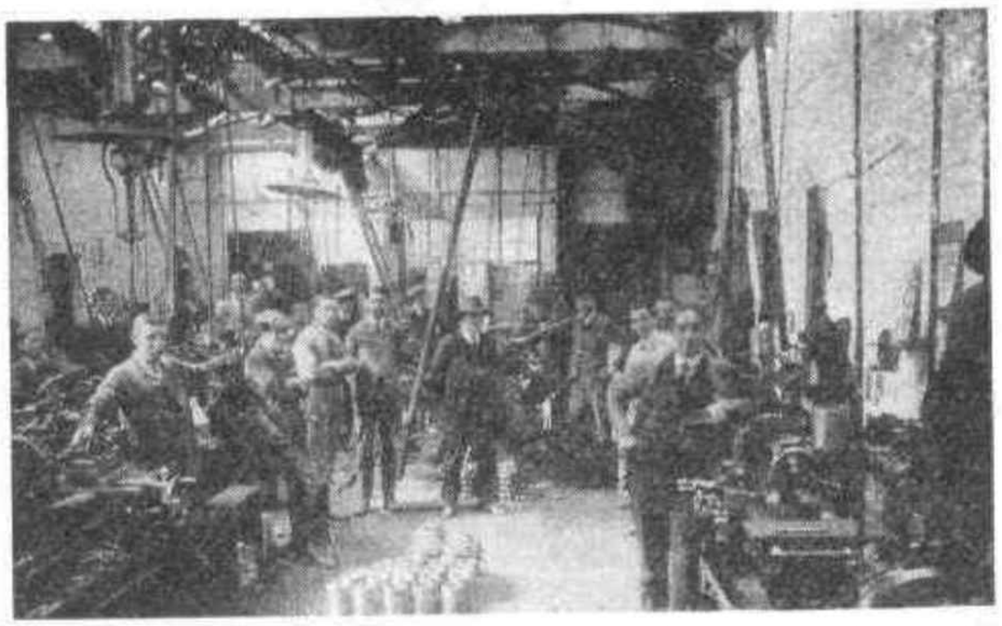
In those gay days Mr. Crouch frequently rode to Brooklands from Coventry in one of the racing cars, which the factory prepared for the owners, or took the family down in one of the later primrose and blue sports models, and his elder son had a Crouch while still at school !

The 90° vee-twin engine was positioned at the front of the chassis in the post-war models, with propeller-shaft transmission. The tubular front axle was sprung on double ¼-elliptic springs and the steering heads were notably elaborate, incorporating ball races.

The Tower Gate Works now employed perhaps 400 workers. The factory was divided into the machine shop, equipped with Cisco, Flatter, Draper, Newhaven, Lodge & Shipley Fairbank, Putman, Parkson, Colchester, Barnes, Bradford, Hendy Norton, Holbrook and Monarch lathes, driven by leather and Balata belting, a Herbert wet-grinder, a Moreton and Weaver 2-wheel tool grinder, mandrills, etc., the milling shop, containing Corona radial and Cincinatti pillar drilling machines, a Guest grinding machine, Denbigh and Richard Lloyd horizontal millers, a Churchill Universal miller, Archdale driller, and Richard Lloyd, Darling & Sellars and Webster & Bennett millers, etc., a smithy, a rough stores, a general stores, top stores, four offices with Remington typewriters, heated by gas fires, a carpenter's shop, subsidiary stores and oil stores, a stores annexe, a shed, the repair shop, the erection shop, the fitting shop and a drawing office. Power came from a Westinghouse 15 b.h.p. 200-volt electric motor running at 940 r.p.m., heating was by gas and slow-combustion stoves and a Satan G2 petrol pump fuelled new Crouch cars from a 200-gallon underground tank.

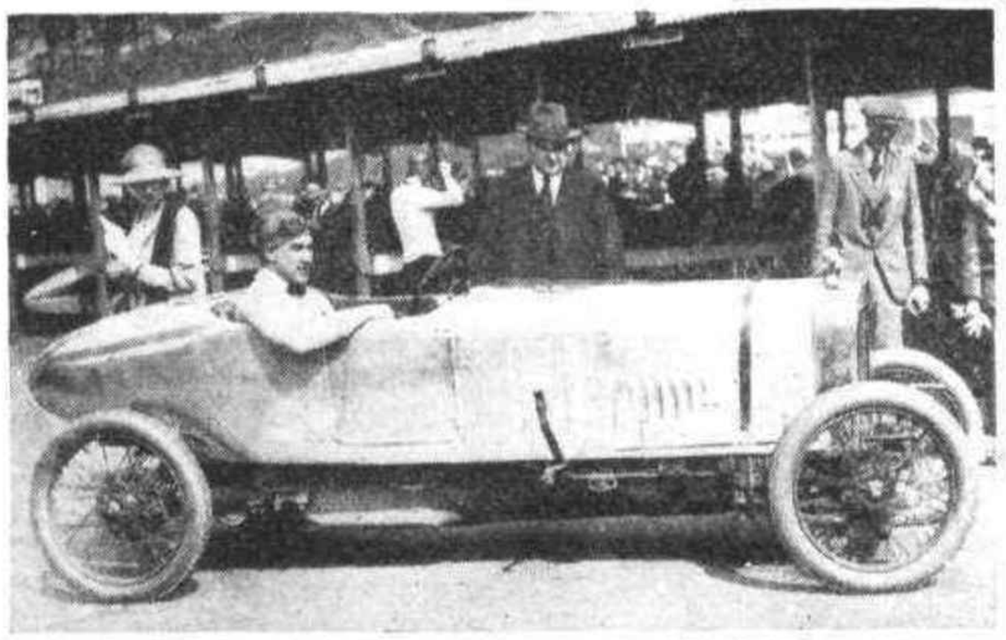
The earlier bodies were supplied by Carbodies but later Crouch Motors produced their own bodywork, and trimmed and painted in a couple of sectional wooden buildings, the larger measuring 137 ft. × 30 ft., divided into two 112 ft. × 25 ft. shops, in Stoney Stanton Road, to which completed chassis were driven through the streets of Coventry. These sheds had been put up for munitions manufacture during the war; the site they occupied Priestley's Bros. Garage now stands.

Mr. R. S. Crouch recalls that the racing cars were prepared in the erecting shop and remembers how he and his brother, as boys, once climbed into Cocker's car and somehow set it going, causing it to



The machine-shop of the Crouch factory at Tower Gate, Coventry.





On the left, J. Cocker in his racing version of the mid-engined vee-twin Crouch after a successful day at the 1921 Brooklands Easter Meeting. This remarkable car had a lap speed of 79½ m.p.h. Note the three external knobbed levers, for gear-change, brakes and selecting reverse gear. On the right, Alfred Moss in his Anzani-engined 4-cylinder racing Crouch, looking the image of his son, Stirling. His car could lap Brooklands at nearly 85 m.p.h. It had dual ¼-elliptic front springs, one above the other.

break through the wooden wall of the shop before they could stop it. In those days Fred Bennett was carpenter and odd-job man, Carvel and Perry, who later went to Newsome's, were testers, daily braving the hazards of leaving the works down a narrow road to the blind exit beside Tower Gate, and Sharman, who still works in Coventry, built up back axles.

After 1922 the vee-twin engine was regarded as outmoded and the 4-cylinder Anzani (and sometimes Coventry-Climax) engines were used. At least half the total Crouch production, which was probably around 3,000 cars, was Anzani-engined, and this embraced the famous and very handsome boat-tailed sports model Crouch, which was road-tested in the second issue of this journal, when it was *The Brooklands Gazette*, in August 1924.

Top speed was around 70 m.p.h. and Alfred Moss drove a racing version at Brooklands, with which he won the 1923 Easter Private Competitors' Handicap at 65.45 m.p.h. This aluminium Crouch lapped later in the year at nearly 85 m.p.h. From a big picture of it which hangs in Mr. R. S. Crouch's office the close likeness of Alfred, the father, and Stirling, the son, is strikingly apparent.

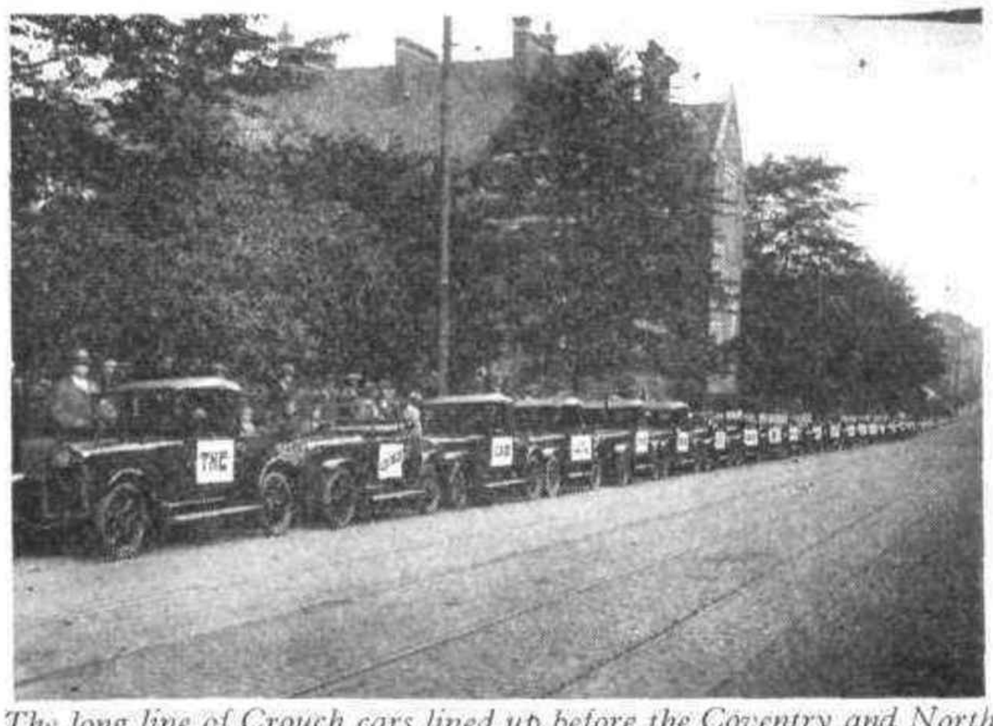
At this time Tollady's astounding 2-cylinder " Grandpa " was nearly as fast, and the Parker brothers, Colin Stuart and P. Thornton were still racing 2-cylinder models. But the 4-cylinder Anzani Crouch had made its mark earlier than this, when B. S. Marshall finished 4th behind the victorious Talbot-Darracq team in the 1922 Coupé Internationale des Voiturettes at Le Mans.

Perry, Wybrew and Healey, who went to Daimler, were amongst the loyal staff at the factory, the last-named a demonstration driver and salesman, of whom a pleasing tale is told. He was taking one of the eyeable sports models to a customer in Torquay and stopped on the way for a haircut. Coming out of the barbers, he was approached by a fruiterer, who wanted to buy the car on the spot. Sales were not so easily made in 1924, so, after a telephone call to Mr. Crouch, the car was sold at the kerbside, some excuse being made to the original customer, who got *his* sports Crouch in a day or so !

A useful publicity stunt was worked in conjunction with a Coventry Carnival, a Crouch being offered as a prize to aid funds for Coventry and North Warwickshire Hospital, the matron of which was a friend of Mr. and Mrs. Crouch and the Crouch family. To publicise the competition, some 20 Crouch 2-seaters and coupés were lined up before the Hospital, past which trams then ran, bearing placards which, collectively, read " The Crouch Car Is The Carnival Prize—1s. Tickets. . . . "

The demise of Crouch Cars Ltd. may be attributed to mass-production of cars of lesser quality and the high costs of racing, and the Crouch Motor works were auctioned in February, 1927—I find myself wondering why an Adler front axle was amongst the 645 items which came under the hammer, and suspect that the 50 " Flexekas " were left over from those used to seal the valve guides of the old 2-cylinder racers !

It is very nice to know that although no Crouch has been made for 38 years, the family is very happy to recall the days when these cars were a highly-esteemed Coventry product and that Mrs. Crouch has a modern Ford with the Reg. No. DU 123 which came from an 11.9-h.p. Crouch saloon which remained in use by the family long after the Tower Gate works was demolished. The paved path of the Lady Herbert Memorial Garden covers the old road through the works, on the left of which were the main assembly shops, and, naturally, the aforesaid City wall is still plainly in evidence. And Mr. Crouch's widow still enjoy motoring.—W. B.



The long line of Crouch cars lined up before the Coventry and North Warwickshire Hospital in the nineteen-twenties, to advertise a carnival in which a Crouch was one of the prizes.

Discoveries.—A 1934 Daimler 2-seater, bought to save it from the scrapheap, is seeking a good home, and another reader has a set of four Edwardian " King of the Road " lamps for sale. Data is sought in respect of a 1933 Vale Special, 1925 18/50 Crossley, Marmon Roosevelt, 24-h.p. Sunbeam, and a " Three Musketeer " M.G. JB 6867. Letters can be forwarded.

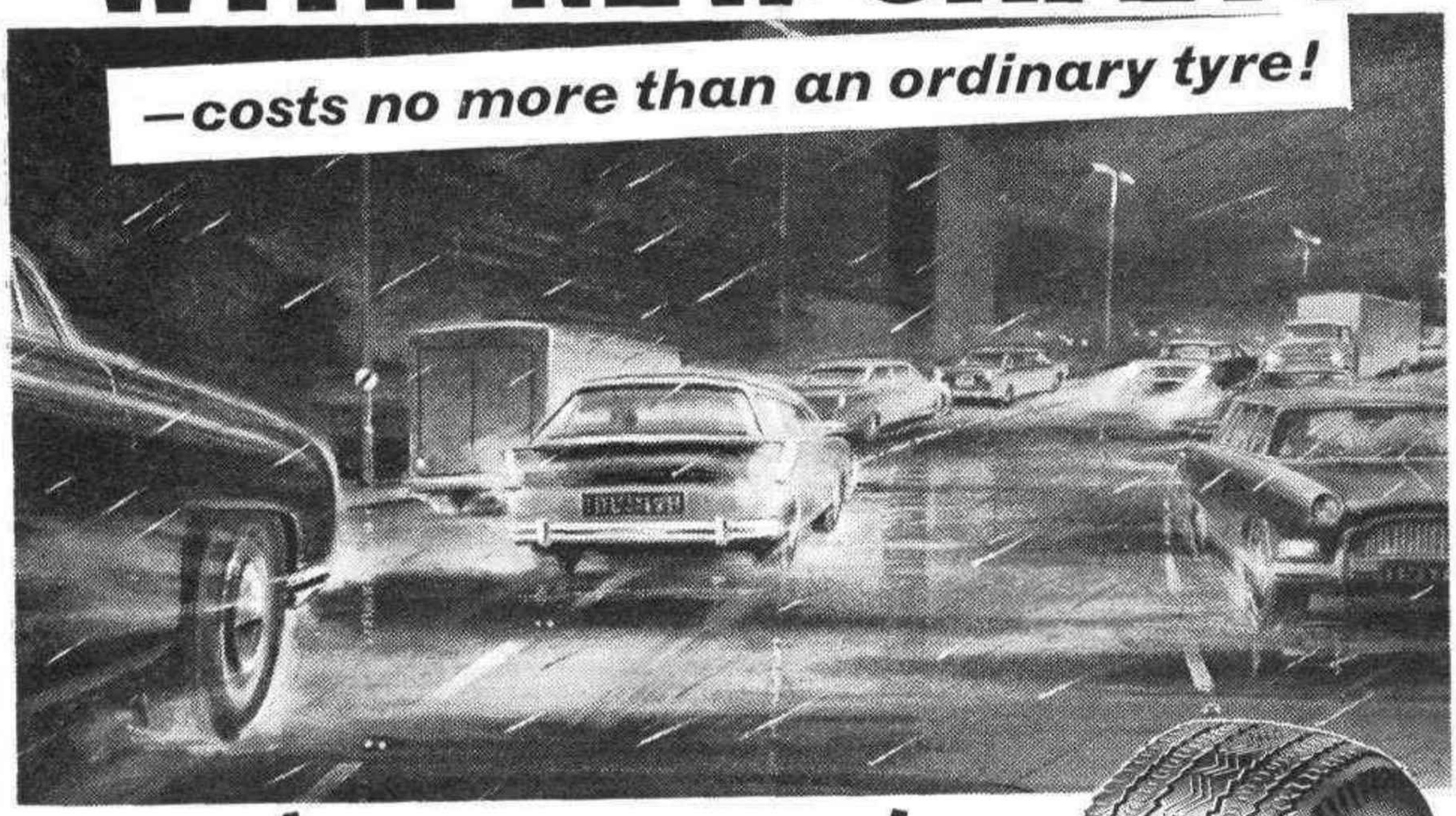
Hugh Rose.—It is with deep regret that we announce the death on January 4th at his home of Raymond Hugh Rose, M.I.MECH.E., Technical Director of Cosmic Car Accessories Ltd. Born in Southampton in 1886 and educated at Taunton, Mr. Rose trained with Humber's, Coventry, became Chief Draughtsman with Sunbeam Motor Co. Ltd., Chief Designer with Belsize Motors, Crossley Motors and Calthorpe Motors successively; joined Bean Cars as Technical Adviser; became Chief Engineer of Guy Motors, Chief Designer with Sunbeam Motors and later with Rileys. Mr. Rose was Technical Director and Designer of Lea-Francis Cars Ltd. of Coventry from 1939 to 1959.

Continued on page 117

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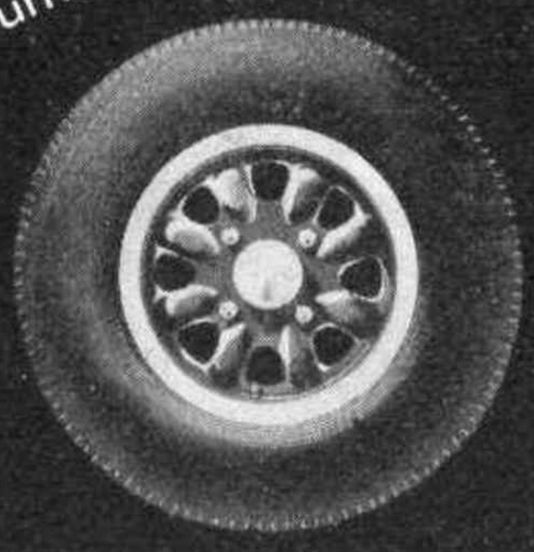
MINILITE magnesium and accessories

designed specially for sports rally and competition drivers of British cars.

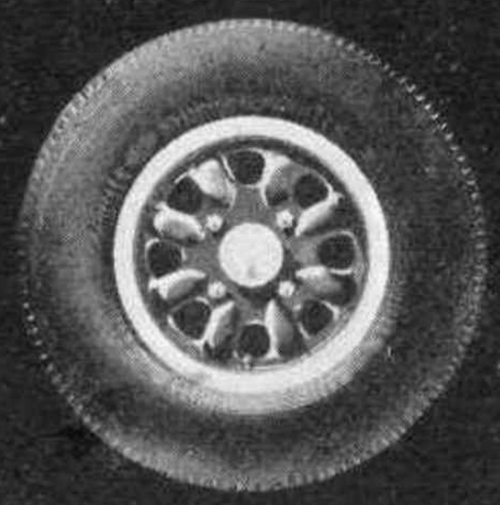
Austin 1100

Humber Sceptre

Ford Cortina GT



Morris Cooper 'S'



M.G.A.

Triumph TR 2, 3, & 4.

Ford Zephyr 4, 6 & Zodiac

Radford Mini de Ville

Hillman Imp

Austin 1275

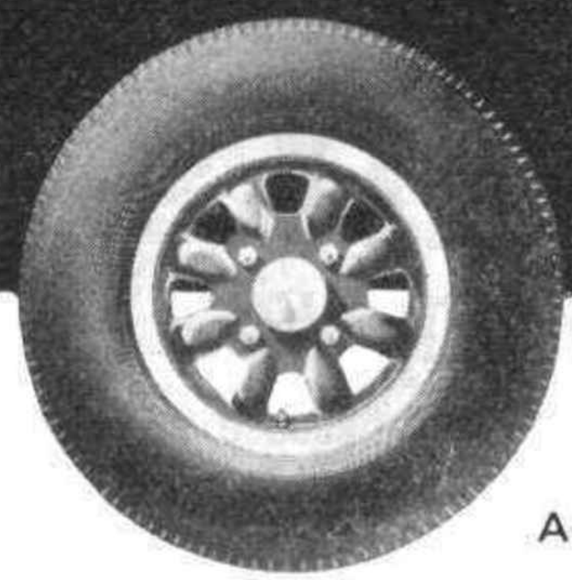
Austin Mini

Morris 1275

Sunbeam Alpine

Morris Mini

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Ford Corsair

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M.G 1100

Vanden Plas

Ford Anglia Super

Triumph Her

Morgan Plus 4

Sunbeam Rapier

Ford Lotus Cortina

Sunbeam Tiger 260

M.G. Midg

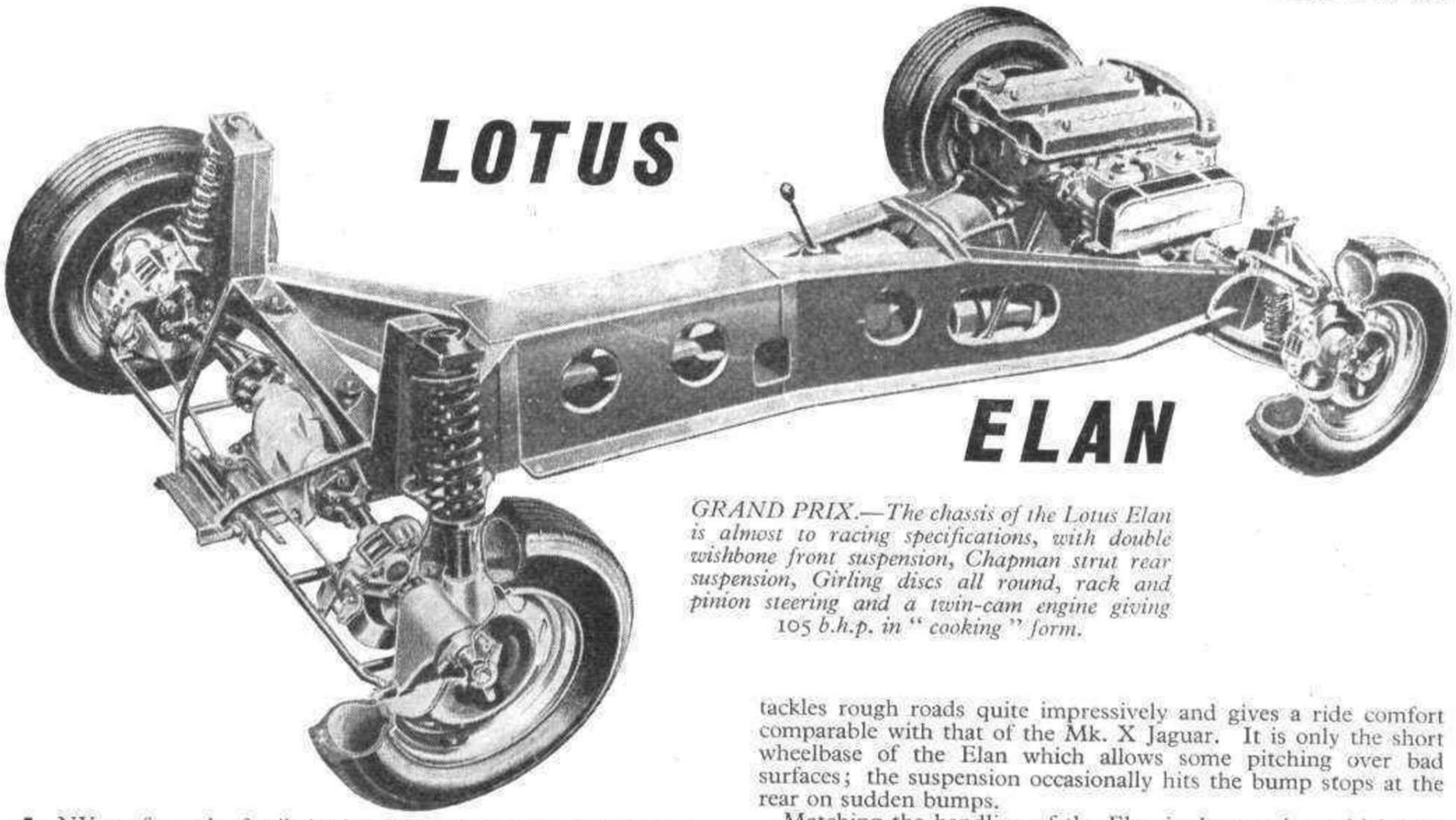
Vitesse

Lotus 7

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LOTUS ELAN



GRAND PRIX.—The chassis of the Lotus Elan is almost to racing specifications, with double wishbone front suspension, Chapman strut rear suspension, Girling discs all round, rack and pinion steering and a twin-cam engine giving 105 b.h.p. in "cooking" form.

ANY car from the fertile brain of Colin Chapman is bound to be exciting and, almost certainly, controversial. The Elan is undoubtedly both, for it represents in many ways the ultimate in current automobile design, whilst at the same time being behind its competitors in other respects.

The specification of the S2 Elan, which we used for a fortnight or so over the Christmas period, is enough to excite any enthusiast, for it is as near as any road car is likely to get to a Grand Prix car; at least until the next Lotus is introduced. The backbone chassis is similar to that of the Lotus 30, having two "prongs" front and rear to carry suspensions, engine, gearbox, final drive, etc. Front suspension is by double wishbones and coil spring/damper units while the rear suspension features wide based lower wishbones and coil spring/damper units working on the Chapman strut principle. The engine is the Lotus twin overhead camshaft conversion of the Ford 116E engine which is mated to a Ford gearbox with close ratio gears. This drives to the chassis mounted differential which in turn transmits the drive to the wheels via drive shafts, each of which has two rubber Metalastik couplings to cushion the shock, instead of more normal splined shafts. Disc brakes are fitted all round, rack and pinion steering is provided and the whole thing is clothed in a tiny glass-fibre body.

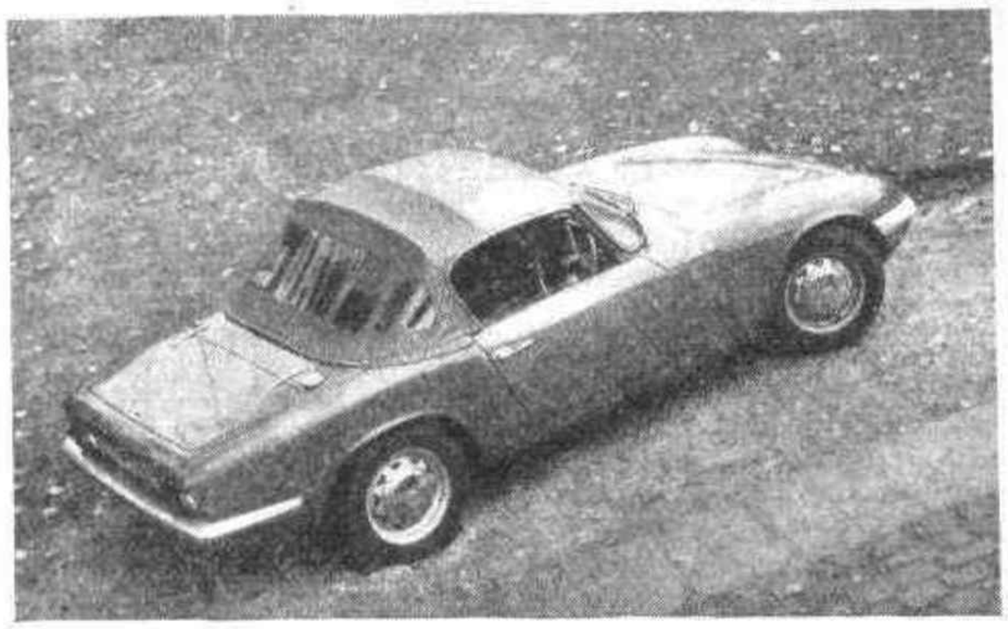
As with all other Lotuses performance and handling are of paramount importance and we certainly exploited these aspects during our test of the Elan. Whilst it might be a dangerous statement to make, we cannot think of any other production car which handles as well as the Elan, although the Mini cannot be far behind; certainly no other road going sports car can approach its cat-like adhesion and "swervability." It can be flung into corners on dry roads at almost suicidal speeds and always comes out pointing in the right direction, the only evidence of the speed being slight body lean and pronounced squeal from the Dunlop SP41 tyres, which is rather annoying as it can be provoked quite easily. Steering characteristics are virtually neutral and when the car reaches the limit it just starts to slide quite gently, and recovery is accomplished by backing off the throttle and steering into the slide. The SP41s are not too keen to provide a lot of adhesion in the wet, although Dunlop state that the SP41 is better in the wet than the older SP; we still have to be convinced. Breakaway is easily induced on damp roads and the car has to be watched very carefully under these conditions, although on a series of slow bends it is quite enjoyable to twitch the car from lock to lock, catching the slides as they build up; but of course it cannot be recommended for normal road work. Much of the credit for the high cornering speeds which are obtainable must go to the soft suspension, which allows an excellent ride and also irons out those bumps which tend to throw a car off course when cornering. The Elan tackles rough roads quite impressively and gives a ride comfort comparable with that of the Mk. X Jaguar. It is only the short wheelbase of the Elan which allows some pitching over bad surfaces; the suspension occasionally hits the bump stops at the rear on sudden bumps.

Matching the handling of the Elan is the steering, which is as light and direct as we have come to expect from this layout; with 2½ turns lock to lock there is no drama when cornering and full lock can be obtained in both directions without removing the hands from the normal driving position. There is very little kick back and the steering is as viceless and as pleasant as steering can be. All in all the handling will seem a revelation, even to those who are used to sports cars, for the Elan demands no special skill to extract quite phenomenal cornering speeds, which is accomplished in comfort and security.

The twin-cam engine develops 105 b.h.p. at 5,500 r.p.m. which endows the 11½ cwt. car with performance which is well above the norm for 1½-litre sports cars and enables it to keep up with most of the 2- and 3-litre sports cars. The engine is surprisingly well mannered in its standard form and shows no signs of temperament. It is extremely quiet right the way through the rev range, only showing signs of stress near the 6,500 r.p.m. rev limit. Production Elans have a governor to limit revs to six-five but our test car was not so fitted and would rev very easily to 7,000 r.p.m. in first and second. However, as customers are limited to six-five we took our performance figures at this limit, which still gives figures of 0-50 in 7 seconds, 0-80 in 14½ seconds and a standing start ¼-mile in 16½ seconds. This of course allows the Lotus to humble practically everything on the road, for not only can it accelerate well, but it can stop well and dodge into traffic gaps with the minimum of fuss, while other, faster sports car drivers have to



STUBBY.—The Elan is about as small as one can get and still have room for two people and a reasonable amount of luggage.



THIS overhead shot emphasises the clean lines of the Elan. It is pictured here with soft-top but we also drove it with a hard-top, which regrettably did not lower the noise level.

think twice about such manoeuvres. Although it is fitted with the 3.9 : 1 final drive ratio, which is the highest available from Ford, the Elan feels undergeared, for at 100 m.p.h. the engine is turning over at 6,000 r.p.m. which is very near its limit. By taking it to 7,000 r.p.m., 118 m.p.h. would be possible but its true maximum speed is nearer 110 m.p.h. at around 6,500 r.p.m. At this speed, even with the hard-top fitted, the noise level is tremendous and would be quite unendurable to many people. The engine is quite noisy at top speed but most of the noise comes from wind buffeting, which is rather surprising in a car which appears to be aerodynamically smooth. In actual fact the car can only be called quiet at speeds below 60 m.p.h.; above this the noise is so great that the radio is virtually inaudible. It seems to make no difference whether the hard-top or the hood is fitted or if there is no hood at all. The side windows are of the sliding type which need to be lifted up and down by a metal lip and the passenger's window tended to drop an inch or so during a run, adding even more to the wind noise.

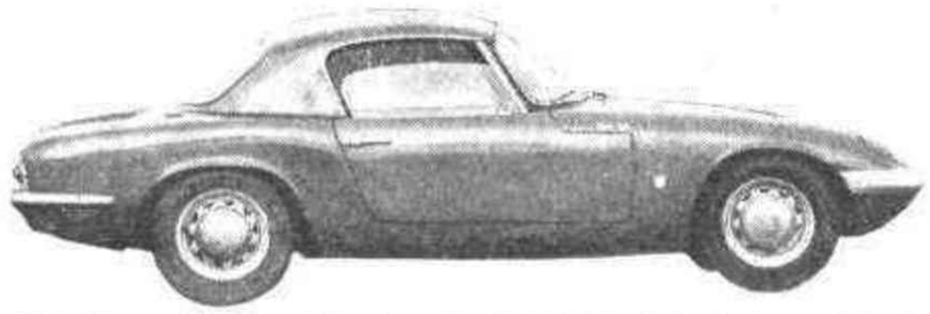
The gearbox will be well known to Ford Cortina drivers for it has the same quick, mechanical, notchy gear lever action and the syncromesh is virtually faultless. The close ratio gears give speeds in the lower three ratios of 45, 71 and 91 m.p.h. at 6,500 r.p.m. Unfortunately the transmission is spoiled by the rubber "doughnuts" which are intended to have the effect of cushioning the drive; this they do to a certain extent but they are a little too elastic and in traffic the Elan kicks and bucks in an alarming fashion. Featherlight use of the clutch can reduce this tendency but it is never eliminated and quite spoils the Elan at low speeds. There is also some wind-up in the transmission when making fast starts; the car pauses momentarily while the doughnuts wind-up and then catapults itself away rather jerkily. If Jim Clark's Lotus 25 is like this his Grand Prix wins are even more creditable!

The Elan is relatively economical on fuel and we had to indulge in some hard driving to make it return less than 25 m.p.g. As the tank holds 10 gallons the range of the Elan approaches 250 miles. Our overall figure was 26 m.p.g. of 100 octane brew.

The Elan is a very compact car and one realises this when it is necessary to step down into it from a high kerb, the ensuing wriggling and puffing not helping to endear the car to tall or stout people. Room in the cockpit is strictly limited but it is not a car which one wants to romp about in and everything the driver needs is relatively easy to find. The bucket seats are, as one would expect in a Lotus, ideally positioned, with plenty of fore and aft movement. Levers and pedals fall properly to hand or foot, and heel and toe gear changes are easily accomplished. The brakes, incidentally, with 9½ in. Girling discs at the front and 10 in. at the rear, are absolutely first-class and make child's play of stopping the tiny Lotus; there is no servo but only moderate pedal pressures are required. The handbrake, regrettably, is a terrible umbrella type hidden away under the facia. The S2 Elan has a warning

continued on page 100

LOTUS ELAN

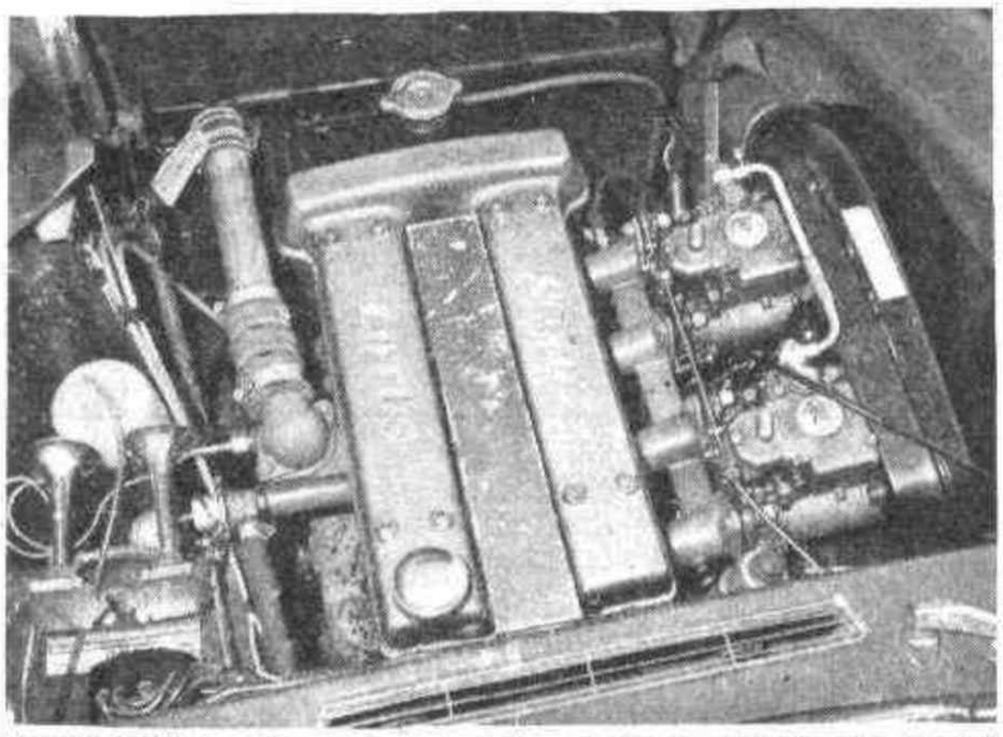


Engine : Four cylinders, 82.55 mm. × 72.75 mm. (1,558 c.c.) Twin-overhead camshafts. 9.5:1 compression ratio. 105 b.h.p. at 5,500 r.p.m.
Gear ratio : 1st, 2.509; 2nd, 1.679; 3rd, 1.230; top, 1.0:1.
Tyres : Dunlop SP41, 145—13 in.
Weight : 11½ cwt. (makers' kerb weight figure).
Steering ratio : 2½ turns lock-to-lock.
Fuel capacity : 10 gallons. (Range approximately 240 miles.)
Wheelbase : 7 ft.
Track : Front and rear : 3 ft. 11½ in.
Dimensions : 12 ft. 1½ in. × 4 ft. 8 in. × 3 ft. 5 in. (high).
Price : £1,179 (in kit form). £1,435 17s. 1d. (fully assembled).
Makers: Lotus Cars Ltd., Delamare Rd., Cheshunt, Herts.

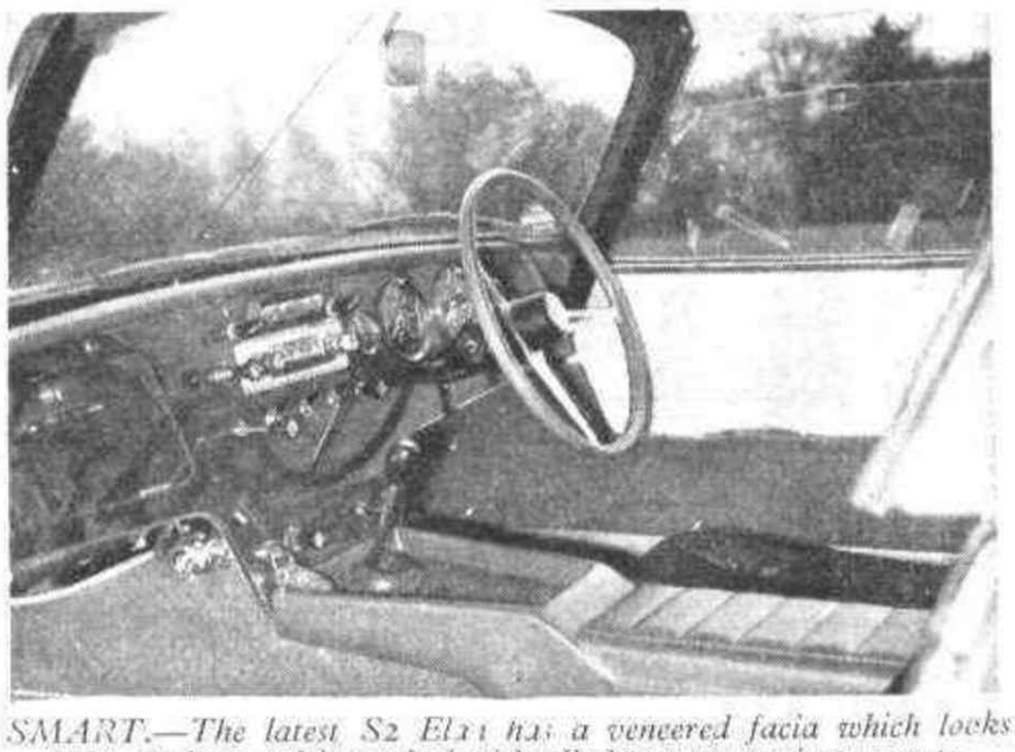
Performance Data

0- 30 m.p.h.	..	3.0 sec.		*Speeds in the gears :*			
0- 40	,,	.. 4.5	,,	*(At 6,500 r.p.m.)*			
0- 50	,,	.. 7.0	,,	1st	..	.. 45	m.p.h.
0- 60	,,	.. 9.2	,,	2nd	..	.. 71	,,
0- 70	,,	.. 11.6	,,	3rd	..	.. 91	,,
0- 80	,,	.. 14.5	,,	Top	..	.. 108	,,
0- 90	,,	.. 18.5	,,				
0-100	,,	.. 23.8	,,				

Standing start ¼-mile .. 16.5 sec.



TWIN-CAM.—The twin-cam Lotus engine is remarkably smooth and quiet up to about 6,000 r.p.m. After that it tends to be fussy.



SMART.—The latest S2 Elan has a veneered facia which looks quite opulent and is stocked with all the necessary instruments.

