Vol. XXXX No. 1 TWO SHILLINGS January 1964

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





MOTORISTS AND THE 'GREEN CARD'

Introduction of a fee to meet the growing cost of a time, trouble and money saving service

All motorists who take their cars to the Continent of Europe – and last year that was about 1 in every 15 motorists in the U.K. – have been familiar for the last 10 years with the "Green Card" which they obtain from their insurers.

Few motorists probably realise what lies behind this Green Card – how greatly it has simplified the process of crossing European frontiers, how much expense it has saved them by being internationally accepted as evidence that they are properly covered in accordance with local laws and what it has cost the insurers both in the issue of the Green Card and in providing the necessary Continent-wide service.

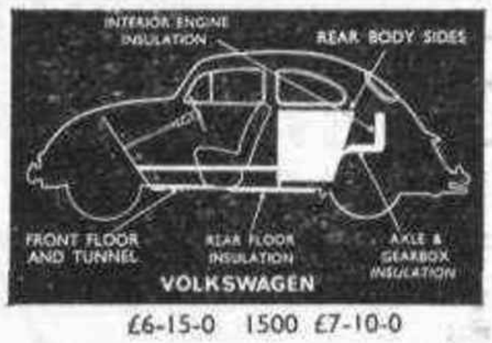
It is obviously unfair that the growing cost of a service enjoyed only by a minority should continue to be paid for by all motorists.

The Motor Insurers' Bureau, which acts as the Green Card issuing authority for the motor insurance companies as well as for Lloyds motor underwriters, therefore announces that as from January 1st 1964 motor insurers in the United Kingdom generally will charge a service fee limited to £2 for the issue of a Green Card.

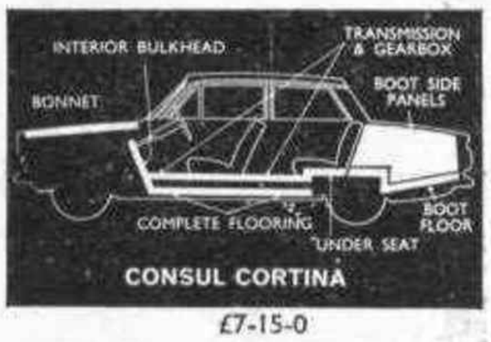
Nothing in this announcement affects the cover which motorists may have under their policies for continental travel, or the terms under which that cover is provided.

MOTOR INSURERS' BUREAU

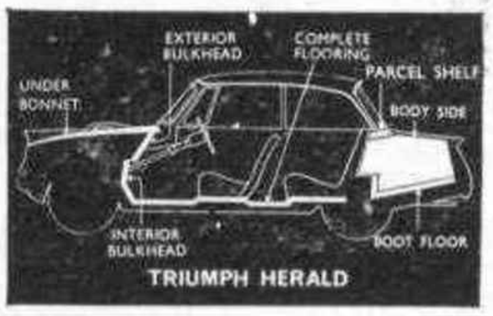
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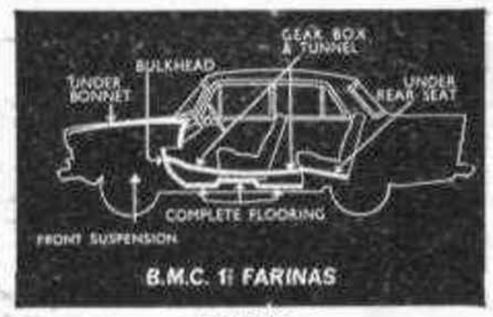
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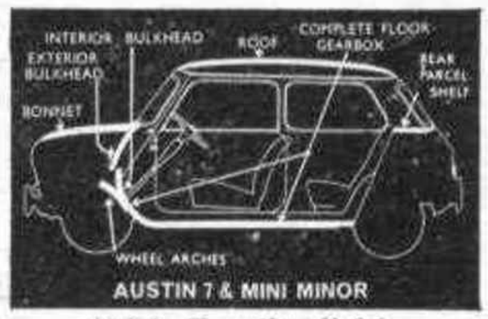
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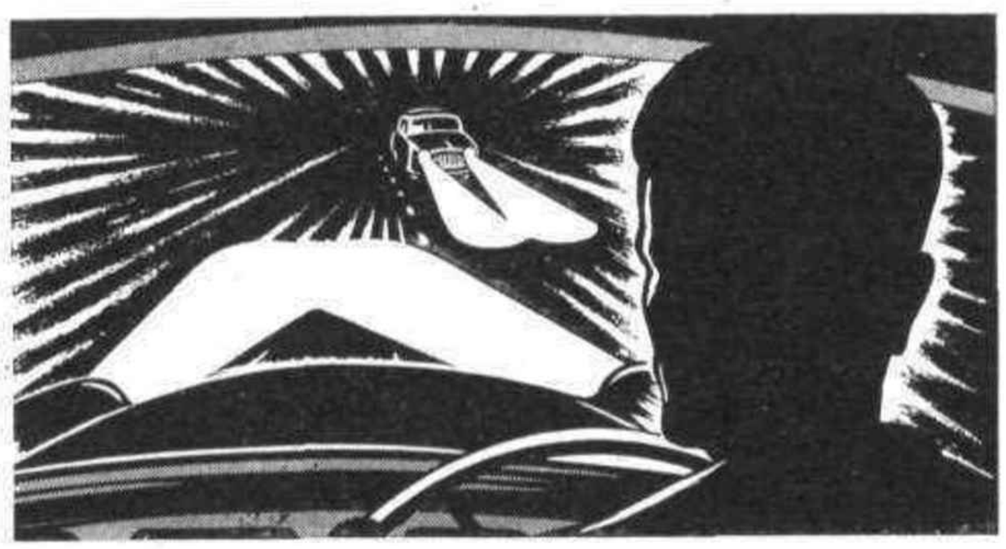


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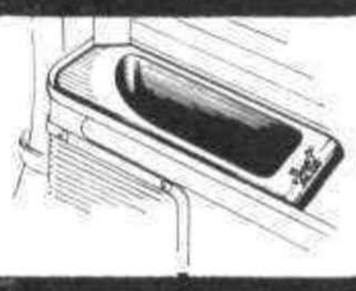


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Small drawing shows hand-hugging concave reverse side

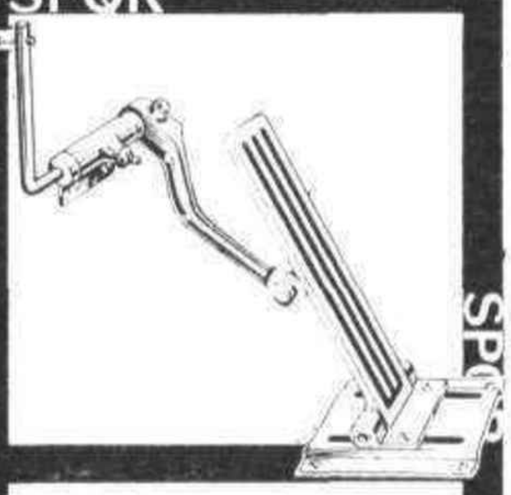
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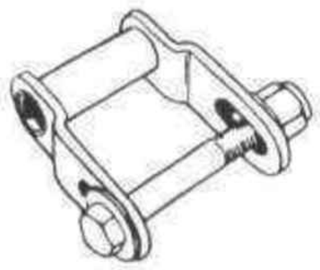
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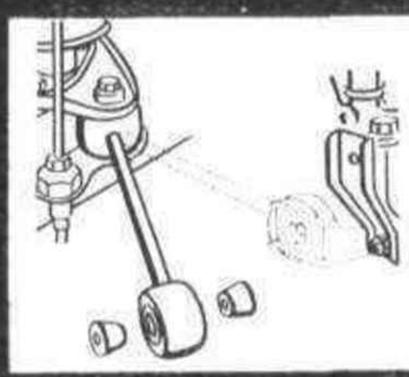
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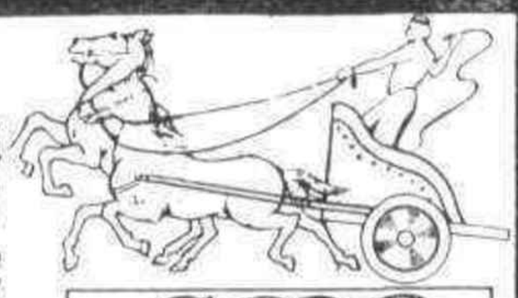


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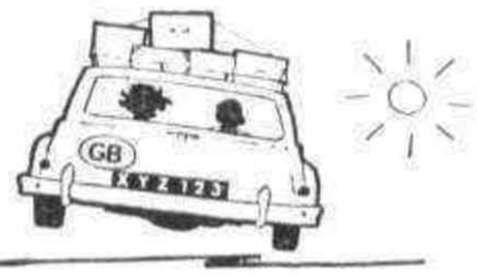


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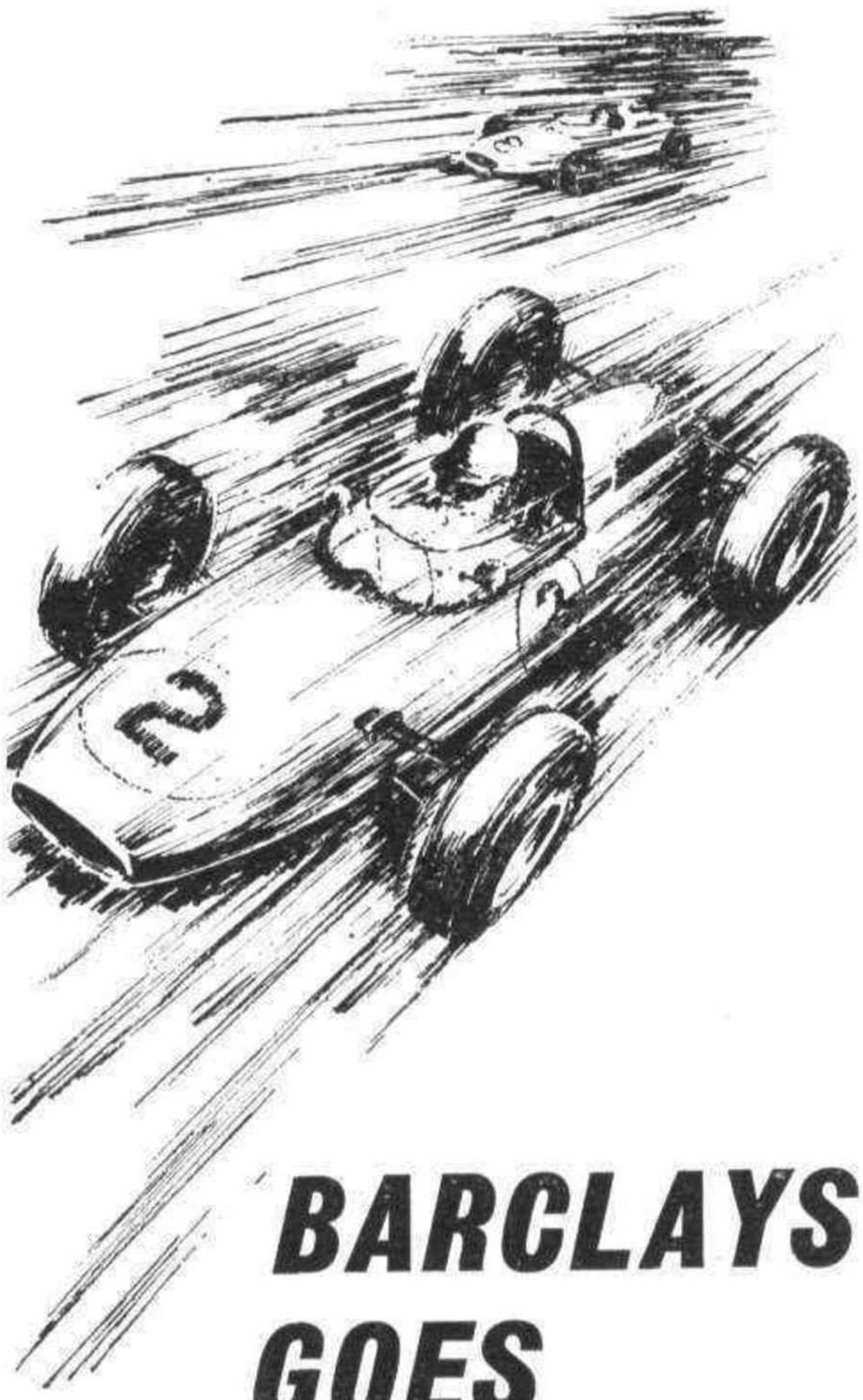
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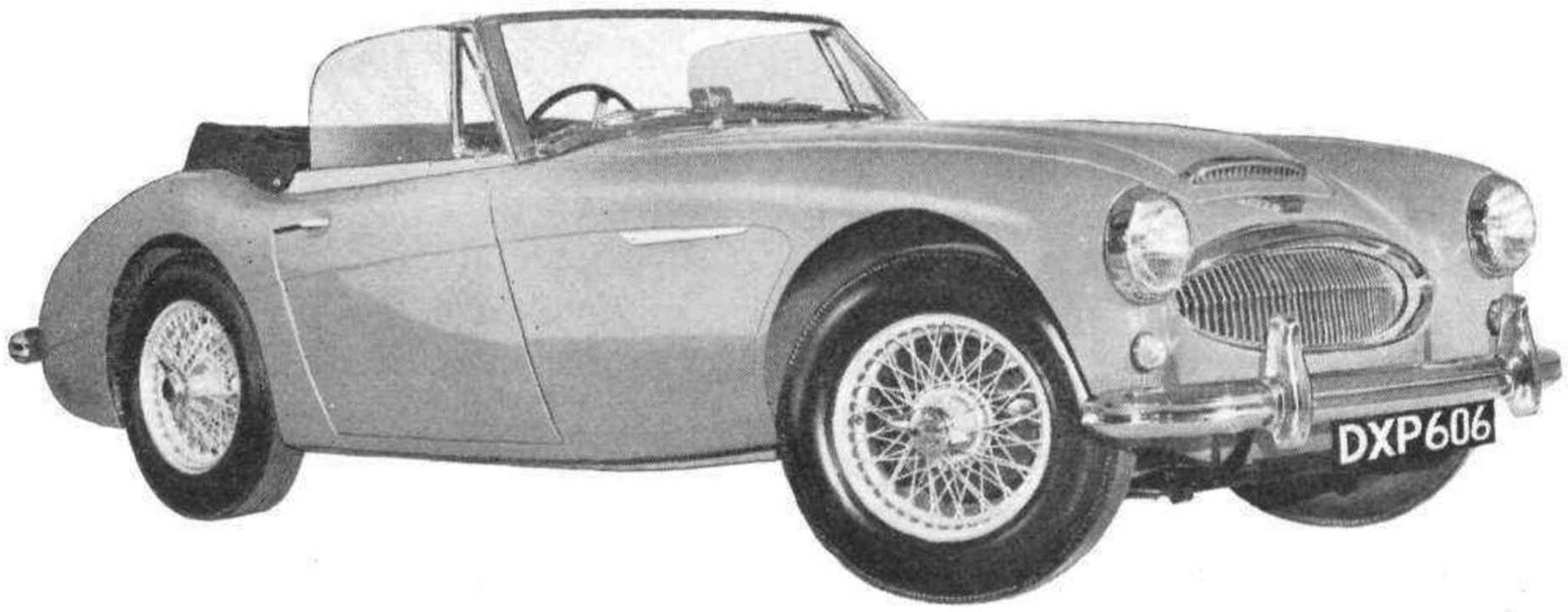
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VOL. XL No. 1

AT LAST!—ROAD TEST OF THE TWIN-CAM FORD LOTUS-CORTINA—See pages 25-29

JANUARY 1964

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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PUBLICATION DATE FIRST OF THE MONTH

FORTIETH YEAR OF PUBLICATION

MATTERS OF MOMENT

ROLLS-ROYCE : AN EXPLANATION

Some of our more red-white-and-blue readers have cast aspersions on our patriotism, because we have repeatedly named Another Make as being, in our view, the present Best Car in the World. So it becomes a matter of some moment to offer an explanation, and what better time, with MOTOR SPORT embarking on another brave New Year?

Before the war and up to the outbreak of peace in 1945, we had the best possible relationship with Rolls-Royce Ltd. Each new *model* was described and road-tested in these pages and during the war much R.-R. history was published, W. A. Rowbotham of the R.-R. Experimental Department being an enthusiastic voluntary contributor. The Editor included the remarkable story of how the R.-R. racing R-type Schneider Trophy aero-engine was developed in our war-time "Great British Achievements" series; he who coined the saying "If the Battle of Waterloo was won on the playing-fields of Eton, victory in the Battle of Britain was gained over Calshott Water" can hardly be accused of having overlooked the vital part played by the Merlin engine in bringing Britain victorious through the Second World War.

Today this same Editor is very willing to acknowledge the superiority of R.-R. engines in the air, but can claim no practical knowledge of recent Rolls-Royce cars. The fault lies entirely with the Company. The last road-test we were permitted to undertake of one of their products was of a Bentley S-series, in 1956. We concluded the report with these words: "The British lion may spend much of its time lying down these days but it is still capable of getting up and facing the World in a bold and dignified manner, and products such as the Bentley remind us that this is so. This is the Company Director's motor car *par excellence* and it is fitting that men who control British destiny should drive these fine cars from Crewe, rather than chromium-draped floating drawing-rooms of other than British origin." Hardly the utterings of an anti-British writer, surely?

The Editor was keen to pursue this policy. We asked for each subsequent R.-R. model for test. We asked to be allowed, as American journalists were, to visit the factory, and to be permitted to describe R.-R. test methods. The Editor suggested he should take anonymously the course at the R.-R. Chauffeurs' School, to see how professional drivers of these legendary vehicles were trained.

We put these requests through a series of Conduit Street P.R.O.s. No go! We appealed to Mr. Whitney Straight, C.B.E., M.C., D.F.C., the R.-R. Joint Deputy Chairman, whose motor-racing activities were generously publicised in MOTOR SPORT before the War. The Company still chose to ignore us.

Later the Editor contemplated the fascination of owning a used Rolls-Royce and asked his secretary to write to four firms, one in the West End, one near the Crystal Palace, one in Huntingdon, and one in Staffordshire, who specialise in this kind of business. It seemed a good idea to tell our readers what sort of stock such vendors held and the sort of performance, petrol consumption and satisfaction these old cars offer. Apart from one tentative 'phone call, no-one was prepared to co-operate. . . .

We have no wish to ignore R.-R. products. But a journalist can write in detail only of what he experiences. In assessing the Mercedes-Benz as the World's finest automobile we have been aided by the Daimler-Benz Press Service, one of the finest in the World. If we were asked to name the present British "Best Car in the World" (a sweeping phrase coined, history seems to confirm, by Rolls-Royce themselves!) we would name the V8 Daimler Majestic Major, built by Jaguar, for reasons given in the MOTOR SPORT road-test report of June 1963.

To satisfy those readers, at home, overseas and in America, who have written to us on the subject, aghast at this seven-year silence (perhaps they are R.-R. *shareholders*?), we would like to write about the cars from Crewe. We want to get inside the factory. We want to drive a Bentley S3 or a Rolls-Royce Phantom V. Let no-one say we ignore these cars merely because they are antiquated in design and exceedingly expensive.

This Editorial may have a sequel. On the other hand, it may not! It rests with those whose task it is to help, to the best of their ability, the Press with information about, and first-hand experience of, the products of the Motor Car Division of Rolls-Royce Ltd. . . .

CONTENTS

	Page
MATTERS OF MOMENT	5
FIXTURES FOR JANUARY	6
AUTOMOBILE ACCESSORIES REVIEWED	7
POWER AT THE WHEELS	8
KENTISH BORDER TRIAL	8
CONTINENTAL NOTES	9
TOURING TOPICS	12
GILBERN GT TEST	13
RANDOM THOUGHTS ABOUT O.H.C.	15
VETERAN—EDWARDIAN—VINTAGE	20
FRAGMENTS ON FORGOTTEN MAKES—No. 25: THE J.M.B.	21
ROVER RE-CAP.	23
FORD LOTUS-CORTINA TEST	25
SOME B.M.C. PRODUCTS	30
BOOKS FOR THE NEW YEAR	37
LETTERS FROM READERS	42

Front Cover Picture: MUDPLUGGING.—Trials Champion Rex Chappell scored yet another win at the Kentish Border C.C.'s November Sporting Trial on November 24th, a report of which appears on page eight. See Pictorial Review for more pictures of this event.

Motoring Sport Events for January

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

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Jan. 3/5th ..	South Wales A.C.	Leton Park	Shrewsbury	Welsh Rally (*INT.*)	6.00 p.m.
Jan. 4/8th ..	V.S.C.C.	Church Stretton	Ch. Stretton, Salop	Measham Trophy Rally (*C.*)	10.30 p.m.
Jan. 8th ..	Sutton & Cheam M.C. ..	Headley Heath	Leatherhead	Rally (*C.*)	9.00 p.m.
Jan. 10/11th	M.C.C.	*See footnote*	—	28th Exeter Trial	9.20 p.m.
Jan. 11th ..	Singer O.C.	Connaught Cars Ltd.	Send, Surrey	January Nocturne Rally (*C.*)	7.30 p.m.
Jan. 11th ..	Scottish S.C.C.	Mansewood Motors	Glasgow, S.3	Starlight Rally (*R.*)	Midnight
Jan. 11/12th	Four Ways C.C.	Thetford Area	Thetford	3rd Filldyke Rally (*R.*)	11.00 p.m.
Jan. 11/12th	Mid-Thames C.C.	Rowstock Corner Garage	Harwell	Mid-Winter Rally (*R.*)	10.30 p.m.
Jan. 11/12th	F.B.C. M.C.	Great Baddow	Chelmsford	New Year Rally (*C.*)	8.31 p.m.
Jan. 11/12th	Lincolnshire A.C.	Gilberts Garage	Lincoln	Lincolnshire Rally (*R.*)	10.00 p.m.
Jan. 12th ..	Maidstone & Mid-Kent M.C.	Vintners Park	Maidstone	Brian Lewis Sporting Trial (*R.*)	10.30 a.m.
Jan. 15th ..	Club Lotus	Bush House Restaurant	Aldwych	Talk by Colin Chapman	8.00 p.m.
Jan. 18/19th	Winchester & Dist. M.C. ..	Corsely Garage	Warminster	Rally (*R.*)	10.00 p.m.
Jan. 18/19th	Romford E.C.C.	Eastern Automobiles	Colchester	Clockwatchers Rally (*R.*)	9.30 p.m.
Jan. 19th ..	VW O.C. (G.B.)	Abbey Motors Ltd.	Waltham Abbey	Carpenter Rally (*C.*)	10.00 a.m.
Jan. 19th ..	Sporting VW Club	Cana la Heights	Swanley, Kent	Production Car Trial (*C.*)	10.30 a.m.
Jan. 19th ..	Shenstone & Dist. C.C. ..	Ash Tree Inn	Rugeley	Production Car Trial (*C.*)	10.30 a.m.
Jan. 25/26th	Sutton & Cheam M.C. ..	Hindhead Engineering Co.	Hindhead	Fifth Tempest Rally (*R.*)	10.30 p.m.
Jan. 25/26th	Mascot M.S.C.	Phoenix Garage	Burgh Heath	Half-Night Rally (*C.*)	11.00 p.m.
Jan. 26th ..	M.G. C.C. (S.W.)	High Post Hotel	Great Durnford	Salisbury Production Trial (*C.*)	10.00 a.m.