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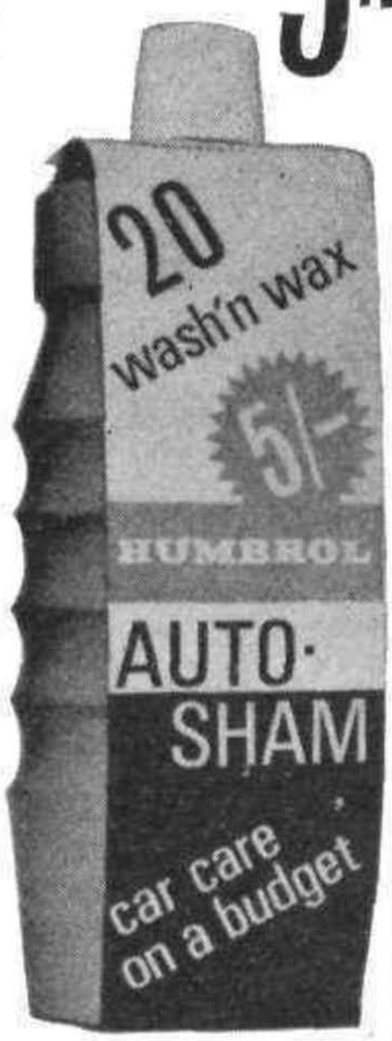
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BOOK REVIEWS

"A History of Rolls-Royce Motor Cars—Volume I, 1903-1907," by C. W. Morton. 424 pp. 9 in. × 5⅝ in. (*G. T. Foulis & Co. Ltd., 1-5, Portpool Lane, London, E.C.1. 63s.*)

Last month we reviewed the book by Bird and Hallows on Rolls-Royce cars, and the month before that the pocket-treatise by Tubbs on the R.-R. Phantoms. Both pale into insignificance beside the first volume of C. W. Morton's long-awaited authentic and detailed Rolls-Royce history.

Mr. Morton starts with an advantage. He knows some of the craftsmen who worked on the early Royce cars. He rebuilt the only remaining 15-h.p. 3-cylinder Rolls-Royce, which he drove to Milan for the International Veteran Car Clubs' Rally. Most important of all, he has had access to those hitherto elusive workshop notes of Sir Henry Royce, Bt., bound to form the legendary "R.-R. Bible." So his book has the ring of true authenticity.

This first large volume brings the account up to the introduction, but not establishment, of the famous 40/50-h.p. 6-cylinder Rolls-Royce known subsequently as the Silver Ghost.

The story unfolds with the origins and early work of Royce, with the life of the Hon. C. S. Rolls, and of how these two gentlemen met, to such good purpose. The early Royce 2-, 3- and 4-cylinder cars are described in fascinating detail. This is followed by descriptions of the arrival of the Heavy 20 and Light 20 models, and of how Rolls-Royce Ltd. was formed and C. S. Rolls won the 1906 T.T. race.

Part Five covers the vee-8 Legalimit and Invisible-Engined landaulette models, Part Six the great 30-h.p. 6-cylinder Rolls-Royce which paved the way for the introduction of the 40/50.

Mr. Morton does not flinch from telling of crankshaft vibration and other problems that F. W. Royce had to solve, and his book is certainly a refreshing change from the "R.-R. never did do, never will do, wrong" attitude of most writers to date on this golden subject. The author's style is somewhat old-fashioned, as befits a serious tome about old motor cars, and he uses the old method of indexing each chapter with sub-headings, which I deplore only because it takes some of the excitement out of wondering what each new page is going to reveal. He changes the tense from past to present as he pleases, and includes some non-chronological details where these are deemed necessary; for instance, a long and intriguing account by Stanley Sears of how he found, painstakingly renovated, and drove to Derby a 1905 Light 20 Rolls-Royce is the subject of Part Four, Chapter 7, which also includes details of other early Rolls-Royce cars discovered and restored. The next chapter lists all the 20-h.p. 4-cylinder R.-R. cars by chassis number, with a brief history of each, up to the last known episode, which should send avid old-car seekers rushing about the country trying to follow up clues which might lead them to one of these cars, one of which was still known of in September 1926! The 2-cylinder cars are dealt with in this way in an earlier chapter. All this is indescribably intriguing, although I wish the author wouldn't call it all a "History in Steel"! He then returns to chronological history until the time comes to give another complete list of all the 30-h.p. models (one of which, at least, survived to 1924). I hope sincerely that a similar list of 40/50 chassis numbers will appear in Volume Two.

Not only does the author go into technical detail about the different Rolls-Royce models, he also explains why Royce did things the way he did, comparing his designs and approaches with those of other makers. The book is profusely illustrated with fine photographs, many diagrams and engineering drawings, and reproductions of historic documents; the illustration of the diagramatic layout of the engine gears and drives common to the 15-, 20- and 30-h.p. models, of the Royce single-jet carburetter, and of the Rolls-Royce All-Speed Throttle Governor are especially interesting. The author's description of the last-named is the clearest I have read and so interesting that his concluding remark that "Pages more could be written about this fascinating refinement but we have neither the time nor the space to devote a chapter to the full treatment and operation under all conditions" leaves the reader frustrated and, like Oliver Twist, wanting more. The story of the troubles which beset the new 30-6 just when the "Battle of the Cylinders" was at its height and of how Royce overcame them is dramatic in the extreme and proof of the honesty of Morton's reporting. The summary of the spirited correspondence which took place in *The Autocar* between S. F. Edge on behalf of Napier, Captain Deasy on behalf of the 30/40 Martini, and Claude Johnson, the third member of the R.-R. team, defending the 30-6, also flavours the reading.

This, then, is the *real* Rolls-Royce History. It is beautifully produced, a credit to the publishing house which secured it, although I did spot one typographical error which, had he encountered it, would no doubt have caused F. W. Royce to rap the compositor's fingers, and Mr. Morton seems to have slipped up in captioning some photographs of the 2-cylinder Rolls-Royce engine components as Royce, the latter being a 2-bearing engine, whereas the pictures depict the later 3-bearing crankshaft. It is a pity that Mr. Johnson's name is spelt wrongly in the index.

Truly a worthy, if slightly unusually composed, accomplishment—it is difficult to analyse the style, which is somewhat disjointed, even a trifle stuffy, yet admirably suited to the august subject Mr. Morton is concerned with—"A History of Rolls-Royce Cars" is an epic and the remaining volumes are awaited with impatience. It wouldn't be surprising if the first volume sells out completely in the meantime!—W. B.

"The Camel Fighter," by John Pudney. 65 pp. 6¼ in. × 8¾ in. (*Hamish Hamilton Ltd., 90, Great Russell Street, London, W.C.1. 15s.*)

This compact and attractive little work, in the Hamish Hamilton Monograph series, which includes D. B. Tubbs' "The Rolls-Royce Phantoms," reviewed last year, is a fine tribute to an historic aeroplane.

Briefly but sincerely, almost all aspects of the famous Sopwith Camel fighter are covered, even to a fascinating account by Grenville Manton, who used to write for MOTOR SPORT years ago, of how he bought a Camel from the Aircraft Disposal Company at Croydon after the 1914/18 war, and fitted it with a 45-h.p. Anzani engine, in a courageous attempt to re-live the days when he was a pilot in the R.F.C.

The book is delightfully illustrated with photographs and drawings, there is a page specification of the Camel, three-view scale plans of an F.1 Camel, and diagrams of Camel aerobatics, cockpit views, etc. One picture shows solid-tyred lorries of various makes, led by a Commercar ambulance, going to the aid of a crashed Camel. This is a book of which many old-timers will enjoy every page.—W. B.

"Garretts of Leiston," by R. A. Whitehead. 319 pp. 9¾ in. × 6 in. (*Percival Marshall and Co. Ltd., 19-20, Noel Street, London, W.1. 42s.*)

The firm of Richard Garrett & Sons Ltd. was established in 1778 and they made all manner of agricultural machinery, portable and stationary steam engines, traction engines, over-type and under-type steam wagons, electric vehicles, petrol and diesel lorries, the latter with McLaren-Benz engines, and trolley-buses, etc.

This book tells the history of this versatile concern in truly painstaking detail. It will form a rare treat for vintage commercial vehicle enthusiasts and steam fanatics. There are numerous very clear photographs, many of them showing Garrett vehicles in action in historic and recognisable backgrounds, while the appendices of production statistics and specifications are the most comprehensive ever, the works number and date of manufacture of some 22,500 Garrett products being given!

The author, who was acquainted with the Garrett family, does not shrink from telling the bitter truth when a Garrett proved to be inferior to another company's machine, for example, when a Garrett steam wagon was found inferior to a Sentinel, or when the Caledon lorry became something of a lost cause. Indeed, the whole story has a definite underlying note of pessimism and failure, but this does nothing to detract from the account. This history is, indeed, altogether a most commendable work, packed with technicalities, and worth every penny of its price to those interested in steam, and commercial traction.—W. B.

"The Shell Nature Book." 135 pp. 11½ in. × 8½ in. (*Phoenix House Ltd., 10-13, Bedford Street, Strand, London, W.C.2. 30s.*)

This is a high-quality book about flowers, trees and shrubs, birds and beasts, fossils, insects and reptiles, and wild life generally. Illustrated by superb colour-plates, it could hardly have been published at 30s. without the sponsorship of Shell. Most of the chapters are divided into the months of the year, and identification of the subjects is made easy by keys to the big colour pictures. A splendid gift book, and a year-long companion for open-air motorists.—W. B.



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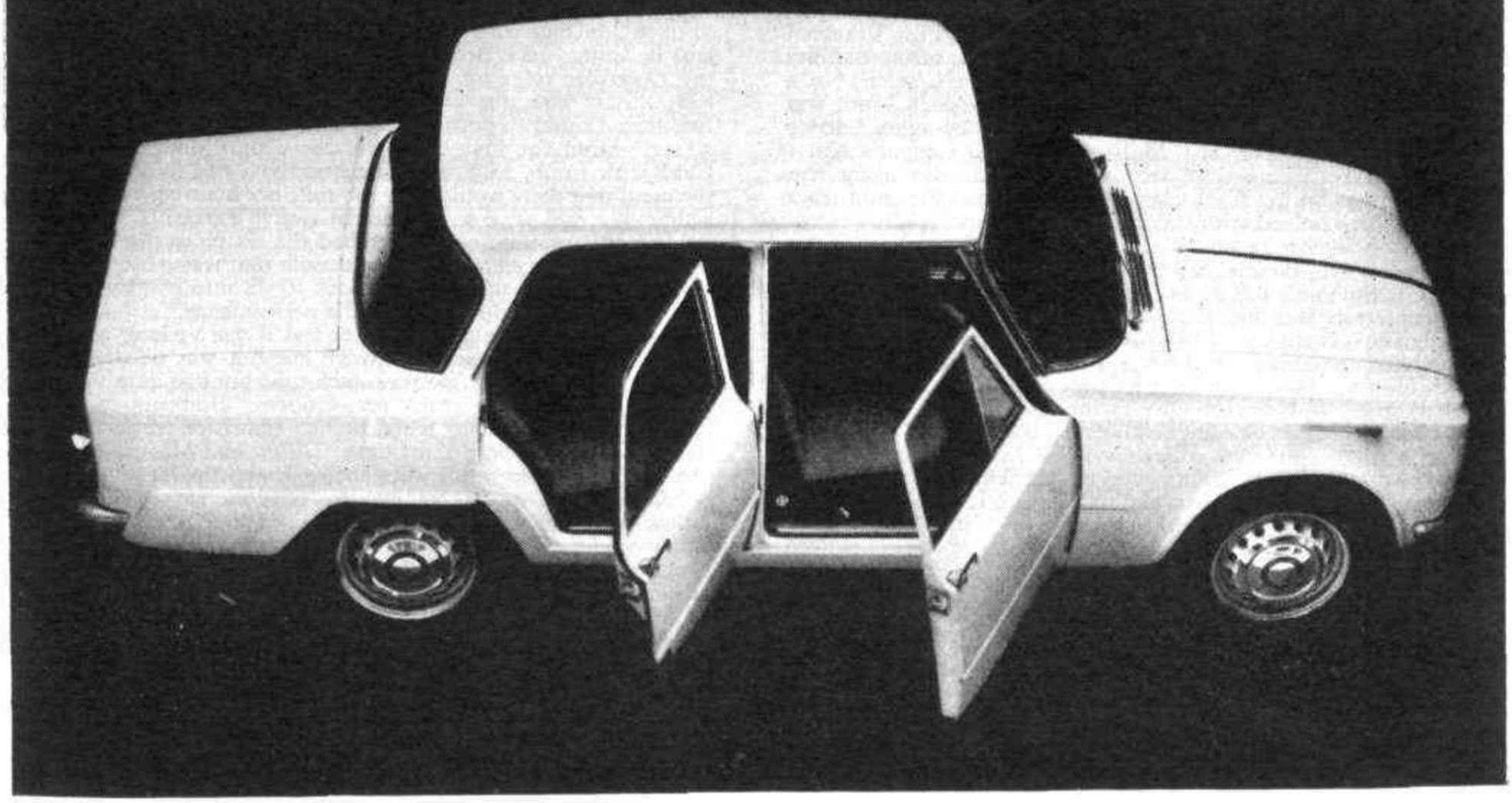
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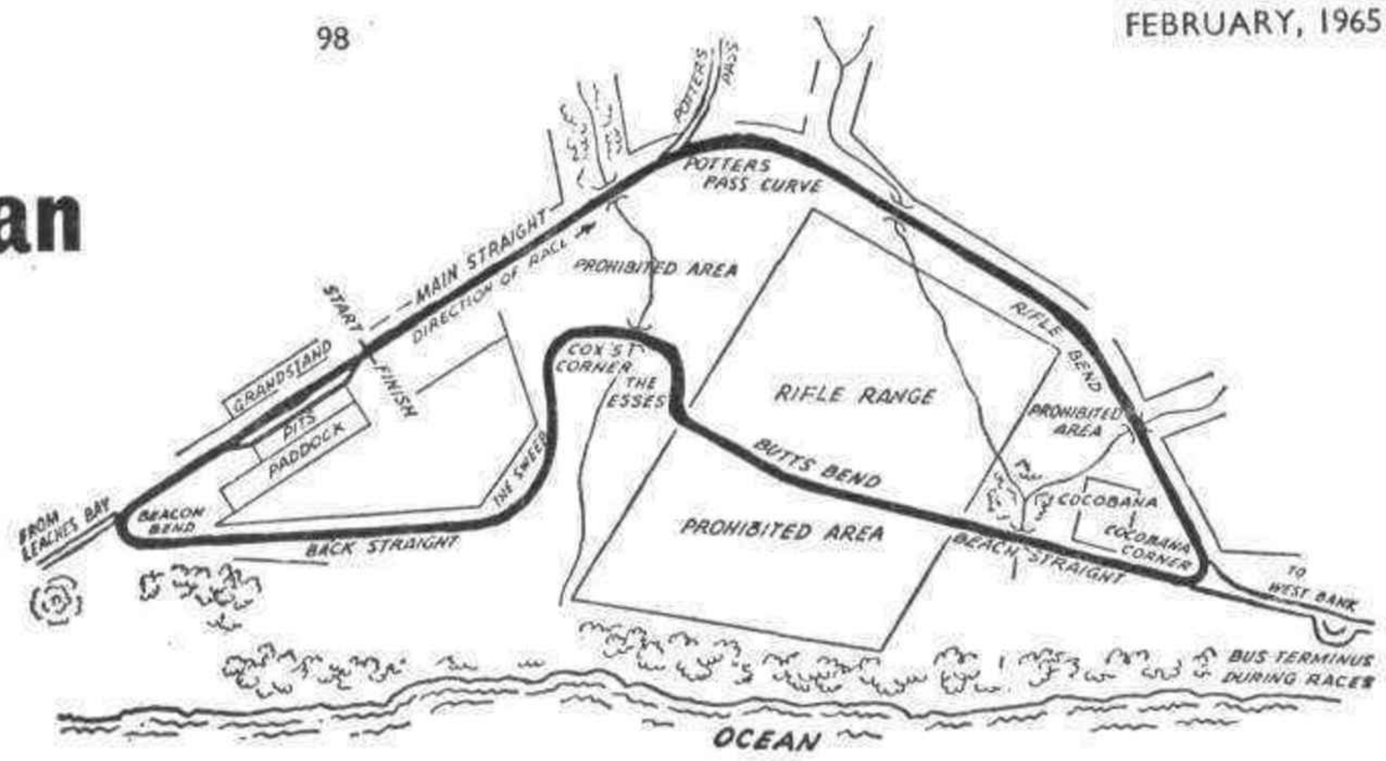
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11th South African Grand Prix

Clark Wins First 1965 World Championship Race



BY moving the date of the South African Grand Prix forward by one week, the race became the first Championship Event for 1965 instead of the last event of 1964. This meant that there was no South African Grand Prix for 1964. The race was held as in previous years over 85 laps of the East London circuit which is just outside the town and lies along the side of the sea.

The entry was the best to date, with sixteen invited starters and nine entrants fighting for the last four places. These nine were selected from fourteen entries which had to better 1 min. 37 sec. at an informal practice the day before official practice began, but times at this session meant nothing in terms of grid positions.

Ferrari had two cars for Surtees and Bandini. The former was driving a V8, while the Italian drove a flat-twelve. It was nice to see the two cars back in the proper colour, and the entry was in Dragoni's name, Enzo Ferrari still not having his own competition licence. In the B.R.M. team Graham Hill had a new team-mate, Jackie Stewart, the young Scot, being entered for his first Grande Epreuve. Three cars had come down from Bourne, a new car for Stewart basically the same as the car used by Hill at Mexico, Hill's car being unaltered since the Mexican race. As a spare, there was one of the old cars, in case of accident. Chapman had two cars for Clark and Spence. Clark's car is being called a 33B, now that the exhaust pipes come through between the top and bottom wishbones, and both cars were as used at Mexico.

Two Brabhams for constructor-driver Jack Brabham and his No. 1 driver, Gurney, were now the same. Gurney had a brand new car which was almost the same as Brabham's. A difference of opinion had developed between the two drivers over which tyres they were to use. Gurney wanted Goodyear, whilst Brabham wanted the faster Dunlops, so when the cars went out to the first practice they were, in fact, on different tyres. John Cooper's No. 2 driver, like B.R.M.'s was new to F.1 racing. Jochen Rindt was racing in only his second Grand Prix, the first being at Zeltweg in Rob Walker's spare car. McLaren was still Cooper's No. 1 driver, and both cars were very little altered. By using rear wheel castings on the front Coopers had widened the front track by 3 in. which helped with stability.

The Rob Walker racing team will now be making two entries everywhere, with Bonnier driving the Brabham-Climax and Siffert driving a Brabham-B.R.M., both cars in the Walker dark blue. Bob Anderson had his Brabham-Climax still on carburetters, although he is changing it to fuel injection on his return to England. Parnell had one car for Tony Maggs, this being the Lotus-B.R.M. which the team have used since Zeltweg.

Newcomers to Formula One racing, the Willment team had two cars for Frank Gardner and Paul Hawkins. The first car with a definite entry was a Brabham-B.R.M. This car consists of the ex-Walker chassis and a good B.R.M. engine they got from Siffert. The other car which had to compete for one of the four places was the F.2 Brabham with twin cam Lotus-Ford engine, which the Willment team raced last year. Last of the guaranteed entries was for John Love, this year's South African champion driver, who was driving his same 4-cylinder Cooper-Climax.

To continue down the list of contenders for the South African Grand Prix, three drivers failed to turn up; these were Read in an R.E. Alfa, Clapham in a Cooper-Maserati, and Blignaught in a Cooper-Climax. David Prophet had his F.2 Brabham-Ford. O. Nucci had two cars entered for P. de Klerk and D. Serrurier, the former driving the Alfa Special he ran last year, whilst Serrurier was to drive an L.D.S. Climax, the engine being one of the old 4-cylinders. E. Pieterse had a Lotus-Climax 4-cylinder. Also driving Lotus-Climax 4-cylinders were N. Lederley and C. Puzey.

Sam Tingle had his L.D.S. Alfa. B. Nieman was driving Ted Lanfear's Lotus-Ford, this not being one of the Lotus twin-cam engines and Blokdyke was to drive a Cooper-Ford, Pretorious a Lotus-Climax and Charlton a Lotus-Ford. At the special pre-practice elimination trial Charlton, Pretorious and Puzey failed to go faster than the 1 min. 37 sec. necessary.

First practice on Wednesday afternoon was under hot sun, with a fairly strong wind. First out was Stewart going off for the first time in a B.R.M. Next away was Surtees in the V8 Ferrari, Gurney in his new Brabham on Goodyear tyres and Clark, who was fastest in last year's practice, with a time of 1 min. 28.9 sec., a speed of 98.63 m.p.h. (158.696 k.p.h.). B.R.M. had Goodyear tyres on their spare car, and Hill went out in this while his car was being worked on. He did a number of laps and then brought the car in to have the Goodyear tyres changed to Dunlop yellow-spot. While this was being done he again went out in the new car and as he passed the pits the engine blew up. Back at the garage it was found that a camshaft had sheared and when the sump dropped, it was found to contain a con-rod. As this was an engine specifically flown out for the car it did not do very well. When the spare car was finally fitted with Dunlop tyres, Hill did another series of laps when he proved to himself and B.R.M.'s that the R.6 yellow-spot was 1 second a lap faster over a 90-sec. lap and with the introduction of the R7 tread there would again be another improvement. This was the first time any team had tested the two tyres on the same car, on the same day, under identical conditions.

Spence was beginning to get his times down when he started to have difficulty with the hairpin and three times in a very few laps he spun. Jack Brabham was out late as he decided to have the Goodyear tyres off and put on Dunlop, which held up his start. Also late due to having tyres changed was Bonnier's Brabham-Climax. Both Surtees and Clark were under 1 min. 30 sec. within the first hour, Surtees with 1 min. 28.6 sec. and Clark with 1 min. 28.3 sec. The organisers had forecast through the press that there would be a 100-mile per hour lap which meant a time of 1 min. 27.6 sec. The flat-twelve Ferrari which arrived only on the morning of practice had the six pipes per side going into one, which created an exhaust note that was most painful to the ears, but as it was changed back to six into two by the next day, it obviously didn't improve the performance.

Clark's times were getting faster and it wasn't long before he was under 1 min. 28 sec., at which stage it was noted that his tell-tale was around 12,000 revs. each time but this didn't indicate a new engine—only a faulty rev.-counter. Brabham came to a halt just beyond the pits when he had transistor trouble, but he was out again in a very short time. Siffert and Maggs were both in whilst their gear ratios were changed, and the latter was practising on green-spot tyres for this session, to be changed to yellow-spots for the second practice. The Cooper team were having some troubles; Rindt's gear ratios were not right and McLaren had broken his rear shock-absorbers, although he had satisfied himself that the wider track on the front helped with the car's handling.

Also in trouble was Anderson, who had a series of small things go wrong with the car, including the starter motor packing up. Clark had a final go with his Lotus and set a time of 1 min. 27.6 sec. which was just over the 100-mile an hour the organisers were hoping for. The tail-enders were thrashing around, some slower than others, and were baulking to a certain extent the faster cars.

However, the Clerk of the Course had words with some of the offenders and things improved. Hawkins and Prophet were fastest on the first day and if they could hold this, it would only let in two South African drivers.

Second practice was at 6 a.m. the next morning when it was hoped that with the wind having dropped and the cooler air, improved times would result. B.R.M. changed Hill's broken engine and also the lightweight gearbox was changed to the older, heavier box, as Graham had found the intermediate ratios from this box suited the corners better, which is the reason he was faster in the training car in practice instead of the race car. Maggs had the steering box changed on the Lotus-B.R.M. and he also was on yellow-spot tyres.

First out were McLaren, Siffert, Brabham, Hawkins and Bonnier, all lined up at the exit to the pit road some minutes before the track was opened for practice. Only Love and Pieterse didn't turn up at all, but Hawkins was not given a time as he came into the pits after one lap. The cold air gauze in a carburetter had sucked in and got under a valve, which ended his morning's practice. Clark got in 1 min. 30 sec. in four laps and in nine laps was down to 1 min. 28.5 sec. The flat-twelve Ferrari had 550 front tyres, while the V8 was on the usual 600's.

Rindt's Cooper was changed to yellow-spot tyres and also his car's front track was widened as McLaren's. Siffert was in after only a few laps and replaced the high-pressure fuel pump. Hill came in with oil all over his gearbox but this, fortunately, only came from the catch tank overflowing. Stewart came into the pits after a short time with misfiring and then the car refused to start. The mechanics thought this was something serious and lifted a cam cover to see if another camshaft had gone but it hadn't, and when eventually they did discover what was wrong, it turned out to be nothing more serious than a badly seated water cap which at speed sprayed the engine with water and four of the plug leads were shorting.

Clark went out for a short practice in which every flying lap was a 1 min. 27 point something, the quickest being 1 min. 27.2 sec., a speed of 161.815 k.p.h. During these laps he was very nearly clobbered by a local driver who lost it at the hairpin and came back onto the track still out of control. Jack Brabham was going very well and he recorded a time of 1 min. 28.3 sec. before he changed to Goodyear tyres for a few laps, which didn't prove anything as the tyres were unscrubbed and he did very few laps before practice ended. Team-mate Gurney was persevering with his tyres although it was becoming obvious his times were suffering from this, also before practice ended, his engine went sick and it was decided to change this before the afternoon practice. Bandini suddenly slowed past the pits, then *reversed* back to his pit. Something was not quite right with the fuel feed but the mechanics soon rectified the trouble. Anderson seemed to have sorted out his problems and was going quite well. Practice finished at 8 a.m. and was due to start again at 2 p.m. which only gave six hours in which to work. B.R.M. decided to change Stewart's gearbox to the old box on the spare car as the intermediate ratios were better for East London. However, when the mechanics had the gearbox off they found that the clutch was broken and so the car was not ready for the start of the afternoon's practice. This last session had very bad weather, not rain, but wind. The wind blew in gale force all the afternoon making driving or even watching very difficult. Cars went out reluctantly and even then not for many laps. Both B.R.M.s improved on their previous times. Clark did a few laps towards the end of practice and was .1 sec. faster than any other car, so keeping the record right by setting the fastest lap in each practice. Gurney appeared near the end of practice with his changed engine and improved his time slightly but he was still just over one second slower than Brabham which is the amount B.R.M. proved the tyres would lose. Spence did two laps only to check whether all was well, which is why he has no time in the practice table.

Serrurier, Pieterse, Lederle, Nieman, Blokdyke were the slowest over the three practices and therefore were out of the race on New Year's Day.

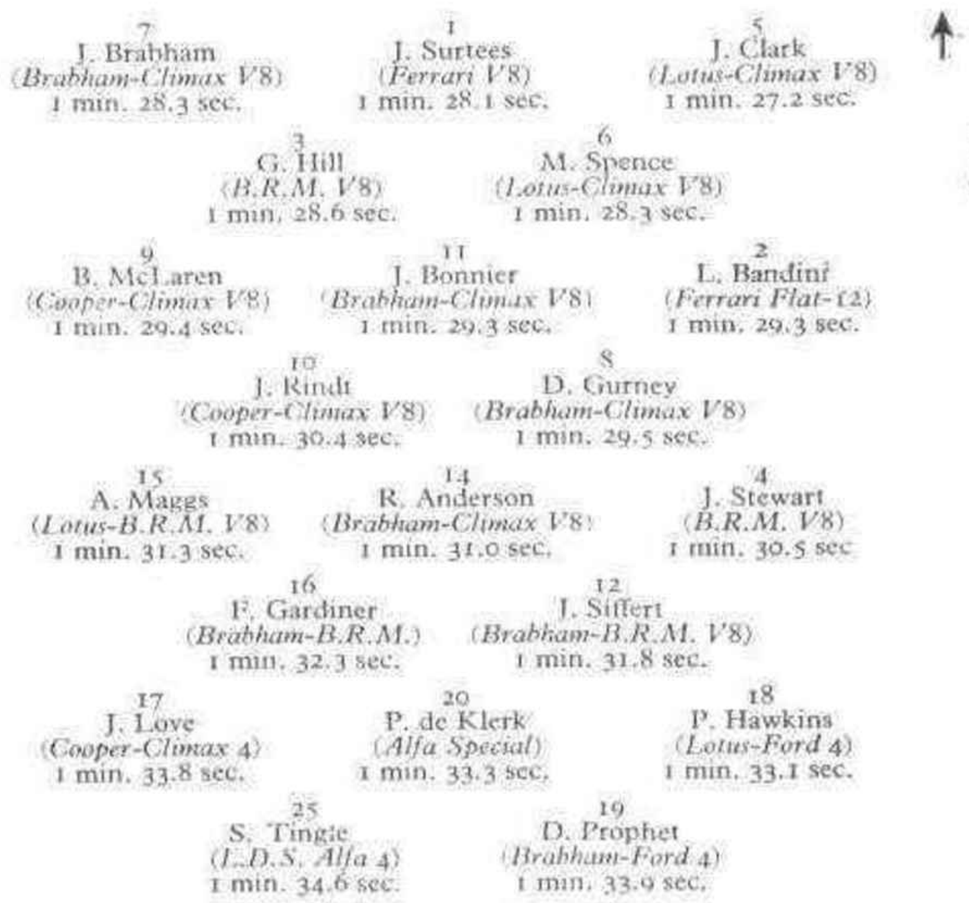
Race day was calmer, high and overcast, but still very bright, and the road was dry. After some preliminary races for the South African Clubmen the cars were brought out on to the dummy grid. Lotus had found so little to do in the way of pre-race preparation that after only two hours the night before the cars were ready. Brabham were still on different tyres and Gurney had a new steering column, the original one having cracked and another had to be made from steel tubing. With ten minutes to go the cars did a warming-up lap, again forming up on the dummy grid, then with one minute to go they moved forward and at 2.30 p.m. the flag fell.

PRACTICE TIMES

No.	Driver	Car	Wednesday	Thursday Morning	Thursday Afternoon
1	J. Surtees	Ferrari V8	1. 28.2	1. 28.1	1. 29.9
2	L. Bandini	Ferrari Flat-12	1. 33.6	1. 29.3	1. 29.7
3	G. Hill	B.R.M. V8	1. 28.7	1. 28.7	1. 28.6
4	J. Stewart	B.R.M. V8	1. 31.6	1. 31.6	1. 30.5
5	J. Clark	Lotus-Climax V8	**1. 27.6**	**1. 27.2**	**1. 28.5**
6	M. Spence	Lotus-Climax V8	1. 28.5	1. 28.3	No time
7	J. Brabham	Brabham-Climax V8	1. 29.8	1. 28.3	—
8	D. Gurney	Brabham-Climax V8	1. 29.8	1. 29.6	1. 29.5
9	B. McLaren	Cooper-Climax V8	1. 30.2	1. 29.4	1. 30.9
10	J. Rindt	Cooper-Climax V8	1. 33.2	1. 30.4	1. 33.4
11	J. Bonnier	Brabham-Climax V8	1. 35.1	1. 29.3	1. 31.6
12	J. Siffert	Brabham-B.R.M. V8	1. 32.2	1. 32.5	1. 31.8
14	R. Anderson	Brabham-Climax V8	1. 36.8	1. 31.0	—
15	A. Maggs	Lotus-B.R.M. V8	1. 34.5	1. 31.3	1. 38.5
16	F. Gardiner	Brabham-B.R.M. V8	1. 36.7	1. 32.5	1. 32.3
17	J. Love	Cooper-Climax 4-cyl.	1. 33.8	—	1. 35.6
18	P. Hawkins	Brabham-Ford 4-cyl.	1. 33.1	No time	1. 34.5
19	D. Prophet	Brabham-Ford 4-cyl.	1. 35.1	1. 33.9	1. 36.4
20	P. de Klerk	Alfa Special 4-cyl.	1. 35.4	1. 33.3	1. 38.6
21	D. Serrurier	L.D.S. Climax 4-cyl.	1. 35.7	1. 36.2	1. 38.9 *
22	E. Pieterse	Lotus-Climax 4-cyl.	1. 37.9	—	— *
23	N. Lederle	Lotus-Climax 4-cyl.	1. 35.2	1. 38.4	1. 38.0 *
25	S. Tingle	L.D.S. Alfa 4-cyl.	1. 34.6	1. 35.5	1. 40.7
27	B. Nieman	Lotus-Ford 4-cyl.	1. 36.2	1. 36.6	1. 43.4 *
28	T. Blokdyke	Cooper-Ford 4-cyl.	1. 35.8	1. 35.2	1. 38.9 *
34	G. Hill	B.R.M. V8	1. 28.6	—	—

* Did not qualify for race.

STARTING GRID



Clark made his usual brilliant start being a car's length ahead in the first 100 yards. Spence, who was just behind him on the grid, followed his team leader and as they streamed out of sight these two were in the lead. Back past the pits at the end of lap one Clark and Spence were clear of the next cars and already pulling out a lead. Behind came Brabham, McLaren, Surtees and Hill, then Bonnier, Bandini, Stewart, Anderson, Maggs, Rindt, Gurney (it is a long time since Dan has been this far back), Gardner, Siffert, Hawkins, de Klerk, Love, Prophet, and Tingle last. On the next lap, the two Lotuses pulled out a few more yards while Surtees pushed past McLaren into fourth place and two laps later he was past Brabham into third place.

Further back Maggs moved ahead of Anderson, while Gurney came into the pits after four laps, dropping several places, he had some obscure electrical trouble which the mechanics were unable to trace. After 45 minutes the engine burst into life, but it was short-lived as with only eleven completed laps the fault struck again, and Gurney left the car out on the circuit. Also in the pits after only a very few laps was Anderson. He stopped on lap 3 for a moment, did one more lap, then came in to change the brake pipe to the rear brakes. This was replaced, the system quickly bled, but to no avail, the braking being very uneven, and

although he continued until the end in last place, he spun several times and was obviously not very happy.

By the sixth lap the two Lotuses were well clear of the third man, Surtees, while Brabham and Hill were hanging on to the Ferrari and not letting it get away. Bandini passed Bonnier on lap six and the Walker car slowed right down on the next lap, came into the pits, went out for two more laps, then came in again. The tank strap had broken letting the tank flap loose. This was repaired and Bonnier went out again in 18th place, where he began to move up through the field. Another pit stop at this time was L.D.S. Alfa of Sam Tingle. He came in with low oil pressure which was, however, found to be a faulty gauge, and he continued.

For the next 30 laps the first nine places remained very static. Further back Rindt in 13th place ran into difficulty when a wire broke to the transistor. This was repaired only to break again and finally the car stopped out on the circuit when another wire broke yet again leaving the car without any sparks. John Love who took over 13th place when Rindt stopped, stopped out on the circuit at Cocobana corner with a broken half-shaft, his race having stopped after 20 laps.

Bandini, who was seventh on lap 33 dropped back one place to Stewart, then made a pit stop with electrical trouble. By the time this was partially rectified he was back in 14th place and well out of the running. On lap 34 Bonnier made another pit stop, this time with clutch or gearbox trouble. He continued until lap 42 when he retired finally with the gearbox trouble. The halfway stage was reached with Clark well in the lead. Spence came next, 13 sec. behind, then 12 sec. behind him came Surtees, Brabham and Hill, each about 1 sec. apart. Next was McLaren who was 20 sec. behind Hill. These gaps were altered rather suddenly on the next lap when Spence spun on Beacon Bend as he had done three times in practice, which dropped him to only 3 sec. ahead of Surtees. This had the effect of showing the hare to the hound and the Ferrari driver really put on the pressure to make sure Spence didn't get away. On lap 44 Anderson came into the pits after spinning on Beacon Bend and stayed in for some time, then continued, although there was not much he could do to his brakes during the race.

The race continued without much position-changing until Brabham's engine began to misfire and Hill moved up into fourth place on lap 53. Brabham continued for four laps, the misfiring getting worse, then he pulled into the pits on lap 55 when it was found that the rectifier to the alternator was faulty so a new battery was fitted which gave enough power to complete the race. When batteries begin to empty the first thing that suffers is the high pressure fuel pump and as the fuel pressure drops so the engine begins to misfire, which is what had been happening to the Brabham just before it stopped. About the same lap that Brabham came into the pits Maggs stopped to have his brakes adjusted and went out again. Tingle came in for his second pit-stop, this time for fuel. Then Prophet stopped with oil all over the engine from a burst oil pipe. The mechanics changed this and there was enough oil still in the car to continue. However, the oil was spattered all around Beacons Bend and as Spence was about to complete his 60th lap in second place he again spun on the same bend whereby Surtees passed him on one side and Hill on the other, and this change in order lasted until the end.

On lap 60 Gardner came into the pits with the belt which drives the alternator broken so instead of replacing it he merely had a new battery inserted, which lasted him until the end. On lap 67 the flat-twelve Ferrari finally gave up and was pushed away with an electrical fault, and except for Brabham passing Hawkins just before the end, there was no more drama from the racing point of view.

However, the end of the race proved quite interesting. The man with the chequered flag, who was obviously not very experienced, suddenly stepped forward and flagged Clark one lap from the end. The Lotus driver had just received a pit signal telling him there was one more lap to go, and he therefore waved his arm furiously at the flagman to indicate that he was wrong. A short " conflab " among the senior officials and no-one else was flagged. Clark completed the lap at speed but slowed at his pit for instructions when Chapman beckoned him on to take the chequered flag for the second time. Fortunately, Clark was so far ahead of the next man that there was no chance of him being caught due to slowing, but if he had been caught the officials would have had to sort out a pretty mess. Surtees and Hill crossed the line about 30 sec. behind with Spence the only other driver not to be lapped 20 sec. behind them. McLaren finished one lap down and Stewart gained one point in his first Grande Epreuve and his first drive for B.R.M. The young Scot is to be congratulated on completing an intelligent first outing and these should not be the only points he will gather this year.

A disappointing race in some ways—Clark was much too fast for the opposition. Gurney never really showed off the paces of the Goodyear tyres on to which he has attached his hopes for 1965. The crowd once again didn't see a classically fought race and this year there were no mechanical failures to increase the excitement.

The next race here on January 1st, 1966 will be the first of the new Formula. This will be a very interesting race from all points of view, so long as the F.I.A. do nothing foolish and remove it from the Championship table because they feel no cars will be ready. The first cars will be ready before the end of this year, and what better date to start the season than the 1st January?

M. J. T.

Results :

11th R.A.C. OF SOUTH AFRICA GRAND PRIX—Formula One
85 Laps—333 Kilometres—Warm, Overcast and Dry

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 6 min. 46.0 sec.—157.668 k.p.h.
2nd :	J. Surtees (Ferrari V8)	2 hr. 7 min. 15.0 sec.
3rd :	G. Hill (B.R.M. V8)	2 hr. 7 min. 17.8 sec.
4th :	M. Spence (Lotus-Climax V8) ..	2 hr. 7 min. 40.4 sec.
5th :	B. McLaren (Cooper-Climax)	1 lap behind
6th :	J. Stewart (B.R.M. V8)	2 laps behind
7th :	J. Siffert (Brabham-B.R.M. V8)	2 laps behind
8th :	J. Brabham (Brabham-Climax V8)	4 laps behind
9th :	P. Hawkins (Brabham-Ford 4)	4 laps behind
10th :	P. de Klerk (Alfa Special)	6 laps behind
11th :	A. Maggs (Lotus-B.R.M. V8)	8 laps behind
12th :	F. Gardiner (Brabham-B.R.M. V8)	10 laps behind
13th :	S. Tingle (L.D.S. Alfa)	13 laps behind
14th :	D. Prophet (Brabham-Ford 4)	14 laps behind
15th :	L. Bandini (Ferrari Flat-12)	18 laps behind*
16th :	R. Anderson (Brabham-Climax V8)	35 laps behind**

Fastest lap : J. Clark (Lotus-Climax V8), 1 min. 27.6 sec.—161.091 k.p.h.

Retired : D. Gurney (Brabham-Climax V8), lap 11, electrical fault; J. Love (Cooper-Climax 4), lap 20, broken half-shaft; J. Rindt (Cooper-Climax V8), lap 39, electrical fault; J. Bonnier (Brabham-Climax V8), lap 42, clutch and gearbox; L. Bandini (Ferrari Flat-12), lap 67, electrical fault.

* Not running at finish ** Did not qualify.

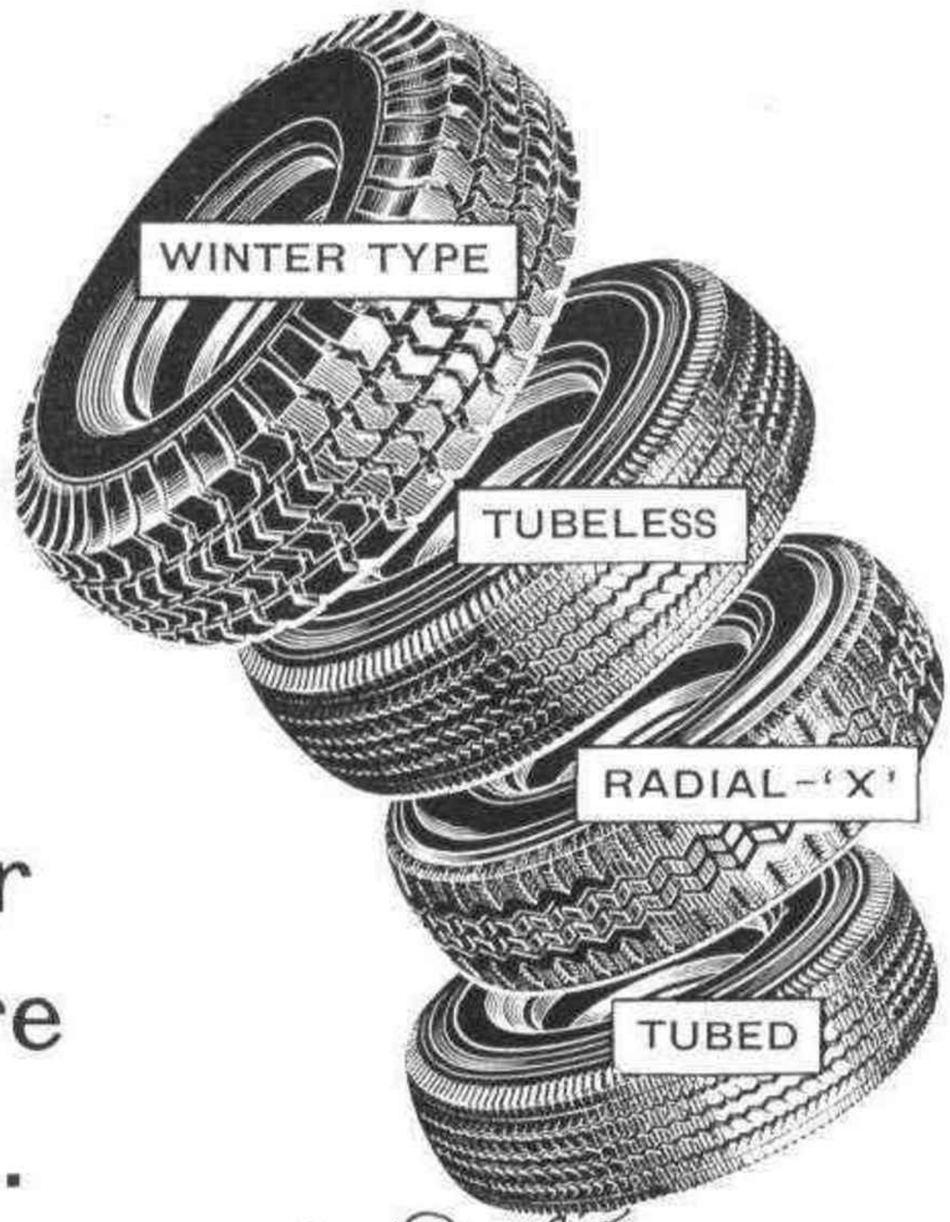
LOTUS ELAN TEST—continued from page 93

light to tell the driver that he has left it on, as it is completely out of sight.