Footnote: Three starting points : Kenilworth London and Launceston in that order. Finishing point, Weymouth. Standard starting time 9.20 p.m. Competitors select their own route to Honiton, where all routes converge onto a common route to the finish.

PEERLESS, WARWICK, GORDON, AND NOW GORDON-KEEBLE

THE above names have, in the past, caused a considerable amount of correspondence to and from this office regarding the whereabouts and/or makers of these cars. Readers may remember that the Peerless started life as a Triumph-engined GT car which soon changed its name to Warwick (see MOTOR SPORT, November 1961 for Road Test). When the car assumed the name Warwick it was handled by Bernard Roger Developments but after a short career in which it gained a good reputation in the specialised car market the fibre-glass-bodied Warwick with the De Dion rear suspension announced its swan-song despite last-minute efforts to resurrect the *marque* by replacing the Triumph TR3 engine with a Buick engine. After this came the Chevrolet-engined Gordon GT, but nobody saw much more of the car despite rumours that production would commence in Ireland. At this year's Motor Show the Anglo-American-Italian Iso Rivolta was alleged to be the result of the Gordon factory going broke on an order for Bertone bodies with the designer Rivolta stepping in to design a chassis and to give the ex-Gordon GT the name Iso Rivolta. However, there was no confirmation that this Chevrolet-engined vehicle was, in fact, the aftermath of the Gordon, alias Warwick, alias Peerless and we were subjected to another period of nothingness until a press release arrived in our offices announcing the 1964 Gordon-Keeble, which in many of its ideas resembles the Iso Rivolta shown at Earls Court.



New name in the car firmament—the Gordon-Keeble, released on January 3rd.

The 4-seater Gordon-Keeble is a result of a tie-up between John S. Gordon, who gave his name to the Gordon GT and Jim Keeble, who has been responsible for designing the space frame, which uses square section tubing throughout. Bertone of Italy have been responsible for the bodywork which bears a resemblance to the Iso Rivolta and the engine is a 300 b.h.p. version of the 5.4-litre Chevrolet V8 which is claimed to produce torque figures of 300 lb./ft. on a rev. range covering 800-5,200 r.p.m. The transmission is through a 4-speed all-synchromesh close ratio manual gearbox which is claimed to give a maximum speed in excess of 140 m.p.h. and a 0-100 m.p.h. time of 18.9 sec.

Rear suspension uses the De Dion layout with Armstrong Selectaride telescopic dampers and sturdy parallel arms fabricated from square tubes. At the front the suspension is independent by means of wishbones, coil springs and telescopic dampers. Disc brakes are used all round in conjunction with Dunlop disc wheels of the knock-off pattern.

The 2-door Bertone-styled body is constructed in steel although the prototype was made in fibre-glass and in England body production is in the hands of Williams & Pritchard at Southampton, in the factory where the car is assembled. Production is geared for two or three cars for the early part of this year until a second body mould has been completed, when production is hoped to be stepped up to five cars, with a 1964 overall production target of 200 units. Cost in the U.K. will be £2,798 inclusive of purchase tax.—E. L. W.

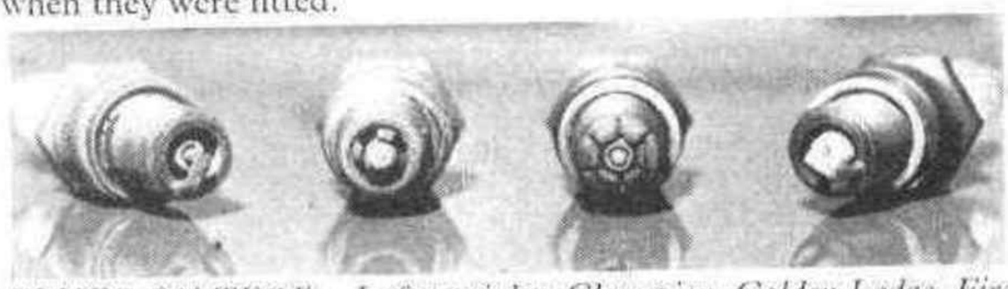
THIS YEAR'S MONTE CARLO RALLY ROUTE

The 23rd Monte Carlo Rally will be held from January 18th to January 21st. Starting points will be from Athens, Frankfurt, Glasgow, Lisbon, Minsk, Monte Carlo, Oslo, Paris and Warsaw. The Glasgow starters will pass through the Midlands to swing west to Llandrindod Wells, and from there they will go to New Milton in Hampshire and then on to Dover to catch the Dover-Boulogne car ferry. Glasgow starting time is between 8.53 and 9.29 p.m. The common route starts at Reims on the Monday and passes through the following control points : Gerardmer, Maiche, Saint-Claude, Chambery, Uriage, Gap, Seyne-Les-Alpes, Annot, La Bollene and thence to Monaco, where the round-the-houses special tests will be held on the Thursday. The length of common route has been lengthened considerably this year to 1,418 kilometres.—E. L. W.

AUTOMOBILE ACCESSORIES REVIEWED

SPARKING PLUGS

Sparking plugs have been in the news just lately mainly because of the "Golden Lodge" controversy. However, as well as Golden Lodge we have been testing several other makes of sparking plug, including Champion, Autolite and Fire Injector. The Champion and Autolite are conventional single-electrode plugs, although the American-made Autolite has only just been introduced in England. The Fire Injectors are sold by Birmingham Autocessories and are unusual in being of similar type to the Golden Lodge. They were brought to our attention by readers who asked us to check the claims made by Birmingham Autocessories that power can be increased up to 20 b.h.p. and fuel consumption decreased by up to 6 m.p.g. Another claim made was that they would outlast four or five sets of normal plugs. They were originally priced at 10s. each but when Golden Lodge were introduced they were reduced to 8s. 6d. Birmingham Autocessories willingly supplied a set for a staff Sprite and they have now been in use for several months and have covered about 5,000 miles. The car was nearly three years old when the plugs were fitted and was beginning to burn oil, so this seemed to be a very good test for the Fire Injectors. During the ensuing period the car has never failed to start and the plugs have always functioned perfectly even during a period when a carburetter was temporarily supplying a very rich mixture. When the plugs were removed for examination the electrodes showed none of the normal signs of combustion and they were virtually as clean as when they were fitted.



PLUGS ON TEST.—Left to right: *Champion, Golden Lodge, Fire Injector, Autolite.*

We did not expect any improvement in power or fuel consumption and found none. If anyone ever does achieve an extra 20 b.h.p. and 6 m.p.g. with a set of sparking plugs they will have difficulty keeping up with the demand! However, despite these grossly exaggerated claims the Fire Injectors do work, which is more than could be said for the various sets of Golden Lodge which we tried in staff cars.

The other plugs we have been trying are Champion and Autolite but as they have only been in use a short while we can say little about them except that they work. It is of interest to note that Autolite do manufacture special racing plugs and will make recommendations for specific engines.

SLIP PRODUCTS

Four new products from Slip arrived in the office recently. These are No-Ice, Lock Oil, All-5 and Copa-Slip. No-Ice costs 7s. 6d. a bottle and is a windscreen spray to prevent or remove ice from windscreens. Although no chemical formula is given the smell suggests that tri-chloroethylene is the main constituent. It was successful in removing heavy frost from the windows of a car but required nearly half a bottle to do so, and a plastic scraper did the job just as well. Its best use would seem to be in prevention rather than removal. The Lock Oil in a small bottle with a detachable nozzle, costs 2s., and seems to have the same formula as the No-Ice. It is certainly useful to squirt into frozen door locks, as it frees them almost immediately. Slip All-5 is a radiator additive costing 8s. 6d. a tin which, it is claimed, seals leaks, stops rust, repairs cracked blocks, lubricates the water pump and prevents over-heating. When added to the radiator it turns the water bright red, and should there at some future time be an internal engine fault which gives rise to leaks into the water it will turn yellow. We have fortunately not had the misfortune to discover if this stuff works but will let you know if it does. Likewise we have not yet had the opportunity to try the Copa-Slip, which is an assembly compound of copper and lead in a bentone base which is claimed to keep nuts, gaskets, plug threads, wheel studs, etc., free from seizing after long periods exposed to the weather. It costs 4s. a tube.



MOTO-METER INSTRUMENTS

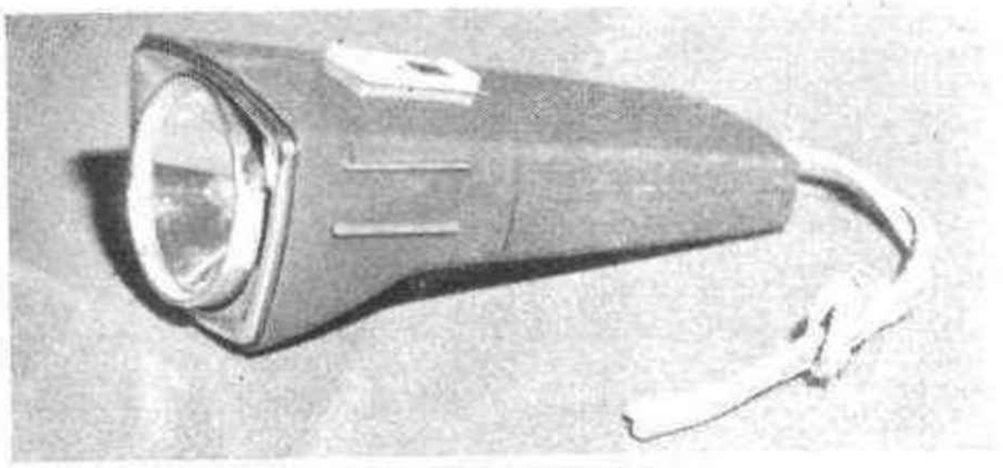
Left: *The Moto-Meter water temperature gauge.* Below: *The dial-type tyre gauge.*

Among several items which we have been testing from the German Moto-Meter firm are a rectangular water temperature gauge and a tyre pressure gauge. The temperature gauge has been fitted to a staff A40 and has been most useful in checking of the water temperature, especially in cold weather when it tends to run very cool. It can either be fitted by cutting a suitable hole in the facia or attached under the facia with the bracket provided. Fittings are provided to fit either in the cylinder block or for cutting a hole in the radiator hose. This gauge costs £3 3s. The Moto-Meter tyre gauge is of the circular type with a scale reading from 10-50 lb. which is also calibrated in kilos. The needle stays at the tyre pressure until the re-set button is pressed. The gauge has a chrome finish, is fitted in a plastic wallet, and costs 15s. 6d.



TWO TORCHES

A torch is always useful for the motorist and few of us bother with them until the car breaks down on an unlit road. The Super 200 made by Gulton Industries (Britain) Ltd. is of rather futuristic design but has some useful features for the motorist. It is of the rechargeable type and is supplied with an adaptor for use with 110 or 220/250-volt sockets. Another adaptor is available to enable the torch to be charged from a car cigar-lighter socket, either 6 or 12 volt. The Super 200 has a leather carrying strap to enable it to be hung up, allowing two free hands, and it has a magnet in one side to enable it to be attached to any metal part of a car body. The switch is luminous. The Super 200, which is guaranteed for five years, costs £3 17s. from retailers. Cheaper pocket models are also available.



The Super 200 torch.

Another useful torch for motorists is the Acculux rechargeable model by Chilton Products Ltd., of Hungerford. It is small and compact, easily slipped into the pocket, and has several useful features. It can be recharged from mains or car facia socket and is claimed not to lose power if left unused for long periods. It has a luminous bulb reflector to enable it to be located in the dark. There are several useful accessories for motorists including a reading glass and an angle holder. It costs 34s. 9d. and is guaranteed for 12 months.

POWER AT THE WHEELS

A reader in Sweden has sent us the table reproduced below, which indicates power loss through car transmission systems. In the first column is the power output claimed by the manufacturers in D.I.N. b.h.p., in the second column is the power obtained at the driving wheels, and the third column shows the percentage efficiency. Presumably these power outputs at the driving wheels were obtained on a roller dynamometer similar to the Crypton Walker Road Load dynamometer which is becoming popular with the larger garages. Crypton do not provide garages with information on power outputs to be expected from the driving wheels so presumably garages have to discover this for themselves. Crypton have apparently asked manufacturers to provide information of this type but so far this has not been forthcoming.

As can be seen from the table, the Porsche is the most efficient with 91%, followed by the Volvo P.1800 with 86%, Mercedes 190C and Citroën Ami 6 83%, Renault R8 and Skoda Octavia Super 82%. The least efficient appear to be the American Rambler automatic at 54% followed by the manual transmission Rambler at 58%, the Austin-Mini at 59%, and the Ford Zephyr Mk. III at 61%. There seems to be little conformity in the results, such as front-wheel-drive or rear-engined cars being superior to front-engined cars, although of the only two automatic transmission cars in the list both are inferior to the manual transmission versions. No doubt many people would be disturbed to discover, in the case of cars like the Rambler automatic, that nearly 50% of the claimed engine power disappeared by the time it reached the rear wheels, which is probably the main reason why manufacturers are loth to commit themselves on this subject.

	Engine power (net)	Power at driving wheels	Percentage efficiency
Alfa Romeo Giulia 1600 TI	92	68	74
B.M.C. Morris 850 ..	34	20	59
M.G.- B1800	92	67.5	73 5
Morris 1100..	48	30.5	63.5
Austin A60	61	45.5	74.5
B.M.W. 1500	80	51	64
Chevrolet Chevy II ..	95	75	79
Citroën Ami 6	21	17.5	83
Daffodil	26	17	65
Fiat 1500	72	54	75
Fiat 2300	105	75	71
Ford Anglia Estate ..	39	27.5	70.5
Ford Consul Cortina ..	48.5	32.5	68
Ford Taunus 12M	40	28	70
Ford Taunus 17M	60	37.5	62
Ford Taunus TS	70	56	80
Ford Zephyr Mk. III ..	98	60	61
Ford Fairlane 500	90	65	72
Hillman Super Minx ..	59.5	45.5	76.5
Mercedes 190C	80	66	83
Opel Kadett	40	30	75
Opel Kapitan	90	66.5	74
Opel Kapitan HydraMatic..	90	62	69
Opel Rekord	55	43	78
Peugeot 404..	65	47	72
Porsche 1600 Super ..	75	68.5	91
Rambler	114	66	58
Rambler Automatic ..	124	67	54
Renault R8	40	33	82
Renault Caravelle	46	34.5	75
Saab 96	38	25.5	67
Saab Sport	52	40	77
Simca 1000	35	24	68
Skoda Octavia Super ..	45	36	82
Triumph Herald	39	30	77
Vauxhall Victor de luxe ..	50	36.5	73
Vauxhall VX 4/90	72	53.5	74.5
Vauxhall Cresta	96	74	77
Volkswagen 1200	34	23.5	69
Volkswagen 1500	45	34	76
Volvo Amazon 121.. ..	68	50.5	74
Volvo P.1800	90	77	86

KENTISH BORDER TRIAL

November 24th

HELD in picturesque surroundings at Maidstone's Vintner's Park on November 24th, the Kentish Border C.C.'s 21st Annual Sporting Trial, a qualifier for the 1963/64 R.A.C. Trials Championship, produced a win for triple Champion Rex Chappell, driving his familiar maroon Cannon-Ford. Chappell showed complete mastery over the mud by finishing the 20-hill course with 155 points, a clear 42 points ahead of Percy Barden's second-place P.A.B.-Ford. Third place went to Bernard Dees driving his immaculate Cannon de Luxe, with the Cannons of Geoff. Lindsay and Gordon Holdrup fifth and sixth.

Vintner's Park, once owned by Percy Barden, has changed little in the hands of its new owners but some initiative had been shown in finding new sections, some of which were too steep for even the trials specials to tackle. The first section was an old favourite and started with a plunge into a deep ditch and then a straight run up the side of the valley. The wet tyres soon turned the surface into deep mud and penalties for stopping on the lower slopes soon began to add up. Only Chappell and Bruce Blundell (Cannon) managed to make anything of the section by reaching the " five ' marker halfway up the hill. The story was much the same at the next group of hills, until the 10th section saw conditions getting worse to the extent of complete failures by many drivers. However, the course was adjusted for the second ascent in the afternoon, when most drivers made the halfway mark. Eventually Blundell, Charles Pollard (Cannon), Peter Highwood (Canhi), David Render and Geoff. Lindsay (Cannon) all managed to record clean sheets on the hill.

In the morning four cars fell by the wayside, these being Ken Lindsay (Cannon), Tony Tickle (Notacan), J. Bassett (Cannon) and Bertie Sayers in his new Aberties, surely the smartest trials car ever built! After the lunch interval Bugatti O.C. Secretary Godfrey Eaton, who was competing in his first sporting trial with an old Cannon, once the property of another Bugatti O.C. member, Frank Wall, retired after suffering from numerous mishaps. Colin Taylor's Cannon disappeared from the sections for a while to have a loose drive spine remedied, but the addition of gear-selector trouble eventually pushed him down to 10th place at the finish.

The final sections were more interesting from the spectator point of view, being set out in more bumpy terrain, but Chappell's early lead was far too great for anyone to touch and the last stages saw a close chase between Fred Cole and Bernard Dees for third place, Dees just beating Cole by four points. Although not a spectacular event as far as trials go the meeting provided an opportunity to see Ivor Portlock in action with his new Alexis, which could well challenge the supremacy of the Cannon in this type of event. However, Mike Cannon, builder of the Cannons, was amongst the spectators and told our reporter that he has a new car on the stocks which will have a vertical steering column!

E. L. W.

Provisional Results :

1st :	R. F. Chappell (Cannon)	155 points
2nd :	P. A. Barden (P.A.B.)	197 ,,
3rd :	B. H. Dees (Cannon)	204 ,,
4th :	F. C. Cole (Cannon)	208 ,,
5th :	G. R. Lindsay (Cannon)	218 ,,
6th :	G. L. Holdrup (Cannon)	220 ,,
7th :	D. D. Render (Cannon)	221 ,,
8th :	B. Blundell (Cannon)	223 ,,

ALLARD DRAGSTAR DRAGON

Following his experience with the Chrysler-powered dragster Sydney Allard has introduced a Mini-dragster powered by a Shorrocks supercharged Ford Cortina engine, selling for £500 complete or £250 less engine. Allards have also been appointed agents for the American Moon tuning equipment.

WORKS ASTONS SOLD

Following their retirement from racing, Aston Martin have sold the two special-bodied Aston Martin DB4GT models to Mike Salmon and Brian Hetreed, who plan to race them Internationally during 1964.

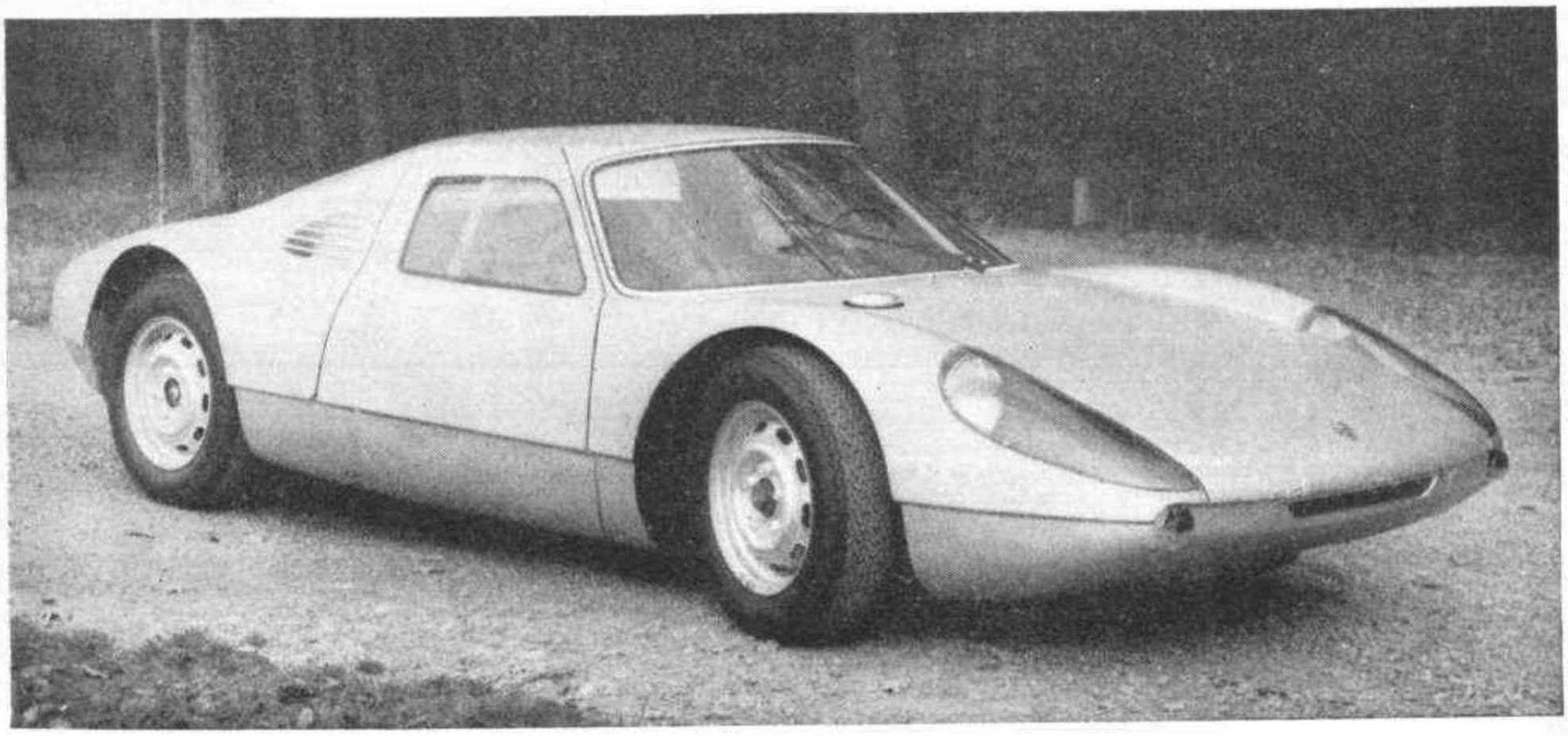
CONTINENTAL NOTES

WITHOUT doubt the most exciting piece of news to come from the Continent was the communication from the Commission Sportive Internationale of the F.I.A. in which they announced the next Formula for Grand Prix racing. Briefly it will be for unsupercharged 3-litre cars and supercharged 1½-litre cars, using conventional piston engines, and for cars using engines that rotate, such as the Wankel, and also for gas-turbine driven cars. The normal piston-engine cars must use commercial fuel, which means the Avgas straight petrol as used at present, and they will be limited to a minimum weight of 500 kilogrammes with oil and water, but without fuel. Rotating-engine cars can have a completely free total volume, but there will be maximum and minimum weights, and they must use commercial fuel as the piston-engined cars, so that there will be no possibility of anyone using an enormous Wankel engine, or half-a-dozen small ones coupled together, unless such an arrangement can be kept under the maximum weight limit. Gas-turbine driven cars will have no restrictions on the size of the engine or the fuel used, but like the rotating-engined cars there will be minimum and maximum weight limits. For all three categories the existing requirements for Formula One cars will remain, these being such things as self-starters, anti-crash bars, exposed wheels and so on.