The facia is a handsome-looking thing in veneered walnut which some people might disapprove of, but which does not look too much out of place. It is stocked with all the proper instruments which are well placed in front of the driver. A quiz game which can amuse passengers is to decide which other cars the instruments, switches, knobs, etc., have been taken from (mostly Ford, Triumph and Rover we'd say) but they all serve their purpose. There is no handbook provided with the Elan so it is a matter of guessing which switch does what. Most puzzling is the headlight knob, which, when pulled, brings up the retractable headlamps flashing like mad. On our first night trip we had to put the lamps away again as everyone else on the road thought we were a police car and promptly drove into the ditch. It was some time before we discovered that another switch beside the knob has to be depressed to eliminate the flashing. As the lamps take about a second to rise up from the body they cannot be used for flashing at other traffic unless they are permanently raised. The Elan needs all the warning devices it can get for other traffic seems completely oblivious to the tiny projectile, as other drivers carry on with their overtaking manoeuvres even when the Elan is alongside and the passenger is knocking on their bodywork! The Elan is not the car to have an accident in for there are no chassis side members and the occupants are surrounded only by glass fibre, which would not help much in sideways accidents.

As a road car the Elan is rather restricted by a modest amount of luggage accommodation in the boot although there is a reasonable amount of room behind the seats. Stowage for small items is provided by a glove locker and a tray on the transmission tunnel.

The combination of performance, handling, braking and steering of the Lotus must be hard to match anywhere and it is only its rather rubbery transmission and fussy and noisy high speed cruising which detract from its worth as a road car. A staff member, who had just finished driving both the 4.2 E-type Jaguar and the Elan remarked what a wonderful car would result if the handling and "dodgeability" of the Elan, and the silent 130 m.p.h. cruising of the E-type could be built into one car. And so say all of us.—M. L. T.



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Small-Car Topics

A Section Devoted When Deemed Necessary to Cars the Engine Capacity of Which Does Not Exceed 1,000 c.c.

The Economy Car Situation
Road-Test of the New Fiat 850

THE Labour Government's petrol-tax increase makes economical motoring generally desirable. But it is to be hoped that this heavy tax will not remain in operation so long, or increase still further, to the extent that the design of British cars will be affected to the detriment of sales in other countries, in the way that the R.A.C. h.p. rating for taxation purposes caused our engines to have unnecessarily long strokes for so many years.

Emphasis on economy, in general, means power units of small cubic capacity, and although, prior to the increase in petrol tax, British design-teams had been thinking in terms of larger swept-volumes and an uplift in power output, a sufficient number of small-engined cars remains available for those to whom m.p.g. is of greater concern than m.p.h.

In view of the prevailing focus on fuel economy, I have taken a look at the petrol consumption recorded in MOTOR SPORT road-tests, as far back as the time when I began publising tabulated m.p.g. figures with each survey of my year's motoring. I find that even the smallest-engined and least significant little cars never quite attained the elusive 60 m.p.g., nor has Reliant accepted my challenge, issued last November, and proved to me that their claim of 60 m.p.g./60 m.p.h. is valid.

Our m.p.g. figures are normally the outcome of varied driving over an appreciable mileage, but are not inclusive of performance testing, which results in the depressingly high fuel consumption figures published in some weekly journals. A summary of the better figures obtained by MOTOR SPORT since 1959 reads :—

1959	N.S.U. Prinz II	48.8 m.p.g.
1959	Morris Mini-Minor	44.4 ,,
1959	Renault Dauphine	44.0 ,,
1959	Renault Dauphine-Gordini	40.5 ,,
1960	Fiat New 500	54.0 ,,
1960	N.S.U. Prinz	45.0 ,,
1961	Renault Dauphine	41.0 ,,
1961	Fiat Giardiniera	52.3 ,,
1962	Renault 4L	45.0 ,,
1962	Fiat 600D	44.0 ,,
1962	Citroën Ami 6	56.7 ,,
1962	Simca 1000	40.5 ,,
1963	N.S.U. Prinz 4	40.6 ,,
1963	N.S.U. Sport Prinz II	44.6 ,,
1964	Renault R8 1100	41.0 ,,

I also looked up our road-tests of the 328-c.c. Unicar in 1958 and of the early Citroën 2 c.v. in 1954. The former, which I wouldn't care to drive for any great distance and for which the maker's claimed 75 m.p.g., did 53 m.p.g. of petroil, the Citroën averaged 59.9 m.p.g. A Fiat 600 tested also in 1958 returned 47 m.p.g. and the Mini-Minor I once used as Editorial transport used to do 45 m.p.g. Some of these economy cars would run on mixture-grade or even on "cooking" petrol, but the idyllic 60 m.p.g. in general running has yet to be attained, especially when combined with a reasonable maximum speed.

* * *

It was appropriate that one of our recent road-tests was of the new Fiat 850. This "enlarged 600," with its Tipo 100G Weber-carburetted 65×63.5-mm. (843 c.c.) 40 (S.A.E.)-b.h.p. engine, carries on the much-appreciated features of the small Fiats, which include supple suspension which gives a comfortable ride without inducing the road wheels to leave the ground, no noticeable oversteer in spite of a rear engine, and smooth, willing performance.

The Fiat 850 2-door 4-seater saloon possesses a first-class gear-box, powerful brakes, and steering which is light and responsive and displays no lost motion in ordinary usage. The clutch pedal travels some distance before engagement occurs, the screen pillars are rather thick, and the wheel-arches intrude into the driving compartment. Otherwise, this Fiat 850 is a delightful and useful little car; lady-drivers, including a learner-driver of 17, were especially warm in its praise, judging it safe and very easy to drive.

The facia layout is pleasantly uncluttered. To the right of the



The Fiat 850 photographed beside a derelict vintage Leon-Bollèe lorry which was once used by the "Star" for newspaper deliveries and which ended its days towing gang-mowers on the playing fields of a girls school in Surrey.

90-m.p.h. Veglia speedometer are those tiny switches for, from l. to r., lights, wipers and panel-illumination.

There are two l.h. stalks, the longer, lower one selecting full or dipped headlamps, the shorter, upper one the turn-indicators. The fact that the former moves up to bring in the headlamps I found contrary to instinct, while the latter control self-cancelled rather too eagerly. The usual Fiat indicator lights replace auxiliary dials.

The engine always started with only momentary use of the floor-located choke control, even when this car from Italy had spent a night covered in English frost so severe that the rubber washers button froze solid. Under such wintery conditions the value of rear-engined traction was plainly evident and the little Fiat felt notably safe on icy roads. The front boot is generous enough to answer the usual criticism about lack of luggage space in rear-engined cars. The spare wheel, 5.50×12 Pirelli Sempione shod, stands upright against the front wall of the boot. The engine is not particularly accessible but the fuel filler has its own compartment, with drain-vent, on the n.s. of the engine compartment, under the easily-opened "piano-lid." The rear-seat squab folds to provide a rear-compartment luggage platform, and both engine compartment and boot are lit at night.

This 850 continues the Fiat tradition of feeling "unburstable," even at the high engine speeds at which it habitually runs, is not unduly noisy for a small "buzz-box," and the seats are comfortable. The doors, which have pockets, seem to shut badly until one realises that, as in a VW, the body sealing is so effective that a window should first be opened. The full-width facia shelf has a too-shallow lip.

The Fiat 850 may be compared on a performance basis with the Mini-Minor and Hillman Imp of equivalent swept volume, as under :—

	Fiat 850	Mini-Minor	Hillman Imp
Maximum speeds :			
Top	78 m.p.h.	75 m.p.h.	81 m.p.h.
3rd	61 ,,	65 ,,	76 ,,
2nd	42 ,,	41 ,,	50 ,,
Acceleration :			
0-40 m.p.h.	10.2 sec.	10.0 sec.	9.5 sec.
0-50 ,,	16.6 ,,	16.4 ,,	14.9 ,,
0-60 ,,	26.8 ,,	25.4 ,,	22.9 ,,
s.s. ¼-mile	22.3 ,,	23.4 ,,	21.9 ,,

Fuel consumption averaged 38.7 m.p.g. and the 8-to-1 c.r. engine was quite happy on mixture or even the cheapest-grade petrols. After 850 miles a pint of oil had been consumed. This Fiat is endowed with a truly efficient heater, supplemented by hot-air/fresh-air facia ducts.

This latest small Fiat is a most attractive economy car, and one which seems to appeal strongly to lady drivers. It should sell well, at the price, inclusive of p.t. and Import Duty, of £576. Fiat have their own depot at Wembley for sales, servicing and spares.—W. B.

My Year's Motoring

The Editor Looks Back on the Cars he Drove in 1964



FASTEST OF THE YEAR was undoubtedly this 4.2-litre Jaguar E-type coupé, although in this picture, taken somewhere in Yorkshire with W. B. at the wheel, the rapid devouring of Britain's roads and Motorways has been temporarily halted.

ROAD-TESTING is one of the more pleasurable aspects of a motoring writer's life, the only snag being that after driving a manufacturer's Press car there follows the chore of writing about it. As a matter of fact, a conscientious motoring journalist probably gets less enjoyment out of driving road-test cars than his friends and acquaintances imagine, because the brain is active along with eyes, arms and feet for nearly every mile driven, in an endeavour to form a fair analysis of the manufacturer's precious piece of machinery.

If this sounds like exaggeration, at least the technical journals take road-testing very seriously. Although I was allowed to open a "Choice" programme on B.B.C. Television last year with the observation that this road-testing business is pure unalloyed joy, the lucky scribe being frequently blessed with new cars, each one taxed and insured, full of fuel, and his to go in where he will, so that it only remains to fit an appropriate girl-friend to the car currently on test, may I qualify this by saying that in my case this is how I viewed it a long time ago? Since then road-testing has become far more competitive, the motoring public (your customers) expect the truth clearly expressed, and thus the pleasure of getting early access to new models and a fresh car to try almost every week is tempered by having to endeavour to write an honest and accurate appraisal of them.

There are various ways of producing a road-test report. A number of staff writers can sit round a table and thrash the matter out; but as few committees of which I have had experience ever reached a precise or quick decision, this method must be tedious in the extreme, and apt to be influenced by the loudest voice.

An easier way would be to write from the hand-outs generously supplied by the manufacturer or his publicity agent, without actually driving the car. They also supply excellent illustrations. . . . The technical bods prefer to spend days on end in hush-hush conclave at closed tracks, peering at all manner of scientific aids to performance measuring. I respect their findings enormously. Of them, Winthrop Mackworth Praed (you don't know him?) might well have been thinking when he wrote :—

Of science and logic he chatters
As fine and as fast as he can;
Though I am not judge of such matters,
I'm sure he's a talented man.

It is a measure of how difficult performance assessment is, however, that acceleration and other figures for the same make and model tend to vary in the road-test reports published by the leading weekly contemporaries.

MOTOR SPORT's road-test reports, since I wrote my first one about a Talbot Ten a few years before the war, adopt a middle course. We use what measuring apparatus we deem to be necessary but each test is mainly the opinion of the tester concerned, long experienced in motoring, and thus capable of knowing what is good, not so good, or bad about the many different aspects of a motor car.

This annual discourse sets out to recall briefly my personal findings about the cars I drove between January and December in 1964. It has become a habit, indulged in at the New Year, for my own amusement and the possible edification of the readers.

* * *

Last year was about as good as any I have experienced—I nearly wrote "enjoyed," which would detract somewhat from the sentiments previously expressed! I find that I drove a total of 50 different vehicles a distance of 21,170 miles. In addition I had the use of a **Ford Cortina GT** for extended test, the result of which was published last November, and in which I drove rather more than 10,000 miles during the twelvemonth.

In between road-test cars and a taste of old-car motoring I went on using the Editorial **Morris 1100,** although this was off the road for nearly three months after it had been savaged on a blind bend by a couple of teenage motorcyclists while my eldest daughter was returning from a speed trial in it.*

The Ford went on serving me faithfully for another 1,148 miles after passing its 12,000th mile in my hands, but did give some starting trouble towards the end. This was primarily due to gross neglect of battery levels, points-adjustment, plug cleaning and so on, but does suggest that an export-size Enfo battery might



CAR OF MUCH CONTROVERSY.—The very safe, very spacious Austin 1800, which, not yet out of the weaning stage, has caused its creator, Alec Issigonis, to describe himself as a disappointed parent. We were able to cover 1,800 miles in the new Austin last year.

* This accident happened on a railway bridge with a dangerous blind turning on its apex. Many other accidents have occurred there, including a fatality. The side road has no houses on it and could easily be closed. After my daughter's accident the local Council said it would be. Eight months later, nothing has been done.—ED.



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be a good investment, to replace the rather niggardly 12-volt accumulator fitted as standard to Fords destined for the home market—the same battery platform suffices.

Incidentally, some readers with long memories have queried my statement that this Ford Cortina GT proved more reliable than any of the previous cars I had used as Editorial transport. What, they ask, of that VW I used to praise so warmly? The fact is that although, over many years and a prodigious mileage, this 1955 German car proved supremely reliable and predictable, it suffered from a split oil-cooler, a faulty front-wheel bearing and a wiper-motor failure while still a fairly new car. The Ford, hard used before it came to me, gave no serious mechanical troubles in 12,000 miles, apart from one run-down battery. So, on the whole, I think the praise bestowed on it was justifiable.

The Morris 1100 was, as I have said, out of commission for some time, but nevertheless gave me some very pleasant, smooth-riding, unobtrusive motoring. It was always a pleasure to return to after being away for considerable periods testing other cars. It is the most "swervable" of all the Issigonis/Moulton compacts, which makes it a very safe car to drive in competitive traffic, and it remains glued to the road over the most non-adhesive surfaces, the more so after a set of those truly excellent Dunlop SP41 tyres replaced a not-entirely-spent set of C41s at 18,000 miles. Shared with other drivers, from "learner" to "dicer," I suppose I drove this useful little 4-door saloon 5,000 miles last year, and its shortcomings were confined to frail door locks and direction indicator control, a broken quarter-light catch, a noisy tappet, worn brake pads, and ingress of water to the floor, the last-named probably the result of driving over a pile of frozen gravel in a fog.

Now two years and two months old, this Morris remains free from gadgetitis, but has leather upholstery, of which I strongly approve. The Lucas battery, neglected, I fear, like the Ford's, is now getting a bit tired, so that early-morning starts are dubious, although erratic mixture from the S.U. carburetter seems as much to blame as the battery.

After its prang the car was taken to a B.M.C. agent whose name recalls one of the more pleasant English country towns. I cannot say that they put up a very good performance. Although these repairs were an insurance job, on which there was presumably no need to skimp, this agent displayed small enthusiasm, kept the car standing out in a back-yard for weeks because no-one ensured that I was told it was ready for collection, handed it over in a filthy condition, and charged for a gallon of petrol although the gauge read zero; and judging by the manner in which the engine protested, what remained in the tank was akin to paraffin. Two of the doors still failed to lock and soon afterwards the car had to go back to the ever-obliging B.M.C. service people at Cowley for £35's worth of further attention. It hardly inspires confidence. . . .

Apart from that, the Morris has served well, giving around 40 m.p.g. under favourable circumstances, closer to 37 m.p.g. in winter, when it then runs too cool. After the extra 6d. on petrol I put it on a diet of "mixture," which it can just about digest, although indicating when pressed that it is no more in favour of Mr. Callaghan than its owner. . . . The engine is just beginning to thirst for Castrol (with which all my cars are lubricated and almost all the road-test cars that call for it are topped-up) but the consumption isn't excessive.

I am glad to say that in all those 36,000 miles (plus many more as a stoic passenger) accidents and incidents were avoided, and those police-traps and radar-beams which catch so many of my fellow motorists did not apprehend my passage.

* * *

Turning to the road-tests themselves, I see from my Britax diary that I exceeded a four-figure mileage in four cars. (I must explain that other members of the staff besides myself drive the test cars, so that the total mileage is sometimes double or treble that of my personal distances, and therefore is usually greater than the figures quoted in the table on page 119, oil checks not necessarily being taken at the conclusion of a test.)

The biggest mileage of all was logged in the **Austin 1800,** which I drove for 1,800 miles. I was able to cram in 500 miles in this exciting newcomer before its debut at the Earls Court Exhibition. This included a fast thrash over a tortuous and little-used Welsh mountain road but was not altogether a happy experience, because fumes of some sort were entering the car and made driver and crew feel ill. I recovered just sufficiently to get to B.M.C.'s Press Luncheon on the eve of the Show. This was embarrassing, because I was put on Issigonis' right,



STILL THE MOST ADVANCED CAR WE KNOW.—Superlative comfort, road-holding and ride are the outstanding attributes of the front-drive, air-suspended, self-levelling Citroën DW.

Stirling Moss being on his left, and somehow it had leaked out that the brave new 1800 had been leaking poisonous gases at me.

Alec was quite charming about it and had the car whipped back to Longbridge, where they apparently found a faulty boot seal, although at a previous check in London the valve of the crankcase breather was suspect. In due time I was asked whether I would try the car again. I accepted with alacrity, but first borrowed a beautifully-made piece of German scientific apparatus used for detecting carbon-monoxide in aircraft cockpits, which gave the Austin complete clearance, as a car in which you breathe only pure air.

Thereafter I enjoyed the solid, rather sluggish but very safe mode of progression of this latest Austin. It gave no trouble, except for a detached carpet in the front compartment, a tendency for the door locks to stick, and loss of the tip of its crude direction indicator stalk. It was written up last month and in the November 1964 issue, so I need say no more here, except that this new 1800 promises to be one of the World's great cars. The overall petrol thirst of 26½ m.p.g. was rather disappointing when related to the performance, but less so in terms of the spaciousness of the passenger, luggage and oddments accommodation.

The other cars in which I exceeded a personal four-figure mileage were a Citroën DW, a Hillman Imp, and a Jensen C-V8.

The **Citroen DW** is still one of the most individualistic, safe, comfortable and intriguing cars you can buy. Its upright seating must give a perfect anatomical driving position, as conducive to long life as the safety factors built into this remarkable automobile.

Although the Austin 1800 can just about leave the Citroën DW in an acceleration match, the latter is more effortless, its power-steering is the best there is, the floor button that applies the brakes is typical of French logic, and the appearance of the Citroën is as aerodynamic as it is functional—or do you call it ugly? Because I want to save some superlatives for other cars I will leave this covetable DW, which is a cross between the fully-automatic DS and the detuned ID Citroën models. But before I do so, isn't it rather a pity that an idle rumour many moons ago about a forthcoming air-cooled flat-six engine has focused attention on the supposedly agricultural and pedestrian qualities of the existing Citroën 4-cylinder 78 × 100-mm. 1.9-litre power unit? After all, it gives you speeds of 30, 55, 90 and 101 m.p.h. in the gears and a standing-start ¼-mile in 20 seconds dead. Don't be deceived by the speedometer, which is pessimistic!

Not having an appropriate car, my wife and I went to the Fiat Register dinner in the Citroën. During the evening George Liston-Young propounded his brave idea of emulating the 1,000-mile publicity run of 1934 in a sports Fiat Balilla, at Goodwood, alas not round the Brooklands' Mountain circuit, which he and Ian Smith subsequently pulled off at the second attempt. I was able to attend for a few hours, clinching the nostalgia by sampling for a few miles the H.R.G. 1100 rebuilt by my



The Hillman Imp in rugged country. It created a very favourable impression.

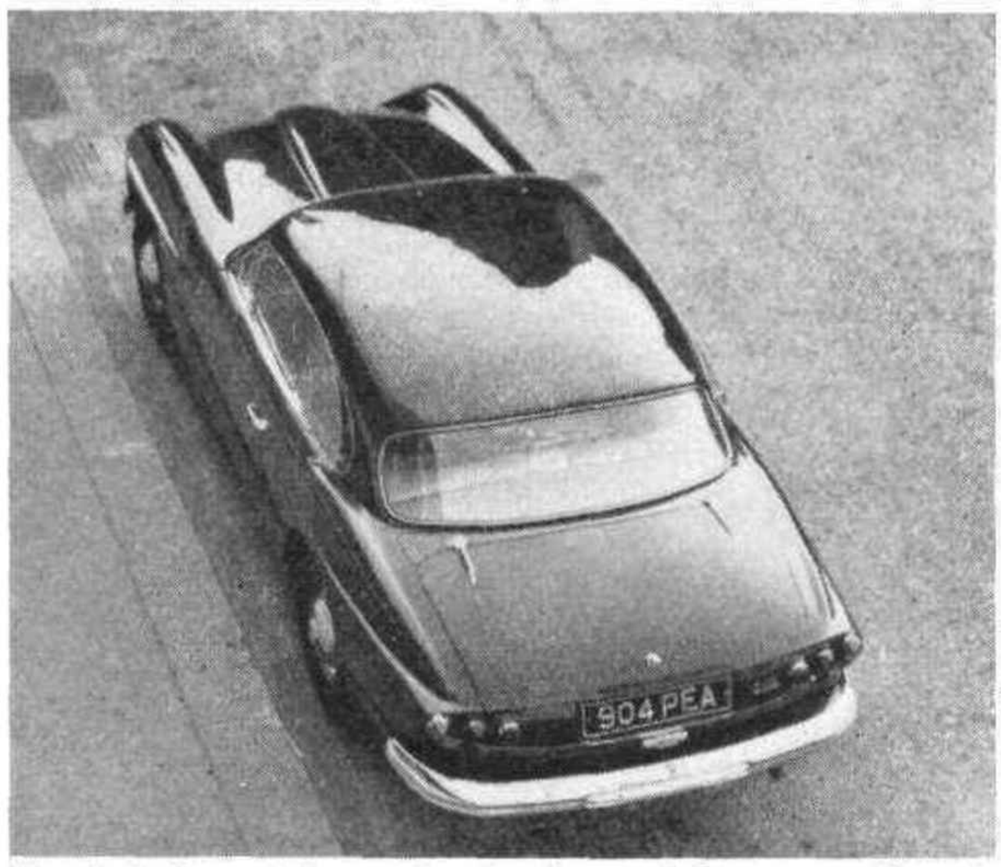
friend of long-standing, Monica Whincop, a pleasantly taut sports car with suspension less detrimental to the appendix than memory suggested. Apropos the Fiat Register dinner, it is, I think, no secret that at this annual function later this month a suggestion of mine is to be acted upon, namely, that as many pre-war Balilla drivers as possible be assembled, to toast the aforesaid Liston-Young/Smith 55-m.p.h. Goodwood lappery.

The **Hillman Imp** road-test had been delayed for various reasons and I was extremely interested when this little light-alloy rear-engined British small car finally became available. Very soon after driving away from the Barlby Road premises of the Rootes Group, where once Georges Roesch presided over the production and perfecting of his Talbots, and where Press cars are so efficiently and courteously handed over, I became enthusiastic over the Imp's excellent gear-change and the almost "forward control" visibility afforded by its brief bonnet. Further acquaintance showed the Imp to be a small car with the quality and foresight that is built into the larger Rootes models. The rear suspension design has killed the oversteer which the engine-in-the-tail would otherwise have promoted, the performance is excellent for the car's cubic capacity, cornering approaches but perhaps does not quite equal that of the f.w.d. Minis, and the quiet running of what is really a very small car is most acceptable.

We took the Imp, very heavily laden, down to Wales and over some rather terrifying "back o' beyond" lanes, hills and tracks, and it refused to break or become flurried. The worst feature was the heavy feel of the brakes, in contrast to a very light clutch and throttle, the latter pneumatically-operated, although I note that this feature has since been abandoned. Vibration through the bodyshell intruded towards maximum velocity but, on the whole, Easter with an Imp passed very satisfactorily and I am anxious to try the new de luxe version, catalogued as a Singer Chamois, which should, I feel, approach very close to the ideal specification for a luxury small car.

The **Jensen C-V8,** combination of 6.3-litre V8 Chrysler power unit and British chassis engineering clothed in one of the better glass-fibre bodies, was most interesting, coming as it did soon after a visit to the Jensen factory. I took the car up to Manchester in something of a hurry, to see a vintage 10/23 Talbot that had come on the market and to deputise for the G.P. boys, who were away in America, in driving as far as possible on one gallon of petrol a new Austin 1100, in connection with a competition to aid the Society for the Aid of Thalidomide Children, the Austin being the first prize. This latter exercise entailed rising at 4 a.m. to have a fairly traffic-free run. They produced a fifth-wheel and a carefully-measured gallon of fuel, and even a tape-measure, to record fuel consumption to the nearest inch! I managed just short of 50 m.p.g., two-up, including a stop at some unco-operative traffic lights, or some 6 m.p.g. better than they recorded with a Morris 1100 in a later stage of this deserving contest. But I never did know who won the Austin, nor have I heard a word since from the Advertising Agency which organised the thing, although publicity pictures were taken at the time.

Finding myself north of Manchester at breakfast-time, the Jensen came into its own, devouring M6 and M1 to return me to more familiar country "south of Oxford." This impressive



The sleek lines of the accelerative Jensen C-V8 as seen from the MOTOR SPORT *offices in the City of London.*

car would accelerate from 100 plus so effortlessly that it felt supremely safe on a Motorway, accelerator rather than brake-pedal being used when slower vehicles began to encroach into the fast lane. An output of 330 American horses at a modest 4,800 r.p.m., delivered through the notably smooth Chrysler automatic transmission, is not to be scorned, and the silent progression at 130 m.p.h. was likewise most acceptable. The suspension ride-control was effective and altogether this nicely-appointed Jensen made a very favourable impression. It seemed a pity, however, that a car of such effortless performance should be marred by the need for so much muscular effort to steer and stop it. At £3½-thousand this Jensen C-V8 is an interesting proposition for serious motorists but to its purchase price must be added fuel at a gallon per 16½ miles, a fair liking for engine oil, and somewhat drastic tyre wear if the impressive step-off (s.s. ¼-mile in approx. 15 sec.) is frequently indulged in.

Two other cars in which I covered appreciable mileages were the Lancia Flavia coupé and M.G. Magnette saloon.

The **Lancia Flavia** was a 1.8-litre Pininfarina coupé, costing £2½-thousand in England. Expensive, but it gave me more satisfaction than any other test car of 1964. The low-geared but quick and precise steering, the power of the Dunlop disc brakes, the splendid driving position, the practical controls, the efficiently-damped level-ride suspension and the typically Lancia gear-change combine to make the most blasé drivers advocates for the Turin product.

I had to penetrate into darkest Essex through the thick and dilatory traffic abounding on the notorious North Circular Road one August Sunday; even in these conditions the Flavia remained fun to drive. Like any car, it has faults, but they are unimportant compared to the general excellence of this front-drive flat-four, which can do 77 m.p.h. in 3rd gear and gave nearly 28 m.p.g.



The outstanding car of the Editor's 1964 road-test curriculum—the flat-four front-drive 1.8-litre Lancia Flavia coupé.

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Old-fashioned, maybe, and not entirely in the sports-car tradition of M.G., the Magnette saloon is nevertheless a very useful *car.*

The **M.G. Magnette** belongs to that solid, staunch breed of B.M.C. family cars which must sooner or later be replaced by a new range based on the ADO17 format. The one I used had Borg-Warner automatic transmission with a heavy kick-down, comfortable seats, plenty of breathing space in its Farina-finned body, and was one of those thoroughly useful, undistinguished cars for which most families have many uses. This particular M.G. had been hard driven to the Pau G.P. and back by colleagues just before my family and I put another 1,800 miles behind it but it never faltered. Staunch is the word. . . .

The big **Austin A110** Westminster saloon, also with Borg-Warner automatic transmission, having a toggle-control to hold in the lower gears, was less impressive, although there was more than adequate performance from the revamped 3-litre six-cylinder engine developed from that of the Austin Healey 3000. The B.M.C. direction-indicator stalk broke, as it usually does sooner or later. The steering wheel, as on the M.G., was too high, but the minor controls were well done. This was a useful rather than an enjoyable mode of transport, although before dismissing it the competitive price of £1,112 must be thought about.

I drove up to Birmingham in a **Fiat 2300** to hear divided opinions expressed about the Lucas Dipped-Headlights Campaign and to interview the designer of the pre-war Autovia V8. A station wagon that can do nearly "the ton" is an interesting possession but the "square" 2.3-litre engine was disappointingly rough for a six, and although the finish was of high quality, the equipment comprehensive, the detail appointments full of character and the petrol economy notable, the steering-column gear change, the road-holding and ride failed to match up to my idea of what a Fiat should be, while a fuel system that refused to prime nearly made me late for an appointment.

The **Volkswagen 1500S** saloon, eagerly anticipated, proved a disappointment but as the car I tried was apparently sub-normal, and I am to renew acquaintance later this month, it would be unfair to refer back to the road-test report at this stage. During last year I drove a couple of **VW 1200 transporters** and a **VW 1500 Microbus.** I know of no more-useful medium-capacity, small-engined transport vehicles, the area of flat floor of the transporters being truly enormous, supplemented by a huge underbelly locker, while the manner in which the little air-cooled flat-four engine propels them is quite fantastic. Moreover, the power unit being at the back, the cab is both spacious enough for three people and commendably quiet, the running of the 1200 version being reminiscent of an electric vehicle, while the gear-change is as impeccable as that of a VW car, although the lever could be longer. Moreover, something like 30 m.p.g. or better is the normal thing. The Microbus is as useful for passenger transport as the transporter is for the conveyance of goods, but not everyone will like the governed 1500 engine, the noise level is higher because the 'bus body acts as a sound amplifier, and the test vehicle had very sticky steering, in comparison with the finger-light control of the transporters, presumably through faulty adjustment.



Beautifully finished, with unobtrusive minor controls, the road-test VW 1500S didn't go as fast or as economically as a good example apparently should, and we are to try another one this year.



An exciting interlude was provided by this accelerative Chevrolet Corvette Sting Ray, with electrically-operated windows and retractable headlamps. It had lots of performance but braking and road-holding inferior to GT cars built nearer home.

A colleague did the test report on the **Chevrolet Corvette Sting Ray** sports coupé, but I drove it far enough to appreciate the very real performance which a 360 b.h.p. engine in a car weighing less than 30 cwt. provides, and although externally the Sting Ray seemed flamboyant to English eyes, it had a very likable gear-change, a business-like driving position, and light but not entirely satisfactory steering. Handling and braking were only passable but the electrically-operated windows and retractable headlamps are practical rather than gimmicky. The lasting impression of this exciting General Motors' product was that it won't be long before America builds highly-competitive GT cars to challenge the best from Britain and Europe.

A **Ford Corsair** saloon was used for a marshalling job on the mud-plug V.S.C.C. Pomeroy Trophy Trial while the Cortina GT was being serviced, and is remembered for its smooth Borg-Warner automatic transmission and comfortable seats, but some minor details were less acceptable than those of the Cortina GT. It would also have been improved by lighter brakes. The **1,100 c.c. Renault R8** gave an indicated 70 m.p.h. in 3rd gear, 41 m.p.g. of the cheaper petrol, but had less comfortable seats and certainly less effective all-round disc braking than earlier R8s I have enthused over, which, as I am something of a Renault fan, left me bitterly disillusioned.

A **series V Hillman Minx** provided undistinguished but comfortable commuting, the notchy gear-change and harsh engine, which spoils Rootes cars from a personal viewpoint, being evident, although the steering had improved, and this old-fashioned family car was commendably equipped, gave over 30 m.p.g., was quiet-running and is free from frequent servicing chores.

A car full of individuality which I drove for exactly the same distance I had the Renault R8 was the smart little flat-twin, air-cooled, f.w.d. **Panhard Levassor 24CT.** I found myself



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Split second starter! That's the Volkswagen, whatever the weather.

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Why not trial-drive a Volkswagen at your nearest VW distributor or dealer? But quickly! Winter's here!



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The air-cooled, front-drive flat-twin Panhard Levassor 24CT possesses bags of individuality but requires a Route Nationale to do it full justice.



The Triumph 2000 offers competitive family motoring behind six cylinders. It suits modern housing estates and the ladies should love its interior decor.

liking it a lot on long runs, hating it in traffic. It is fascinating, and excellent for main-road journeys. But good looks and loads of character hardly justify the high price which has to be paid for a r.h.d. 24CT.

Two Jaguar products, the **Jaguar 3.8S** and **2½-litre Daimler V8,** came along adjacently as it were, and I covered one hundred more miles in the latter than I did in the former. Both are beautifully-made, lavishly-equipped cars, offering as much, or more, performance than many people require. The Jaguar had the better, more sensitive power-steering, its performance could be put to good use by reason of i.r.s., and its six-cylinder twin-cam engine was certainly as smooth as the less-powerful push-rod V8 power unit in the Daimler. The dual 7-gallons-apiece fuel tanks are a useful item of this Jaguar's specification, its disc brakes excellent, the value-for-money something I can never refrain from praising—well under £1,900 for one of the fastest luxury saloon cars on the road. Because the Daimler engine in a Jaguar body shell always seems to me a silly bit of sham snobbery, because the V8 engine was less smooth and got hotter in traffic than I liked, and because it is definitely under-geared, the 2½-litre Daimler was less inspiring than I had anticipated. It suffers with the Austin 1800 in having very low-geared steering, although this is power-operated and almost too light on the Coventry-built car. Both these high-performance saloons are nevertheless fine vehicles, with typically well-arranged, impressive rows of switches and controls; of the two, I preferred the Jaguar, although it used too much oil, the Daimler none, and was more thirsty by 1.6 m.p.g. In the Jaguar I went to Brighton one Sunday to help judge the well-supported Ford model-T Run, a more-comfortable outing than that of the previous year, when I drove one of the model-Ts, but far less adventurous.

The controversial **Triumph 2000** struck me as a good but not outstanding car, which has already improved materially since the prototype stage and should in time become a really good 2-litre family conveyance. The slightly " rubbery " steering is too low-geared but the Triumph handles well, rides comfortably in a " dead " uninspiring manner, the fuel-range of approx. 370 miles is commendable, the action of clutch and throttle too heavy, and the gearbox is not one I can commend. The 2-litre six-cylinder engine is as economical as B.M.C.'s ADO17 " four " and the equipment lacks very little; the ladies will no doubt force husbands who would prefer a Rover 2000 to buy a Triumph 2000 on account of the glove-locker opening to confront them with a vanity mirror. . . .

The 944 c.c. 5-bearing **Simca 1000 Grand Luxe** is something of an acquired taste. But it is one of those cars that suggests dependability after very brief acquaintance, it is quiet for a small car, only a strong cross wind or very ambitious cornering betrays it as rear-engined, it is " different," inexpensive, economical and the gear-change is good. Moreover, 39 m.p.g. and more, achieved without inadequate performance, is an asset these days. Another French car which came along at this period was the 845 c.c.





TWO COVENTRY PRODUCTS.— On the right the 2½-litre V8 Daimler masquerading as a Jaguar; on the left the better-liked, all-independently-sprung Jaguar 3.8S.



A true utility-car, the Renault 4L, now with enlarged engine, continues to make many friends, especially amongst those whose motoring takes them over unmade roads and tracks.

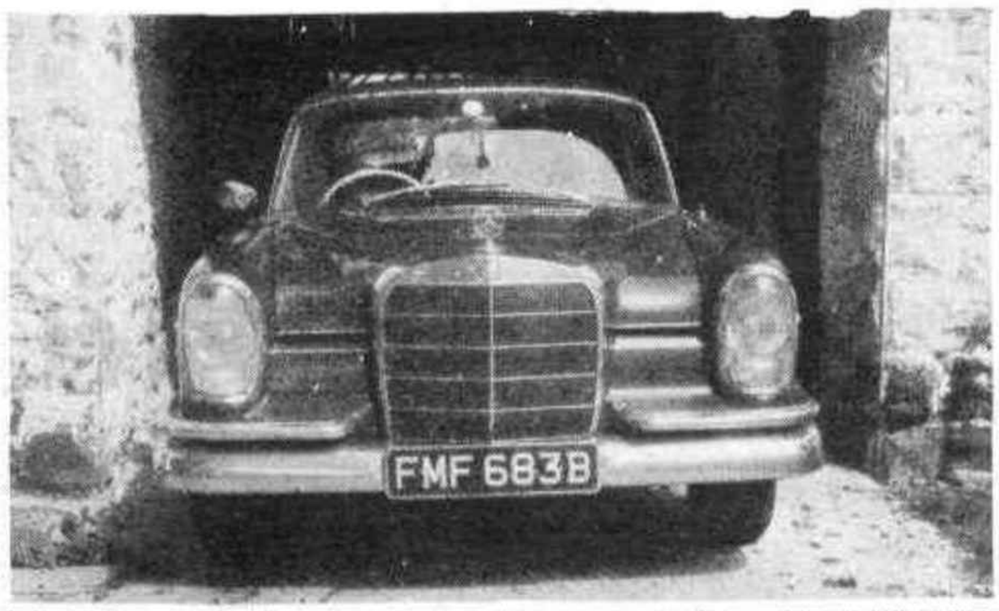
Renault 4L estate car. This is one of those maid-of-all-work utility vehicles that is adaptable, useful in the extreme, and yet not unduly tedious to drive. Some drivers even find it fun. Either you love it or loathe it, as people did, and do, the clever little Citroën 2c.v., of which it is virtually a more sophisticated four-cylinder water-cooled edition.

The additional 98 c.c. of the latest version has improved what urge the 4L possesses, although this is still a very small engine to mate to a 3-speed gearbox, even when quick changes of ratio are facilitated by the Citroën-crib push-pull gear lever.

Petrol consumption was heavier than I had expected but the versatility and load-carrying capacity of this ingenious Renault 4L should ensure its continued popularity in the face of the raised Import Duty.

If the 4L proved practical, the **Renault Caravelle,** also with bigger engine, in which, on British Grand Prix day, I drove to Bath to help judge a *Concours d'Elegance* in aid of the Cheshire Homes, was captivating. Good appearance, a nice gear-change in spite of long travel on the lever, fairly effective retardation, and enough cheeky performance to please, added up to irresistible *chic*. The pitch-free ride was another good feature of the handsome, somewhat noisy Caravelle.

At the risk of re-opening old controversies, I will say that one of the most enjoyable experiences last year was driving a **Mercedes-Benz 300SE** to Oulton Park for the V.S.C.C. Race Meeting. The test car had a very good automatic gearbox, with "hold" obtainable by using the slender control lever like an ordinary steering-column gear lever. It had excellent power steering. The all-round independent pneumatic self-levelling suspension combined comfort with road-holding which enabled this bulky saloon to embarrass sports-car drivers who tried to keep up with it on twisty roads. The squeak-free Dunlop disc brakes made 100 m.p.h. along ordinary roads entirely undramatic. Refinements abounded, the minor controls were sensibly located, the petrol-injection 3-litre engine ran up to 6,000 r.p.m. and I got better than 19 m.p.g.



The best car in the writer's experience, the 3-litre, petrol-injection, pneumatically-suspended, self-levelling, Mercedes-Benz 300SE emerges, with Teutonic assertiveness, from an ancient country barn the day after a fast run to the V.S.C.C. race meeting at Oulton Park.



Famous name, modern sports car—the Sunbeam Alpine Mk. IV.

The Mercedes-Benz 300SE isn't perfect; it does represent my idea of the best all-round touring saloon available at the £4,000 it cost in this country when we were governed by Conservatives.

A few week-ends later I found myself experiencing motoring of a more sporting order, in a **Mk. IV Sunbeam Alpine.** A good if not quite outstanding sports car, the latest Sunbeam possessed a good driving position and excellent brakes, but rather oddly-spaced gear ratios. It felt taut and dependable, and, abetted by one of Mr. Alex Moulton's so-useful folding bicycles, provided transport for D.S.J. while he was covering the European G.P. at Brands Hatch for MOTOR SPORT.



The spacious unruffled Rambler Classic 770 keeping company with the Editor's 1922 8-h.p. Talbot-Darracq.