For the immediate future we can view the Grand Prix scene as being for unsupercharged 3-litre cars or 1½-litre cars with superchargers, running on normal straight petrol, and my guess is that most designers will get interested in the revival of the supercharger, which will not only give increased horsepower to a given engine capacity, but will improve the torque and flexibility of the engine. Added to this will be the advantage of being able to design a supercharged 1½-litre engine that will present the same bulk as the existing unsupercharged 1½-litre engines, which will mean that the new Formula One cars can look just like a Lotus 25. This does away with the hoped-for "hairy monsters" that many people say they want to see, and I suppose that eventually these people will realise that progress cannot be stopped and the "hairy monster" is a thing of the past and can never be revived with any hope of success. You only have to consider the Lotus 29, the Ford V8-engined Indianapolis car, to realise this. With 400 b.h.p. and 4.2-litres the Lotus 29 is only 10% larger in all directions than a Lotus 25, and when it goes by at 180 m.p.h. it is not possible to appreciate that 10% greater size. Remembering that this new Grand Prix Formula does not come into effect until January 1st, 1966, it is quite likely that Colin Chapman will have found a way of getting 350 b.h.p. into a car the size of the current Formula Junior Lotus, so once more visions of "hairy monsters" diminish. What will be certain is the fact that these new Formula cars "won't half go," and lap speeds and records will be sent flying in all directions. We shall get back to some really high speeds, and with modern cornering abilities race speeds will soar, all of which should provide a magnificent spectacle. It is a great pity that the Ford Motor Company would not let Chapman bring one of the Indianapolis Lotus-Fords over to Europe for some demonstration runs, for with it Jim Clark could have set some pretty shattering lap records. You have only to imagine it accelerating out of Stavelot corner at Spa and really motoring up the long drag back to Francorchamps to appreciate how many seconds could be knocked off the existing record. Or to visualise it accelerating out of the hairpins at Reims with a subsequent reduction in lap time. The cars that will be developed for 1966 will certainly be exciting, and will almost certainly follow the present trends as regards general layout.

The other two branches of the new Formula can be covered by a big question mark, but it is to be hoped that interesting experiments will result. Daimler-Benz are not working on the development of the Wankel engine just for fun, and the Rover-B.R.M. turbine car at Le Mans was a step in the right direction. The C.S.I. have been very wise in not limiting the volume of Wankel-type engines, nor of putting any limit on turbines, but experiments with the Wankel-N.S.U. and the Le Mans B.R.M.-Rover have no doubt provided some data on which to form a comparison between these new types of propulsion and the conventional cars. It may be that the weight limits imposed for these two classes are wide of the mark and a Wankel-engined car will out-perform known standards of Grand Prix car, in which case the designers of conventional piston engines will have to try a bit harder—or give up, as in the aeronautical world! Anyway, full marks to the C.S.I. for this new Formula and let us hope it produces some technical strides forward; as I said recently, the F.I.A. are not such a lot of old fuddy-duddies as they sometimes appear to be. I said when the existing Formula was announced in 1958, we must not overlook the fact that it does not come into force for another two years, and the present cars will be pretty exciting after another two years of development, but I feel sure that 1965 will see some race organisers jumping-the-gun, for by then go-ahead firms will have new designs well on the way. The future of Grand Prix racing looks jolly good, but it will not be for beginners or layabouts, the Grand

The Porsche Type 904 GT coupé, that is for sale to racing customers, has a fibre-glass body bonded to a steel box-sectioned chassis. It has a "Manx-tail" end to the body and the rear window is vertical, sunk into the smooth contours of the sides. Grilles behind the doors take in air for the Weber carburetters and for the cooling fan. Disc brakes and bolt-on wheels are used, while the slot in the nose takes in air for the oil cooler.



Prix driver of 1966 is going to have to work for his money like never before.

* * *

A short while ago I published a photograph of the new Ferrari 250GT Le Mans and suggested that it was the beginning of a new era of G.T. racing coupés. Now Porsche have released details of their new competition coupé for G.T. racing, and it is as exciting as the Ferrari. Porsche have always mounted their engines at the back of the car, but in their G.T. cars it has been mounted behind the rear axle line, which is a true rear-engine position. The Ferrari has adopted the much better mid-engine position, which is in front of the rear axle, but behind the driving compartment. This is standard Grand Prix layout, and while Porsche did this with their experimental G.T. coupé using the 8-cylinder engine, the production G.T. cars were full rear-engine layout. The new Porsche is designated the Type 904, not to be confused with Type 901, which is the touring 6-cylinder that appeared recently at all the Motor Shows. The new 904 is a complete break from Porsche tradition in its construction, for it has a chassis frame comprised of two deep-section box members, suitably cross-braced, whereas previous Porsche coupés have been of monocoque construction, made from thin sheet steel or sheet aluminium. The 904 chassis has double wishbone and coil-spring front suspension, rack-and-pinion steering, double-wishbone and coil-spring rear suspension, all of which is directly descended from the Grand Prix Porsche 8-cylinders. The air-cooled 2-litre Carrera 4-cylinder engine is mounted ahead of the rear axle and drives to a 5-speed Porsche gearbox, and the drive is taken to the independently-sprung rear wheels through one-piece drive-shafts having very clever inboard universal joints that not only swivel in all planes, but also extend in and out on short links, giving friction-free movement to the rear end. These new universal joints achieve by mechanical means exactly the same effect as Lotus arrive at with their rubber-ring " doughnut " universal joints used on their racing cars.

The very sleek coupé body for this new car is made from fibre-glass and is bonded to the chassis frame, the whole tail hinging upwards to give access to the engine and gearbox. The accompanying photograph speaks for itself as regards the shape of the Porsche 904. The 4-cylinder engine has 92 × 74 mm. bore and stroke, giving 1,966 c.c., and develops 180 b.h.p. (DIN) at 7,000 r.p.m. using Weber carburetters and a 9.8-to-1 compression ratio. This new car is in production, will be sold for racing, and will be homologated as soon as possible, and Porsche insist that it is not an " airport-racer " but an all-round G.T. car that can run in the Targa Florio, on smooth circuits, or in rallies of the Tour de France type. It is 150 kilogrammes (330 lb.) lighter than the previous 2-litre G.T. and has vastly improved road-holding and traction, equal to the RSK sports Porsches of past seasons.

* * *

Also announced recently, but not yet built, in contrast to Ferrari and Porsche, is the new Lotus 30. At the moment this is to be a production sports/racing car of new conception, using design knowledge gained from the Lotus 25 and the Elan, and it will have a Ford V8 engine of 4.7-litres, giving 350 b.h.p., mounted in the mid-position behind the driving compartment, and coupled to a 5-speed gearbox. What is more important and interesting is the fact that it is intended to produce G.T. versions of the Lotus 30, with the same mechanical components, and this car will be in direct competition with the Ferrari and Porsche G.T. cars.

The start of all this interesting activity in progressive G.T. cars was undoubtedly that Lola-Ford V8 that appeared just one year ago at the B.R.S.C.C. Racing Car Show at Olympia, when the wonderful low silver coupé sent everyone into ecstasies of joy that took away the cold of the winter for some while. Unfortunately the Lola-Ford hung fire for most of the season, due to one thing and another, but it showed promise of things to come, and it looks as though 1964 is going to see the arrival of these " things." The Lola-Ford V8 is now progressing rapidly and it would be nice to be able to feature it in the February MOTOR SPORT, as I have just done with Ferrari and Porsche. The first Lola G.T. coupé to go to a private customer recently won a race in the Nassau Party Week, ironically using a Chevrolet engine in place of the Ford unit, which must have made Detroit wince a bit, especially as they are now financing Lola cars, the works cars for 1964 using Ford V8 engines.

The 1964 season of G.T. racing with Ferrari, Porsche, Lotus and Lola coupés of truly modern appearance and construction should be highly exciting. People who cry for " the good old days " should take their dark glasses off and have a look at 1964, it might be well worth while. For some time I have had a distinctly apathetic interest in G.T. racing, and little or no interest in sports-car racing. When sports-car racing developed into thinly-disguised Grand Prix cars I felt it would be better to scrap them and race racing cars, and when G.T. cars were nothing more than old-fashioned vintage-type cars with bulbous bodywork I could work up little enthusiasm. This new breed of G.T. car, started by the Lola, is something different and it really intrigues me, for apart from the look of the cars they are certainly going to develop a most exciting breed for our modern motor roads. Just imagine a Lola-Ford on full noise down the right-hand lane of the M 1. What is more, these works teams of super coupés develop such things as windscreen cleaning, brake cooling, cockpit cooling, heating and water tightness, all of which can be of direct use to production road-going G.T. cars, whereas the sports/racer develops little or nothing that is not covered by Grand Prix cars, and at all times I like to see some return for real motor racing, otherwise one might as well join in stock-car (English) racing or Go-Kart racing.

* * *

One final word on racing, and that is that Coventry-Climax are to continue the production of the 1½-litre V8 Grand Prix engine, for supply to Lotus and Brabham and other selected British Grand Prix car constructors. In other words the 1964 scene will be little changed from 1963 as regards the battles between Coventry-Climax, B.R.M. and Ferrari for engine supremacy, which is, after all, the most important part of a racing car. Whether you surround your Coventry-Climax V8 by Lotus, Cooper, Brabham or anything else, Coventry-Climax will be in at the winning, unless beaten by B.R.M. or Ferrari. As Coventry-Climax are in business in mechanical handling, which means fork-lift trucks, transporters, etc., they get little direct return for their efforts in Grand Prix racing, but the fact that British engines win races can only do good for all British products.—D. S. J.

MONOPOSTO RACING

The committee running this form of single-seater racing using the 1,172-c.c. side-valve Ford engine, have announced that there will be no major changes to the Formula for 1964, but that it is envisaged that a maximum cockpit width rule will be brought in for 1965, in order to ensure that racing is restricted to single-seater cars. As from January of this year any proprietary racing chassis not in current production will be eligible for this form of racing, which should use up some of the redundant Formula Junior cars—but remember that a side-valve Ford Ten unit must be fitted in place of the Junior engine. It is still considered possible to build a Ford Ten-engined single-seater for less than £500 and with a race for Monopostos available on the average once every three weeks throughout the season, there is plenty of opportunity for the clubman who wants to try single-seater racing. In addition the cars can, and often are, used in Club Formule Libre events and in hill-climbs, so anyone interested should contact F. J. Tiedeman, 185, Swakeleys Road, Ickenham, Uxbridge, Middlesex.



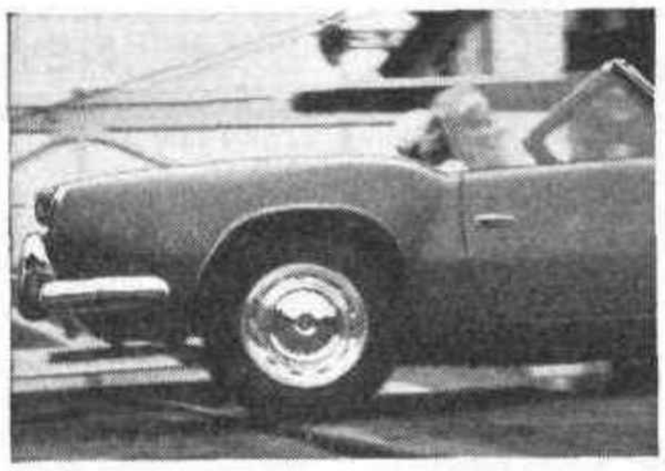
Why have we published yet another picture of a VW? Because this one is rather rare. It has four doors. The photograph came from Mr. J. H. Down of Mottingham, who saw it in St. Anton, Austria, in 1961.



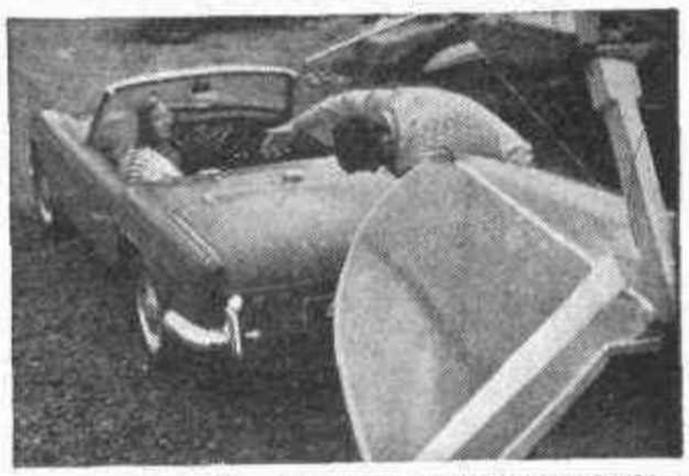
New Triumph Spitfire 4 takes the lead among light sports cars



FASTER Top speed 92 mph. Standing ¼ mile 19·5 seconds.



INDEPENDENT SUSPENSION On all four wheels for safer, surer cornering.



STRONGER Tough steel-girder chassis for lifelong strength.



DISC BRAKES On the front wheels. Safer under all conditions.



TIGHTER TURNING 24-ft turning circle for nimble parking.



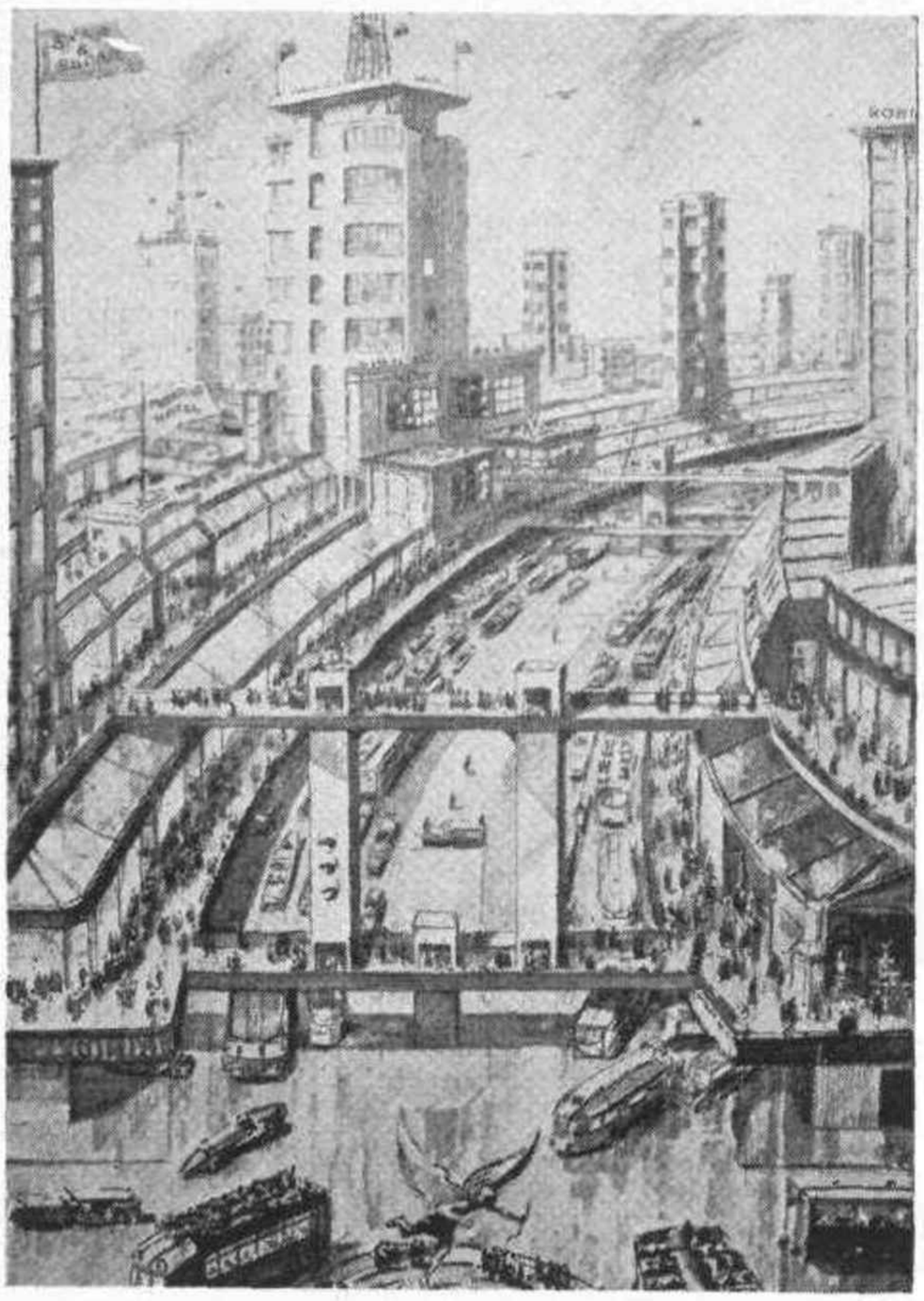
MORE LUXURY Wind-up windows, king-size cockpit. Hard top too, if you like.

With one stride, Triumph take the lead in the light sports car field. In fact, the only thing that keeps the new Spitfire out of the luxury sports car class is its price, £640.19.7 inc. p.t.

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

TOURING TOPICS



IN an editorial we might have written ourselves, which talked of conditions "in this overcrowded, over-taxed, over-damp island," the *Daily Mail* of December 3rd opened a campaign against pollution from vehicle fumes. But it failed to make the point that some of the worst offenders are Public Service vehicles —taxis, 'buses, coaches, British Road Services vans. Surely Mr. Marples can ensure that these are in decent tune?

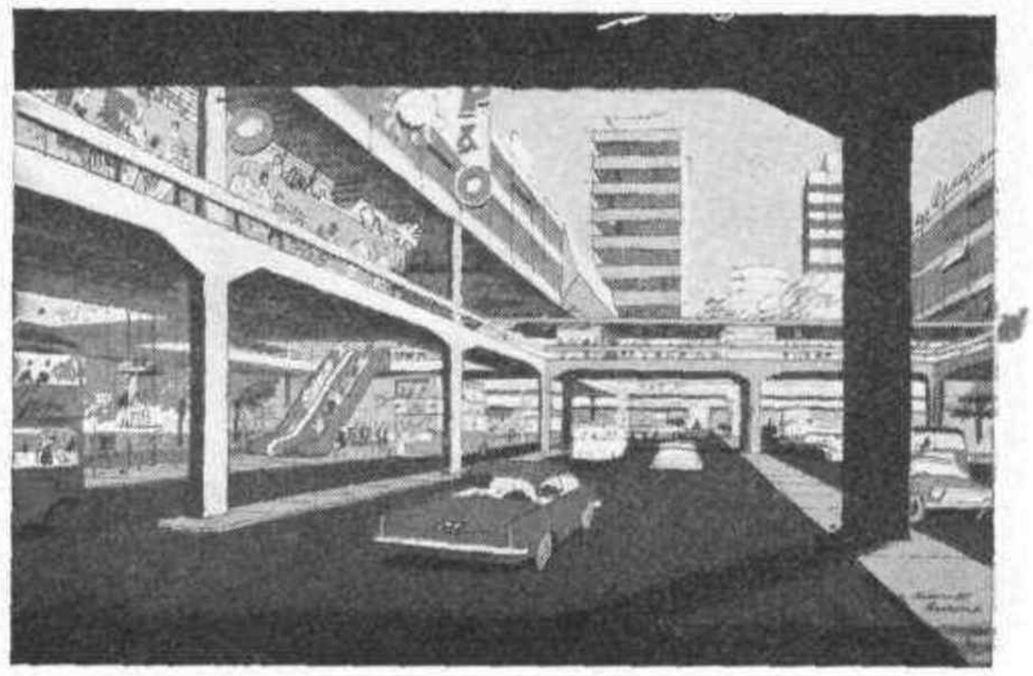
* * *

Being misdirected by an official direction sign is annoying. One December afternoon we set off in a Ford Lotus-Cortina to drive to Whipsnade Village. Dropping down into Berkhampstead from Chesham all of us in the car saw a sizeable sign WHIPSNADE which pointed straight on, at the main A41 cross-roads. But this led us into a maze of, admittedly rather fascinating, little roads, railway bridges and dead-ends. Then the writer recalled that when he used to go to watch model-car racing at D. A. Russell's Modeldrome near Eaton Bray, close by Whipsnade, he used to turn left at these traffic-lights, drive a mile or more out of the town, and then right at a rather obscure turning. This is still the way to the famous zoo and something should be done about that confusing sign.

* * *

The sensational Buchanan report advocates banning private cars from big towns; if this happens the Motor Industry will be up in arms, because if too many restrictions are placed on the savagely-taxed private motorist, money spent on cars, thus keeping home sales healthy, may well be spent in future on homes, boats, light aeroplanes and other less controlled pleasure possessions. And the spivs will have a fine time allocating fictitious town addresses to country car owners!

Instead of discussing this weighty report in detail, I would like to enquire whether Prof. Buchanan thought of it himself or cribbed it from *The Graphic*? For in August 1929 that journal, in a series of articles on "The Next Few Years," by Floyd W. Parsons, stated that "of all the problems demanding time and attention now, transportation is of prime importance. . . . In order to prevent an injustice to other forms of transport, buses and lorries



The large drawing shows The Graphic's *conception of Regent Street of the future; it was published in* 1929. *The smaller drawing is from Prof. Buchanan's report. Is it a case of great minds thinking alike, or there being nothing new under the sun, or merely that Prof. Buchanan has cribbed someone else's ideas for segregating pedestrian and motor traffic?*

will have to be subjected to regulations as to rates and services just as railroads are today. . . . And in the near future the driver will be arrested more often for going too slow than for going too fast. . . . Streets will be reserved for vehicular one-way traffic only, *the pavements for pedestrians being lifted to balconies on first- and second-floor levels.*" My italics—because it sounds as if Mr. Floyd Parsons of 35 years ago is Prof. Buchanan of 1963! To make my point, we reproduce on this page two drawings, one by Howard Robertson, F.R.I.B.A., published with this article from *The Graphic* of 1929 and the other from Prof. Buchanan's current report.—W. B.