In complete contrast was a **Rambler Classic 770,** which some people regard as an inferior Canadian confection but which did everything I wanted of it, cruising at 85 m.p.h. at nearly 20 m.p.g. with all the lolling room imaginable and brakes no worse than those of most transatlantic automobiles, and better than some. A similar car came along for appraisal later, in the guise of a **Ford Galaxie 500,** intriguing because it had the 300 b.h.p. power pack. I have admired the by-no-means bad road-holding, silken power

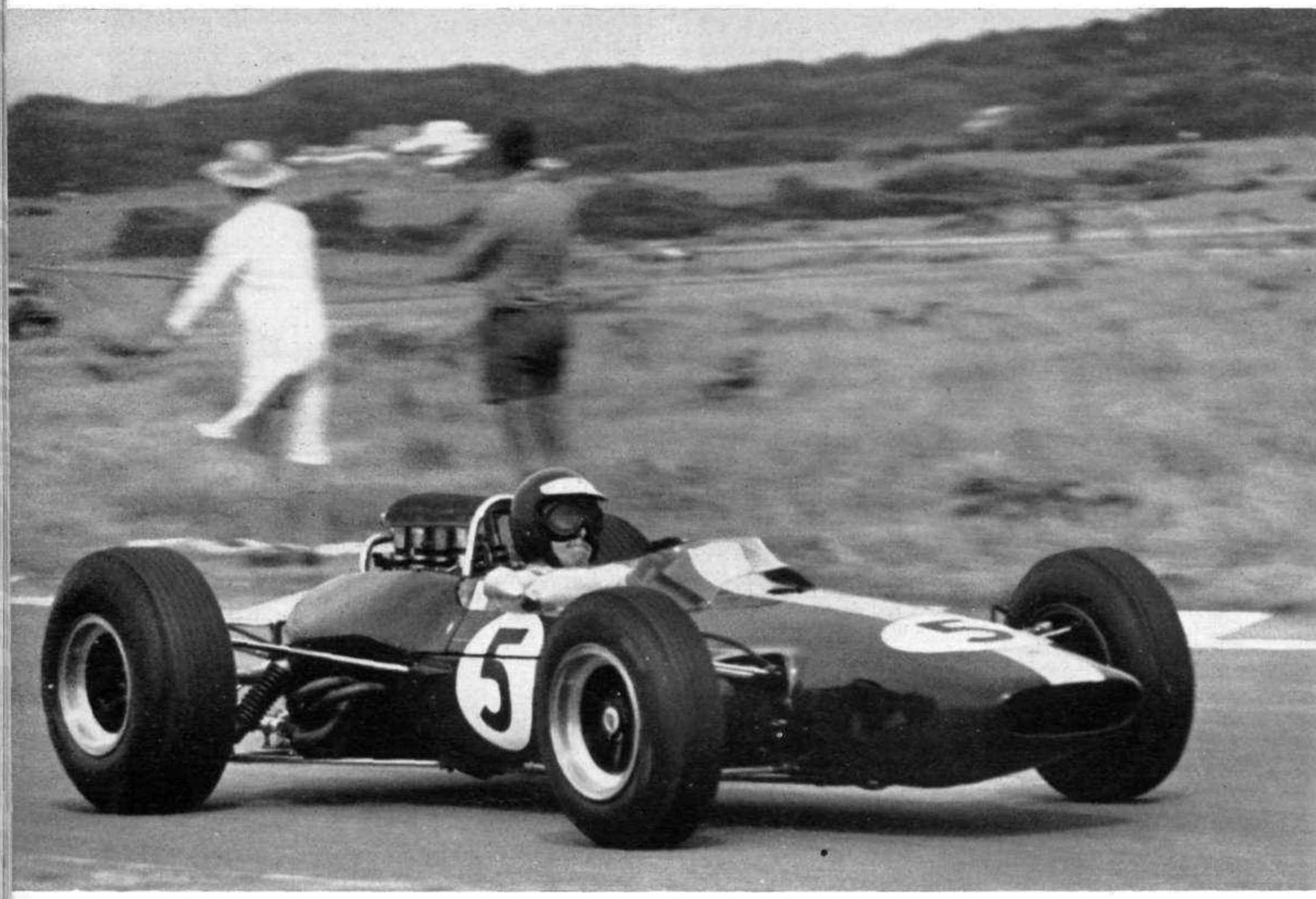
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The 300 b.h.p. Ford Galaxie 500 photographed in a peaceful setting in mid-Wales.

PICTORIAL REVIEW

SOUTH AFRICAN GRAND PRIX



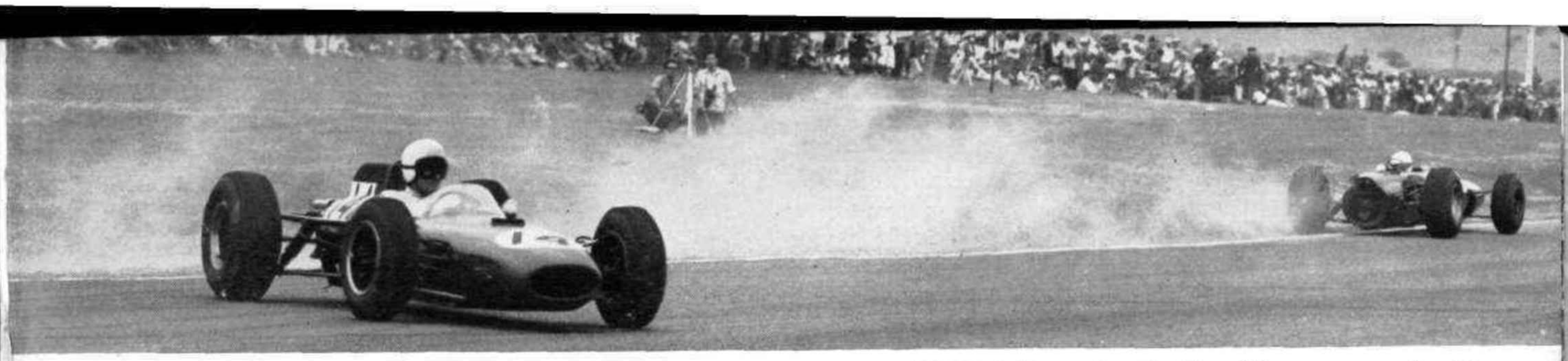
MAESTRO.—Jimmy Clark's superb performance in winning the South African Grand Prix was even more astonishing due to the fact that he was wearing a special slipped disc corset for the whole race. Clark set fastest time in each of the three practice sessions and also set fastest lap on race day. What more could he do?

FOLLOWING in his leader's footsteps. Mike Spence drove the No. 2 Lotus in second position for most of the race, but two spins put him back into fourth place.

START.—Clark is already out of sight past our camera man, while Spence has moved from the second row and is now just in second place. On his left is J. Brabham. Behind, from left to right, are Bonnier, Surtees, Hill and McLaren.







AVOIDANCE.—Jackie Stewart, the No. 2 B.R.M. driver, takes to the grass to avoid Bob Anderson whose Brabham-Climax spun several times coming out of the hairpin.



NO. 1 B.R.M.—G. Hill, who eventually came third, trying very hard during the early stages of the race when he could make no impression on the Lotuses, Ferrari and Brabham ahead of him.

DICE.—In the early stages J. Brabham and G. Hill were never more than a couple of cars length apart as the B.R.M. driver tried hard to hold the Brabham.



NO. 2 B.R.M.—Jackie Stewart driving in his first Grande Epreuve here seen in a high-speed understeer which kept his times down.

SIX POINTS.—J. Surtees in the V8 Ferrari collected six worthwhile points for his second place in the South African Grand Prix. Unfortunately the Ferrari was just not fast enough for the two Lotuses and Surtees was lucky to find Spence sideways on the road and once past, the present World Champion made sure he was not re-overtaken.





MY YEAR'S MOTORING—continued from page 111

flow and near-perfect Cruise-O-Matic transmission of these big Galaxies ever since I first sampled one. Although the car tested in 1964 would do something like 120 m.p.h. and dispose of a ¼ mile from rest in about 16½ seconds, it was as easy to control, and as unobtrusive, apart from its size, as any of the other Galaxies I have handled.

Willment's told me, and I believe them, that they can improve materially the road-clinging qualities, but in standard form it was quite acceptable. I do not know why more people do not avail themselves of £2,000-worth of the effortless travel, long life and staggering performance provided by these big Fords.

In between these two sizable cars from across the water I put in several hundreds of miles in the two latest Simcas, the **Simca 1300 and Simca 1500.** I know that many people rave about them but I disliked the gear-change, wasn't impressed by the road-holding, nearly got stuck to the plastic-covered seats, and found the low-geared steering inclined to be sticky and lifeless. The fact that the Simca 1300's drum brakes were more reassuring than the disc/drum combination of the bigger car was disconcerting, nor was the road-holding of either inspiring. I concede that these cars are stylish and that the 5-bearing engines endow them with plenty of "go"; but I prefer the rear-engined Simca 1000.

A **Mk. II M.G. Midget** brought back that youthful feeling but perhaps I am not yet in second childhood, because I kept asking myself what the M.G. could do that a "hot" Mini couldn't do better. Now that the Midget has wind-up side windows you don't need to dress-up to drive it and need not inhale gales of fresh air while riding in it. So some of the point of a sports car



A snug sports car—the Mk. II M.G. Midget now has wind-up side windows.

has been lost—but in firm ride, quick steering, not very comfortable seats, noise, and general handiness it is still a sports car. Nor can I see why any sane insurance broker should regard it as dangerous. And I have to admit it will see off a normal Mini-Cooper, while costing only £52 more and being decidedly sparing of fuel.

I had looked forward with genuine enthusiasm to riding behind a Rolls-Royce engine, even if it wasn't a V8, in the **Vanden Plas Princess 4-litre R.** I set out from Cowley (not Crewe) in it and only a few miles sufficed to show that the power steering was *horrid*. I drove rather self-consciously to the 30/98 Vauxhall party at Luton and on with my wife to an S.T.D. Register A.G.M. in this loudly-acclaimed R.-R./B.M.C. hybrid. Longer acquaintance merely confirmed that it is a mediocre car; this was embarrassing, because of my reputation for being critical of Rolls-Royce affairs! Long-lasting, maybe, but not very likable, this particular Princess. The final disillusionment came in Windsor Park, when the ill-adjusted lamps of the "R" upset a (self-confessed) young communist in a little Ford saloon. He pushed me into the kerb and, hammering on the driver's window, asked scathingly whether I was using a Company car. When this was denied he said, even more scathingly, "Well then, I suppose it's a b——— hire car." I don't imagine owners of Silver Clouds are singled out for such comment. . . .

Towards the end of the year there were a couple of days of very impressive motoring in that excellent British sports car, the **Jaguar E-type** in its latest 4.2-litre form, which I also used to attend that very wet V.S.C.C. Driving Test meeting at Silverstone last December. The particular E-type which came to us had a number of faults peculiar to itself but the all-round excellence of this very fast yet docile Jaguar shone through. However, as the



The disappointment of the year, the Vanden Plas Princess R, which was keenly anticipated but left the Editor with no desire to own one.

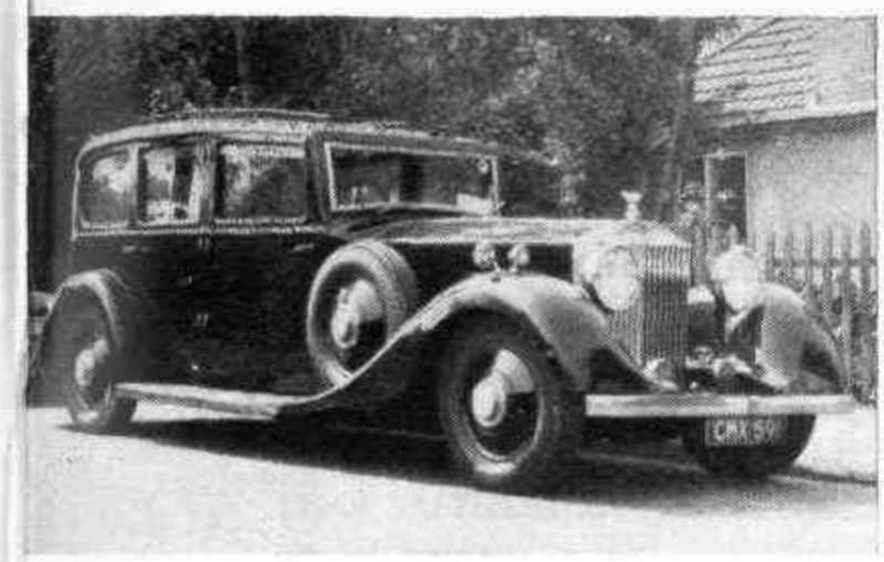
full story appeared only last month, there is no need to recapitulate.

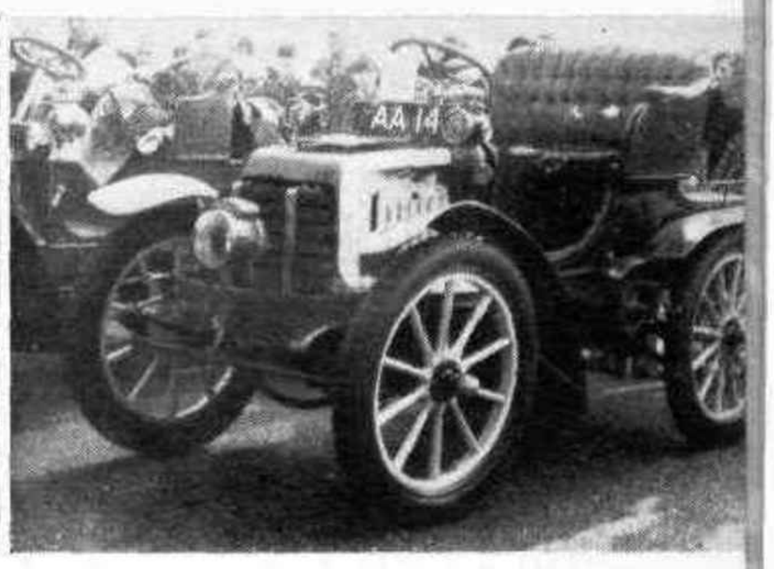
Christmas was rendered convenient and pleasant from the mobile aspect because I had a **Fiat 850** saloon and the latest 3.3-litre **Series PB Vauxhall Cresta** saloon over the holiday. The Fiat is written-up elsewhere in this issue, so I need say no more here except to praise again its prompt starting, "sure-footedness," especially up slippery ice-coated inclines, and the general feeling of "staunchness" that characterises this "enlarged bambino." Totally different in purpose and character, the Firestone-shod Vauxhall, with automatic choke, also fired-up instantly in zero temperatures. I regard the big Vauxhalls as admirable family cars of conventional type, and I was glad to find that the enlarged 92×83mm. (3,293 c.c.) engine of the Cresta, which develops 115 (net) b.h.p. at 4,200 r.p.m., produces a very worthwhile increase in acceleration, while being, I thought, smoother all up the range than the earlier power unit. It is inaudible at idling speeds, would pull down to about 12 m.p.h. in top gear and makes this well-contrived six-seater saloon a notably fast car.

Conditions of snow and ice somewhat restricted my experience of this worthy Lutonian and no performance figures were taken, but I noted with approval that the previous "to-hand" location of the multi-purpose lights and wipers/washers knobs is retained, that wing mirrors and seat-belts front and back contributed to safety, and that this six-cylinder Cresta was a very easy, willing car to drive. It falls into the category of a scaled-down American automobile, a "compact" if you like, but with brakes to European standards. The handling is not outstanding but traction on snow and ice which caused us to abandon at Birdlip a New Year's Eve expedition to Wales, was better than I had dared to hope. Minor items like the sensibly high-set front number plate were appreciated and under far from favourable conditions the sizable six-



Christmas couple—this excellent Vauxhall Cresta and staunch Fiat 850 were tested over the wintry December holiday.





Some of the more ancient vehicles enjoyed last year—l. to r., the 1935 Rolls-Royce Phantom II, the 1922 Maxwell charabanc in which the Editor was driven to Brighton by Lord Montagu, and the 1903 Montagu Motor Museum Panhard-Levassor after its successful completion of the Brighton Run.

cylinder engine gave 22 m.p.g. and was well suited to the 3-speed gearbox controlled by a steering-column lever. The engine warmed to its work with no hesitation at all and heater and demister (including rear-window demisting) functioned admirably. An excellent all-rounder, this £962 Vauxhall Cresta. It was the last car I drove last year, although in November a **Vauxhall Velox** had rendered yeoman service trailing the Brighton Run Panhard from Beaulieu to Hyde Park, and back to the Museum in the fog of that winter Sunday evening.

Perhaps the greatest fun of the year came on Christmas afternoon, when D. S. J. and I went for a run over deserted roads in a **Lotus Elan S2.** Delivered behind schedule, I had to let the Assistant Editor do the road-test on it. We returned from our brief encounter somewhat deaf but exhilarated by the fantastically good road-holding and cornering of this race-bred car. The visibility, the quick "mechanical" gear-change, the excellent seats, the brakes and the noise are definitely "sports car," so a very heavy, sudden clutch and other shortcomings were readily forgiven. However, when the twin-cam Ford engine went into the red at 6,700 r.p.m. in top gear with the speedometer at 120 m.p.h. we did wonder how long this very enjoyable Elan would hold together. . . .

Apart from tests on the road, the motoring scribe is sometimes invited to turn racing driver and test new cars round closed circuits. Last year I did the 750 M.C.'s Anniversary Run instead of the Guild of Motoring Writers' Goodwood Test Day, which was covered by a colleague, I missed the useful Continental Car Test Day at Silverstone put on by Total, and didn't get to any of those exotic parties at which new models were released on the Continent. However, I was able to drive an **N.S.U. Wankel** round Goodwood, at the same time renewing acquaintance with the jolly little **N.S.U. Sport Prinz** and sampling the attractive **N.S.U. 1000,** which went so well, apart from severe front-wheel kick-back, that I am eager to drive it on the road. It is difficult to assess the performance of the N.S.U. Wankel while the makers rate it as 500 c.c., its opponents as 1,000 c.c. or more, but I would say it goes as well as the reciprocating-engined N.S.U. 1000. Whether the Wankel's claims to long life and exceptional smooth-running will make it a serious competitor of the piston engine won't be known until it is in regular use by ordinary motorists. I gather that at present the life of the seals is still a critical factor, and I thought I noticed some concern about the life of the Wankel's single sparking plug during the Goodwood demonstration. What this demonstration was intended to do, as with the Chrysler gas-turbine car pre-view in 1963, was to prove not that this unconventional power unit is practical but that it is certainly no more complicated for the driver to control than the older form of i.c. engine.

I also spent a chilly day at Chilgrove airfield, where I did a few laps in the 970-c.c. and 1,275-c.c. **Mini-Coopers** and the Monte Carlo Rally-winning **Mini-Cooper-S,** the last-named surprisingly tractable and all of them enjoyable because of the "stiction" they display on corners. John Cooper took me round in the "big Min." and, surprisingly, was keener to demonstrate its top-gear flexibility than its high speed.

And, although I couldn't spare time to drive in the Press section of the Mobil Economy Run, my wife and I were able to get down to Bournemouth for the merry luncheon party at which the awards in this unique event were presented.

Apart from the cars I drove myself, during last year MOTOR SPORT conducted road-tests on the Phase II Rochdale Olympic, the Viking Hornet Sport, the aforesaid Monte Carlo Rally-winning Mini-Cooper-S, a Monte Carlo Rally Ford Falcon, the Ginetta G4 1500, the Reliant Sabre Six GT, the Ruddspeed Volvo 122, a Tour de France Ford Mustang 289, a Speedwell Mini and a Gilbern GT—so there has been plenty of variety.

It only remains for me to add that my Brietling wrist-stop-watch, so useful for impromptu timing of cars and races, has settled down to keep exceedingly accurate time, that muscle-power transport for the family has been provided by a couple of those estimable rubber-sprung Moulton bicycles, and that night motoring has been simplified by my Bardic BM torches, which refuse to wear out. I would like to conclude by thanking all the readers who find time to write to MOTOR SPORT—although it is only possible to publish a small cross-section of this prolific correspondence each month, every letter is read and by this means I am kept in close contact with opinions and trends on many different aspects of motoring.

* * *

During the year there was a small amount of vintage motoring (far smaller than I would have wished) sandwiched between driving the aforesaid modern cars. It started with a rousing night drive on the V.S.C.C. Measham Rally as passenger in the tonneau of John Rowley's very healthy 30/98 Vauxhall.

Later I drove a 1935 Rolls-Royce Phantom II for an interesting week-end, using it to attend events as diverse in purpose as the Hants & Berks M.C. "Floggin' and Clatter," the Brooklands Re-Union, when it led a cavalcade of cars through the grounds of the once-flourishing Motor Course, and a Bean C.C. *Concours d'Elegance.* This particular Phantom was a funeral black but since the release of a certain film I imagine there is another fortune awaiting those vendors of used cars of this make who have had the foresight to install a paint-spray and a supply of yellow paint. . . .

There were a few miles in a car which is something of a poor relation to this long, high, thirsty but satisfying Rolls-Royce, in the form of a 1934 Armstrong Siddeley Long-15 saloon. It is a car in which the atmosphere of limousine travel lingered on into the middle-'thirties and although, with its "iron" side-valve engine, it is pedestrian in the extreme, it has certain endearing foibles, such as an air-cleaner that whistles when it requires cleaning, a combined oil gauge and water thermometer dial sagely labelled "Safety Gauge," automatic restarting of the engine should it stall (now fortunately disconnected !), a hand-throttle, built-in jacks, Enots one-shot chassis lubrication, a timing cover labelled "Use AS Filtrate oil," and all the lofty arm-chair comfort of the chauffeur/footman *regime.* The steering connections are of Singer Junior crudity, but control is finger-light, and the ingenious pre-selector gearbox quite foolproof unless the clutch pedal is misused, when it exerts its influence by rising up with startling force. And I defy a pre-war Rolls-Royce to better the manner in which the cubby-hole lids and doors shut.

I went to certain vintage events as passenger in D. S. J.'s 328 B.M.W., rode through the Historic Commercial Vehicle Club's Brighton Run in the company of some eyeable (but very cold) show girls in Lord Montagu's 1922 Maxwell charabanc, and had a fine and troublefree journey in the R.A.C. Veteran Car Run, likewise to Brighton, at the wheel of the Montagu Motor Museum's 1903 7-h.p. 2-cylinder Panhard-Levassor. Honoured by being asked to lead the 750 M.C.'s 25th Anniversary Run, I borrowed a 1937 Austin Seven Ruby saloon for the occasion, which fanned the memory. Further ancient Austin miles were dependably accomplished in a 1934 Austin 10/4 saloon acquired so that my second daughter could try her hand (or hands) at conducting a mechanically-propelled vehicle. This Austin 10/4 was bought from a co-operative breaker's, where it had been abandoned because a seized king-pin, soon freed by the application of some

Continued on page 119

CASTROL

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When next you are buying oil, do remember this. In 1964 most British car manufacturers chose Castrol for their international rally teams. Against competitors from many countries, Castrol lubricated cars scored in the toughest of all motoring tests. And for 1965, Castrol is again the choice! You cannot do better than follow a winning line. Over five million British motorists depend on Castrol. Britain's most successful motor oil. **So can you!**

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VINTAGE POSTBAG

Careless Reporting

Sir,

In your account of the V.S.C.C. Driving Tests at Silverstone on December 5th, you state "Tim and Margery Carson, whose idea it all is, sheltered in their Volvo and Tony Bird drove about in the Club's Peugeot."

This statement is grossly inaccurate and, in my opinion, almost libellous.

While it is true that I spent the day in the car (I was suffering from shingles at the time), Tim did not set foot in the Volvo, or any other car, from the time he arrived at Silverstone until the finish of the meeting. Nor can I believe that anyone could mistake the 5 ft. 3 in. of Mrs. Footit (who did sit in the Volvo with me) for Tim. Nor, once the tests were laid out, did Tony Bird use the Peugeot.

If you had seen them at the end of the meeting, both wet to the skin, you would not have made such wildly inaccurate remarks

I trust that you will publish this letter in your next issue so that members who were not present, or who do not know Tim personally (no-one who does know him is likely to believe such a story), will know that Tim would never just sit watching other people work in the rain. He has never done so yet. (Copies to J. W. Rowley and J. E. Stanford.)

Kingsclere. MARGERY CARSON.

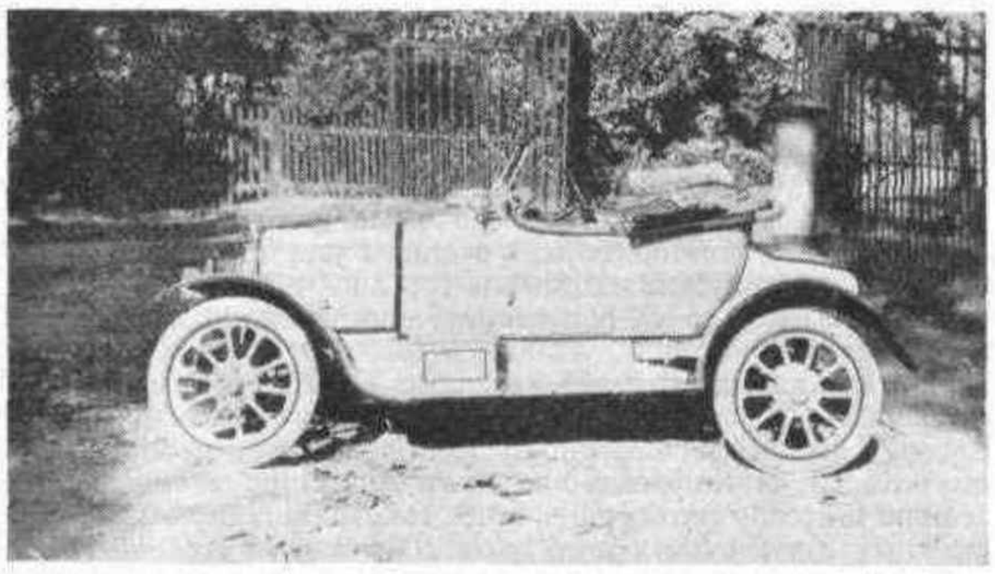
[Why anyone should suggest that I would wish to accuse Tim Carson and Tony Bird of shirking their duties, or to libel them, I cannot imagine, nor can I see why it was necessary to emphasise my casual reporting to the Club President and the Editor of the *V.S.C.C. Bulletin*. Nevertheless, I apologise unreservedly to Mr. Carson and Mr. Bird, for whom I have always had the highest regard, and especially to Mrs. Footit for mistaking her silhouette for that of Tim's on this very wet day. It is apparent that any friends a journalist may make when he is full of praise are apt to desert him when he makes a foolish mistake, even in what was intended to be a lighthearted account!—ED.]

* * *

The Deemster

Sir,

I joined the Deemster Company as assistant to the Sales Manager, R. Pivray, in September 1919 and was with them till they closed down, February 1924, and that is another story why they closed down. Alf Noble, of A.C. fame, joined the firm later to the end. Mr. Hester as Works Manager came in to speed up production.



The first post-war Deemster was a most *reliable* little car, and, some years after the closure of the firm, I met a purchaser of the earliest production and he had just had a rebore and a new crown-wheel and pinion after covering 245,000 miles.

I am now 73 years old but my memories of my associations with the firm and all connected with it are most vivid. I enclose a photograph of the actual model as on the stand at the 1919 Motor Show.

Bridgwater. S. COULSON.

* * *

Salmson Reminiscences

Sir,

I must say I thoroughly enjoyed reading the article on "The Cars Owned by Miss Betty Haig," as the reference to the Salmson with the queer valve gear brought back vivid memories of my youth.

In 1931, when I was at the tender age of 17, a friend and I purchased a 1923 Brooklands-type Salmson for the princely sum of £3 10s. It was the model which had the passenger seat almost behind the driver, and to me the *piece de resistance* was the long, large-diameter exhaust pipe bound with asbestos string so that the passenger did not burn his arm. It was painted a brilliant red, and was towed in triumphantly to a friend's house whose misguided parents were kind enough to lend us their lock-up.

As my automobile knowledge was at that time rather sketchy, we decided the thing to do was to strip it down to pieces, and this was done. Upon rebuilding, and not knowing anything about ignition timing, we enlisted the services of a kindly garage proprietor who, as we found out later, in his thoughtfulness for our safety, timed it at near full retard.

When the car was rebuilt, we enjoyed ourselves thoroughly by running the engine up minus the silencer, and were delighted at the flames and bangs emitted from the exhaust pipe. By this time our kindly friends informed us that our stay was no longer welcome.

As I am disabled, when everything was ready for the trial run, and as there were no doors, I was loaded in position by being lifted up shoulder high and fed into the cockpit rather like a muzzle-loader. Our first run was not very exciting as we found that the top speed was only about 20 m.p.h., due to the, perhaps, misplaced kindness of the aforesaid. However, we then found an enthusiast for Salmson cars, and he put us on the right tracks.

Several exciting runs were undertaken, with numerous stops to replace the push-rods of the push/pull valve gear—we could not afford to buy new inlet valve return springs.

The car had a terrifying habit of shedding its wheels, owing to the fact that the threads on the quick-release hub caps were almost non-existent. I have a vivid recollection of going down the busy shopping centre of Westcliff-on-Sea when the near-side front wheel came off and gambolled into a milk-float. Having perhaps rather a queer sense of humour, I promptly had hysterics, whilst my poor friend attempted to pacify a very irate milkman who was dancing up and down in rage amongst his broken bottles and a gigantic pool of milk.

It was shortly after this that a friendly Police Inspector advised us to get rid of the red monster, as the local Force could no longer shut its eyes to our regular near-misses. It was then sold to a local car breaker for 10s.!

D. PRESTON COBB,
Sales Director,
p.p. Greeves Motor Cycles.

Thundersley.

* * *

Vintagism

Sir,

I was most interested to read, on page 18 of the January MOTOR SPORT, that you think the V.S.C.C. should obtain a vintage van to transport its equipment to events. What a splendid idea! I am quite sure that Tim Carson and Tony Bird wholeheartedly agree with you; however, to obtain and put into working order such a vehicle would obviously take a great deal of their very limited time, and I am sure you will agree that an example should be set to the members of the Club in the meantime. Undoubtedly the best way of doing this is for Honorary Life Members of the Club to come to Club events in their vintage cars; I am confident that you will wish to start the ball rolling by coming to the Marshals' Dinner this year in one of your own vintage light cars. Remember, *vintage* cars—no cheating by coming in D.S.J.'s post-vintage B.M.W.

Re your remarks about Derrick Edwards trailering his Aston Martin to Silverstone, would *you*, sir, have driven that car up from London in the prevailing weather conditions, with not even the scantiest of weather protection, when a trailer was available ?

Handsworth. R. A. WATT.

[I was half-joking about a vintage V.S.C.C. van, although aware that the Bean C.C., the Austin 7 Register, the Vintage Austin Register, and other old-car organisations run appropriate vehicles. Obviously Club members, and not the hard-worked Secretary, would have to be responsible for such equipment. I couldn't agree more about H.L.M.s using vintage cars, even if not all the paying members abide by these views. I shall not be at the Marshals' Dinner this year and presentable vintage cars are both expensive to acquire and to maintain, while, due to lack of time and ability, my vintage small cars are still off the road. Perhaps Mr. Watt will think well of me if I do a "Boxing Night Exeter" in my vintage Morgan 3-wheeler,

which should be a pretty formidable bit of punishment?

So far as trailing a vintage car to a driving test meeting is concerned, it surely all depends on whether you prefer rounding various pylons in the lower and reverse gears or extending good machinery on the open road—and Mr. Edwards couldn't have got wetter than I did when Dudley Gahagan took me to the equivalent meeting the year before in his G.P. Bugatti—and if he had been trailing the car on that occasion I would have stayed at home. But perhaps the extravagance of taxing several cars for this one winter meeting was more in Mr. Edwards' mind than keeping dry, when he resorted to putting his Ulster Aston Martin on a trailer?—ED.]

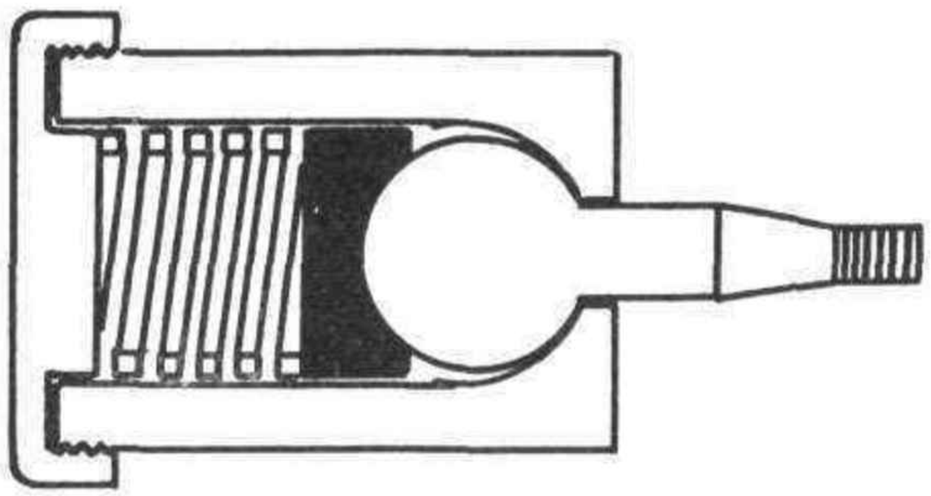
* * *

A P.V.T. Steering Detail

Sir,

Is it not time that "mechanics" at M.O.T. testing stations were introduced to the spring-loaded type of ball joint used on some pre-war cars? Each time I take my car (P.V.T. class) for the test I have a similar conversation with the knowledgeable little man who informs me that the steering is unsafe. It goes something like this: "Sorry mate, I'll have to fail it." "Oh, why?" "One of yer ball joints moves up and dahn." "Yes, I know, its spring-loaded, but there's no sideways wear." "Oh no, mate, just up and dahn; I can't pass it like that."

Obviously getting nowhere I drive sadly home, unscrew the cap from the offending joint, remove the spring, insert a sixpenny piece (which happens to be just the right size), then replace the spring and screw cap. This procedure takes up the spring action and there can then be no "up and dahn" movement.



Returning to the garage, I find the "mechanic" and tell him all is now well. He checks and agrees. The certificate in hand, I usually inform him that the joint is, if anything, more dangerous now as there is more strain to force the ball out. This, of course, he fails to comprehend, and I return home to remove my tanner and the farce is over for another twelve months.

I enclose a sketch of the joint for your use. Should you decide to publish this letter, and I hope you will, I shall be glad if, for obvious reasons, you refrain from publishing my name and address.

"K. O. W."

* * *

The T.M.C.

Sir,

Your correspondent Mr. Frank Farrington mentioned this Company in relation to the Wilkinson motorcycle. This was not, in fact, designed by Mr. Ogston, but by the Engineering Department of this Company, and was a direct descendent of an earlier product, the Pall Mall bicycle.

Four marks of motorcycle were made by this Company, the first two, between 1909 and 1911, being the Wilkinson T.A.C. (touring autocycle). The second two marks, in 1912 and 1913, were Wilkinson T.M.C. (touring motorcycle). The object that the designers had in mind was to produce the comfort of a motor car on two wheels and to produce a machine powerful enough to cope with a large and comfortable sidecar over bad roads. The first two marks failed because of the low clearance of the frame, but in the later two this was remedied and the machine had, according to the brochure, "a large and satisfied clientele in the Colonies." One of the novel features of the machine was the final drive from the Panhard gearbox which was almost in the form of a short sword blade, which was flexible enough to take up some of the initial torque and thus make for smoother starting.

Recently, we were able to discover and purchase a T.A.C. of 1911 vintage in the Newcastle area, and we have stripped and re-assembled this machine and hope in the coming year to have it on display.

J. W. LATHAM,
Director, Wilkinson Sword Ltd.

London, W.4.

CONTRAST—continued from page 80

interior lights, one on the screen rail, the other at the corners of the rear compartment where they are set too low, a poor substitute for the foam-rubber head-rests in normal 1100s. The front lamp has front-doors' courtesy action and opening a back door puts on the appropriate corner light. The arm-rests somewhat conceal elastic-topped pockets in the front doors and the rear seat possesses a folding centre arm-rest. The side arm-rests incorporate plated grips to facilitate closing the doors. There are pull-down veneered picnic tables on the backs of the front seats. I was telling a friend how all veneers match in a Rolls-Royce, whereas those in lesser cars do not, and when we looked at these tables in the Vanden Plas, lo, the veneers had been matched, although the plated glass holders made them "handed."

The heater controls below the full-width facia shelf are properly labelled, there is a cigar-lighter at this level, and aircraft-type swivelling fresh-air feeds are found at each end of the facia. The vizors are leather-covered and there is a vanity mirror, an accurate Smiths clock and a concealed ash-tray occupy the facia centre, and smokers in the rear compartment have a big lidded ash-tray on the prop.-shaft tunnel. Other aspects of this delightful little car include a reversing-lamp, special wheel nave plates, rubber mat for the driver, plated exhaust-pipe extension, polished plating on the valve cover (which is labelled "Princess"), lamps flasher incorporated in the winker's stalk, side-angled flasher units, better bonnet-prop release, etc., while a sliding roof is available for £48 6s. 8d. extra. The B.M.C. flashers'-stalk and interior door-handles remain; the boot is unlit. One front window winder fell off, but was easily replaced and secured by its single screw. The test car had a Radiomobile radio, with front/rear speaker control, which costs £40 extra.

The external, lined finish of the Princess 1100 looks of good quality and the prominent grille, although some people think it unsuitable to the car, proclaims this to be a Vanden Plas product and enables this 1100 to be picked out easily in crowded car parks. The fuel filler can be locked; even when left unlocked petrol pump attendants invariably ask for the key!

On the road the luxury demeanour is well maintained. The oft-praised qualities of the front-drive Hydrolastically-suspended B.M.C. 1100s are enhanced by sound-damping, and the performance is somewhere between that of an Austin or Morris and a 2-carburetter M.G. 1100, 70 m.p.h. being a very happy cruising speed. This means a top speed of 82 m.p.h., 0-50 m.p.h. in 14½ sec. and a s.s. ¼-mile in under 22 sec.

There is some engine noise at speed, more noticeable in the back than in the front, and the gear train can be heard, even in top gear. On the whole, however, the Princess 1100 is a delightfully responsive and subdued little car. I thought it felt somewhat softer at the rear-end than the Editorial Morris 1100 but this may be because it is on C41 Dunlops, whereas I am now accustomed to the better road-holding provided by SP41s. Vanden Plas probably fit C41s to reduce road-noise as far as possible. The steering seems to have more castor-return action than that of the Morris.

I thoroughly enjoyed my 850 miles in this very acceptable luxury small car. Making no attempt to drive it economically, and inclusive of London traffic, it averaged 32.4 m.p.g. of premium fuel and its tank holds sufficient for 260 miles. The highest figure was 31 m.p.g. Only a minimal amount of oil had been used after 880 miles.

This Vanden Plas Princess 1100 costs £182 more than a 4-door M.G. 1100 but is so nicely contrived that it is well worth it. The Labour Government has put up the price of petrol but has not yet reduced us to penury, so there should be a considerable demand for really comfortable, quiet, luxury economy cars. *I shall expect the Vanden Plas branch of the B.M.C. to do exceedingly well with this charming junior Princess*, which sells for £896, however much it may be regretting the introduction of the Princess-R in its present form. If any car deserves the appellation "The Rolls-Royce of Small Cars," this one does. And it is so much nicer than a tarted up Mini with imitation basketwork sides, although amateur handymen should be able to work up something similar from a standard M.G. 1100.—W. B.

HISTORIC COMMERCIAL VEHICLE CLUB

At the next social meeting of the above-mentioned Club, on Monday, February 1st, Mr. A. Parks, Manager of the Fire Engine Department of Dennis Bros. Ltd., has kindly agreed to speak. Doors open at seven and the talk will commence at approximately 7.30 p.m. The venue is the Elizabeth Room at Victoria Coach Station.

BUILDING A ROCHDALE—continued from page 85

considerable improvement. Now all I had to do was make the car keep a straight course. This occupied the best part of 15 months, during which time everything suggested by technical friends was tried—unsuccessfully. In the end, beaten, I took the car to Crown Garages, Egham, who modified the back-end linkages, re-bushed the front suspension and handed over to me a car that handled infinitely better than before.

" In addition to all this mechanical trouble I rarely went more than a fortnight without finding some other niggling job to do—such jobs as putting the window-winding mechanism back in its groove, tracing the source of an inland lake which appeared under my feet whenever it rained, curing resonance from the exhaust system, modifying the attachment of the rack-and-pinion to cut out wheel shimmy, rehanging the doors, getting the wipers to work consistently and so on. So, as you see, Dick, though I bought the car two-thirds built, I spent much time finishing it off and maintaining it. This left no time to improve it and my enthusiasm began to wane, so I advertised the car at more than I paid for it. Surprisingly, the first chap who came along bought it. I have some regrets; especially as the day before it was sold was the day that the suspension was at last sorted out. You don't seem to have had any suspension troubles, Dick. . . ."

Dick : " Well, certainly once I got over the teething troubles I had none of the fundamental handling snags that you ran into. I think that the hull was designed round the Riley 1.5 suspension, giving a much neater layout than the Phase 2 system, with stiffness where it was needed. However, I spent dozens of hours sorting the front-end out after the first road-tests. A lethal-sounding clunk when moving slowly on full lock was, after two rebuilds, traced to the tyre flicking the anti-roll bar. Clearance for the lower suspension arms was increased in eighth-inch steps until I got enough ground clearance for most roads. This left so little of the original chassis material that I bonded in some reinforcing tubes. In fact, I spent £7 10s. on fibre-glass for odd jobs round the hull. These included making good the original laying-up which, in places, was so bad that it let water through, reinforcing and building up strong points, etc. Like you, I had terrible trouble with water sealing, partly due to the above-mentioned porosity, but after many hours of damp research have got this to a reasonable state. At least we have the comfort of knowing that a little water underfoot will only affect the carpet and won't rust out the body. The wet weather tests were fraught with very uncertain wiper operation. I had bought the unit from Rochdales thinking that with such a curved, raked screen the correct equipment was essential. It wasn't until you got your car that I discovered that they had given me the wrong fittings. Since that was put right they have been quite good, although lack of visibility in adverse conditions seems to be a fundamental fault on this class of car. Don't you find a big improvement now that you have gone back to the Mini ?"