NEW YEAR COMMENTS

ROVER REPLIES

Sir,

I would like to take up a point mentioned in "Showtime Soliloquy." In this you say that Rovers now disclaim as of not particular merit the F-head first used in the Rover 60 in 1948.

Certainly the high surface/volume ratio of this head would not be suitable for the new Rover 2000 which is a short-stroke engine and can accommodate valves of adequate size within its bore diameter. For such engine proportions the most suitable design is the piston cavity combustion chamber. However, for a long-stroke engine, as in the Rover 3-litre and the Rover 95 and 110, the F-head is advantageous as larger size valves can be used and a compact combustion chamber obtained together with good squish turbulence.

One further comment on your comprehensive article on the R.A.C. Rally needs *mentioning*. As you indicated, the Rover team had no works service during the rally. The 2000 seen "lurking around" was in fact no more than an interested Rover dealer having a look!

M. S. ALFORD,
Public Relations Officer,
Solihull. The Rover Company Limited.

* * *

LONG LIFE OILS

Sir,

The following observations may be of interest in respect of long life lubrication properties of oil. In the Rolls-Royce "Spey" engine (which will power the Hawker Siddeley Trident) the oil tank is sealed in unit with the engine for its 4,000 hours' life which may well extend to 15,000 hours' life. All this from a basically 2-bearing shaft at a constant 12,200 r.p.m. and a heat range far in excess of that experienced by any internal combustion power unit.

In conclusion I can but reflect on the constant stream of technical data which issues from the Rolls-Royce Aero-Engine Division, in sharp contrast to the "Silence is Golden" attitude of the "carriage-works."

East Dulwich. J. DICKENSON-STANDING.

ROAD TEST

THE GILBERN G.T.

A 100 m.p.h. 4-seater G.T. car sold in component form for £945



HOW many 4-seater G.T. cars capable of 100 m.p.h. and costing under £1,000 can you name? Precious few; and those that do fall into this category are invariably normal saloon cars such as the Lotus-Cortina. In fact since the demise of the Warwick G.T. and Tornado Talisman the ranks of high performance 4-seaters selling at a reasonable price have been very thin indeed. However, one such car does exist—the Gilbern G.T.

The Gilbern was described in our issue of June 1963 when we visited the factory near Pontypridd in Wales, so suffice it to say that the car has a multi-tubular steel chassis of square section tubing with most of the running gear taken from the M.G.-B. The front suspension is stock M.G.-B with suitable spring rates while the M.G.-B rear axle is well located with twin radius arms and a Panhard rod and is suspended on Woodhead Monroe coil spring/damper units. The same brakes as used on the M.G.-B are fitted, these being Lockheed 10¾ in. discs at the front and 10 in. drums at the rear while the M.G.-B 14 in. wire wheels are used in conjunction with Dunlop RS5 tyres. The rack and pinion steering of the M.G. is used. The M.G.-B 1,798 c.c. engine, giving 96 b.h.p. at 5,400 r.p.m. is fitted in standard form together with the 4-speed gearbox which is available with overdrive.

We have recently been testing a production Gilbern fitted with overdrive and found it to be a most interesting car to drive. As it is mechanically M.G.-B its performance is very similar although its greater frontal area reduces its acceleration times and top speed over those of the M.G. However, the M.G.-B we tested had no overdrive and as the engine of the Gilbern was rather tight exact comparisons are difficult. All the same, a 0-60 m.p.h. time of 13.5 sec. and a standing-start ¼-mile in 18.9 sec. are quite acceptable for a car of this capacity. In the upper speed ranges the car tends to run out of power at just over the 100-m.p.h. mark. It will reach 6,000 r.p.m. in overdrive third, a speed of 100 m.p.h., 5,500 r.p.m. in top gear which is also equal to 100 m.p.h., and in overdrive top will touch 4,600 r.p.m. at 104 m.p.h. The theoretical top speed of the car at 6,000 r.p.m. in overdrive top is 135 m.p.h., but it will need a good deal more power to get anywhere near this speed. We have driven a privately-owned Gilbern with a tuned 1.6-litre M.G.-A engine which showed a speedometer 120 m.p.h. and it seems likely that a reasonable sum of money spent on tuning the M.G.-B engine would see a top speed of 115 to 120 m.p.h. Since this is intended as a 4-seater touring car its ability to travel all day at 4,500 r.p.m. in overdrive top at a comfortable 100 m.p.h. is more important than the ultimate in top speed. Gilbern do offer as an extra an aluminium cross-flow cylinder head with twin Weber carburetters and we have arranged to test a car fitted with this equipment in the near future. However, for all normal purposes the acceleration is very satisfying and the typically low B.M.C. 1st gear ensures a good getaway as well as having a maximum speed of 30 m.p.h. 2nd gear is good for 50 m.p.h. and 3rd for 80 m.p.h., using a 6,000 r.p.m. rev limit.

The engine is set well back in the frame to give good weight distribution but sound insulation has obviously been well carried out, as the engine is comparatively quiet, except when revving hard. It has the typical B.M.C. " tappety " sound at idling revs but is generally smooth in operation and has excellent torque over the 3,000 r.p.m. mark. On the test car there was a vibration period between 75 and 80 m.p.h., but the car passed through this and the only other vibration or undue noise occurred when the engine was running at peak revs. The rearward mounting of the engine means that the gearbox is well back in the chassis but the gear lever has been bent forwards and it is now in just the right position. The gearbox is quite pleasant to use and the change from 2nd across the gate to 3rd can be snatched through very rapidly without beating the synchromesh. 1st gear is unsynchronised and was occasionally difficult to engage, but the Gilbern moves off quite happily in 2nd without judder. Reverse is engaged by pushing the gear lever against a strong spring beyond 1st and 2nd gear positions. The clutch is reasonably light to operate but as the pedals are offset to the right to clear the engine the driver's left leg does tend to ache if the clutch is held out for any length of time.

The brakes are well able to cope with the performance of the Gilbern and although a good hard push is required to haul the car down from high speeds this results in excellent reassuring stopping power. As the pedal is offset to the right the driver is unable to give a straight push, but this is only of initial annoyance. Heel-and-toe gear changes can be made quite comfortably.

The front bucket seats are made from glass-fibre by Gilbern and are excellently shaped and well padded. The rake of the backrest can be adjusted quite quickly by removing the hinge bolts with a spanner and re-locating the backrest. The range of fore and aft adjustment must be among the greatest to be found on any car and with the drivers seat on its rearmost stop, a 6 ft. driver could barely touch the pedals. Not unnaturally, this reduced the leg room in the rear bench seat to negligible proportions, but with the front seats in a mid-way position two medium-sized adults could sit in the rear. Taller occupants would probably be cramped and their heads would touch the roof. Access is gained by tilting the front seats forward.

On initial acquaintance in town the ride of the Gilbern seems rather hard, but as speed builds up on the open road the ride smooths out and becomes very pleasant. It is still quite firm by present-day standards, but is hardly likely to bother anyone. Directional stability is excellent and none of the usual impediments to straight-line running, like cat's-eyes or dividing white lines, upset the car at all. Up to around 80 m.p.h. wind noise is commendably low and the radio can be heard on low volume, but near its maximum speed there is a fair amount of wind noise, due mainly, on the test car, to an imperfectly sealed side window. It is certainly a very much quieter car than the M.G.-B.

The rack and pinion steering is rather heavier than we have come to expect from this system which can make the arms-stretch type of driving position a little tiring when cornering hard. However, there is little of the kick-back normally associated with rack and pinion layouts and with three turns lock-to-lock, the steering is pleasantly precise. A wood-rimmed steering wheel is standard but the one on the test car had a rather sharp edge which was rather unpleasant. The handling of the Gilbern is quite straightforward and uncomplicated. It understeers right the way through



UNDERSTEER is depicted as the Gilbern scrabbles round the white line on the steering pad.

the speed range until the rear end loses adhesion, but instant movement of the high geared steering brings the car back on to line with no drama. There is very little roll noticeable and the Gilbern is capable of high cornering speeds in complete safety. The Dunlop RS5's grip very well and refuse to squeal even when pressed very hard indeed. It seems that the front suspension is stiffer than that at the rear as the inside rear wheel would sometimes lift on tighter corners.

The petrol tank of the Gilbern holds 9½ gallons, filled through a lockable filler in the offside rear wing. With much hard driving and prolonged performance testing the fuel consumption worked out at 22.4 m.p.g., which is much the same as the M.G.-B. In more normal driving we would expect to achieve 25 m.p.g. with ease. Even at the lower figure the car will cover well over 200 miles before refuelling is required, although on the test car the gauge seemed rather out of tune with the contents of the tank.

A major problem with kit cars of this type is the standard of finish and fitting of various components. This has largely been overcome on the Gilbern and the standard of finish is very good indeed. When the car is purchased in component form it comes in a very advanced state of completion and generally the car can be assembled over a weekend. One car we know of was completed on a Saturday morning.

Realising the poor tensile strength of glass-fibre, Gilbern have designed the body to be merely a shell to keep out the weather, which has no part to play in the stiffness of the chassis. The boot lid, doors and bonnet are all hinged on the chassis and the locks all worked perfectly, a sure sign that the doors had not dropped with use. Double skinning is used extensively so that when doors and lids are opened no ugly mess of straggling glass-fibre can be seen. The body surface is very smooth and the paint finish reaches a high standard. The shape of the body did not appeal to everyone who studied it, but it is extremely difficult to obtain a sleek G.T. shape and still retain room for four passengers.

The interior finish is extremely good with well upholstered seats, P.V.C. covered door panels, carpeted floors and a padded facia. Instrumentation is quite lavish comprising speedometer, rev.-counter, fuel gauge, electric clock, ammeter, water temperature and oil-pressure gauges. Warning lights are incorporated for

GILBERN G.T.



Engine : Four cylinders, 80.26 mm. × 88.9 mm. (1,798 c.c.). Push-rod operated overhead valves. 8.8-to-1 compression ratio. 96 b.h.p. (net) at 5,400 r.p.m.
Gear ratios : 1st, 14.11; 2nd, 8.66; 3rd, 5.37; top, 3.91. (Overdrive extra.)
Tyres : 5.90 × 14 Dunlop Road Speed on wire wheels.
Weight : 17 cwt. (with 2 gallons fuel).
Steering ratio : 3 turns lock-to-lock.
Fuel capacity : 9½ gallons. (Range : 200 miles.)
Wheelbase : 7 ft. 7⅜ in.
Track : Front, 4 ft. 2 in.; rear, 4 ft. 2 in.
Dimensions : 12 ft. 6 in. × 5 ft. × 4 ft. 2½ in. (high).
Price : £945 (in component form).
Makers : Gilbern Sports Car (Components) Ltd., Pentwyn Works, Llantwit, Nr. Pontypridd, Glamorgan.
Car supplied for test by : Ace Motor Co., 20, Radley Mews, Kensington, London, W.8.