Derek : " I should say there's very little in it. I'm sure that vision is improved with a more upright windscreen but the Rochdale scored because there was a greater swept area of wiper blade. And though one would expect the Mini to score in adverse conditions, due to its short bonnet, I feel that the Rochdale was on a par here because the bonnet dropped away so steeply and the road was visible a few feet ahead of the nose."

Dick : " Yes, but I find that whether one feels at home in a car or not depends upon many factors. The good acceleration and brakes of the Rochdale and—with the help of Cinturato—the above-average cornering, together with light forces on all controls, are all on the credit side. It is mechanically quiet but I could never get the window sealing good enough to eliminate wind-noise at speed. The ride is not too bad (and I am not tolerant in this respect) and the fact that I made the car to fit, helps. The lights are not too good, in spite of being sealed-beam units, and the doors rattle, except for the week following adjustment. The rear suspension still wears out the brake reaction bush every few thousand miles but a replacement only costs 10d. and can be fitted in half an hour. It would be very hard to find another car that would give you anything like the performance and economy together. Your car was a bit faster than mine but more expensive to run, wasn't it ?"

Derek : " The Ford Cortina-engined Phase 2 had a very splendid performance. It was frequently run up to 6,000 r.p.m. and gave a best top speed of 99 m.p.h.—this could have readily been bettered by a higher final drive, which is not obtainable. After the running-in period and a spot of Moly, the gearbox loosened up sufficiently to give a fast and precise change which, of course, was a great aid to sheer acceleration. But performance has to be paid for and this showed in a rear tyre wear of approximately 13,000 miles per pair of C41s. I should have liked to have tried my car on radial-ply tyres. Petrol consumption was another slight headache. By all accounts, I should have got around 35 m.p.g. but my overall consumption was 25. Flat-out driving gave a figure of 22-23 and leisurely dawdling only reduced this to 28-29. And, if you remember, I had the car Crypton-tested by Harry Ratcliffe who had all the latest equipment and knew how to use it. But the reason for this somewhat high consumption was never discovered. I say high because, with 12½ cwt. and an efficient body shape and a higher axle ratio than the car to which the engine is normally fitted, I couldn't get, at slow speeds, the overall Cortina consumption. But compared with most other cars, this performance/fuel consumption was quite acceptable. Oil consumption was negligible. I must say that I was very, very pleased with the Ford engine—so smooth, always a first-time starter and using virtually no oil, however hard I thrashed it. If I had kept the car I should have installed the GT parts I had bought. Road-tests show that this pushes the top speed up to 114, with amazing economy. As it is, the Mini ' S ' is giving 100 m.p.h. and about 30 m.p.g. but alas, alas, a very painful oil consumption of 70 miles per pint. I've always had a feeling that the B.M.C. engine is basically more economical ?"

Dick : " In spite of my engine being rather second-hand, I get 35-40 m.p.g., which gives a useful range on a 10-gallon tank. Top speed is about 95 m.p.h. but I have been going gently of late in deference to galloping oil consumption. I shall shortly be reboring the engine, which has done at least 70,000 miles and maybe many more. At the same time I propose to put in an overdrive, maybe even give the car a coat of paint and finish the interior trim, so you see I haven't finished with it yet. The first set of tyres (Duraband fronts) did 30,000 miles, with the rear Michelin Xs only half gone. It is a much happier car on Pirellis. If the above work is successful, I expect to keep the car for a while yet; unless someone comes along and swops me an E-type for it (with five years' free insurance)."

MY YEAR'S MOTORING—continued from page 115

grease, had convinced its owner that the steering-box was done for. Its M.o.T. test certificate was renewed without difficulty, it possesses good tyres, instruments (and direction-indicator arms) that work, a splendid battery, and was even full of anti-freeze, not to mention some petrol, all for a sum many people spend on a round of drinks. These staunch British cars are still as prolific on our roads as old Citroëns and Peugeots were in France, aged Fiats in Italy, up to a few years ago. Long may they survive. . . .

W. B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1964

Car	Petrol Consumption			Oil Thirst
Citroën DW saloon	26.4 m.p.g.			⅓rd of a pint, in 1,180 miles.
Austin A105 automatic saloon	16.6	,,		Hardly any, in 540 miles.
Fiat 2300 station wagon	24.4	,,		None, in 620 miles.
VW 1500S saloon	26.6	,,	‡	—
Hillman Imp saloon	33.0	,,		1½ pints, in 1,160 miles.
Renault R8 1100 saloon	41.0	,,	†	⅓rd of a pint, in 470 miles.
Hillman Minx Series 5 saloon	30.3	,,		1 pint, in 900 miles.
Panhard 24CT coupé	32.7	,,		None, in 480 miles.
Daimler 2½-litre V8 automatic saloon	18.2	,,		None, in 900 miles.
Jaguar 3.8-litre S automatic saloon	16.6	,,		3 pints, in 630 miles.
Triumph 2000 saloon	26.7	,,		1 pint, in 900 miles.
Renault 4L estate car	35.2	,,		Hardly any, in 1,000 miles.
Mercedes-Benz 300SE automatic saloon	19.2	,,		None, in 850 miles.
Renault Caravelle coupé	36.0	,,		¼ a pint, in 650 miles.
Rambler Classic 770 automatic saloon	19.7	,,	†	None, in 670 miles.
Sunbeam Alpine Series IV 2-str.	25.7	,,		None, in 750 miles.
Ford Galaxie 500 automatic saloon	14.2	,,		2 pints, in 600 miles.
Lancia Flavia coupé	27.7	,,	‡	2 pints, in 1,000 miles.
M.G. Midget Mk. II 2-seater	35.6	,,	‡	1½ pints, in 675 miles.
Vanden Plas Princess 4-litre R automatic saloon	18.1	,,		1 pint, in 650 miles.
Austin 1800 saloon	26.5	,,		2 pints, in 720 miles.
Jensen C-V8 automatic saloon	16.5	,,		3 pints, in 1,000 miles.
Ford Cortina GT	30.1	,,		1 pint, in 700 miles.
Jaguar 4.2-litre E-type coupé	18.7	,,	‡	6 pints, in 1,300 miles.
Fiat 850 saloon	37.8	,,	†	1 pint, in 850 miles.
3.3-litre Vauxhall Cresta saloon	22.0	,,		None, in 550 miles.

† Mixture-grade or " cooking " petrol.
‡ 100-octane petrol.

LETTERS FROM READERS

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

A TWO-STROKE ENTHUSIAST

Sir,

Most interesting letter from Major Vallance, and nice to know that the Auto Union people will carry on with their two-stroke engines.

The Major's impressions were quite good and he obviously knows how to drive a two-stroke which most people do not. They do require a slightly different technique than the four-stroke engine. My first two-stroke was a Scott, and I also had a 1938 D.K.W. 500 to which I fitted a Burman 4-speed. This generation does not know what it is missing. Regarding the spare under the bonnet of the D.K.W., there is a reason. All the space under the bonnet of my 40s Junior is taken up by the oil tank with its separate pump, and the solenoid to vacuum tank for the automatic clutch—slipping with the change of gear. This clutch, being centrifugal, also disengages and engages itself. There is no clutch pedal.

Auto Union have no need to look into Issigonis' efforts. In case any of your readers catch some of our (D.K.W. owners) enthusiasm, I might also refer to the gears; four indirect—top ratio 3½-1—autobahn stuff obviously—so one does not consider it as a 4-speed. Rather a 3-speed and overdrive: and that is the way to drive it, remembering to use your toe right as the Major says. These machines do not need any running in, and you are not asked—as Mr. Pitchers was—to finish the factory's work for them. They are quite economical despite Mr. Boddy's test last year. I average over 40 m.p.g. A recent trip to Dovercourt showed 150 miles using approximately three gallons (autobahn top gear). Oil (Castrol C.R.20—100% detergent) is at a ratio to petrol—40-1. And you do not have to throw any away because the sump is not drained and refilled.

I regard with scepticism some of the current marvellous engines that require an oil change at 6,000 miles, or more. The manufacturers must have constructed special sludge traps in the sumps. Everyone knows—or should know—that approximately a gallon of water is produced on burning a gallon of petrol—you can see the steam coming out of the exhaust pipe—and some of this water must get into the sump, with the usual results. Back to the D.K.W. I would like to remark on the battery, as there has been some correspondence on this subject. My battery (a Varta) is nearly four years old: six volts, and does everything that is required of it—any weather, day or night. The point is this—it is not undercharged and more important it is never overcharged, which is what does the damage. The voltage control works perfectly. All the electrics are Bosch—the headlamps by Hella. Any of your readers having trouble with their batteries should look to this point, or better still, change over to Bosch. The engine of this 40s Junior is 741 c.c. and will propel the car at 75 m.p.h. (speedo. reading) indefinitely. It is beautifully made *and* assembled and it has of course a 4-bearing crankshaft (I see that B.M.C. and Fords are getting excited about their 5-bearing cranks). I have no tappets to be adjusted, and no water pump to worry about. The rad. is filled with my own special mixture: distilled water plus ½ pint inhibitor—½ pint methylated spirits. I could go on, on, on, on. You must be familiar with the odd car crank. [Yes!—Ed.]

London, E.11. R. D. Hollis.

* * *

THE N.S.U. FILLS THE BILL

Sir,

Superficially your last editorial (Buy British) makes very good sense, but when put to the test (in my case at least) the British Motor Industry is sadly lacking.

Three and a half years and 42,000 miles ago, I took delivery of a new Mini and immediately suffered an incredible number of faults due to poor manufacture. Thereafter the car was great fun when it was going, but, oh! the hours I've spent with oily hands! Routine maintenance apart—grease every thousand miles, oil change every three, etc.—components have failed after a period too short to be "*fair* wear and tear." I dread to think how much the garage bills would have been had I been unable to do the work myself.

Accordingly, a short while ago, I started to look for a replacement with the following specification:

1. Cheap (Mini type price).
2. Nippy about town (Mini type performance).
3. Minimum routine maintenance and simplest possible mechanical design.
4. Air cooled (as a result of cooling troubles on the Mini).
5. Rack and pinion steering.
6. No cart springs or prop. shaft.
7. No belts or chains (as a result of fan belt replacements and rattling timing chain on the Mini).

Buy British? There is no British car made to this not very demanding specification, but the N.S.U. Prinz that I bought meets it and goes a lot further. It really is remarkable how well equipped and well finished it is for the price (do I recall another correspondent of yours raving about the N.S.U. in your columns some months back?). Of course, only time will tell just how reliable it is.

I am sorry for the Labour Government and the guys in Coventry earning £30 a week, but since I don't earn that much my motoring must be geared to a more modest income, and unfortunately the German product seems to be the only choice.

Ickenham. H. M. Dell.

* * *

B.M.W. SERVICE

Sir,

May I, as a B.M.W. shareholder, rush to the defence of the B.M.W. Company and its products.

It is quite true that the after-sales service could be better, but we must remember that the English Concessionaires are limited by a relative lack of funds, and, indeed, experience. The B.M.W. parent Company has not had an easy time since 1950, and production costs have, I understand, threatened its existence on more than one occasion. It is, additionally, only within the last few months that the Overseas Representative, Mr. Horst Zimmerling, has attempted to set up here a sales and service organisation comparable with the excellent organisations existing in France, Holland and Switzerland, etc., etc.

At the same time, the entire B.M.W. organisation, and indeed the entire Quandt Group, is really small when compared with its German rivals Volkeswagen, Opel, and Mercedes-Benz and, as we all know, it is always the smaller enterprises that get the buffeting in difficult years. I do not have the latest production figures, but it is, I think, fair to state that annual production of the 1800 series has not yet ever exceeded 2,500, compared to a Volkswagen production of over 790,000 in 1961 for the 1200 model, and a Mercedes production in the same year of over 60,000 for the 220 model. It may be some indication of relative production if we remember that, in the same year, B.M.W. produced 1,518 of the 8-cylinder models, and indeed less than 40,000 of the 700 series, a far smaller more popular model than the others mentioned.

Chalfont St. Giles. P. V. Korda.

[It is good to note B.M.W. have keen shareholders, but there has been no explanation from the Concessionaires—surely they care? When distributing the best 1800 in the world, large or small—they should look after it!—W. J. T.]

* * *

AN AUTHOR REPLIES

Sir,

I have to thank you for a review of the "Rolls-Royce Motor Car" which is generous and on the whole just. There are a few points on which I feel justified in making some comments.

Your first paragraph implies a slightly raised eyebrow at books about R.-R. being done for profit. Of course they are. You and I may well agree that there are far too many books about cars in general and Rolls-Royces in particular—but as there is money to be made from them publishers will obviously have a go. Also, *are* they all that profitable? Certainly as far as the author is concerned, as you doubtless know, this sort of work doesn't bring in much more than a shilling an hour.

Third paragraph: If I really thought I had been so carried away as to write in "the best public relations vein," I should never put pen to paper again; but I comfort myself with the thought that this comment falls into the category of: "He only does it to annoy, because he knows it teases."

Fourth and fifth paras: Glad you agree that Hallows' wonderfully detailed specifications are good value. Your suspicion that there was liaison between Hallows and Tubbs is entirely without foundation.

Sixth para: I do say, on p.24, that despite Edge's assertions, the Napier was *not* the first 6-cylinder car to be made; but saw no relevance to the matter in hand to embark on a discussion on whether Spyker, Sunbeam, Brooke or whoever was actually first.



The unusual 4-door VW referred to in the letter from Mr. T. J. M. Dobson.

There is only a matter of a few months in it anyway and one must, I think, concede that the 6-cylinder Napiers (despite their bad crankshaft vibration) were first to have any commercial success. I make no reference to the Leyland Eight, because as far as possible, I limited my comparisons to cars I have actually driven and, sadly enough, a Leyland Eight never came my way. Delaunay-Belleville, Minerva and Sheffield-Simplex *are* all mentioned in the text. Incidentally, your printer has made the usual mistake over the spelling of Delaunay. I quite agree that it was inexcusable to leave Sunbeam out of the list of notable cars which served the British Army during 1914/18.

Seventh para: You say "Bird openly admits R.-R. paid royalties to Hispano-Suiza," which seems to imply that you still think somebody has been trying to hush this up. Surely there has never been any secret about it? R.-R. have never tried to hide the fact. As it was, and is, so clear that they followed Hispano in the matter of the brake servo, I saw no point in bringing Renault into the picture as R.-R.'s use of a disc clutch rather than an expanding-shoe type for their servo was purely coincidental. It seemed to me that to go into the "who was first" business in connection with the brake servo would be quite fruitless and take one back to the mid-eighteenth century. For mechanism acting, broadly speaking, on this principle had been quite well known in various industrial applications for more than a century before Renault, Hispano, R.-R. and Uncle Tom Cobley made use of the idea.

Eighth para: Your suggestion that I have been "a trifle unfair" to C. W. Morton seems less than just. The information I used came from published sources and is duly acknowledged. And I hope Morton will be fair-minded enough not to resent the fact that in the passage concerned, I make it clear that the myth which he tries to perpetuate, that Royce invented the crankshaft vibration damper is no more than a myth.

Ninth para: The Model-T Ford is linked in one-model longevity with the Silver Ghost because they represent opposite ends of the spectrum. Also, although the Jowett ran for longer, there is really very little similarity between a 1910 Jowett and a 1938 Jowett; whereas the Model-T in particular, and the Ghost to some extent, really were very little altered in major essentials.

Tenth para: I agree that some reference should have been made to bearing troubles on the 4¼-litre. This was omitted because of forgetfulness, not from a desire to whitewash R.-R.

Eleventh para: Oh! come now. Unless it is otherwise stated one is entitled to assume that any car tested by *Motor*, or other responsible journal, is in proper mechanical order and adjustment. The point of the comparison is that even allowing for the brake-fade complained about on the R.-R., the figures showed that there was less fade than on a disc-braked car which went through comparable tests. Further test on the R.-R. support the Company's claim that the fade was occasioned by incorrect adjustment (though, naturally, one agrees they have no business to let a car out for journalistic testing with the slightest fault). The other manufacturers concerned make no attempt to claim that their test car was incorrectly adjusted, or to refute the recorded figures, and until they do I shall assume that the braking performance of their car is correctly represented by the published information. And, as such, inferior to an incorrectly adjusted R.-R., and far inferior to one in proper nick.

Twelfth para: I do not regard the rear-engined baby Mercedes as an entertaining car—merely as a bad one. And I do say that Mercedes "seldom" made a bad car.

Odiham. ANTHONY BIRD.

[Surely something has misfired somewhere. The correct version of Rolls-Royce and Hispano-Suiza seems to be that R.-R. paid H.-S. royalties in respect of centre-lock hubs, *not* gearbox-driven servo brakes, and that they paid Renault royalties for the disc-servo brake. A pity if such an authoritative book is inaccurate in this respect.—ED.]

* * *

THE POLICE IN PLYMOUTH

Sir,

Thank you for leading the campaign against "The Police State" through your excellent and outspoken journal.

May I, at this time of "Goodwill toward men" however, bring to your attention the help available to motorists in this area from the Plymouth City Police.

They have, for some time, held courses of Advanced Driving lectures, one series of which I recently had the pleasure of attending. The object of the courses is, in their own words, "To pass on to the public the benefit of the knowledge gleaned at the Police Driving School, in the hope of raising standards of driving and lowering the accident rate in the area."

With the assistance of film and diagrams the instruction was both interesting and comprehensive. Each course is "rounded off" with a courtesy ride in a patrol car where each feature covered by the lecture is demonstrated. Considerable time is allowed for questions and each of these was answered with logic and an understanding of the motorist's point of view. We were encouraged to seek advice on driving at any time by calling in at Police Headquarters, and to bring to their attention anything we see in the area that could be considered a hazard (*not* other drivers!).

The whole atmosphere underlying the courses is one of co-operation and I am sure that other "students," like myself, now feel that the Police are "on our side"—in Plymouth at least!

Referring to "speeding," the instructor stated, quite rightly, that if their system of driving is adopted, one need never be caught! They don't use radar.

What a pleasant 1965 we could have if other Police Forces were to adopt the "Plymouth Attitude" as a revolution!

Yelverton. K. M. BEARDOW.

* * *

AN UNUSUAL VW

Sir,

Perhaps you will be interested in the enclosed photograph. As you can see, it is of a Volkswagen tourer, 4-*door*, age unknown, mileage unknown.

It appears to have been built as a hunting car; certainly it did many hard years as a police car in Germany. The body is by Papler of Cologne.

The car was found on a dump in Dusseldorf. As to be expected, it goes very well. The hub caps come from Brazil; they are thief-proof, as they fit between the brake drum and the wheel.

Does any reader have information about this type of Volkswagen?

Lewes. T. J. M. DOBSON.

* * *

JUSTICE!

Sir,

Referring to the letter from S. M. Wheeler, the wife of a friend of mine suffered a similar assault while motoring.

On taking out a private summons she and an impartial witness duly went to court. The assailant pleaded guilty, witness was not called, and the plaintiff was told by the magistrate to give a brief account of the assault as a plea of "guilty" had been made.

This was done, and the assailant was asked if he wished to make a statement, which he did, *from the dock*.

His statement, according to the injured person and the witness, was about 25% fact and 75% complete fiction. But, as this statement was made from the dock, he was not on oath, could not be cross-examined, and cannot be accused of perjury!

The fine? A mere £2.

My friend's wife was unable to work for three weeks, received extensive bruises and cuts requiring medical attention. The local police, who were called to the scene of the assault by witnesses who remained anonymous, were not interested, and said so too!

Sidcup. R. S. G. TOWNSEND.

A BOOK REVIEW

Sir,

In reviewing my book "Criminal on the Road," W. B. got the wrong end of the stick when he said that I made the amazing suggestion that "perhaps distinguished racing drivers could influence the ordinary motorist and motorcyclist" in a manner similar to Pilot Officer Prune's lessons to R.A.F. pilots during the war.

What I did say was that distinguished drivers could be associated with a campaign to build up a concept of good driving and roadcraft since they are people whom drivers respect. I suggested that the P.O. Prune device, so successful in the war, could be used to depict the clot and his behaviour in such a graphic way that none would want to be identified with him.

Your reviewer is correct in assuming that I am not anti-motorist, despite the title of my book. That is why I do not want a serious attempt to study a serious problem to appear absurd before the very people who are knowledgeable enough about motoring to evaluate it properly. And in stressing the rather trite aspects of my book, your review has had just that effect.

Incidentally, I do feel that it is worthwhile to try and isolate some of the characteristics of the minority—and I think it is a minority—of anti-social and dangerous individuals on the roads whose activities do so much damage to the image of motorists in general, especially those who enjoy driving for its own sake—as I do myself.

Reading. TERENCE WILLETT.

[I am sorry I gave a wrong impression. P.O. Prune emphasised dangerous errors or careless mistakes pilots might make. Racing drivers, if employed as Mr. Willett visualises, would presumably demonstrate incorrect as well as advanced methods of controlling a car. It was from this viewpoint, and the need to be brief, that I coupled P.O. Prune with chaps like Clark and Hill in my review of Mr. Willett's book.—ED.]

* * *

LET THERE BE LIGHT . . .

Sir,

Now Iodine Vapour's all the rage,
Can Boddy spare us part of a page
To tell us why they are so dear,
And if their light is much more clear?
Advise us! — should we now invest,
Or stick to Sealed Beam and the Rest?

Sutton. D. B. GEORGE.

* * *

THAT B.M.C. 1100 FUEL PUMP: A CURE

Sir,

In the November 1964 issue of MOTOR SPORT I have come across a letter of Mr. J. T. Jones, who was wondering about what was happening to B.M.C. 1100 fuel pumps in countries with rough roads. Well, living in such a place and having managed to cure the trouble once and for all, I thought that my experience would be of interest to you and your readers.

The car in question was a l.h.d. Morris 1100 bought in England by a friend of mine in 1963. The first time it was brought over here it gave the customary troubles, *i.e.*, broken indicator switch, burned-out wiper motor, stiff gear-change, etc. Now, you may know that although the main Turkish roads are all right, the lesser ones are pretty bad for cars with low ground clearance. Also about 50% of all the streets in Istanbul are of the Belgian *pavé* type with granite blocks of about 8 in. × 6 in. × 4 in. average size. The car was backed over a loose one of those, which promptly tore off the petrol pump. Repairs were done and the car was used like that for a while, but after traversing a lot of muddy roads last spring, the pump finally expired and no amount of fiddling could make it go.

At this stage it was crystal clear to me that drastic modifications were called for, and I promptly set out to work. The following can be attempted by any reasonably do-it-yourself-minded owner of any 1100. First of all the old fuel pump was completely removed and the mounting holes in the boot floor blocked up. Then a 6-in. length of rubber petrol pipe, of a type fitted to Ford Taunus cars, with an inside diameter of slightly less than $\frac{1}{4}$ in., was used to bridge the gap between the two open ends of the petrol pipes. Also the leads to the pump were cut off and taped over, out of the way. Then a completely standard, low-pressure type of S.U. fuel pump was obtained and bolted to a square piece of $\frac{1}{16}$ in. thick mild steel plate. This plate was then bent to shape, so that when offered up to the empty space on the left side of the engine bulkhead (operator facing the engine. This of course is for a l.h.d. car; for a r.h.d. vehicle the empty space will be on the right), so that the pump is horizontal. The plate is then screwed to the bulkhead by means of four self-tapping screws. After this, two unions with about 6 in. of $\frac{1}{4}$ in. copper pipe soldered on, were attached to the connection outlets. Then more rubber petrol pipes were used to connect the pump to the main petrol pipe and carburetter float chamber. Two wires were then used to connect the pump to the existing wiring system, one running from the fuse box to the front terminal (taking care to use the proper feed so that the pump is only energised when the ignition is on! This is no joke, as I have seen people wiring things so that the ignition is turned on when the brake pedal is pressed!), the other from a suitable earthing place to the pump earth terminal, this completing the installation.

This has proved reliable so far and has not caused any vapour locks, even in our hot climate. The beauty of this system is that even if the pump does give trouble it is very easily reached, and as far as I'm concerned it is the most important point to look for, from a servicing viewpoint.

Kiziltoprak, Istanbul. DOGBN KARAOSMAN, D.L.C.

* * *

THE FIAT 500D

Sir,

I bought a Fiat 500D some 2½ years ago instead of a Mini, and this choice has been vindicated so far. It is a most splendid little beast, and a constant delight. I would hesitate to attempt the World's Land Speed Record at its wheel but it is unfailingly reliable, remarkably cheap to run, and enormous fun to drive. With well over 40,000 miles to its credit the engine still runs like a turbine at its habitual cruising speed of 60 m.p.h., while overall consumption of cheap(?) petrol is about 56 m.p.g. Michelin "X" tyres help to raise its road-holding to a very high level, although I must admit that Minis (presumably young ones) frighten it now and again on wet roads. Perhaps the best feature, however, is the careful way in which it is constructed, and it is not, like so many British cars, a sound design which has been virtually nullified by cretinous assembly.

Most friends and acquaintances, when urged to emulate my example, become worried about the servicing arrangements for queer foreign cars in this country. I can only say that my own experience has been entirely happy. Firstly, little more than minimal routine work is necessary and, secondly, this part of the country is very well served with agents.

Championship of foreign cars gives me a vague, unpatriotic sensation, but I'm afraid that until I am more convinced that a British car will give the same high standard of reliability over a long period I will be forced to think of buying my fourth Fiat.

Finally, Sir, may I congratulate you on continuing to produce such an excellent publication in which honest opinion is not modified by commercial pressure.

Nunthorpe. J. WESTALL.

* * *

EXIDE ON THE BALL

Sir,

I sympathise with Mr. J. Howard following trouble which has been experienced with batteries of our manufacture.

We freely acknowledge that we have experienced trouble with the battery type to which he refers. The fault has been occasioned by a certain sealing defect which only became apparent after the battery had been in service for some months. This resulted in a number of defective batteries reaching the motorist over a period and would account for the fact that Mr. Howard was unfortunate to suffer two successive failures. All your readers may rest assured that this fault has been located and remedied and that all batteries of this design now being made are free from the defect and up to the standard Mr. Howard is entitled to expect from Exide.

There are two further points in Mr. Howard's letter which I feel require further explanation. When a motorist buys a Silver Exide battery, he is covered by our two-year insured life scheme. This guarantee operates from the date he buys the battery and relates to any battery whether or not it be obtained as original equipment on a new car or as a replacement purchase. In Mr. Howard's case, therefore, the second replacement battery he obtained is covered by our two-year insured life scheme from the date of its purchase.

Secondly, whilst Mr. Howard is quite correct in remarking on the reduction in the size and weight of batteries fitted to cars in recent years, the great improvement in materials and high rate electrical characteristics have ensured that the standards of

starting performance and life have not deteriorated. At the same time these developments have provided batteries at lower prices to the consumer than would otherwise have been possible.

I hope that the above clarifies the position and trust that the letters printed in the January issue from Mr. J. I. Wade and Mr. John D. McKeand will support my assurance that we continue to make a first-class product.

L. C. GREENING,
Home Sales Manager,
Exide Batteries Division of
Electric Power Storage Ltd.

Manchester.

* * *

FORD CORTINAS—1200 and 1500

Sir,

I read with interest your comments concerning the Editorial Cortina GT. My employers have just replaced one of the early Cortina 1200s with the latest 1500 version. The 1200 covered 46,000-odd miles, most of the time at the limit of its performance. The 21 months of intimacy was not without incident. One of the most alarming of these was the tendency of the throttle linkage to become unhitched after bouts of heavy braking. It appears that the rubber mountings of the engine were sufficiently flexible to allow the linkage to be pulled from its nylon bush under severe retardation. This happened about five times, and on four of these the engine "died" but on the other occasion the engine raced, and quick resort was made to the ignition key.

The other odd things which "happened" are as follows :—

(1) The pulley fixed to the end of the crankshaft, driving dynamo and fan, parted company from the central boss. It seems that this pulley was made in sandwich form and spot welded, and presumably vibration was the cause. This happened twice in one month.
(2) Two timing-chain tensioners were replaced—there *was* presumably a design fault here.
(3) Silencer and exhaust piping was replaced because flanges had parted company, probably connected with the aforementioned engine movement under heavy braking.
(4) The engine undershield flopped down, as on the Editorial GT, dragging in the dust, and I, too, had helpful headlamp flashes and pointing fingers drawing my attention to the fact.
(5) The starter motor on occasions refused to engage; this was due to a bent shaft. The motor was replaced.

From the driving angle, I would agree about the seating position. This is too low but has been improved on the latest versions. The plastic upholstery, unbreathing, produced pools of sweat in the hot weather and was very uncomfortable, but this was altered on succeeding models by introduction of a woven fabric.

The gearbox was as sweet as a bird, the syncromesh being very efficient, allowing gear changes *sans* clutch. The modification of drilling an oil channel was carried out, but I should point out that if the gearbox was likely to seize it would have done so long before because all revs were used frequently.

The brakes (drum) were poor—not necessarily in themselves—but more that they were inadequate for the car's collosal performance. Here again the feed-back channels to Ford of Britain must work well because the latest versions have wonderful front disc brakes.

The performance of this vehicle was indeed tremendous for a 1200, and on one occasion on the Stevenage By-pass 100 m.p.h. was seen on the clock. Admittedly, this was probably at least 10 m.p.h. fast and conditions were probably favourable, but it does emphasise that the engine is first class. The overall petrol consumption was probably not better than 32 m.p.g. but, bearing in mind the usage, I do not think this was too bad.

No trouble was experienced with instruments but I felt that the right-hand stalk controlling lamps and direction indicators was poor in design. On occasions it was possible to inadvertently cancel a direction signal when gloves were being worn, but the latest version has been improved in this respect.

Bodywork was very good, bearing in mind the price range. "Mine" received washes once per week and was traded in with a new coat of silicone wax polish—the general condition receiving favourable comments from the transport section concerned. I did, however, have trouble with the driver's door. On one occasion the "dog" which is released when the push-button is used, failed to clear, and I spent an embarrassed 10 minutes breaking into the car in the middle of London with a thin piece of wood! The hinge on the driver's quarter-light snapped and the whole unit had to be replaced. The windscreen was inclined to shed tears at the bottom corners in heavy rain, but otherwise no rain entered the car.

I, too, found the gap between 2nd and 3rd gears was large, but presumably this was the result of a compromise by the Ford engineers. The 3rd gear held up to 60 plus and was useful for passing the "mimsers."

The appearance of the range I would claim is fine, and I find the appearance of the tail most pleasing, being somewhat reminiscent of the latest Mercedes range—but of course much cheaper! The large rear lamps also seem to blend well—and didn't I see Cortina rear lamps on the hairy Lola-Ford GT?

To sum up, I feel that the conception of the Cortina range was brilliant; after all, the basics of frame strength and engine reliability must be responsible for the brilliant competition successes Ford have enjoyed (or should I say earned?).

The latest car supplied by my employers seems, on brief encounter (800 miles to date), to be the logical development of the original—all the features I found wanting on the original have been put right—but what about that front-end pulley?

Many thanks for your excellent magazine, which I enjoy monthly, the first port of call being the "Letters from Readers." Long may you continue to provide the only worthwhile voice in motoring matters.

PETER STAPLES.

Maidstone.

* * *

AS A POLICEMAN SEES US

Sir,

In reply to A. F. D. French ("Police Methods"), I would first like to ask him to stick to his own job and refrain from indicating to other people how they should do theirs.

I was not the driver of the police car ALM 730B, but I have met many "drivers" who are all too ready to write that vicious letter, "not really meaning to cause trouble," and I think that all other police drivers are aware of that type. We always have a legal excuse, consequently A. F. D. F. is wasting his paper and time.

After 8 to 10 hours a day patrolling "A" and "M" class roads and watching the pitiful incompetence of 90% of the drivers on those roads, attending up to 30 "injury" accidents a month, picking up maimed limp bodies of young children after accidents, police drivers do not go at speed for fun. To me at least it is a deadly serious business, driving through the ranks of unguided missiles the drivers of which have reactions and initiative comparable with a corpse.

It only "appeared" to A. F. D. French that the driver of the Mini was booked. I very much doubt that he was. Incidentally, what was archangel French doing pacing the two vehicles. Apart from exceeding the speed limit himself, his insurance does not cover him for pacing speeding motor vehicles.

Radar is not unreliable but cases are sometimes badly prosecuted. Unless the radar beam picks up an isolated vehicle it will not register at all. The set also refuses to register if there are vehicles going in the opposite direction and passing through the beam at the same time as the offending vehicle. Vehicles pass through the beam before they reach the radar set, and a properly positioned set does not give even the most alert driver time to pull his foot off the accelerator. We do not operate on a percentage basis; what is the point of victimising the poor downtrodden motorist. I must pause at this point, as I am crying in my beer.

If the police were to report every offence on the roads, courts operating for 24 hours a day, six days a week, would not be able to cope with the cases and A. F. D. would not turn a wheel.

The least offending of the motoring public and the ones least likely to be found the offending party in a road accident are the true enthusiasts, not those who use a good magazine as a soap-box for stirring up trouble for particular individuals.

As a keen V.S.C.C. member and motorist, I thoroughly enjoy MOTOR SPORT, but this time I just had to kick out for my profession.

"TRAFFIC PATROL, LANCS."

[Name and address supplied.—ED.]

* * *

THE QUALITY OF QUIETNESS

Sir,

Having read the comments "Ford versus Rolls-Royce" in the December issue, I would like to suggest to "the three of the World's greatest acoustics experts" (and Ford's, too, for that matter) that they should once again test the respective models after they have covered 30,000 miles, in normal use.

Although I have never subscribed to the view that Rolls-Royce is the "best" car in the world, it is *certainly* the quietest.

Loath to use superlatives, yet I must say that I think your magazine is certainly the best.

R. J. COULDWELL.

Worthing.

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MINI : doors, seats, brakes, drive shafts, performance equipment. Volkswagen : radio, belt, 1½ in. S.U. set. Tel.: WALkden (Manchester) 2546. [7503

MORGAN, 1960, 4/4 *Series 2 2-seater; good condition, recent* new engine. £350, or exchange Mini Traveller. Box No. 0571. [7504

XK140 F.H.C., 1956. Radio, overdrive, C-type conversion, highlift cams, 130 m.p.h.-plus. £235. Smith, Tel.: Bristol 36817, *9 a.m.-5 p.m.* [7505

BENTLEY, 1952, Mk. VI. Two-tone silver and grey, immaculate blue hide interior, sunroof, P-B/radio, heater, excellent tyres, engine overhaul just completed. Part exchange vintage-modern or sell £325. S. Barry, Tel.: SHO 5879. [7506

ALVIS TC 21/100 GREY LADY, 1954. *Engine good, body* average. Owner going abroad. Hawes, Valley Farm, Combs Lane, Stowmarket, Suffolk. [7507

LANCIA LAMBDA 2-SEATER. Professional body and shortened chassis. M.O.T. £150. Host spares available. *Tel.: Husbands Bosworth 418 (Leicestershire).* [7510

SUNBEAM TALBOT 90, 1954; good condition, new engine, clutch. £90 o.n.o. Webster, 60, Fairhazel Gardens, N.W.6. [7511

1959 (NOV.) MORRIS MINI de-luxe, blue. Alexander twin *carbs. and cylinder head; stainless steel window frames* and wing beadings. Genuine 24,000 from new. Undersealed, immaculate condition. £265. H.P. arranged. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [7512

BENTLEY Mk. VI, 1950. *One of the rarest cars in the country,* only three produced. Most unusual body design in alloy by Mulliner. Two-door sports saloon in royal red. £7,000-plus when new, all extras fitted. £485 o.n.o. Tel.: Luton 22491 or write Hamilton, 21, Marlborough Road, Luton, Beds. [7514

SPEEDEX SILVERSTONE WHITE A7; fibreglass shell £20. Unused, reconditioned 1¼ in. S.U.s, as new; £8 pair. 61, Grey Street, Stalybridge, Cheshire. [7515

T.C., 1949. New starter, 16 in. rear wheels and four tyres. Very good body/hood. Disused three months in open—must sell. Minimum £120. Terms possible but cannot deliver. 23, Victoria Road, Slough, Bucks. [7518

BENTLEY 3-LITRE, 1927. Genuine Red Label V.D.P. £1,000 recently spent. Price £875. Box No. 0574. [7519

SPECIAL BUILDERS DELIGHT—T.V.R. body/chassis unit, B.M.C. " A " engine, gearbox, five wheels, tyres, brakes, seats; matrimony forces sale. £80. McLeod, 181, Heath Road South, Weston, Runcorn, Cheshire. [7520

AUSTIN 750 SPEEDEX. Reconditioned throughout. Completed 1964, not run in. £180 or nearest. Humphries, 37, Lyndworth Road, Stirchley, Birmingham 30. [7521

M.G. 2-LITRE S.A. saloon, light blue, 1938. Wonderful condition, enthusiast's car. Cheap at £50. Tel.: RAV 7322. 38, St. Mary's Avenue, Bromley. [7522

PEUGEOT, 1934, ORIGINAL; needs tidying. Decent runner, no reasonable offer refused. Ibbetson, 13, Winterscale Street, Fishergate, York. [7523

ALVIS TJ 12/50 2-seater tourer—excellent original condition. £165. *Exchange Land Rover?* Milligan, *Bowders Farm,* Balcombe, Sussex. Tel.: 260. [7524

TWO 1½ VE M.G.s. Saloon licensed December. Road Certificate to November 1965. Drophead—mostly in bits—complete for spares. Offers. Scott, Great Wratting, Suffolk. Tel.: Thurlow 283. [7525

M.G. TF 1500, 1955. Immac. red. New hood, side screens, tyres, heater. Fitted H.M.V. radio, luggage rack, link mats, fog lamp, reversing lamp, seat covers, badge bar, etc. Superb condition, looks new. £365 o.n.o. View at W. Foster Ltd., *Chesham Road, Amersham, Bucks. Tel.: Tony Rose, Amer*sham 132. Evening Potters Bar PR 54568. [7527

105E FORD ENGINE, ready to run complete with all electric and fuel equipment, clutch, manifolds, etc. £35 o.n.o. Also one unused 122EGT Ford 1500 exhaust manifold, £6. Tel.: *Bedford 61337.* [7528

1960 SPRITE, GREEN. Many extras, four new tyres, immaculate condition. £295. Simpson, 50, Springfield Avenue, Kempston, Bedford. Tel.: Kempston 3233. [7530

FRAZER NASH TARGA FLORIO sports car, 143 b.h.p. *Bristol engine and gearbox, Borrani wheels, metallichrome* red, aluminium body, full equipment. Economical, very good original order throughout. £620. C. W. Ellison, Yew-Berry Cottage, Hampstead-Norris, near Newbury, Berks. Tel.: Yattendon 461. [7529

TRIUMPH SUPER SEVEN, 1928. *Two-seater fixed-head* coupé with dickey, fabric body. Body excellent, believed mechanically good, but not used for several years. 100% duplication of mechanical parts with car. £50. 23, Long Compton Drive, West Hagley, Worcs. [7531

1933 SINGER LE MANS, very good condition. £75. Offers considered. Wayside, Rowledge, Farnham, Surrey. [7532

JAGUAR E-TYPE fixed-head coupé, 1962. 1963 modifications. Carmen red, black interior. 20,000 miles genuine. Chrome wire wheels, spare unused. Radio. Only needs seeing and must be bought at £1,050. Tel.: Chiswick 4070 evenings; weekends. [7533

JUDSON SUPERCHARGER KIT Mk. I Sprite, carburetter, etc., plus castings for 105E conversion. £25. *44, Westland* Road, Yeovil, Somerset. [7709

MINI REMOTE CONTROL GEARSHIFT, £6. Helphos spotlight, £2. One pair Lexington lap and diagonal safety belts with floor brackets, £3. Smith, 3, Ivy Houses, Barkisland, near *Halifax, Yorkshire.* [7710

FOR SALE—*continued*

TWIN-CAM LEA-FRANCIS alloy-bodied saloon, good original condition, excellent tyres. Real bargain for leaf *enthusiast.* £50. *Taxed Dec., M.O.T. May. Tel.: Wolver*hampton 37855. [7534

AUSTIN 1100 DE LUXE, 1964 (June). 6,000 miles; fully gas flowed head, twin 1½ in. S.U.s, AEA-731, camshaft, Power brakes, Grand Prix tyres, through exhaust, additional, *instruments, woodrim wheel, radio, heater; immaculate.* £645. Tel.: Sutton Coldfield 7817. [7535

M.G. TD2. Black with red interior. Excellent condition throughout. Reconditioned engine, " X "s (hardly worn), heater, new battery, tonneau. Taxed till April. M.O.T. *tested for year.* £225. *Hunt, 41, Warborough Avenue,* Tilehurst, Reading. Tel.: 28311. [7536

M.G. MAGNETTE ZB saloon, 1957. Island green, black leather, usual extras. Specimen car throughout, formerly property titled owner. £250. Cowling, 45, Stonard Road, Palmers Green, N.13. [7537

RILEY PATHFINDER, 1956. Black, radio, heater and many extras. Magnificent condition. £155. Brian Ellis, 22, St. Andrew's Drive, Stanmore, Middlesex. Tel.: EDG 3442. [7539

1930 LEA-FRANCIS 12/40 Weymann fabric 4-seat coupé; exceptional condition, any trial. £90. Tel.: LEE Green 4708. [7540

1934 ALVIS SPEED 20 drophead coupé, good condition. £110. Tel.: LEE Green 4708. [7540A

TRANSISTOR IGNITION (U.S.) pos. grnd. £16 10s. o.n.o. Automatic cig. ltr. 30s. Both brand new. Tel.: Horsham 60620. [7543

RILEY RIVIERA, 1961, blue/grey. Wire wheels, disc brakes, M.G.-A engine, radio, electric aerial, heater, demisters, headlamp flasher, noise insulation, recessed fog and spot-lamps. Recent engine overhaul. First-class order. Offers around £500. 158, Leicester Road, Oadby, Leicester. Tel.: Oadby 5847. [7538

M.G. TD 1600. Professionally fitted M.G.-A 1600 engine, Stage 3 tune, high axle ratio, " X " tyres; new hood and sidescreens; resprayed. Full details on request. £220 o.n.o. Whitcher, East End, Newbury, Berks. [7544

RESTORED NIPPY. Forthcoming nuptials force sale of 1934 Austin Type 65 Nippy after 2½ years' work. Road chassis complete in mint condition, ready to accept body. Original. All parts available to complete. £50 or offers. Perry, 56, Hillingdon Hill, Uxbridge. [7545

BERKELEY BONNEVILLE, four wheels. 50 b.h.p., 6¾ cwt.; 100 m.p.h. cruise, 110 m.p.h. max. 1957, rebuilt 1964. £150. Kennedy, Oakleigh, Mildred Avenue, Borehamwood, Herts. [7546

RILEY 1½, 1954, R.M.E. Two-tone. Both engine and body *in excellent condition. Heater, washers, radio. 64,000 miles.* £280. Tel.: Pinner 7569. [7548

ROVER 14, 1939. Guaranteed 32,000 miles, stored 15 years. New bat./tyres, radio. M.O.T. 20, Godlings Way, Braintree, Essex. [7549

J2 M.G., 1933. *Immaculately overhauled—rewired, repainted.* Tyres, hood, body, excellent. Needs engine. Offers. Box No. 0575. [7550

PORSCHE 356A coupé, silver/red. £650 o.n.o. Ronald Smith, 647, Bloxwich Road, Leamore, Walsall, Staffordshire. [7551

OVERSEAS POSTING forces sale of M.G. TD2, stage 1. Konis, special bucket seats, tonneau. 4,000 miles since bored and sleeved, etc. Resprayed B.R.G. With spare engine and 4 gal. oil. Haggle starts at £250. 6, Rowan Drive, *Haversham, Wolverton (Tel.: 3279), Bucks.* [7552

SUNBEAM ALPINE, 1960. White, black soft-top, overdrive in third and top. Heater. New engine and gearbox. Exceptionally low mileage through infrequent use over last 18 months. Nearest £450. Wilkinson, 6, Bridgnorth Road, *Stourton, Stourbridge, Worcs.* [7707

1946 ARMSTRONG SIDDELEY Hurricane d.h.c. Recent £73 engine overhaul, good tyres. Very nice appearance. Reluctant sale due to arrival of firm's car. £32 10s. o.n.o. 5, Ribchester Avenue, Perivale, Middlesex. Tel.: PER 6130. [7556

SINGER LE MANS sports, 1935. 8,500 miles since engine overhaul. Good tyres. £40 o.n.o. Holt, 94, Station Road, Knowle, Solihull. [7557

M.G. TF 1500. Beautiful specimen. Spotless dove grey. Almost every conceivable extra, new parts. Scrupulously enthusiast maintained. Spring value £385+. Reluctantly must part immediately. Accept £325. Tel.: FREmantle 3585, *MUSeum 3855 (office).* [7558

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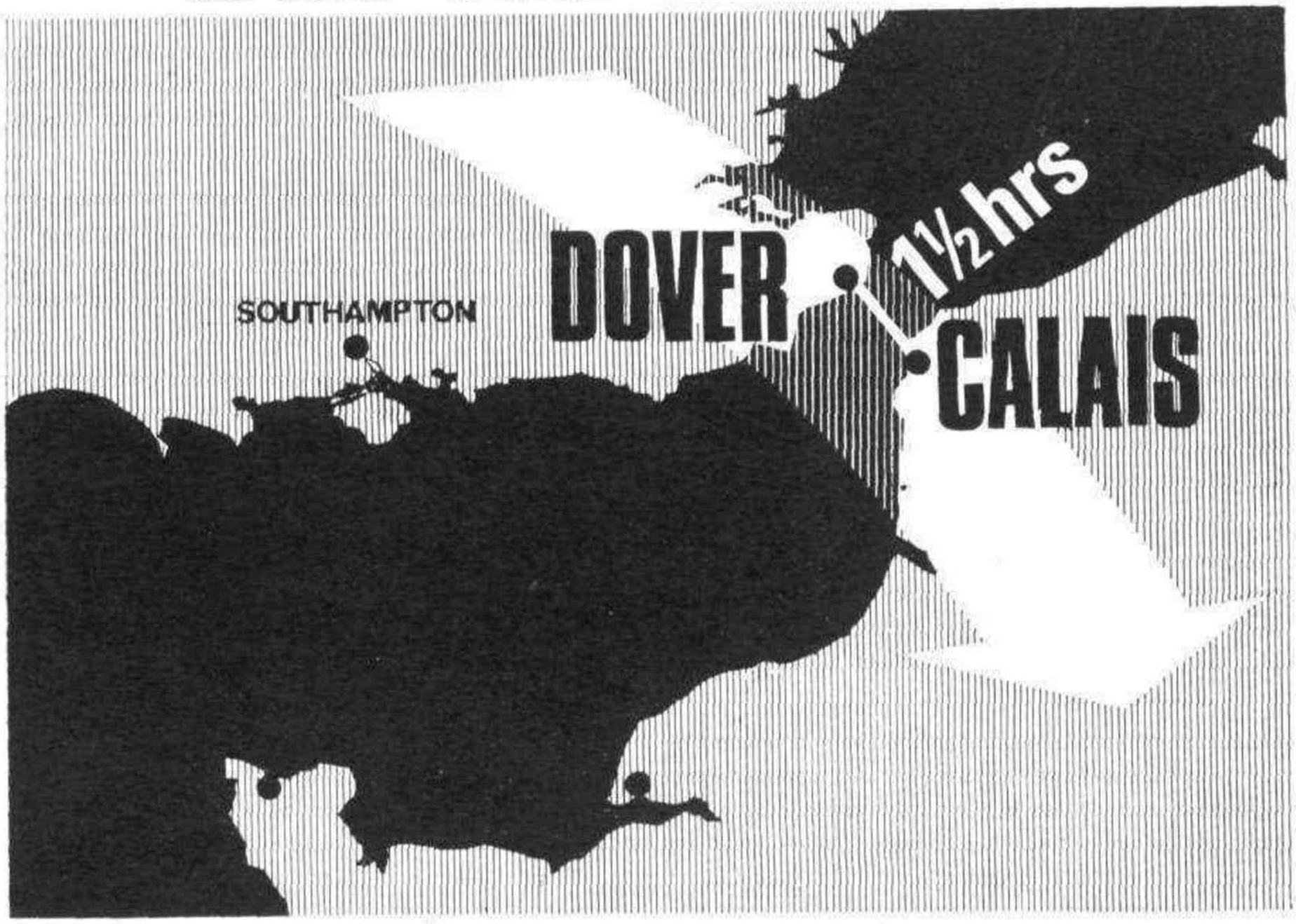
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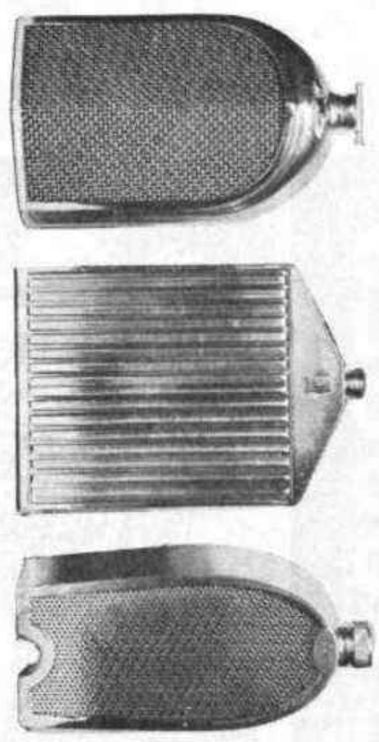
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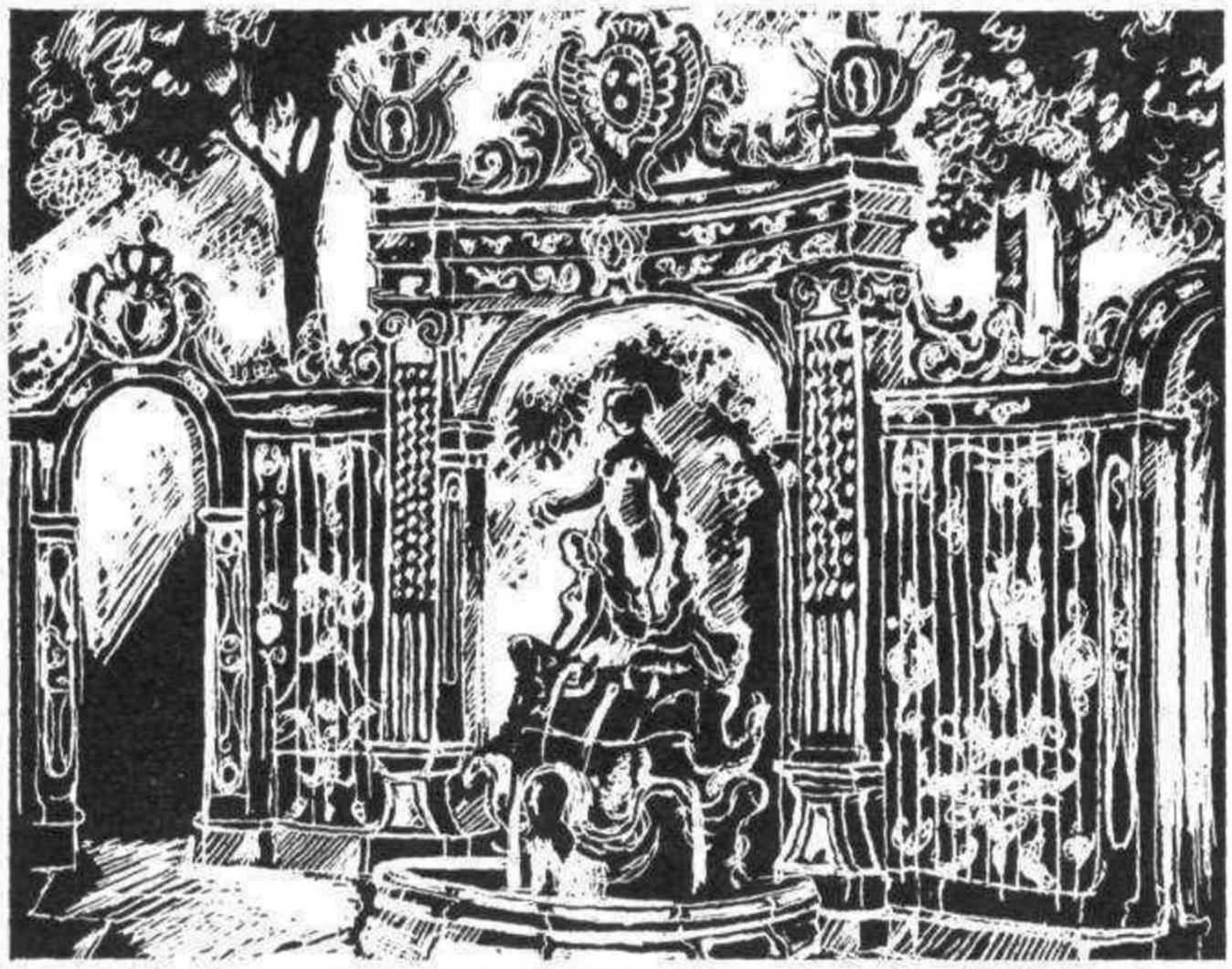
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OUR PHANTOM III, 1939, H. J. Mulliner. Swept-tail D.L. chassis, deep maroon/black. 40,000 mile service last month. *Rolls, London. 20,000 Crewe, 1947. Chauffeur maintained.* Special highlight, transparent front with blinds, panelled doors, etc. Completely original, unmodified, unmarked with perfect upholstery. "The finest car in the world." About £50,000 to build today. Disadvantages: 8 m.p.g. and garage space. This is neither a trade nor a forced sale. Only those interested in offering in excess of £2,000 should apply to Box No. 0581. [7614

M.G. TC, 1945, B.R.G., biscuit hood and trim. A truly excellent car in which all running gear, including engine, gearbox, have been overhauled in past two years. Heater, spot, reverse, winkers, washers, tonneau. *Possibly one of best cars available.* £210. 15, Greenway, Chesham. Tel.: 5263. [7618

PORSCHE. 1963 SUPER cabriolet, 13,500 miles. Push-button radio. *Best offer over £1,400. H.P. available.* Tel.: Bradford 42333. [7620

RARE 1950 3-LITRE Renault, excellent condition. Very reluctant sale. *One owner since new. Spares.* £215 o.n.o. 71, Gateston Road, Fetcham, Leatherhead, Surrey. Tel.: 4277. [7622

M.G. TD, 1952, B.R.G. Replaced last year: engine, gearbox, brakes, carbs., exhaust system, starter, distributor, clutch, hood, battery. £268. Above average price; far above average condition. Box No. 0583. [7623

1962 LOTUS Super 7. TwinWebers, close-ratio box; new hood and exhaust. *No reasonable offer refused.* Tel.: Atherstone 3236 (day). B. M. Thornton, 12, St. Peter's Road, Mancetter, Atherstone, Warwicks. [7625

BENTLEY 3½-LITRE, 1934, Hooper saloon. Immaculate condition throughout. Much time and money spent on renovation of this vehicle. Sacrifice at £375. Lyons, 2, Carnforth Road, Lancing, Sussex. Tel.: Lancing 4638. [7626

1954 ALPINE. Red. Recently stripped right down at a cost of £150. *Floor gear-change. Tyres, brakes, battery, hood,* all new. £210. Green, 105, Avondale Avenue, Staines, Middlesex. Tel.: 52306. [7628

MAGNIFICENT TICKFORD DROPHEAD, 1934 Armstrong Siddeley 17. 26,000 only. Grey and red (black leather hood). Taxed, insured, M.O.T. full year. £85. Photo. McKenna, "The Dene," Ragged Appleshaw, Nr. Andover, Hants. [7629

BENTLEY 3-LITRE, 1924, *Red Label tourer,* £550. M.G. VA, 1939, tourer, £100. Details on request. Box No. 0584. [7633

RILEY LINCOCK, 1932. Three owners. Original handbook. V.G.C., but requires tidying, battery. Exchange H.R.G., Inter., Rapier, TC March Special, cash balance, or sell. Wildsmith, Two Dales, Matlock. Tel.: Darley Dale 3253. [7634

XK140 C-TYPE. Immaculate. Special equipment model *drophead coupé, white.* Radio, w/m., servo brakes, "X" tyres. Whole car in perfect original condition, July 1956. £325, no offers. Tel.: Cambridge 59529. [7635

RILEY MONACO, 1935. Bodywork excellent. In good running order. M.O.T. Offers. Freed, 74, Gilmans Road, Orpington. [7637

1934 ROLLS-ROYCE sportsman's saloon, 20/25 model by Hooper. Slight clutch slip, tatty front seat; otherwise perfect. £150. 31, Newnham Drive, Ellesmere Port, Cheshire. Tel.: ELL 2753. [7638

ROLLS-ROYCE SILVER GHOST 6-seater tourer. Fabulous condition. Low mileage. Interesting history. Born early 1920s. In residence in London. Any inspection welcome. *Blue chip investment at £2,750.* Owner, 83, George Street, London, W.1. Tel.: Welbeck 8695. [7639

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ROLLS-ROYCE 20/25-h.p. 1933 Park Ward 4-door saloon. Body and chassis in *concours* condition. £500. Box No. 0586. [7643

1924 MORRIS BULLNOSE 4-seater Oxford, 2-wheel brake. *In immaculate condition. All original fittings. Offers around* £350. Devon. Box No. 0588. [7645

SUNBEAM-TALBOT 90, 1952. A car that will satisfy the man *looking for appearance and efficiency;* 100 m.p.h. £175. Butterworth, Hopebank, Honley, Huddersfield. [7646

FRAZER NASH ULSTER 100, 1936, B.R.G. 4ED Meadows 1,500 c.c., 2-seater, Chain-Gang. First-class condition. Genuine offers to Studley, 66a, Stanley Road, Bootle, 20 Lancs. Tel.: Bootle 2969. [7648

A.C. ACE-BRISTOL. As new throughout, only 20,000 miles on works reconditioned engine and gearbox. Chassis *completely overhauled and body resprayed* in last year. £650. Mr. Hardman, 68, St. Mark's Road, Maidenhead. Tel.: Maidenhead 25982. [7649

BENTLEY 4-LITRE, 1931. Class winner Goodwood, 1964. 71,500 miles only, immaculate and original. Only serious inquiries from people *likely to truly value ownership of this* car, please. Price £950. Box No. 0590. [7651

PA M.G. Known history. Repaint, rechrome. Three owners. *Sell or exchange Allard, Healey,* sports Vintage, W.H.Y.? Barclay, 26a, Wellington Road, Nantwich, Cheshire. [7652

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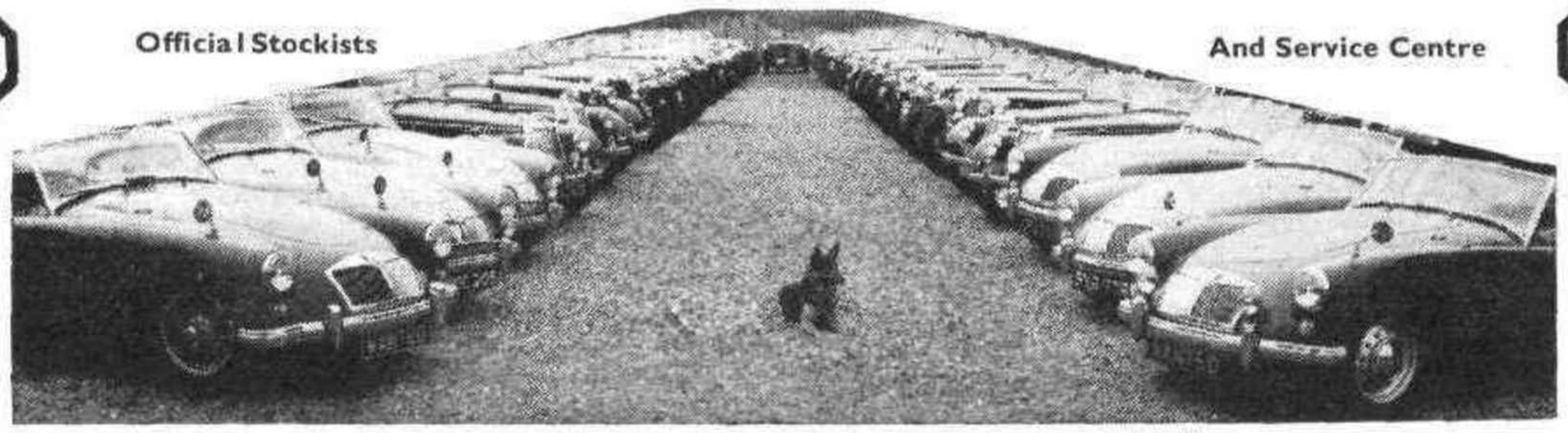
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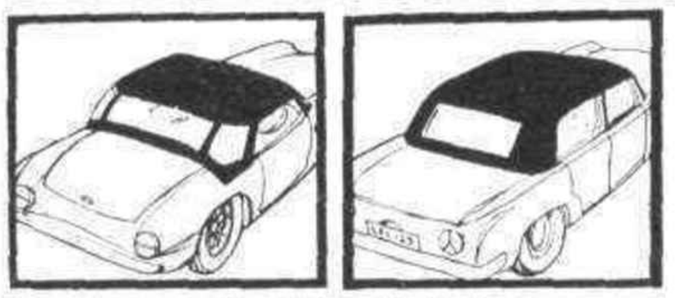
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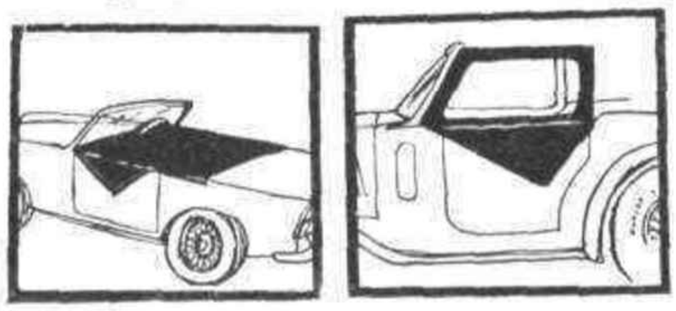


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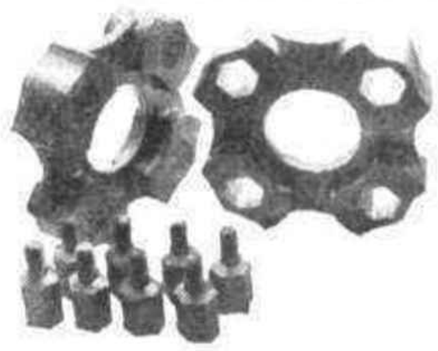
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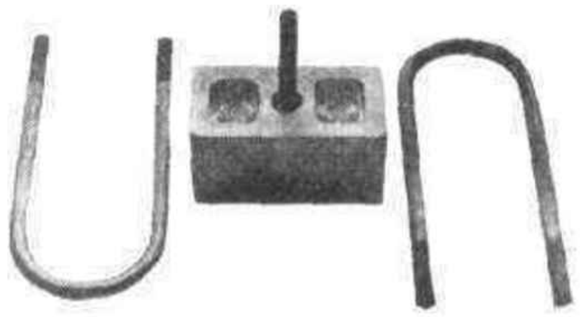
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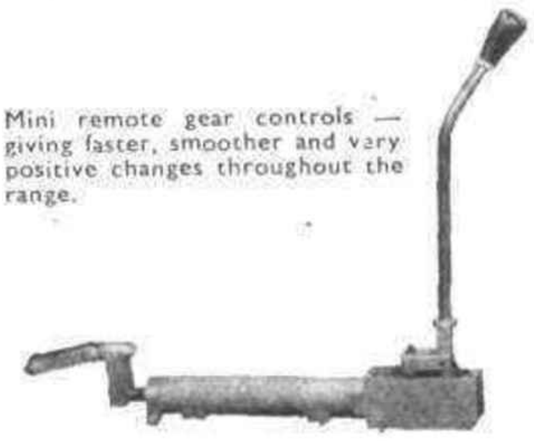


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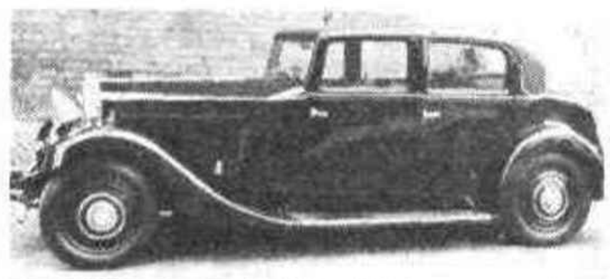
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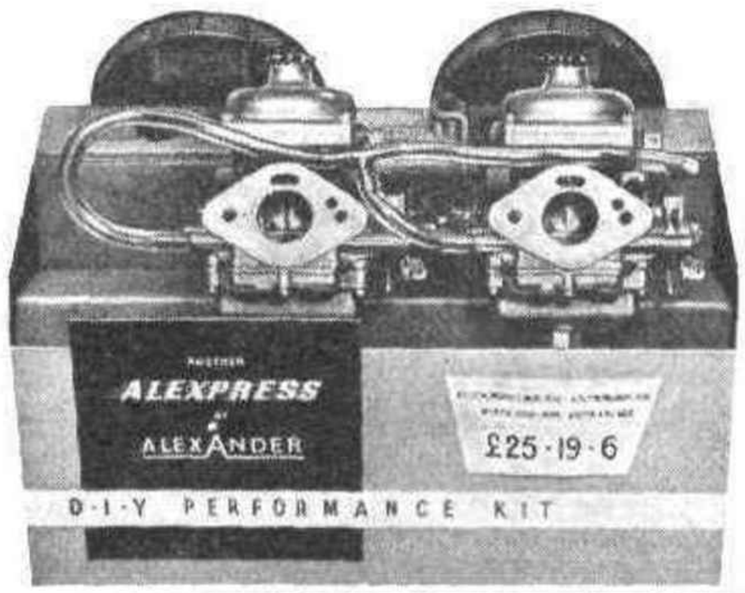


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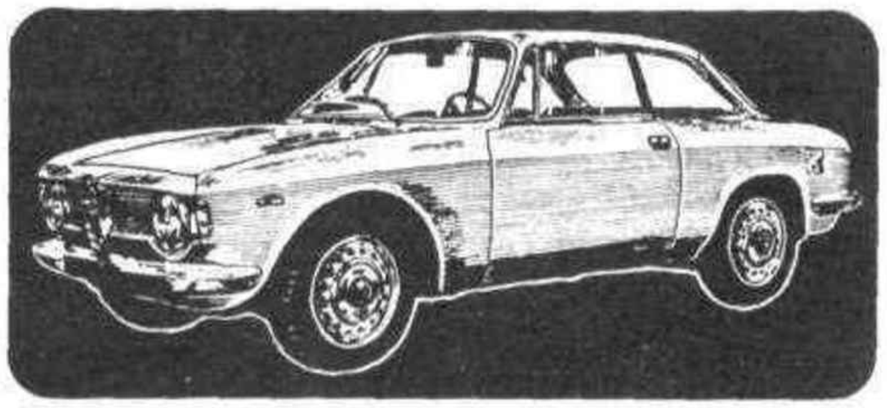
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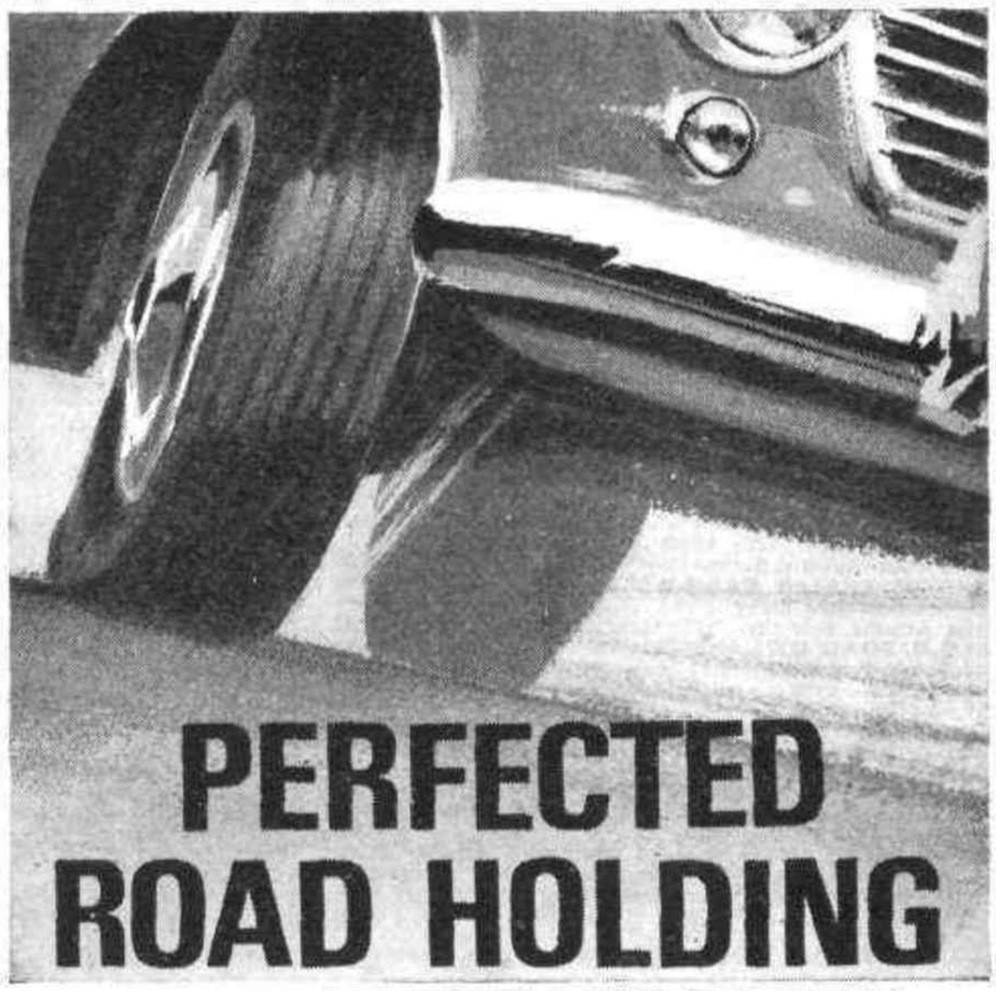
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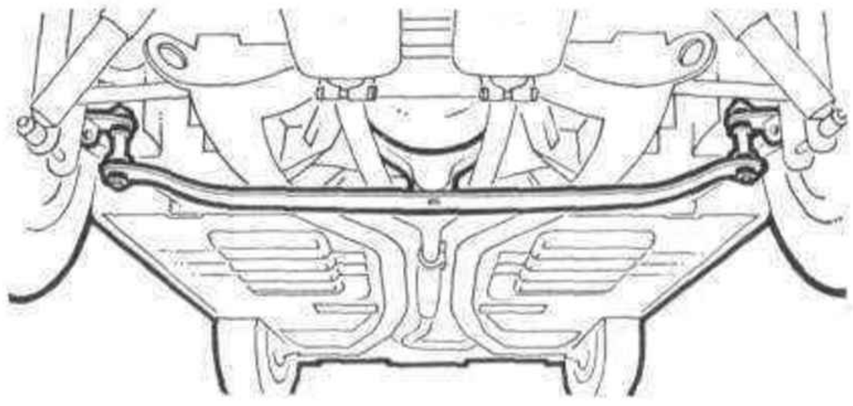
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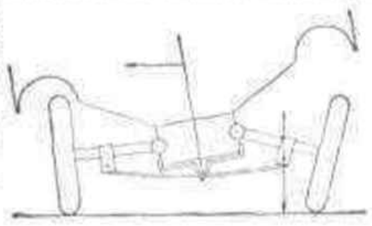
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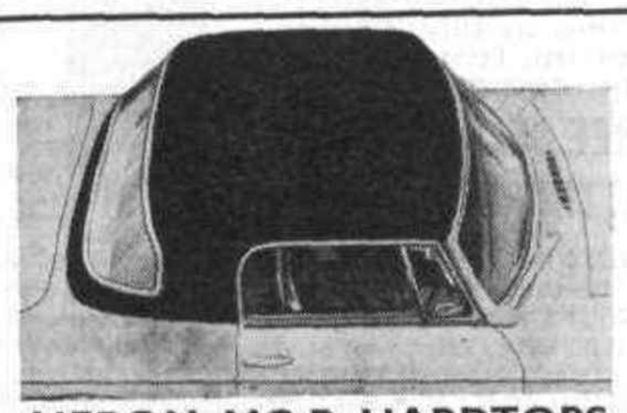
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NEW AUSTIN HEALEY Sprite Mk. III. Riviera blue with pale blue trim. Wire wheels, heater, tonneau and screen washers. . . . **List**

NEW AUSTIN HEALEY Sprite Mk. III. Finished in dove grey with red upholstery. Wire wheels, heater, tonneau, screen washers. . . . **List**

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NEW AUSTIN HEALEY Sprite Mk. III. Ebony black with red upholstery, ebony black hard-top, wire wheels, heater and tonneau. . . . **List**

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NEW AUSTIN HEALEY 3000 convertible. Ice blue with blue interior trim. Wire wheels, overdrive, heater, etc. . . . **List**

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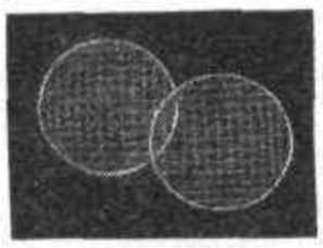
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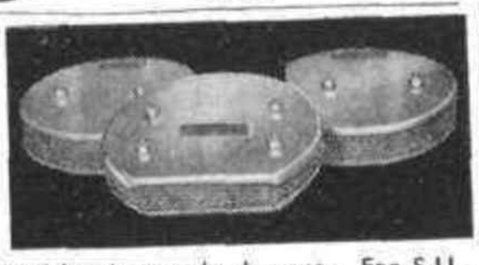
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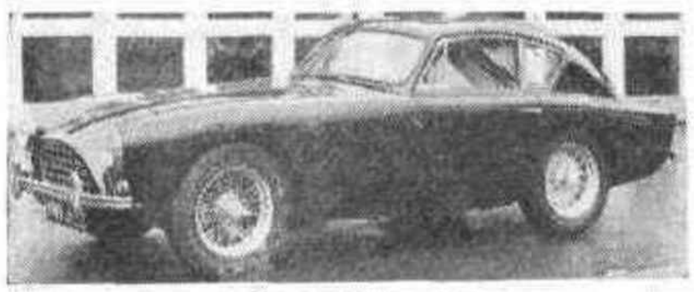
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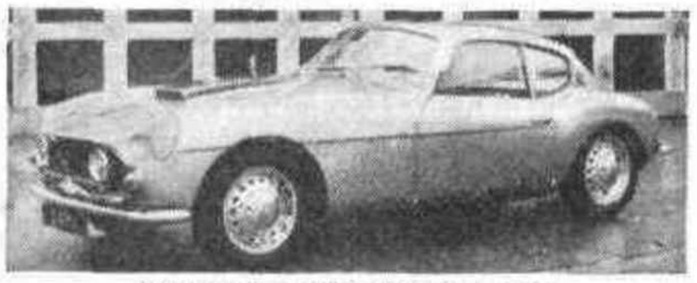
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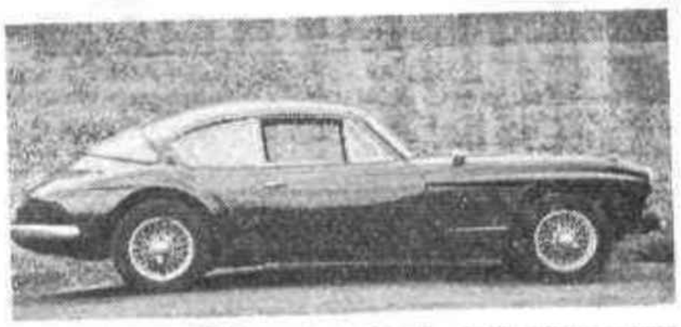
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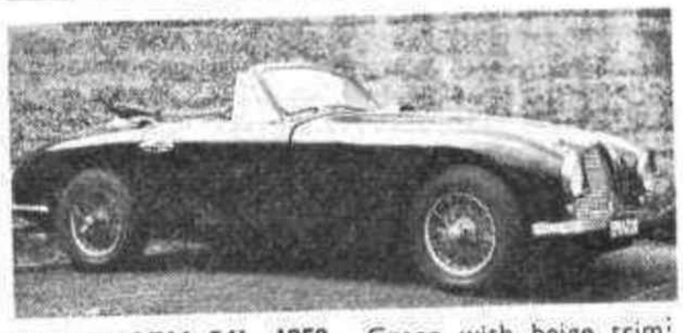












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£695 TRIUMPH TR4, 1963. Finished in Sebring white with black interior and matching black Surrey top; overdrive, heater.

£675 SUNBEAM Alpine, 1963, Series 3. Finished in Monza red, black interior; fitted luggage rack, overdrive, etc.

£645 JAGUAR XK150 'S' 3.4, 1959, F.H.C. This is a handbuilt car with truly exceptional performance and handling qualities. Ivory with beige hide. Further details on request.

£595 KARMANN-GHIA D.H.C., 1960 model. Finished in ivory with beige interior; fitted blue spot, radio, new hood, heater, etc. Right-hand drive.

£595 ASTON MARTIN 3-litre D.H.C., 1955. Finished in silver blue with contrasting trim.

£565 AUSTIN HEALEY 3000, 1960. An exceptional car with every extra. Red with black hard-top; wire wheels, overdrive, radio, heater, twin spots, woodrim wheel, etc. etc.

£495 ASTON MARTIN DB 2.4 GT, 54 Series. Red with hide interior. Vantage engine.

£695 JENSEN 541, 1958. Green with beige trim' overdrive, wire wheels, radio.

£395 ASTON MARTIN DB2 D.H.C. A most exceptional car in cornflower blue.

£495 M.G.-A 1600 roadster, 1961. Chelsea grey with red interior; extras include works hard-top, heater, twin spots, Cinturas.

£465 AUSTIN HEALEY Sprite, 1963. Finished in ivory with red trim. 1100 c.c. engine disc brakes, S.P. tyres.

£445 M.G.-A 1600 roadster, Mk. I, 1961. One owner. Bodywork in Carmen red with black trim.

£425 LOTUS Super Seven, 1962. Finished in smoke grey; fitted full weather equipment, reversing light, etc.

£425 AUSTIN HEALEY Sprite Mk. II, Dec. 1961. Pale blue with matching trim. Supercharger fitted. Immaculate.

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

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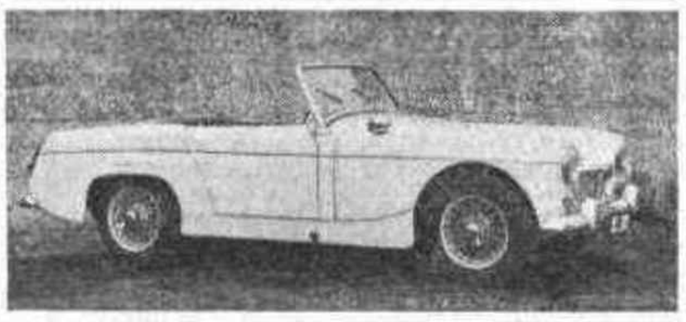
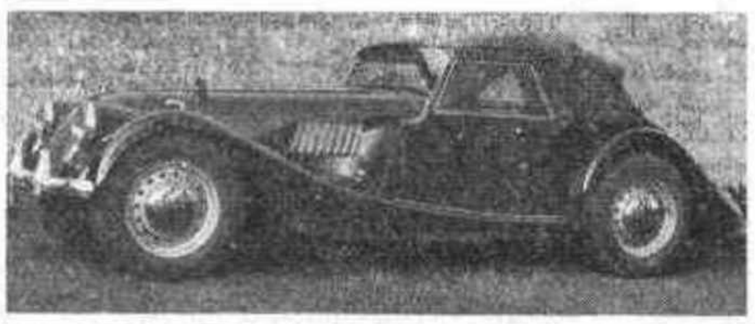
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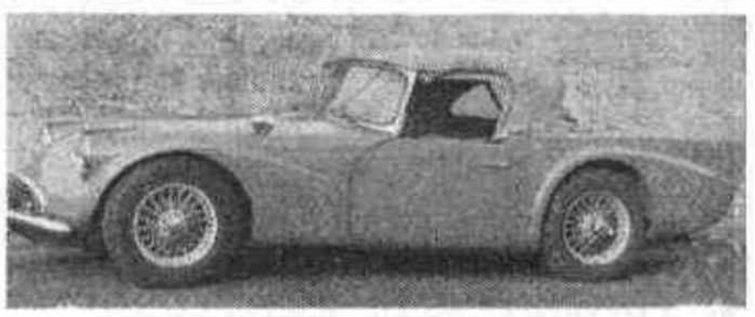
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£315 TRIUMPH TR3, 1956. Red with beige trim; overdrive.

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

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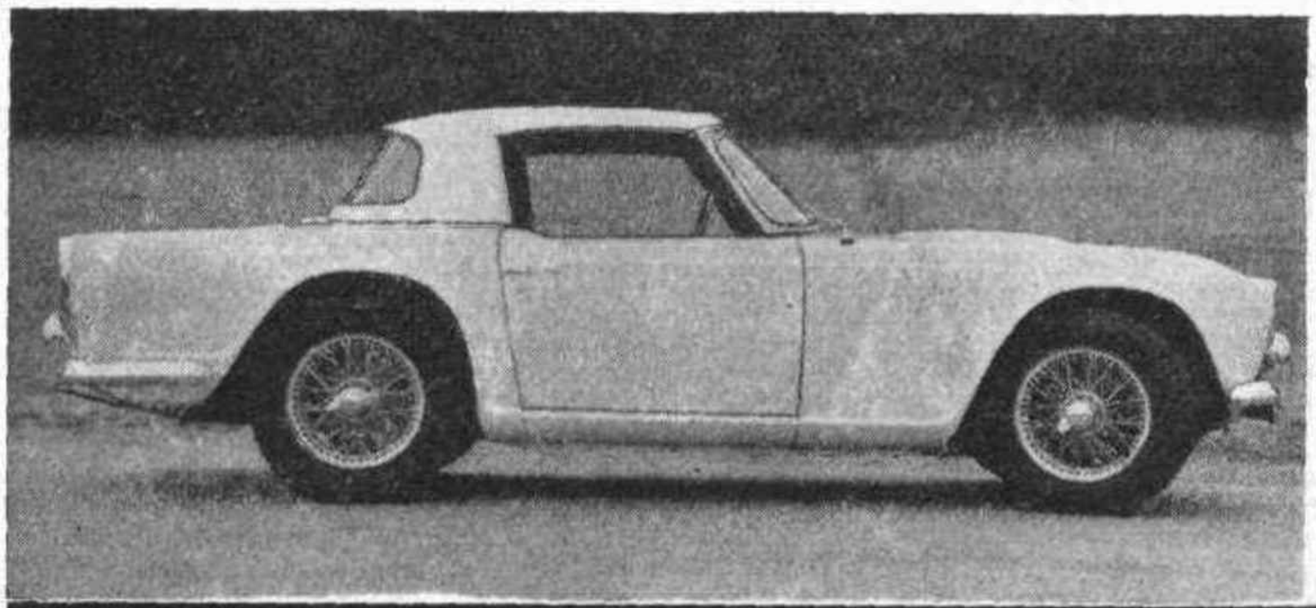
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Sales : Warboys 488

FOR SALE—*continued*

ROLLS-ROYCE, 1927, "20." *Southern sports saloon body,* 1947. Good condition. £320. Cpl. Baker, Corporals' Club, R.A.F. Yatesbury, Calne, Wiltshire. [7826

LANCIA AURELIA GT, 2,500 c.c., Series 3, 1954. Good condition throughout. Engine completely reconditioned a recently. £325. Cooke, 35, Palmerston Boulevard, Leicester. [7818

PORSCHE 1600 coupé, 1956. Radio. £400, or exchange small saloon. 1254, London Road, Leigh-on-Sea, Essex. [7829

FORD 100E PREFECT. Engine completely reconditioned : polished head (8.3 : 1 c.r.), freeflow manifolds and silencer, *full instrumentation, wood-rim s/wheel,* heater, electric wipers, washers, all new SP41s, undersealed. Immaculate. Owner going GT. £180 o.n.o. Capes, 61, New Barn Street, London, E13. [7830

SUPERCHARGED PB M.G. Midget. Completely rebuilt from scratch with fully balanced Laystall engine. The whole car in *concours* condition throughout. Nursed like a child *since new; maintained regardless of expense; service log* and history available. Fitted heater, screen-washers, etc. Many (new) spares, including high axle ratio, half-shafts, original twin S.U. and manifold assembly, and brand new set of " PB " gear ratios, etc. Reluctantly offered. First realistic offer secures. Box No. 0625. [7831

1922 MERCEDES 28/95 7-litre tourer. Fine original condition, only 30,000 miles since new. *Concours* car. Offers over £1,500 considered. Details from Dr. R. Longton, 35, Church Hill, Epping, Essex. [7832

LANCIA AURELIA GT 2500, 1958, reg. 1961. V6, h.c., all-alloy engine, Weber carb. 125 m.p.h.+. Alfa red paintwork unmarked. Interior black leather. Webasto sun roof, floor change, Borrani wheels, Michelin " X." New twin exhaust system and brakes relined, Aug. £650 o.n.o. Will accept cheaper car part exchange. Hill, 3, Parkhall Avenue, Weston-Coyney, Stoke-on-Trent. Tel.: 34615. [7834

SPRITE, 1959. Heater, tonneau, screen-washers. M.O.T. *Offers around £250. Kneller, Mountjoys Retreat, Downley,* High Wycombe. [7835

£85, £135' My two cars, realistically priced (1954 Alpine, XK140 f.h.c., respectively). Both in excellent order, cond. No offers remotely considered. Tel.: PRE 1638 (Manchester). [7836

1937 LAGONDA 4.5 d.h.c. Resprayed, recarpeted, engine/*gearbox rebuilt. £350 o.n.o. Consider exchange vintage/* p.v.t. tourer—2-litre Lagonda, Aston Martin, Frazer Nash. Lesh, 1, Serpentine Road, Poole, Dorset. [7837

FORD 105E ENGINE parts : Cylinder head, pistons, rods, crankshaft, camshaft, carburetter, distributor, pumps, rocker gear, valves, cleaner, etc. Offers. Tel.: Gerrards Cross (Bucks) 5694. [7838

M.G. TA, 1938. Red. Engine, brakes, radiator, overhauled. Spots, windtones, washers, buckets, Brooklands, teles. Heater not required! Photo. £110. 9, Guithavon Street, Witham, Essex. [7839

LAGONDA LG45, 1937. *Well cared for. Recent top overhaul,* M.O.T. Just acquired V12. Reasonable offer. Mitchell, Tudor Cottage, East Road, Weybridge. Tel.: 45603. [7840

AVON SPECIAL COUPE. *Runner; needs slight body* attention and painting; therefore only £25. Also Singer Junior 8-h.p. engine. Stevens, Clink Farm, Frome, Somerset. Tel.: Frome 3104. [7841

ROESCHE TALBOT 75, valuable spares, complete car £5. 8, Ash Grove, Chelmsford, Essex. [7843

1954 SUNBEAM ALPINE. Red, red upholstery. Fair condition. £75. Hartley, 50, Finkle Street, Cottingham, Yorks. Tel.: E45876. [7844

DELLOW, 1952, Mk. II. *Many awards in major reliability* trials. Good order. Many mods. £175. Frost, 15, Alpha Road, Cambridge. Tel.: 55185. [7845

RACING SALOON. Tornado Talisman. White. Lightweight body/chassis. Cosworth Ford 1,500-c.c. engine, 125 b.h.p. R6s. Ready for season in full racing trim with spares. Trailer available. £750 (cost new £1,400 last year). Dell, Tel.: Little Chalfont (Bucks) 2586 (office). [7846

ALVIS TA14, 1948. M.O.T. tested and taxed. Engine excellent, body good; heater. £100. Crick, 20, de-Vere Road, Colchester. [7847

1962/63 AUSTIN HEALEY *3000 Mk. II* convertible. Colorado red. £200 extras. Genuine 20,000 miles, treasured from new. Must sell, having purchased Mk. III. Exceptional value at £700 o.n.o. Tel.: Southwater 422. [7848

SPRITE, MAY 1959. 9.5 : 1 compression; bodily and mechanically good. Soft/hard-top, Mark II seats, fitted carpets, wood-rim wheel, " X "s, spot lamp, heater, seven dials, *tonneau.* M.O.T. £250. Tel.: Northwood 21396 (any time). [7849

REGISTRATION NUMBER 1 BRA for sale. Highest offer for this very desirable registration. J. Dillamore, Thurlestone, Pinner Hill, Middlesex. Tel.: Pinner 6144. [7850

P6 DIESEL ENGINE, complete and running, £55 o.n.o. Also matching 4. W.D. gearbox with power take-off, £20. 51, Spring *Street, Wool, Dorset.* [7851

1963 ROCHDALE OLYMPIC. Red. All mechanical parts Riley 1.5. Extras. Tel.: BUC 9708. [7852

A.C. 2-LITRE saloon. CLB engine. £325. Edwards, Tel.: ACOrn 7991. [7853

TRIUMPH, 1964, TR4. White. 7,000 miles, one owner. Extras, immaculate. £825. Collins, 39, Poplar House, High Street, Langley, Bucks. [7854

1953 SUNBEAM ALPINE, £190. Very good condition. Alpine special gearbox and twin-carb. conversion among many extras. 116, Halbutt Street, Dagenham, Essex. [7855

LAGONDA, 1930, 3-LITRE saloon, Weymann body, excellent original condition. Completely overhauled 1964. £350. 14, Crawford Avenue, Wembley, Middlesex. [7856

MORGAN PLUS 4, 1958. Reconditioned TR3 engine. Rebuilt to 1963 standard. Discs, wires, luggage rack, heater, etc. £340 o.n.o. Tel.: LORds 0554. [7857

1948 ALLARD SPECIAL sports, in excellent condition. 3.6-*litre V8, very hairy. M.O.T. New tonneau. £130. View at* Letchworth, Herts. Tel.: Petri, Bishops Cleeve 2166 (after 7 p.m.). [7858

1934 ROVER 10. Mechanically good; body sound, wings tatty M.O.T. Cheap to good home. £20. Tidey, " Bridgwater," Cowfold (Tel.: 266), Sussex. [7859

THEY'RE QUIETLY GOING—offering my 1953 Javelin for no *better reason than want of a change. Possibly I'm being a* fool; nurtured and cared for, not immaculate but definitely far above average. One owner. Jupiter engined and going like silk. Brakes just done, with new tyres, duo-speaker radio, heater, the lot. I can't honestly think of any modern mobile load of welded afterthoughts to equate it yet—but here goes. £165, no offers. Tel.: Mickleton 215. [7860

1964 LOTUS 31, Holbay engine (unused) in full racing trim. Carrington, Carbrooke, Thetford, Norfolk. Tel.: Watton 655. [7863

ASTON MARTIN, 1954, DB2/4 saloon. Excellent condition, *A.A. report. Only 65,000 miles. £450.* Mobbs, Whitefield, Park Crescent, Abingdon, Berks. Tel.: 447. [7864

FIAT 2300 sedan saloon. Reg. November 1963. 0-60 in 11.8 sec.: 27 m.p.g. Overdrive. Well maintained. Sell, £900 o.n.o. Wyllie, 47, London Road, Maidstone, Kent. Tel.: 51441. [7866

LEA-FRANCIS, 1950, *sports saloon, 18 h.p. Virtually one* owner since new: recent comprehensive engine/chassis overhaul; whole vehicle in unusually beautiful and original condition. Accept £245, H.P. possible, interesting part exchange considered. Tel.: Reigate (RG) 45619 or CHErrywood 4464. [7865

COLLECTOR'S DREAM. A marvellous opportunity to *acquire a 1935 2-seater tourer Austin 10, incredibly good* condition. New hood, carpets. M.O.T. certificate until July. Repainted. £85 o.n.o. Tel.: Mon.-Fri., Weybridge 46591 (evenings) or Hounslow 1184 (day). [7868

1932 M.G. MIDGET. Engine overhauled, new battery, excellent tyres. Requires hood and lights, otherwise roadworthy. £40—exams force sale. Huntbourne, Tenterden (Tel.: 340), Kent. [7869

M.G. TC, 1947. Excellent condition throughout. New tyres, battery, etc.; 16-in. rears; recent respray and complete interior retrim. Mechanically perfect. £175. Tel.: LAR *7248 (after 5.30 p.m.).* [7870

MORGAN 4/4, 1948, battered but M.O.T., taxed, reconditioned engine. £45. Norton, 295 (side door), East Park Road, Leicester. [7872

RILEY 1½, 1954. Red and black. First-class condition. Only 45,000 miles. £275 o.n.o. Tel.: Sloane 6377 (evenings). [7873

MINI BITS. Downton twin S.U. set-up. Scintilla magneto, *Major-change, VW roof-rack (German), fits Mini; fitted suit-*cases. Chiswell, High Street, Dunmow, Essex. [7874

BENTLEY R-TYPE, 1953, 4d. James Young body, excellent condition. Tel.: Horsfield, Halifax 81475. [7927

LOTUS ELITE, Special Equipment, 1962. Immaculate grey. Factory built, unraced. Tel.: FLAxman 4351. [7950

VINTAGE BENTLEY 3/4½ fan assembly, £7. 30/98 hub drawer, £4. H.E. 1928 instruction book, 30s. Longbottom, 36, Bar Street, Scarborough. [7875

TRIUMPH SPITFIRE, 1963. Sebring white. One owner (second car), well maintained with low mileage. Many extras. £460 or near offer. Tel.: Gibbon 1983 (London). [7876

BEAUTIFUL LEA-FRANCIS sports saloon, 1952 model. Cost £1,930. Motested 12.8.65. About 55 gns., exchange? 21, Westbrook Road, S.E.3. Tel.: GREenwich 4287. [7877

RARE 1½-LITRE TRIUMPH Dolomite, 1938. Sound tyres, mechanics, body. Needs respray and detail attention. New *hydraulics. Spares galore. £35 o.n.o. 43, Jupiter Road,* Ipswich. [7878

M.G.-A, 1960, f.h.c., " 1600 " export model, R.H.D. Heater, underseal, radiomobile radio, luggage rack; five near new tyres. Perfect body and chrome. Regularly serviced, full history available. £435 or near offer. Tel.: Heaton Moor (Manchester) 4404. [7879

M.G. TF, 1954, *1,250 c.c. Reconditioned engine, body well* maintained in silver green, with " X "s, tonneau, heater, new hood and sidescreens. M.O.T. and taxed. Meticulously serviced, £375 o.n.o. Tel.: Brighton 54519 (after 8 p.m. in week). [7880

1937 ROVER 11.9. Rare sportsman's saloon, new radiator and clutch. View London. £65. Box No. 0628. [7881

JENSEN 541R, 1958, *fitted Jaguar E-type engine. Unique* very fast car in mint condition. Wireless, seat belts, wire wheels, four new " X "s. 58,000 miles. £800. James Bertram, Leith Walk, Leith. Tel.: 3333. [7882

A.C. 2-LITRE (1950). V.G.C., except for knocking big-end. £25. Tel.: PRE 1638 (Manchester). [7883

MY GLORIOUS TRIUMPH, 4-cylinder Climax engined, Vitesse (1937), goes to enthusiastic purchaser—offers. Box No. 0627. [7884

HITCHIN 3444

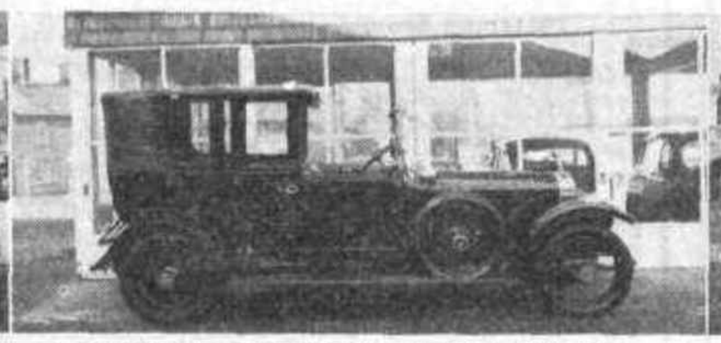
C. J. BENDALL LTD.

FOR UNUSUAL AUTOMOBILES

HITCHIN 3445



BENTLEY R-Type Continental, March 1955 Chassis No. BC 27D, 4.9-litre engine, syncromesh. Two owners, mileage under 90,000. Regal red with beige interior, superb chassis, outstanding paintwork and chrome on which several hundreds of pounds have recently been spent. **£1,975**



1914 ROLLS-ROYCE Silver Ghost, Sedanca—Landaulette by Barker. Alpine Replica chassis 60 RB. Electric lighting. Repainted chocolate-brown 1952, otherwise completely original. One owner to 1944, one since. Probably finest specimen offered for many years. Price is high, but is in relation to its condition. We are prepared to discuss exchanges but no overseas enquiries please.



BENTLEY S.1, 1958 Series, Reg. Nov. 1957, 8:1 compression, power steering, Webasto roof, Reutter seats, rev. counter. Two owners, moderate mileage. Dark velvet green, green interior. An outstanding specimen in every way. **£1,850**

ROLLS-ROYCE Phantom III Windover limousine 23,000 miles only and one owner. Further details—see last month

ROLLS-ROYCE 20/25 *Windover Sedanca, 1936 Series. Again more fully* described last month. **£375**

ROLLS-ROYCE 25/30 James Young limousine with projecting boot, 1937. *In private hands last 14 months. Good-looking car in excellent order. Illustrated* in a previous month. **£345**

ROLLS-ROYCE 20/25 Mulliner 'D' black, owner/driver, coachwork, 1935. A *fair car for the modest price of* **£175**

ROLLS-ROYCE Phantom II JS Series short-chassis Continental, with Carlton sports saloon coachwork. Most attractive lines, believed mechanically excellent. *We propose to repaint and generally improve the coachwork, but are prepared to* consider sensible offers for the car as it stands.

BENTLEY Mk. VI 1948 Series. Vanden Plas saloon coachwork, not faultless, but *in very fair order, excellent chassis. Again an opportunity to acquire a coach-built* Mk. VI at a down-to-earth price **£275**

BENTLEY R-Type Automatic, late 1954, mileage under 90,000, maintained by us past two years. Outstanding condition in every way. Black and Burgundy with maroon interior. Not the cheapest but certainly one of the best R-Types currently available. **£925**

BENTLEY R-Type 1953 Standard Steel, syncromesh. Black, beige interior, new tyres and exhaust. Excellent specimen and value at **£575**

BORGWARD Isabella, 1959 Series. Attractive car in ivory and blue. Has recently had steering, brakes, exhaust, etc., overhauled and a recent repaint. Excellent *value at* **£275**

DAIMLER Majestic, 1960. Black, beige interior. One owner, new engine and transmission 20,000 miles ago. In first-class order, originally costing over £2,500, now offered as being outstanding value at **£585**

DAIMLER Conquest saloon, 1954. Not distinguished in any way but very sound and extremely good value at **£125**

DAIMLER D.B.18 Barker Special d.h.c., 1952, duo-grey grey interior. An excellent example of this still-attractive model. **£295**

VETERANS **1911 DAIMLER 25 h.p.** Landaulette. See last month for photograph and details.
1913/14 OPEL 7-litre, 7-passenger touring car. (Believed ex-German Staff car). In first-class running order.
1913 B.S.A. 14 h.p. 4-cylinder sleeve-valve tourer. Extensively overhauled by us and in first-class order.

We have a large number of cheap but interesting cars which we have been forced to put in the open. No sensible offers refused but no correspondence. Telephone enquiries or callers only.

All vehicles sold in running order carry a M.O.T. Certificate.

Immediate Hire Purchase and Insurance facilities can be arranged.

We regret we cannot entertain overseas enquiries on pre-1918 cars

All types of part-exchange considered.

PAYNES PARK, HITCHIN, HERTFORDSHIRE

FOR SALE—*continued*

RILEY 1.5, fitted M.G.-B 1800 engine/gearbox. H.R.G. head, Webasto, Konis, oil cooler, hard linings, brake servo, undersealing. Very good condition. Very accelerative. £350 cash. Maw, Upavon, Pewsey, Wilts. Tel.: Upavon 226. [7885

DISMANTLING OLD ROLLS *(year unknown).* Parts cheap. Albert Walker Mfg. Co., Potato Wharf, Manchester. Tel.: BLA 0774. [7886

ROLLS-ROYCE, 1935, Gurney-Nutting sports saloon. Excellent mechanically. Rare beautiful shape. £275. 4, Thorn Road, Bramhall, Stockport, Cheshire. Tel.: Bramhall 3087. [7887

AUSTIN HEALEY 100/6, *1958 series. Excellent condition.* Extras include hard-top, wire wheels, discs all round, full-length tonneau, twin Marchal spots, Bosch horns, etc., etc. Used as a second car. A really fast, reliable Healey for £350 o.n.o. Dr. Rosser, The Red House, Hinksey Hill, Oxford. Tel.: 35392. [7888

M.G. MIDGET, 1963. B.R.G., black interior. In first-class condition *throughout. Very low mileage. Engine mods.* New Cinturatos. £485, H.P., part exchange. Tel.: Kidmore End 3101 *(near Reading).* [7894

M.G. MAGNETTE ZB, 1959. Bodywork unmarked in maroon. Engine recon. Fitted radio, heater, spotlights, etc. £295, H.P., part exchange. Tel.: Kidmore End 3101 (near Reading). [7895

1927 3-LITRE BENTLEY. Close-coupled Vanden Plas Speed Model. Virtually original and unspoilt. Engine dismantled but complete and partly restored. £540. Layard, Crest Cottage, Crowborough, Sussex. [7899

XK120 ROADSTER, *fitted XK140 engine, heater, luggage-rack,* spotlamp and new hood. Body finished in B.R.G. £150. Milner, 41, Cavendish Road, Idle, Bradford, Yorks. Tel.: Idle 1685. [7900

1957 ASTON MARTIN DB2/4, Mk. II. Mint condition. £550. Bargain. Tel.: Rickmansworth 74958. [7901

SINGER LE MANS, 1935. M.O.T. Alloy body, Amal carbs. *with modified manifold.* V.G.C. £80. Tel.: HOU 8250 (Middlesex). [7902

RAPIER, EX-WORKS 1957. Halda, twin spots, rool and rev. lights, belts, Cinturas, etc. £265 o.n.o. Smith, 20, Albany Road, Rayleigh. Tel.: 1140. [7903

M.G. J2 SPORTS, rebuilt, engineer maintained, many extras, immaculate. £127 o.n.o. Tel.: CAS 3493 (Birmingham). [7904

ROLLS-ROYCE 20/25 sportsman's saloon by Cockshoot, large boot, fine condition. £285. Tel.: Manchester, DIDsbury 2050. [7905

JAVELIN DE LUXE, 1953, excellent condition. Spare engine, gearbox. £100. 52, Rogers Lane, Stoke Poges, Bucks. Tel.: Farnham Common 438 (after 6 p.m.). [7906

PORSCHE 1600 356A coupé, 1957, in v.g. cond. Offers to Tel.: FRE 8482 (office), or E56, Du Cane Court, S.W.17. [7907

T.V.R., 1960, M.G.-A engine. White. Usual extras. Engine reconditioned 5,000 miles ago. £360. Newby, 139, North *Marine Road, Scarborough. Tel.: 2994. Can be seen Don*caster. [7908

JAGUAR Mk. V 3½-LITRE, 1950. Excellent black bodywork and very good chrome. Radio, heater, etc. £125. R. Emby, 52, Wedhey, Harlow, Essex. [7909

£85 ROLLS-ROYCE ! 1934 Phantom II low-line limousine by n Park Ward. Taxed, tested. Everyday use. Criton, 17, Harpes *Road, Oxford. Tel.: 58654 (day).* [7910

1954 M.G. TF 1500, £310 o.n.o. Weekends only. 5, Brooklands Road, Chapel-en-le-Frith, Stockport. [7911

ONE PAIR VINTAGE King of the Road, R.B.76. 10-in. bell-shaped headlamps and 4½-in. sidelamps, black on brass. Fair offer. Beal, " Donray," 223, Fitzwilliam Street, Swinton, Mexborough, Yorks. [7913

ALVIS, 1939, 3½ Charlesworth saloon. M.O.T., taxed, insured. V.G.C. Offers? Tel.: Loughborough 3364. [7914

1949 M.G. TC. Good condition, spare engine, gearbox, etc. Reasonable for quick sale. High Nest Cottage, Keswick, Cumberland. Tel.: Keswick 260. [7915

TYRES : 19-in., all sizes, £1 to £3. Four Speed Twenty wheels, tyres, tubes, v.g., £12. Williams, 136, Standard Avenue, Tile Hill, Coventry. [7916

SUPERCHARGED SINGLE-SEATER A.7, complete with trailer, £475 o.n.o. 234, Ralph Road, Shirley, Solihull, Warwicks. [7917

H.R.G. 1500, 1952, *fitted TR2 engine, gearbox. Really beautiful* condition, very fast. £350 o.n.o. Lawrence, 9, Arbour Close, Kenilworth, Warwicks. [7918

DEC. 1959, Mk. I SPRITE. Excellent condition. Ashley hard-top, hood, tonneau, heater, etc. £285. Singleton, The Retreat, Hawkhurst, Kent. [7919

LEAVE MINIS FLAT-FOOTED, motor in complete comfort. *403 Bristol, engine and gearbox reconditioned, body re-*sprayed; safety belts, electric screen-washers, twin heaters, radio, twin speakers, Koni shockers. Over £170 spent in last 12 months. £395. Hill, 98, Langley Road, Wolverhampton. Tel.: Wolverhampton 61294. [7920

VAUXHALL BX, 1934. Needs attention or suitable spares. Tel.: Mitcham 6033 (evenings). [7921

M.G. TD Mk. II, 1952. Enthusiast's motor in good condition. Recent work includes : new carburetters, dynamo, pistons, reground crankshaft, bearings and clutch plate, brakes relined, new exhaust system. Offers around £200. Can be seen *London area or Durham, Yorkshire. Box No. 0631.* [7922

ASTON MARTIN DB2, 1954, Vantage engine, B.R.G. Ex-works team car Le Mans 1951 (VMF 63). Better than average condition. Bargain at £350. Else, 46, Common Lane, Thorpe Salvin, Nr. Worksop, Notts. [7923

ALVIS SPEED 20, 1935, saloon. Well shod. Reasonable. £75. Godfrey, 61a, Friern Barnet Road, London, N.11. [7924

XK120, 1952, *f.h.c., S/E., w/w. Room for children. Bonnet* louvres strap, side exhaust, racing silencer, tyres, fillers, high ratio axle. £150. 23, Graham Road, Wealdstone, Harrow. [7925

LOTUS ELITE, Special Equipment, 1962. Immaculate grey. Factory built, unraced. Tel.: FLAxman 4351. [7950A

ROLLS-ROYCE, 1935, close-coupled Freestone & Webb o/d, saloon. 8,000 miles since complete mech. rebuild, presently being cellulosed. Thomson, 70, East Kilbride Road, Busby, Glasgow. Tel.: Busby 1659. [7973

SUPERCHARGER TO FIT E83A. Sell or part-exchange recon. engine for Morris 1000. Tel.: Romsey (Hants) 2134. [7974

LAGONDA, 1951, 2.6-LITRE d.h.c. Recent new carbs., batteries, two tyres, shock-absorbers. Floor gear-change. Basically sound bodily and mechanically. Needs engine top overhaul and new hood. £110 o.n.o. Tiley, Deanscreen Lodge, Lymm, Cheshire. [7975

1959 ALFA ROMEO *Giulietta Sprint Veloce, in Alfa red with* black/red interior. This car is in absolutely immaculate condition and is maintained/owned by R.-R. engineer. £575. Photo on request from Harrison, Hankelow Hall, Crewe, Cheshire. [7976

MAGNIFICENT M.G. TC Midget, 1949. Mechanic-owned last five years, completely reconditioned. 15-in. wheels, *high-compression engine, polished head/ports, copper* exhausts, etc. Superb appearance/performance. £450, part exchange considered. London. Tel.: PARk 5432. [7977

H. J. MULLINER DROPHEAD coupé Rolls-Royce 20/25, 1934, superbly attractive coachwork and in excellent condition bodily and mechanically. £750. Harper, 121, Palatine Road, Didsbury (Tel.: 2050), Manchester. [7979

PANHARD PL17 saloon, 1960. Blue. Fantastic economy, comfort and road-holding. An opportunity to acquire one of these rare and wonderful cars at only £250; second car for spares if required. Travers, Rife Cottage, Botesdale, Diss, Norfolk. Tel.: Botesdale 416. [7978

VIVA GT, latest model, conversion by Lawrencetune; only 3,000 miles; owner abroad. Perfect condition with all usual extras. Initial cost over £800, any reasonable offer considered. Tel.: WEL 9453 (all day). [7980

BENTLEY Mk. VI, Standard Steel, 1949 (stored four years), in good condition both mechanically and bodily. Alas, Bentley *mascot stolen! Contact Mr. J. C. Mortimer,* 75, *Broughton* Avenue, Ham, Richmond, Surrey, to discuss price of around £150. Tel.: Richmond 8938. [7981

1960 SUNBEAM ALPINE, red. Hard/soft-top. Immaculate. £200 extras. Family outgrown car. £425, consider p/exchange saloon. Tel.: Heysham 51945. 142, Kingsway, Heysham, Lancs. [7982

AUSTIN NIPPY, 1934. Hydraulics, I.f.s. New king-pins. 15-in. wheels, wide rim, Pirellis; c/ratio box; stage 2 motor; rewired; full weather equipment. Tel.: Beckenham 7967. [7983

1934 LAGONDA RAPIER f.h.c. First-class condition, new battery, plus M.O.T. No reasonable offer refused. Tel.: Hinckley 2447. [7984

AUSTIN SEVEN SUPER, 1962. " X "s, modified cylinder head, camshaft and brakes, remote gear-change enclosed in E-type tunnel, anti-theft device. £300, H.P.? Also special Mini exhaust manifold, twin front pipes, twin silencers, twin-carb. *Inlet manifold, £15. Nerus stage III cylinder head,* £15. Water/oil cooler, £5. Fairall, 24, Valmar Avenue, Stanford-le-Hope, Essex, or Tel.: Hayes 6951 (Middlesex). [7985

M.G.-A 1600, 1960. Genuine mileage 17,000, original tyres. Outstanding condition all round. £385, 8, Stevenson Crescent, Parkstone, Poole, Dorset. Tel.: Parkstone 5717. [7986

MORGAN PLUS 4, 1953. *Two new tyres, king-pins. Com*plete spare cylinder head, etc. Taxed to March, M.O.T. to December 1965. £120. Tel.: Tonbridge 3610. [7987

RILEY 1½ R.M.E., 1951. Black/silver, red leather upholstery. Heater, spotlight. Well maintained. £180 o.n.o. Taylor, Mansard, Robert Avenue, Mansfield, Notts. [7988

£330! PORSCHE 1600 coupé, 1957, L.H.D. Many extras. Excellent. Emigrating. Tel.: Chambers, Braunton 626. [7989

XK120 PARTS for sale, including complete cylinder head, wheel and tyre, differential, etc. Send for full list. Also 1956 A.30 van, side windows, rear seat, heater, radio, screen-wash; M.O.T. September; scruffy; £45. *Motor Sport* last 10 years, offers. No callers please. A. P. Jenkin, 9, Anchorage Road, Sutton Coldfield, Warwickshire. [7990

BUGATTI TYPE 40 1½-litre sports/tourer. Engine recently overhauled with new bearings, rings, etc. Chassis rebuilt with new boat-tailed 3-seat body, new upholstery. £500 or near offer. Kain, Rowley Grange, Farleigh Hungerford, Bath. *Tel.: Trowbridge 3131.* [7991

ARMSTRONG SIDDELEY 1991 engine and preselector gearbox complete. Buyer must collect. McIntosh, 18, Needwood Road, Woodley, Stockport, Cheshire. [7992

AUSTIN HEALEY 3000, 1960. Heater, tonneau, luggage rack. 37,500 miles. £435. " Droman," Hermitage Lane, Goostrey, Cheshire. [7993

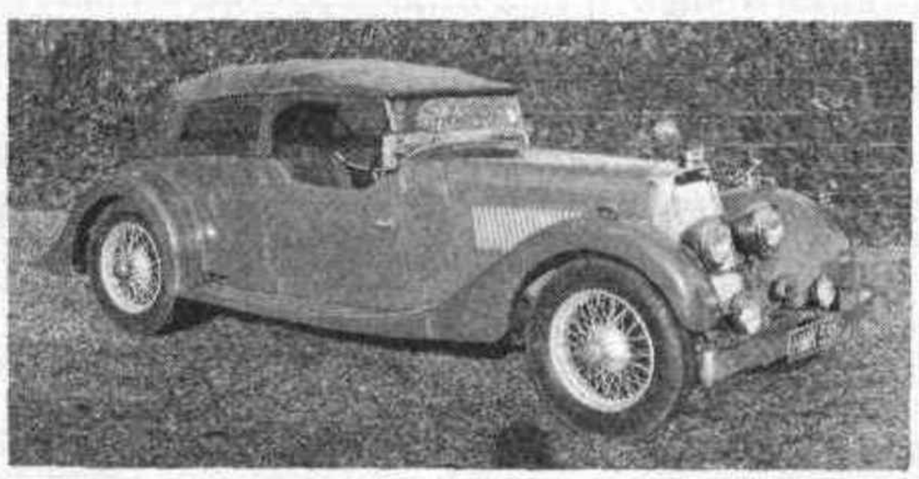
1954 AUSTIN HEALEY 100/4. Two owners from new. Beautiful condition. Hard-top, overdrive, wire wheels, Gold Seal engine. £225 o.n.o. 22, Legh Road, Adlington, Macclesfield, Cheshire. Tel.: Prestbury 89952. [7994

JAGUAR XK150, 3.8, drophead coupé, 2/4-seater. Chrome wire wheels, overdrive. Excellent condition throughout. £595. Terms, part exchange. Tel.: Hockliffe 379. [7995

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M.G. TA. Recon. engine, rewired, new batteries, good tyres. M.O.T. £120 o.n.o. " Todo," South Avenue, Hullbridge, Hockley, Essex. [7785

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ALVIS TL12/60 tourer. S box, spare engine. £55. 3, Badger Hall Avenue, Thundersley, Essex. [7795

CITROEN LIGHT FIFTEEN, late 1951. New "X" tyres, *new battery, etc. Running well.* £100 *o.n.o. Brookside* Cottage, Broadwell, Rugby. [7796

1959 WATLING sports/racing. Identical Alfa Giulietta Sprint. B.M.C. A engine, twin S.U.s, Fullflo exhaust, Morris 1000 gearbox, 15-in. "X"s. £150. 1937 Bentley 4½-litre Park Ward r/edged saloon, resprayed August, new tyres; mechanically excellent, interior scruffy. £180. Thurston, Rudge, Church Brampton, Northampton. Tel.: Chapel Brampton 2320. [7797

1962 (Oct.) AUSTIN-COOPER, almond green/white. New engine June 1964, 9,000 miles since. Unraced or rallied. Five SP3 tyres, safety straps, heater, iodine spot, special *driver's seat. £365. Hire purchase could be arranged.* R. Goodey, 35, Leigham Avenue, S.W.16. Tel.: STR 3129 (after 7 p.m.), MAC 5692 (daytime). [7798

1929 ALVIS Silver Eagle two-windscreen tourer. Brand new condition. Little used. Nearest £500. Box No. 0612. [7799

1961 RED M.G. 1600 coupé. Excellent condition; one owner until two months ago. Radio and heater. £545. R. L. Belton, Green's Lodge, Whissendine, Oakham. Tel.: Whissendine 241. [7800

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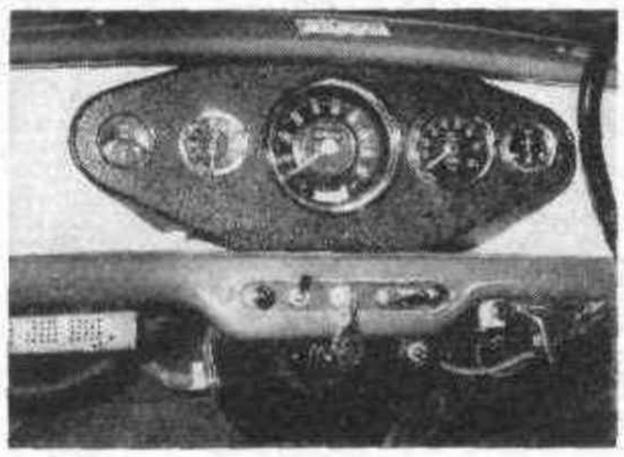
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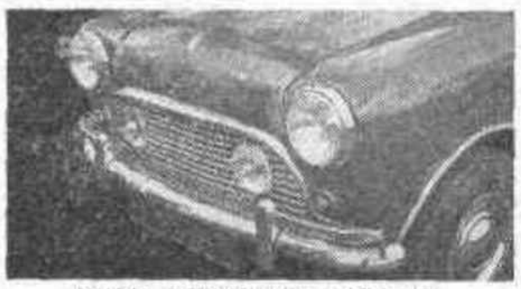


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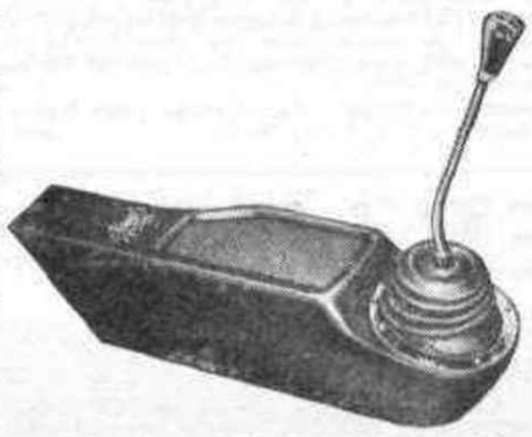
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P.V.T, 2-LITRE A.C. 2-seater drophead coupé, 1937. New *sleeves, pistons, b/ends, s/ends, valves, guides.* Good body, hood. Reg. V.S.C.C. £150, or swap vintage car. Tel.: Weymouth 1832 (after 6 p.m.). [7806

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RILEY 2½-LITRE, 1951. Excellent appearance, recent new tyres, roof. M.O.T. 1966. £99. Tel.: Elmbridge 2598. [7808

JOWETT JAVELIN de luxe, one owner, genuine 60,000 miles, good condition, original cellulose. M.O.T. certificate. £55. Tel.: Harrogate 84844. [7809

1939 BENTLEY 4½-LITRE *MR series o/d. sports saloon* by Gurney Nutting, silver grey, red hide. Twin spares, sliding roof, heater, etc. Full history. Immaculate condition. £495. Tel.: Bolton 41586 (after 7 p.m.). [7810

BENTLEY, 1937, 4¼ Hooper ssloon. Spare engine, front axle, *wheels.* £200. Cruickshank, 17, Bellevue Crescent, Edinburgh, 3. Tel.: WAV 3270. [7811

DISMANTLING—1954 BN1 and TR2. *Send s.a.e. for* lists. Burrough, 44, High Street, Sandy, Beds. [7812

TR2, B.R.G., v.g.c. TR3 grille, radio, spots, washers, rack, new C41s, battery, gearbox, £160. Details: Box No. 0615. [7817

1935 ROLLS-ROYCE 20/25 *black sedanca-de-ville by Mulliner.* Engine good, body requires some renovation and respray. £200. Tel.: GREat Barr 4204; Bromsgrove 2998 (after 7 p.m.). [7819

LOTUS ELITE II, November 1961. Stage 2 special equipment. *Tartan red, black upholstery. Radio. 34,000 miles.* £650 o.n.o. Box No. 0616. [7820

M.G. TC. Body excellent; *engine fair; wheels, tyres good;* front damaged, suitable rebuild. Spares. Offers. Lewis, 51a, Old Shoreham Road, Brighton. [7822

FORD V8 ROADSTER, 1936, 88,000 miles. Exceptional car. £90. Matheson, 10, Alma Road, Fort William, Inverness-shire. [7823

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BENTLEY, 1936, 4¼-LITRE sports saloon. V.G.C. Black, grey; blue leather. £250. Puryer, 112, Ryefield Avenue, Hillingdon, Middlesex. Tel.: Uxbridge 32051. [7998

CITROEN ENTHUSIAST, issued with employer's vehicle, must sell either 1959 ID, smart, recently overhauled by Citroen *agents, £300, or 1961 Safari estate, registered 1964, only* lightly and privately used, £800. 78, Woodlawn Court, Manchester, 16. Tel.: CHOriton 3839. [7999

VINTAGE MORRIS OXFORD, 1928. Good condition; two owners from new. New clutch, roof; good tyres. Taxed. M.O.T. November 1965. £105. Write details, photos. Box No. 0638. [8003

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1956 COOPER RACING 2-seater, less engine. Alloy wheels good tyres. £30, will break. 100E engine, new, £45. Lathe, 4 in., £14. Buckler close gearbox, £15. Vincent wheels, rear frame seat. *N.S.U. Supermax parts. Excellent bargains.* Box No. 0639. [8005

A.40 SPORTS, 1951. Jensen-built aluminium body. Reliable running order. Good general condition, hood, etc. Two *Mercedes* bucket seats fitted, also new battery, tyres, exhaust system, dynamo, etc. £80 o.n.o. Tel.: BAYswater 8668. [8006

BRISTOL 400 sports saloon, 1949. Overhauled engine. £175 o.n.o., or exchange early M.G.-A. Harris-Evans, Glen Eyre Hall, Bassett, Southampton. Tel.: 68139. [8007

BENTLEY, 1934, 3½ Park Ward saloon, black. £110. Shanks, 47, Leam Terrace, Leamington, Warwicks. [8008

SELLING : T.V.R., 1960, red; " X "s; 11-in. Alfins, Stage III 1,220-c.c. Climax, M.G.-A box; £475. Less engine/gearbox, £300. Engine, front end overhauled January. Sunbeam-Talbot 90, o.k., £45. Elan inside trim (red), VW crank, flywheel and rods. Pair Solex 32PIH carbs. (45 deg.). Unused *Dauphine head. Bates, 14, Coldfall Avenue, N.10.* [8009

1937 RILEY KESTREL, fitted with Sprite engine, in good order. Also spare engine, gearbox, diff., and many other spares. S.A.E. for list. £100 the lot, or haggle over bits. *Weekends, or evenings by arrangement.* Parsons, Hopton School House, Cam, Dursley, Glos. [8010

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LANCIA GT saloon, 1952. Cherry red. £275 o.n.o. Tel.: Watford 27371. [8012

1934 RILEY NINE Kestrel, " Special Series." Considered the prettiest Riley built. Completely renovated; repainted; interior restored to an as new condition. Engine removed and checked. Good tyres. M.O.T. £110. Wyatt, Orchard Cottage, Hook, Hants. Tel.: Hook 179. [8013

JAGUAR Mk. V, 1951. Excellent throughout, new tyres; 68,000 miles; recent complete overhaul. M.O.T. £55. " Amlon," Scatterdells Lane, Chipperfield, Herts. Tel.: King's Langley 2173. [7933

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1923 ROLLS-ROYCE 20-h.p. doctor's coupé, Brazilian body. Engine recently overhauled. Tel.: Horsfield, Halifax 81475. [7928

DAIMLER SP250, 1960. Two new tyres, heater, fog, spot lights, tonneau. £520 o.n.o. Hoare, Tangley House, Oak Avenue, Hampton, Middlesex. Tel.: Molesey 5166. [7929

AUSTIN HEALEY 3000, 2/4s., h/s.-tops, o/d., heater, adjustable column, etc. 38,000 miles, £395. 23, Station Crescent, *Rayleigh, Essex.* [7930

RILEY 1½, 1954, R.M.E. Gold Seal engine, radio, heater, " X "s. Excellent. £185. Langford, " Moyheelan," Hooton Road, Willaston, Wirrall, Cheshire. [7931

1938 LAGONDA LG6 *sports* saloon by Bentley. Chassis basically identical to V12. 14,000 miles since engine rebuilt by specialists, brakes relined, master cylinder renewed, wheel bearings renewed. In past four months repainted Alpine mist (8 coats), rechromed, wheels rebuilt, new tyres, batteries, roof lining, king-pins. H.P. arranged. Offers : Stevenson, 2, Paddock Lane, Hudswell, Hawthorn, Wilts. Tel.: Hawthorn 324, ext. 8 (office hours). [7932

M.G. TF. Red. New hood, re-upholstered, radio, heater, carrier, spots, washers, sliding screens, two tonneaux. Engine reconditioned. New radiator, silencer, brake shoes, king-pins. Immaculate condition. £335. Oldfield House, Oldfield Avenue, Darwen (Tel.: 72772), Lancs. [7934

1958 M.G.-A 1500. *New engine, excellent body, interior re-*trimmed. Four new tyres, new batteries, new hood. Just resprayed B.R.G. Only used as second car. £300 o.n.o., or would consider interesting exchanges, cash adjustment. Connaghton, 36, Chudleigh Road, Twickenham, Middlesex. [7935

1932 MORRIS MINOR 2-seater tourer. *Concours* condition. Green. £100 o.n.o. Tel.: Leatherhead 2186. [7936

BENTLEY 4¼-LITRE, 1928, 2-seater. Extensive rebuild. Pristine condition. Therefore expensive. Box No. 0632. [7937

MAGNIFICENT SILVER GREY XK140 f.h.c., £245. Tel.: Epsom 23684. [7938

" TAURUS " MORRIS and Austin 1100 conversion. Weber carb., special manifold, air cleaner. 0-60 18.2 sec. Usually £24 10s. (Consider radio p.e.) As new, £18 10s. D. Gibbard, 94, Lower Northam Road, Hedge End, Southampton, Hants. [7939

BENTLEY R-TYPE, *big-boot saloon,* 1953. Manual gearbox. Recently resprayed sand and sable. Engine, carbs., distributor, exhaust system overhauled. Extras include p.b. radio, screen-washers, fog light. Interior, brown leather and fawn carpets. 17 to 18 m.p.g. and 300 miles per pint of oil. Superb condition. £635. Sqn. Ldr. Mercer, 79, The Highway, Stanmore, Middlesex. Tel.: Grimsdyke 3964. [7940

MORGAN S.S. 3-WHEELER, 1938. Matchless o.h.v. engine. Reconditioned, resprayed. £135 o.n.o. Hobson, 31, Outwood Lane, Horsforth, Leeds. Tel.: Horsforth 5138. [7941

M.G. MAGNETTE ZB, 1957. Grey. 46,000 miles. £240. Immaculate. Tel.: High Wycombe 2028. [7942

AUTOCRATIC AND EXTRAVAGANT wife insists. Sunbeam Alpine (Oct. 1953) must be sacrificed. With excellent heater, tonneau cover and fog-lamp, £100 o.n.o., seems cheap. Tel.: Macclesfield 6059 (evening). [7943

TORNADO TYPHOON, 2/4-seater, 1960 model, 1172 with twin S.U.s, etc. In running order, but chassis requires some attention. £70 o.n.o. Cooke, 218, Eastfield Road, Peterborough. Tel.: 3883. [7944

RILEY, 1948, 1.5-LITRE. Sound body, rough engine. £40. Lait, Boundary Hall, Tadley, Hants. [7946

FOR SALE—*continued*

1937 KESTREL 15/6. Good condition. Sun-roof, heater. New tyres, brakes, pump. Excellent engineer's report. Taxed, M.O.T. £68. 57, Eastmont Road, Esher. Tel.: EMB 3965. [7945

DAIMLER CENTURY SALOON, Sept. 1954. *Three owners* and 56,000 miles only from new. Excellent mechanically. New tyres, heater. Good sound body with unmarked interior. Decided to use second car (sports) in future, hence sale. *£300 o.n.o. Mr. Cookson, 23, Roundmead Avenue,* Loughton, Essex. Tel.: Loughton 3950. [7947

LOTUS ELITE, Special Equipment, 1962. Immaculate grey. Factory built, unraced. Tel.: FLAxman 4351. [7950B

JAGUAR XK150S f.h.c., 1959, outstanding condition. Konis, discs all round, wire wheels, overdrive, radio, heater, twin spotlamps, chrome luggage rack, windscreen washers, mud flaps, twin wing mirrors, four good Michelin " X " tyres, badge bar, seat belts—in fact, the lot! Superb rust-free coachwork, excellent interior and very good mechanical condition. £435. Tel.: PAD 5193 (after 8 p.m.). [7951

BREAKING EX-MOSS ZA Magnette. M.G.-A engine 16,000 miles, gearbox, overdrive, manifolds, oil cooler, screens, " X "s. *Staples, Parkfields, Park Avenue, Longton, Stoke.* Tel.: 39787. [7952

LOTUS ELITE, 1962, Special Equipment II, ZF box, servo, five new SP41s and wheels. Red. Perfect condition. Offers. *Austin Mini Super,* 1963, red, £375 o.n.o. H.P. arranged. Exchange Elan or 7. Dorey, Heathfield, Bunbury, Cheshire. [7953

HISPANO-SUIZA H6B Kellner landaulette de ville, in extremely good condition. 1929. Offers. Pair 2-seat sports Austin Swallows. Suitable for rebuild. Spares include complete Chummy in pieces, and innumerable other bits. £150 the lot. Volkswagen engine and transmission complete, £30. Miss E. Wood, Merlins, Hillydeal Road, Otford, Sevenoaks, Kent. Tel.: HUNter 3567 (*weekdays*). [7954

1934 ALVIS FIREBIRD saloon. Very good bodily and mechanically. New braking system, rear springs, fabric top. Six good tyres. M.O.T. Taxed Aug. £85 o.n.o. D. A. Orriss, 15, *Grove Road, Horbury, Yorks.* Tel.: *Horbury 671.* [7956

OCTOBER 1960 JAGUAR XK150 3.8, S.E., f.h.c. Finished in Cotswold blue. 33,000 miles from new. One titled lady owner, who has kept a full service history. Equipment includes : limited-slip diff., wire wheels, overdrive, radio and record player, and is offered at £560, H.P. and part exchange considered. Weeks, 119, Northumberland Road, North Harrow, Middlesex. Tel.: Pinner 9876. [7957

AUSTIN HEALEY BN1. Overdrive, w/wheels, heater, woodrim wheel, anti-roll bar. Fitted glass-fibre fixed-head body. Primrose and black. Just retrimmed. Photo on request. M.O.T. £235 o.n.o. Boorman, 59, Aldbridge Street, London, S.E.17. Tel.: ROD 8146. [7958

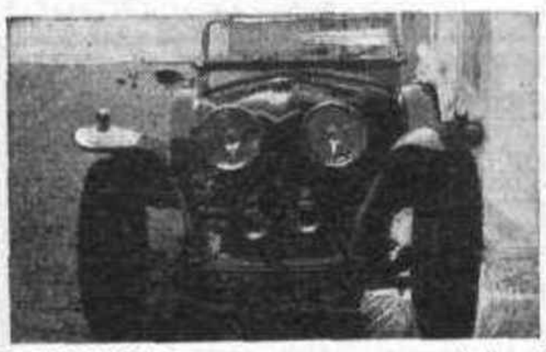
TR2, 1955. White. " X "s all round, tonneau, heater. Mechanics good, body fair. TR3 balanced crank fitted. Haggle around £140. 5, Oak Tree Close, Marlow, Bucks. [7959

1933 AUSTIN 10 doctor's coupé, dickey seat. Very original *condition. Good running order.* £80. 113, Eastbank Street, Southport. [7967

1962 TORNADO TALISMAN, T/C Weber, radio, heater, midnight blue. Good condition. £445. 6, St. Martin's Close, Rayleigh, Essex. [7961

1929 LAGONDA 2-LITRE tourer, mechanically excellent, recent respray, new upholstery, hood, etc. £175. Also l/c. 2-litre, complete and original but partly dismantled, £50, or £210 the pair. Lynch, 3, Jackson Close, Devizes. Tel.: DEV 414. [7962

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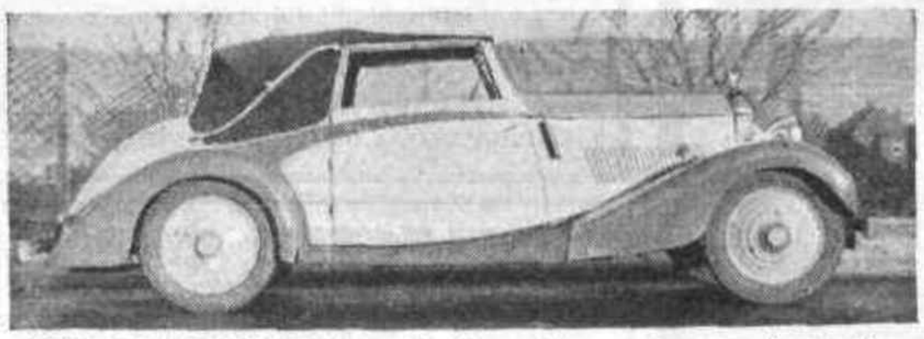
1934 RILEY Imp. 2-seater, engine rebuilt. Good original condition **£385**



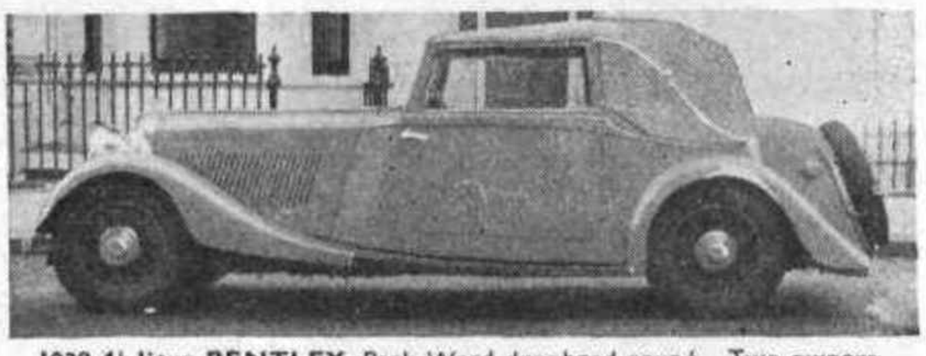
1954 (Oct.) BENTLEY 'R'-Type. Syncromesh, 77,000 miles. Four owners, full history **£750**



1936 ASTON MARTIN Mk. 2. Long chassis, 4-seater. Bills for £280 overhaul during 1964. At present being recellulosed. £395 when ready.



1926 ROLLS-ROYCE 20. Southern Motors, 4-seater drophead coupé. Grey with red leather interior **£395**



1938 4¼-litre BENTLEY, Park Ward drophead coupé. Two owners from new. Recellulosed and retrimmed. 100,000 miles **£595**

1950 (Dec.) BENTLEY Mark VI. Freestone & Webb razor edged saloon. In very good order **£465**

1939 4¼-litre BENTLEY. MR Series. Freestone & Webb saloon. Radio, heater. 71,000 miles **£525**

1935 BENTLEY 3½-litre, Park Ward drophead coupé. *Bills for £500 mechanical* overhaul by Bentley agent. Recellulosed dark blue with red hide interior. New hood, carpets, chrome, tyres. Quite exceptional **£825**

1948 ROLLS-ROYCE Silver Wraith Hooper touring saloon. Full flow engine. Very good order **£695**

1929 ROLLS-ROYCE 20. Four-door tourer by Watson. Excellent chassis, recellulosed, Auster rear screen, new hood and side curtains. Around £875 *when ready.*

1924 ALVIS 12/40. Two-seater with dickey. Extensively restored **£275**

1962 (Nov.) AUSTIN HEALEY 3000 convertible, 2/4-seater, overdrive, wire wheels, luggage rack, woodrim wheel. Bargain at **£695**

1959 LANCIA AURELIA Series VI G.T. coupé. One of the last built. Floor change, Reutter seats, self-seeking radio. Very fine example **£775**

1949 LANCIA APRILIA Saloon. *Series II. Recent engine rebuild.* Exceptional coachwork and interior **£235**

1953 LANCIA AURELIA Series III G.T. Slight body damage and engine dismantled. Fitted floor change, bucket seats and air horns. £165 as is.

1936 (Sept.) ALVIS Speed 25 saloon with most attractive coachwork by Arthur Mulliner. Full history from new. Outstanding order **£350**

1931 INVICTA 4½-litre Carlton 4-seater coupé. (Qualifies as vintage). Recent complete rebuild. At present undergoing retrimming. Very attractive vintage drophead for **£350**

HIRE PURCHASE FACILITIES AVAILABLE ON ALL CARS

WANTED : GOOD VINTAGE AND P.V.T. CARS

36 QUEEN'S GATE PLACE MEWS (off Cromwell Road), LONDON, S.W.7 KNIghtsbridge 7332

FOR SALE—*continued*

OFFERS REQUIRED *for the following : M.G.-A 1600 gearbox,* black leather dashboard and instruments, pair of black leather works competition seats, new uncharged 6-volt Lucas battery, pair of doors; T.V.R. III brand new bonnet and unused *radiator; M.G.-A Dunlop disc brake conversion and hubs* (no wheels), front suspension and rear axle. M.G. TC radiator, bonnet, windscreen, pair 18-in. wheels, tyres and tubes. 6, South Avenue, Cleveleys, Lancs. [7963

DUNCAN-ALVIS TA14, 1948. Very attractive alloy sports saloon. Exceptional condition, low mileage. Taxed, M.O.T. £130. Tel.: Shepherds Bush 8910. [7964

M.G. TD1, extras, good condition, offers. Also Triumph Herald, 1962, 1200, mileage 25,000, £400 o.n.o. Evenings : 38, Gunterstone Road, W.14, or Tel.: FUL 7256. [7965

1959 TR3A, 28,000 miles. Overdrive, wire wheels, hard-top, radio, heater, " X "s. 5,000 r.p.m. o.d. top. Ex-Works demonstrator. £350. Box No. 0634. [7967

ALMOST NEW BLAUPUNKT *car radio. Beautifully clear* reception. £25. Williams, Ashburton, Parkgate, Wirral. [7968

FREE ! KLAXON, with 1939 Rover 14. Excellent original *condition,* taxed, M.O.T. £55. Hiron, 129, Ettingshall Road, Wolverhampton. [7969

1961 SAAB Model 96 blue saloon. New engine fitted July 1964. £335. Tel.: EDG 1380. [8053

SPORTING 1931 (MULLINER) Rolls-Royce 20/25, £225. Rear-axleless Bentley 3½, £40. Mackenzie, 76, Enfield Road, Derby. [8014

SILVER WRAITH ROLLS-ROYCE, 1949 Hooper saloon, v.g.c., £650. N.S.U. Prinz Three, v.g.c., £155. Exchange one or both for sports car. Walker, 79, Crofton Lane, Stubbington, Nr. Fareham, Hants. [8015

M.G. J2, 1933. Ford 10 engine, recently overhauled, very good running order. £65 o.n.o. K. I. Miles, 32, Smith Street, Warwicks. Tel.: 41513. [8016

1959 TR3A. Radio, heater, tonneau. Mechanically sound, almost new RS5s; body immaculate. £395. Tel.: Sunbury-on-Thames 5818 (after 6 p.m.). [8017

AMPHICAR, OCT. 1963, *4-seater convertible.* 75 m.p.h., 7½ knots. £800, or exchange 190SL or similar. Wood, Percuil, Portscatho, Cornwall. [8018

XK140 JAGUAR f.h.c. H.M.V. radio, twin spots, wire wheels, new tyres. Striking red, immaculate condition throughout. £260. Rumbles, 39, Weymouth Street, Watford, Herts. [8020

1932 RILEY GAMECOCK ·erts 2-seater, in original condition; numerous spares; ew hood; good tyres. Ideal for *vintage enthusiast. £85. Tel.: Little Gaddesden 3247.* [8021

1955 TR2. Excellent all round condition. Finished in ivory with red interior. Good hood and screens. Heater, Michelin " X "s, good brakes and steering, maker's oil pressure. One *year's M.O.T. Taxed. One owner seven years. A genuine* bargain, £165, no offers. Tel.: Richmond 7788 (after 8 p.m./ weekends). [8022

1957 SUNBEAM-TALBOT in superb condition. Unmarked *blue/white cellulose, with blue leather interior. One fastidious* owner from new, and mechanically first class. Extras fitted include heater, overdrive, rimbellishers, rev.-counter, spot-light, wing mirrors, washers, sunshine roof, Michelin " X "s; *in fact, with faultless chrome it is a specimen. One of the last* few made, and is fitted with remote control, floor gear-change. £265. Tel.: Prospect 9878. [8023

FORD V8, 1933, roadster, 4-litre. Twin carbs., exhausts, *hydraulics, new Firestones. No rust. Write for details.* 4, Reddicap Heath Road, Sutton Coldfield, Warwickshire. [8024

1952 BENTLEY S.S. saloon, 4¼-litre engine. Scruffy body. £175. 58, Station Road, Garswood, Nr. Wigan. [8027

M.G. J2. *Original mint condition. Steady 60 lb. M.G. registration.* Midnight blue, red upholstery. £125. 3, Beechwood Road, Rhyl, Flintshire. [8028

1937 ROLLS-ROYCE 25/30. Damaged engine, otherwise good. £35 or would break. 180, Soughers Lane, Bryn, Nr. Wigan. [8029

1937 ROLLS-ROYCE 25/30 o/d. saloon. Clean. Excellent runner. £185. P/E. possible. 180, Soughers Lane, Bryn, Nr. Wigan. [8030

TR2, 1956. Red. W/wheels, overdrive, reconditioned engine, tonneau, heater. £200 o.n.o. J. Gaskell, Wigan. Tel.: 44281 (day), 44846 (evening). [8031

1932 RILEY GAMECOCK, *extensive concours* restoration completed. Detail finishing required. Fitted 1½-litre Sprite engine. £85. Register member. 1939 4-cyl. Minerva tourer, sound throughout, £50. 21, Wentworth Road, Solihull. [8032

TR2, 1955. Hard-top, good " X "s, body rough. £60. Brooms Hotel, Stone (Tel.: 2902), Staffs. [8033

FASTEST E93A POPULAR? Balanced 1,199-c.c., plus usual mods; customized. £90. Stokes, Diddington Lane, Hampton-in-Arden. Tel.: 2579. [8034

FISH CARB. VW *c/w. manifold,* £15. 171, Mount Pleasant, Redditch. Tel.: 2428. [8035

M.G.-B, 1964, 8,000 miles only. Red/black interior. Heater, wire wheels, tonneau, anti-roll bar, headlamp flasher, oil *cooler, new Cinturatos. Owner leaving country, will sell at* £740. Write, Johnson-Hill, Stepfield, Stone, Tenterden, Kent. Tel.: Appledore 236. [8036

HOTCHKISS SALOON, 2,312 c.c. First regd. 7.8.59. Late *property of Chief Engineer Hotchkiss and imported by Hotch-*kiss enthusiast. In excellent order with many spares. Price £150. Davidson, 6, Pierrepoint Road, Acton, W.3. [8037

1929 HE SIX
TOURER
Body rebuilt, *concours* condition.
Mechanically very good.
£450
FISHER'S GARAGE, BROCKENHURST, HANTS. Tel.: 3309

Do you know what size tyre* fits on a 1900 Argyll ?
We do — and we have them in stock !
VINTAGE TYRE SUPPLIES LIMITED
31/33 Fortune Green Road, London, N.W.6
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** It's 30 — 3 B.E. Most other sizes in stock too.*
Send for List.

FOR SALE—*continued*

JUST AS THE *Brigadier left it! Army Staff car. Humber, all* original khaki and division signs. Radio, heater, sun-roof; fitted roof rack. Mechanically perfect. Sound, clean body-work. £65. Tel.: DOM 5281 (Dagenham) (evenings). [8038

TR3A, 1960. *Overdrive, hard- and soft-tops, tonneau,* heater, spot, w/mirrors. £375. Tel.: Swandean 512 (Sussex). [8039

ALVIS, 1949. Excellent throughout, overhaul last 12 months. £60 o.n.o. Tel.: Mitcham 6900. [8040

MERCEDES-BENZ 219, reg. 1961, many extras; £350. 1961 Mini pick-up, £180. Offers/exchanges considered. Stuart, 12, Homesteads Road, Kempshott, Basingstoke. [8047

T.V.R. II, registered Nov. 1960. Fitted M.G.-A 1600, Kenlowe fan, Konis, " X " stops, wood-rim, heater. Coloured red. *£375. Mayer, Little Dean,* Nursery Lane, Stockton Brook, Stoke-on-Trent. [8048

AUSTIN HEALEY BN1. Overdrive, w/wheels, new " X "s, Servais exhaust; engine, gearbox overhauled, brakes relined. *Ice blue/ivory. Superb throughout. £240 o.n.o. Tredyett,* Broughton, Kettering. Tel.: Broughton 383. [8049

1956 SINGER ROADSTER. Near *concours* condition in smoke blue, with blue interior. £150 spent since 1963 on complete overhaul, excluding cost new tyres, hood, battery. Heater, sealed beams. Taxed March. £150. Also Healey Silverstone, completely sound chassis less body, new tyres, £75. Ideal sports/racing. Thurston, 2, Chapel Place, Abington Square, Northampton. [8050

DB ASTON MARTIN GT 2+2. Beautiful open aluminium body, wind-up windows. Ivory with black hood and interior, condition as new. 22,000 miles only. 100-m.p.h. cruising with good economy. Complete with spare engine and gear-box, £450. 79, Athenaeum Road, N.20. Tel.: HILLside 2449. [8051

FIBREGLASS BODY, Daimler Dart, damaged front off-side but easily repaired, complete with doors, windscreen, hood, floor, boot, lights, seats and trim, ready to drop onto any 7 ft. 8 in. chassis. 79, Athenaeum Road, N.20. Tel.: HILLside 2449. [8052

LOTUS TWIN-CAM ENGINE. Recently overhauled and brake tested to 146.5 b.h.p. Works team Elan spare unit never used. £480. New lightweight Elan seats, £15 each. Elan race conversion undertaken. Box No. 0641. [8054

TRANSPORTER. Carries three cars internally; fully equipped with spares lockers, work benches, Foldaway sleeping bunks, cooking facilities, electric winch, etc. 100% reliable A.E.C. diesel chassis with coachbuilt body for Aston Martin Ltd. Taxed privately. A.E.C. maintained. £850. Box No. 0640. [8055

MINI MODS : *Weber Derrington manifolds, £16.* Black Rally seat and sub-frame, £8. Formula de luxe wheel, £6. New oil cooler, £6. Smiths electronic tach., £6. Together £37, or separately. Box No. 0642. [7555

ENTHUSIAST MINI, B.R.G., 1961. *Racing seat,* etc. £225. 120, Meanley Road, Manor Park, E.12. Tel.: TRE 7460. [8056

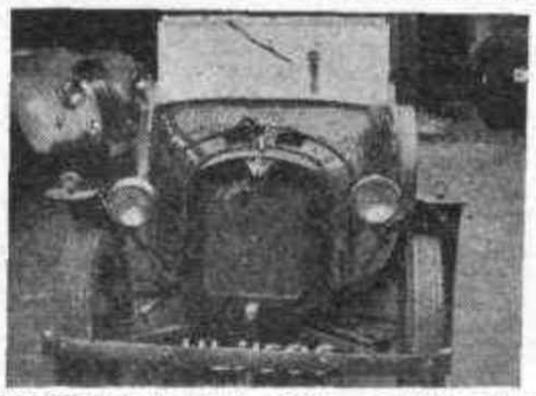
RILEY KESTREL SPRITE. A fine specimen. Fitted with 8 : 1 D.T. h.c. pistons. M.O.T. £125. Also breaking Kestrel Sprite. Engine recond. 2,000 miles ago, fitted with 8 : 1 D.T. h.c. pistons. Tele. shock-absorbers with brackets, 4-branch manifold; four Gold Seal Dunlop 500×18 tyres; 12/4 Big Port head. Many other spares. S.A.E. enquiries. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: LEE 8904. [8057

FOUR L.M.B. 15-in. Ford wheels with 590 Turbospeeds, 50% worn, £10. Two 16-in. Ford wheels with new Metzler auto-cross tyres, £5 pair. Two Metzler high-speed tyres, 15×590, 200 miles, £5 pair. Microcell seat with runners, black, good *condition, £6 10s. Cooke, 218, Eastfield Road, Peterborough.* Tel.: 3883. [8058

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RILEY 1½ Sports saloon, 1953. Bronze, leather top. Beautifully kept, recent new tyres. 28 m.p.h. **£189**



1929 AUSTIN 7, 2-seater. B.R.G., rebuilt repl. engine, 4 3p. G. box, *Bowden brakes* **£67**

DAIMLER 2½ Barker Special Sports, 1951. Magnificent cond., ivory/black; overdrive, 2 occ. R./seats, bills for recent mech. rebuild. **£225**

JAGUAR 2.4 S./equip., 1956. Overdrive, dual exhausts, mascot, spots, washers **£215**

S/TALBOT 90 Mk. II, 1952. Black and chrome. Exceptionally well-kept, recent repl. tyres, and exhaust, S/Roof, heater **£115**

Hours : 10-7 Mon. to Sat. or by appt.
42 TWYFORD STREET, LONDON, N.1

FOR SALE—*continued*

MORGAN, MORGAN, MORGAN. *This immaculate* 1963 4/4 is as new, low mileage blue many extras. Company car forces very reluctant sale. £525. Tel.: HILLside 5546. [8060

ABSOLUTELY IMMACULATE 1934 Wolseley sports. Best over £200 secures. Hanham, 1, Sutterton Street, London, N.7. [8061

1947 ROVER TWELVE. 46,000 miles. Good running order. Excellent body condition. £110 o.n.o. Rickett, 120, Farnaby Road, Bromley, Kent. Tel.: Ravensbourne 3584. [8062

BENTLEY Mk. VI, 1951, M.G. Y, 1948. Rebuilt pair at £660 (£575+£115 !!!) o.n.o's. Box No. 0645. [8063

CITROEN DS, 1958, Solent blue, very good condition. New baby, preferring Mum of today, says car of tomorrow must go. £365, with new " X " tyre and fantastic works manual. Higdon, 469, Grafton Street, Liverpool. Tel.: LAR 1537. [8065

COOPER " S," 1964. Close ratios, 4½-in. wheels, auxiliary *tank, oil cooler, sump guard, laminated screen, modified head,* 731 camshaft, 1½-in. S.U.s, lowered, Konis, tachometer. £595. H.P. available. Tel.: Colchester 77981 (daytime). [8066

JAGUAR Mk. V, 3½. New engine 1962 (£190). New battery, new exhaust, brakes relined. Immaculate. £150 o.n.o. Tel.: W. Malling (Kent) 3262. [8067

SPRITE, 1959. Ashley GT hard-top, Sebring bonnet, hood, tonneau, heater, Waso lock, tachometer, screen-washers, " X "s, new engine, clutch, brakes 10,000 miles ago, unmodified. £235. Box No. 0646. [8068

JAGUAR 2.4, 1958. Excellent condition. Haggle around £400. Wilson, 17, The Ridgeway, Sanderstead, Surrey. *Tel.: Sanderstead 5279.* [8069

HEALEY, 1957, 100-6. Ice blue, white panels. Hard-top, soft-top, Le Mans head, overdrive, wire wheels, washers, heater. Condition belies its age. £360. Bruce, 1a, Elmer Road, Middleton-on-Sea, Sussex. [8070

'ORRIBLE BANGER for sale. Owner posted, so 1934 Riley Lincock Nine must go for £80. V.G.C. Taxed, M.O.T. Brownridge, 18, Ridgeway Avenue, Gravesend (weekends only). [8071

BRISTOL 400. Exceptional condition. 3,000 miles since respray. Complete engine and rear axle overhauls. New clutch, brakes relined. Must be seen to be appreciated. £225. J. C. Midlen, Courtledge, Horwood, Near Bideford, North Devon. Tel.: Newton Tracey 265. [8072

TR2, WHITE, " Does a ton." No body rot. " X "s. Works recon. engine, new battery. Taxed till June. M.O.T. cert. Heater, luggage rack. Best offer over £125. Tel.: F. G. Hill, *MID 7891 (Birmingham) (office hours).* [8073

RILEY MONACO, 1933. Reconditioned. £100. Write : Farmer, " Longwold," Welton Road, Brough, East Yorkshire. [8074

LARGE ALLOY 4-DOOR *Martin Walter coupé* body on 1934 Vauxhall chassis. Towable. £15. R. T., 64, St. Leonards Road, S.W.14. [8075

TR3A, 1959. White. Perfect. Extras, spare hood. 15, Norwood Avenue, Shipley, Yorkshire. [8076

MY TR3 is the car for you if you want to travel thousands of fast, trouble-free (bumpy) miles. If you will pay about £238. Tel.: FOO 6077 (Kent). [8077

CITROEN ID19, 1960. Grey, red interior. Two owners. Well *maintained.* £410. Tel.: ALPerton (London) 3262. [8078

LAGONDA RAPIER ENGINE spares, most parts, including new crank and flywheel, also head, block, rods, oil pump, etc. Plus Roots cabin blower. Barker, 129, Green Oak Road, Totley, Sheffield. [8079

AUSTIN DIESEL TAXI, 1955. Thoroughly reliable, very economical. £75 (exchange rough TR or ?). Tel.: TIDeway 3831 (London). [8080

SPRITE, 1962. Low mileage. Immaculate condition throughout. Many extras, including heater, tonneau, spots, etc. £395 o.n.o. Tel.: Underhill 1321. [8082

1937 BENTLEY 4½ Thrupp & Maberly semi-razor-edged saloon. Black and chrome. One private owner only until 1950, and since then the " family " car of one of our Directors. The original (unground) crankshaft holds 20-25 lb. pressure when hot. Always well maintained and still mechanically very good, this car is unfailingly reliable. The bodywork is of excellent appearance and all tyres and battery are good. A very interesting car, photograph with pleasure. £375. The Shires Motor Co. Ltd., Banbury. Tel.: 2453/4. [8093

136 CLEAN COPIES *Motor Sport,* 1952-64. Offers. Kino-Smith, The Barn, Bodicote, Banbury. [8084

JAGUAR 2.4, blue, September 1961 one owner, very low mileage, only 25,000, genuine. Recent overhaul. Only £695. Contact Reckitt, Chelsea, Tel.: Flaxman 1961 (after 6 p.m.). [8086

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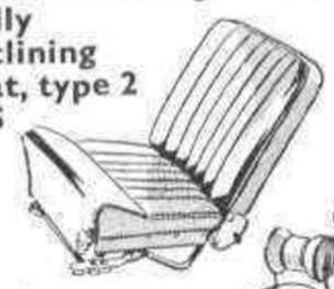
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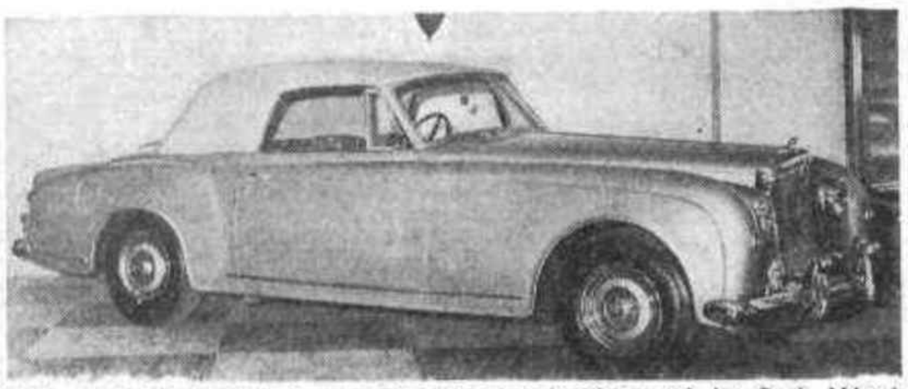
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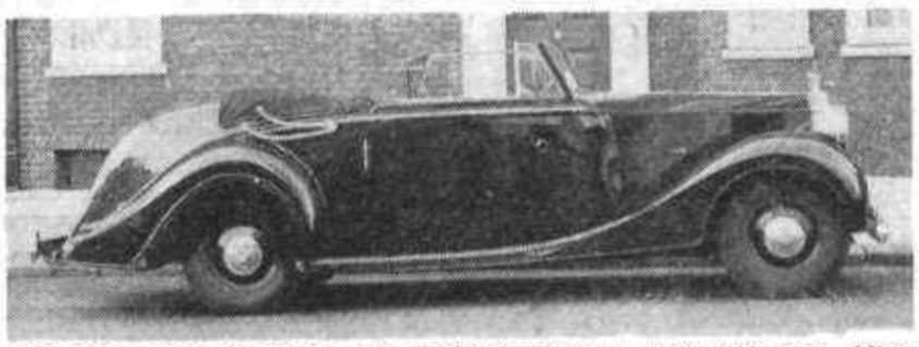
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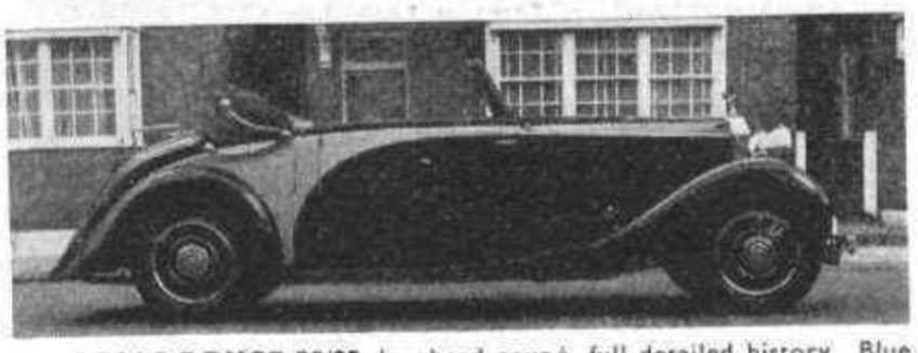


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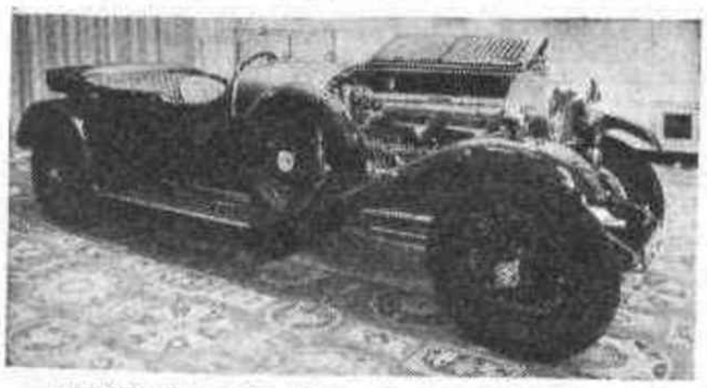
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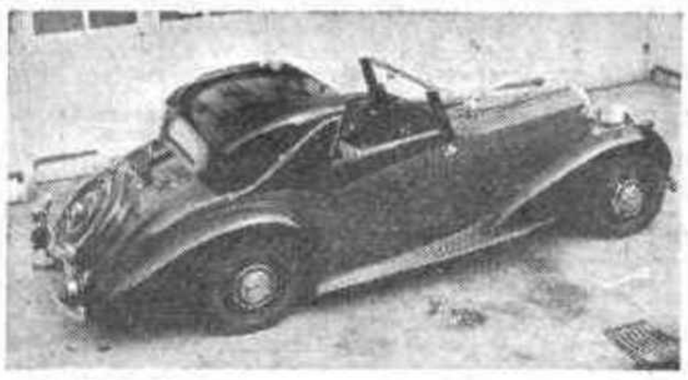
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WANTED : Complete engine in very good condition for 1936 Bentley d.h.c., 4½-litre. Immediate cash. Hartmut Rathje, Stromsborgsgatan 9, Harnosand, Sweden. [7578

WANTED : A.C. Ace hard-top. Mr. Sibthorpe, 27, Albion Park, Albion Hill, Loughton, Essex. [7579

1933 HUMBER SNIPE 80 sports saloon spares wanted. Would consider complete car. Morgan, 66, Kensington Church Street, W.8. [7582

PAIR AUSTIN SEVEN 15 in. wheels, West London repair or similar, preferably with 5.00 racing tyres. Skinner, 43, Lennox Gardens, London, S.W.1. [7599

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AXLES, REAR AND FRONT, 12 to 20 h.p., also springs and wheels for same, circa 1909-1914. Timmins, " Witchwood," Parsonage Lane, Farnham Common, Bucks. Tel.: FC 328 (accept reverse charge). [7632

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EXCHANGES—*continued*

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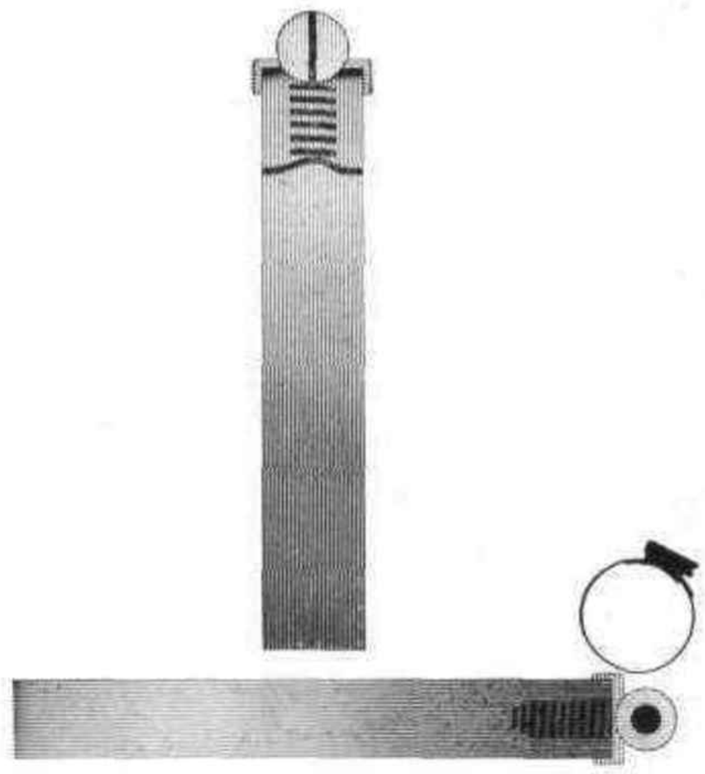
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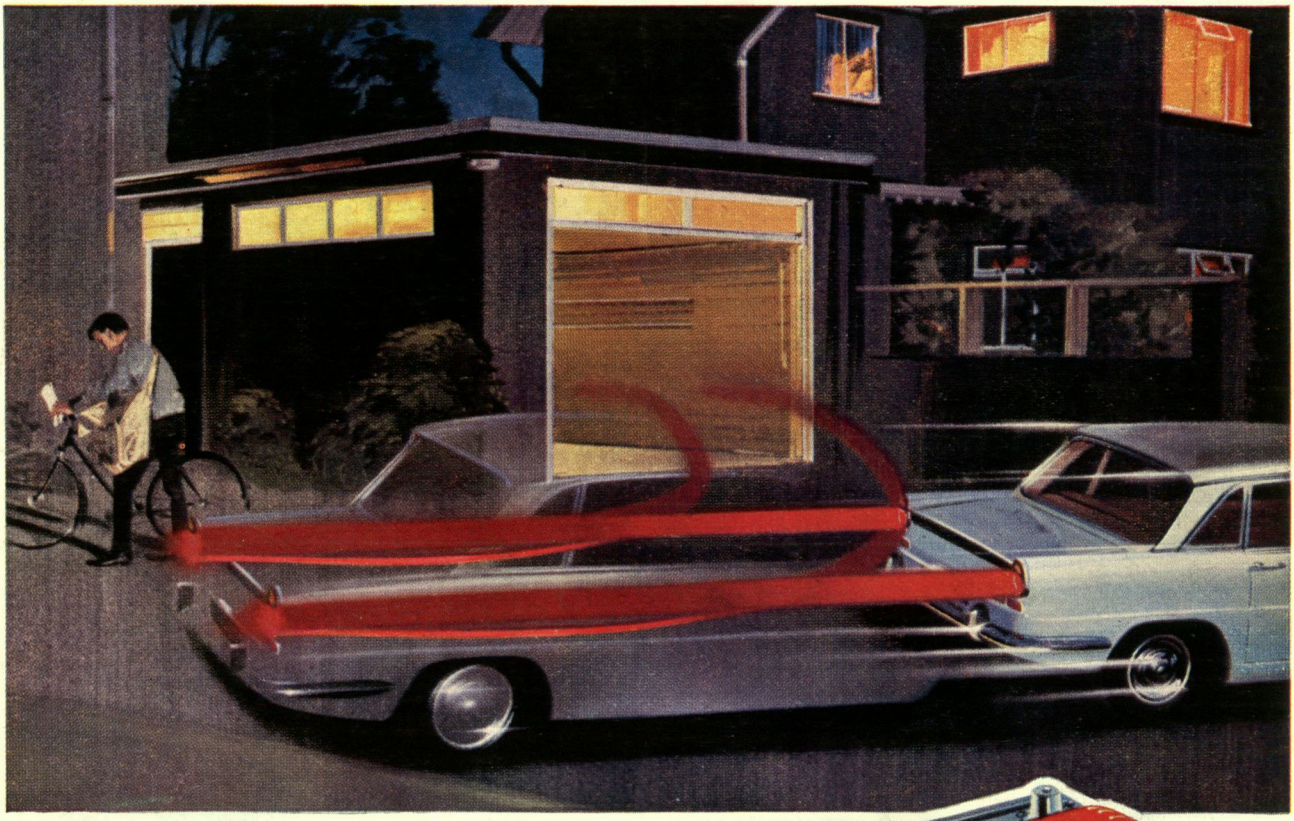
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