Performance

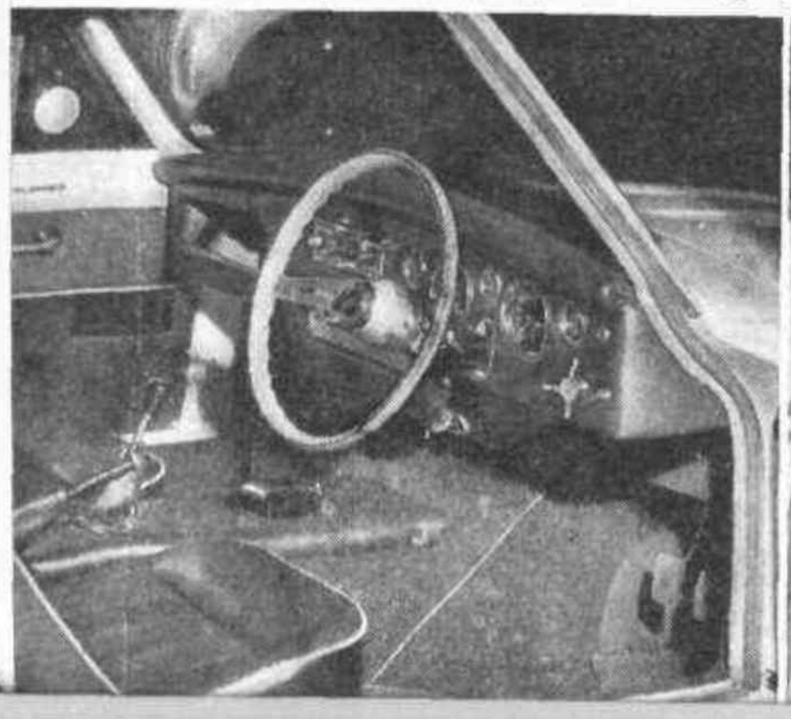
0-30	..	4.0 sec.	(3.8)	0-70	..	18.5 sec.	(18.3)
0-40	..	6.5 sec.	(6.5)	0-80	..	24.6 sec.	(24.4)
0-50	..	9.8 sec.	(9.7)	0-90	..	34.9 sec.	(34.7)
0-60	..	13.5 sec.	(13.4)				

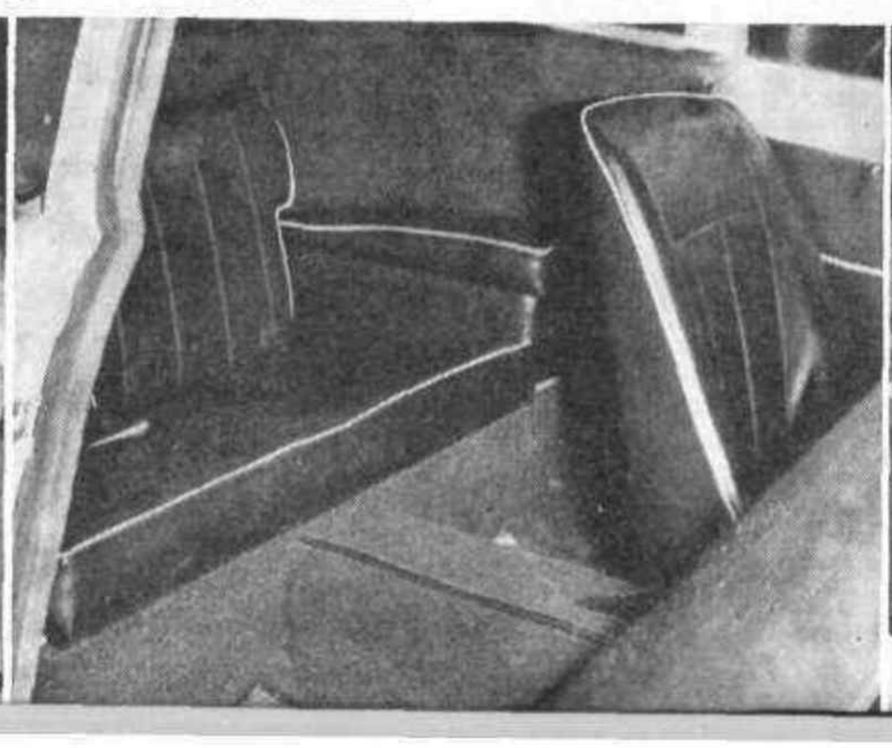
Standing start ¼-mile : 18.9 sec. (18.7).
Speeds in gears : 1st, 30 m.p.h.; 2nd, 50 m.p.h.; 3rd, 80 m.p.h.; overdrive 3rd, 100 m.p.h.; top, 102 m.p.h.; overdrive top, 104 m.p.h.

headlamp main beam, dynamo charge, and direction indicators. A row of identical toggle switches in the centre of the facia control lights, 2-speed windscreen wipers, washers, heater blower fan, panel lights and the fog and spot lamps. The last two are extras, costing £7 19s. 6d., as are the heater which costs £17 10s., and the electric washers, costing £4 5s. The overdrive switch is on the extreme right of the facia and the winkers switch is on the right of the steering column. This switch is also used for daylight flashing of the very powerful Lucas Le Mans headlights, which are streets ahead of the normal Lucas lamps. The test car was also fitted with a Motorola radio costing £28 19s. Small lockers are provided in the facia and both doors, while a large flat space behind the rear seats can be used for stowing flat items which do not impede rearward vision. Twin, softly padded sun visors are fitted, an ashtray is mounted on the padded central tunnel and the rear passengers have large arm rests. The two doors have metal pulls,

Continued on page 46

GILBERN DETAILS.—(Left) *The cockpit, showing the well-stocked instrument panel and the wooden steering wheel.* (Centre) *The bench rear seat, showing the arm-rests and the reasonable amount of leg room.* (Right) *The engine compartment, showing the 96-b.h.p. M.G.-B engine. Cold air is ducted to the radiator and on the test car an oil cooler resided within the ducting.*

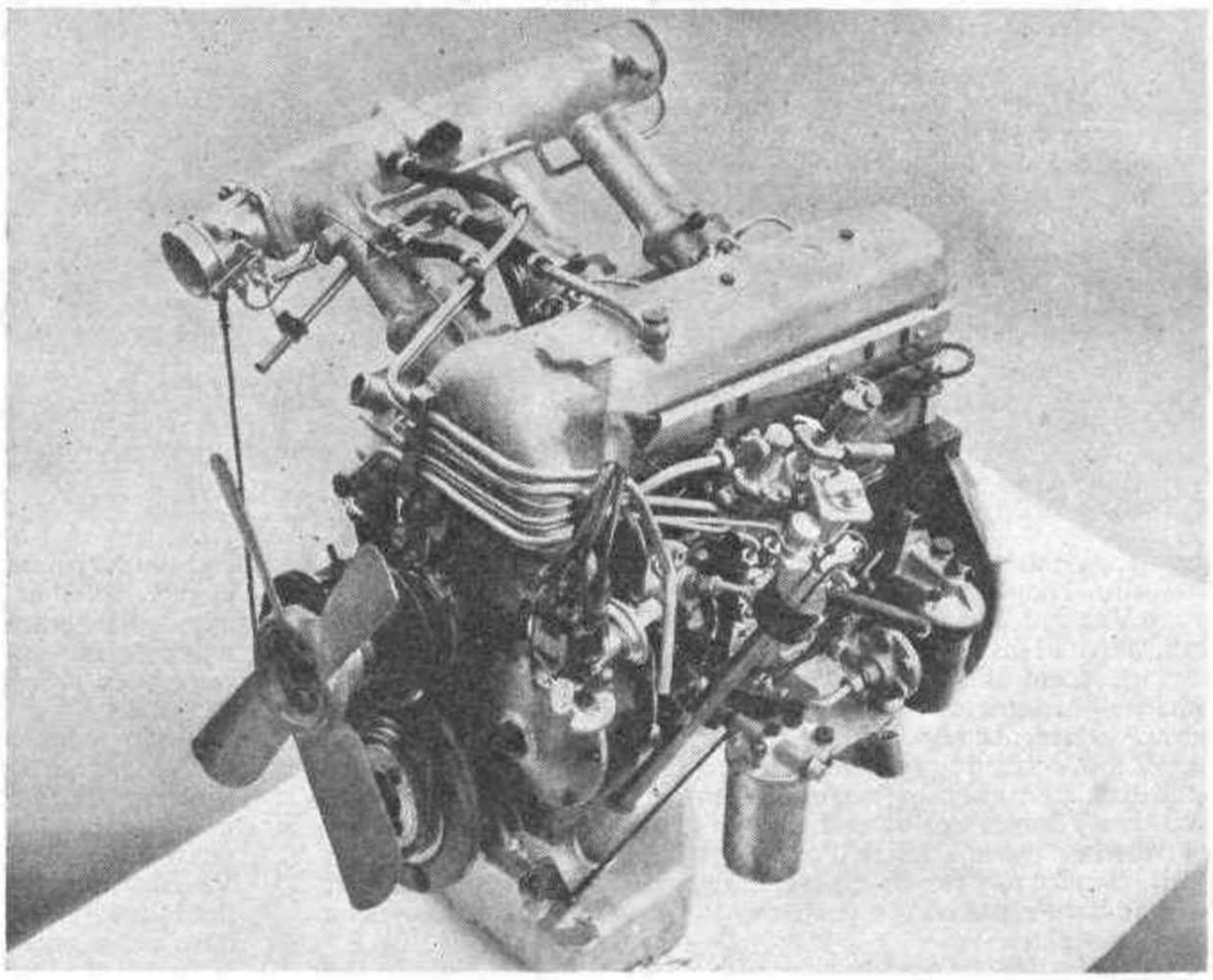






RANDOM THOUGHTS ABOUT O.H.C.

The Editor Looks at the Past and Present Position of the Overhead Camshaft Engine



A TYPICAL O.H.C. ENGINE is the Mercedes-Benz petrol-injection 220SE, this German manufacturer having used single o.h.c. valve gear for all its engines for many years.

"Every one of these new engines, except the Viva, has a single overhead camshaft, or, in the case of the Mercedes and the flat-six 2-litre Porsche, a single overhead camshaft to each bank. This is a development of which John Bond [of *Road & Track*] would not approve because of the complexity of the camshaft-drive and because cylinder-head removal becomes a more difficult job. Certainly the Mercedes timing chain layout is very elaborate, but Rover and N.S.U. (Prinz 1000), as well as the three already mentioned [Hillman Imp, Mercedes, Porsche], all feel that a very rigid valve train with excellent dynamics and a long service life make this worth while."—Charles Bulmer, B.SC., A.F.R.AE.S., in last year's Show Review issue of *The Motor*.

I OBSERVED the other day that German engineers have a predilection for transverse leaf springs with their i.f.s. Even more noticeable is their belief in the overhead camshaft. Mercedes-Benz, B.M.W., Glas, N.S.U. and Porsche operate o.h. valves in this way. Admittedly the o.h.c. engine has had new adherents recently in other parts of the World, the Rover 2000 and Hillman Imp making use of it in this country, for example. Although it is not essential to put the prodder upstairs to actuate valves inclined in a hemispherical combustion chamber, as I showed in a special article published in MOTOR SPORT in March 1960, it is a neat method of operating vertical or inclined overhead valves. It was while I was pondering on Germany's enthusiasm for this system that I came upon some words of wisdom written by my friend Laurence Pomeroy, M.S.A.E., *apropos the Frankfurt* Show, whereby he endorsed o.h.c. valve gear as giving symmetry and freedom from cylinder block distortion, a low-inertia valve train and the ability to run for tens of thousands of miles without the need for tappet-clearance adjustment. Pomeroy has, indeed, been advocating this form of o.h. valve gear for more than a quarter of a century.

Perhaps the low-inertia aspect is the least of the o.h. camshaft's merits, if we judge by the remarkable safe rates of revolution achieved by modern production push-rod o.h.v. power units, such as the Ford 122E GT engine, which has a top limit of 6,000-7,000 r.p.m. Nor can it be denied that placing the "prodder" above the "pots" induces certain complexities not present when the designer is content with a fistful of push-rods. For example, more positive lubrication is called for and when this is taken upstairs leaks used to be difficult to control, so that some of us remember Morris Minors and M.G.s *that dribbled down their* dynamos, and earlier engines which lost more lubricant down their valve stems than was altogether good for their sparking plugs.

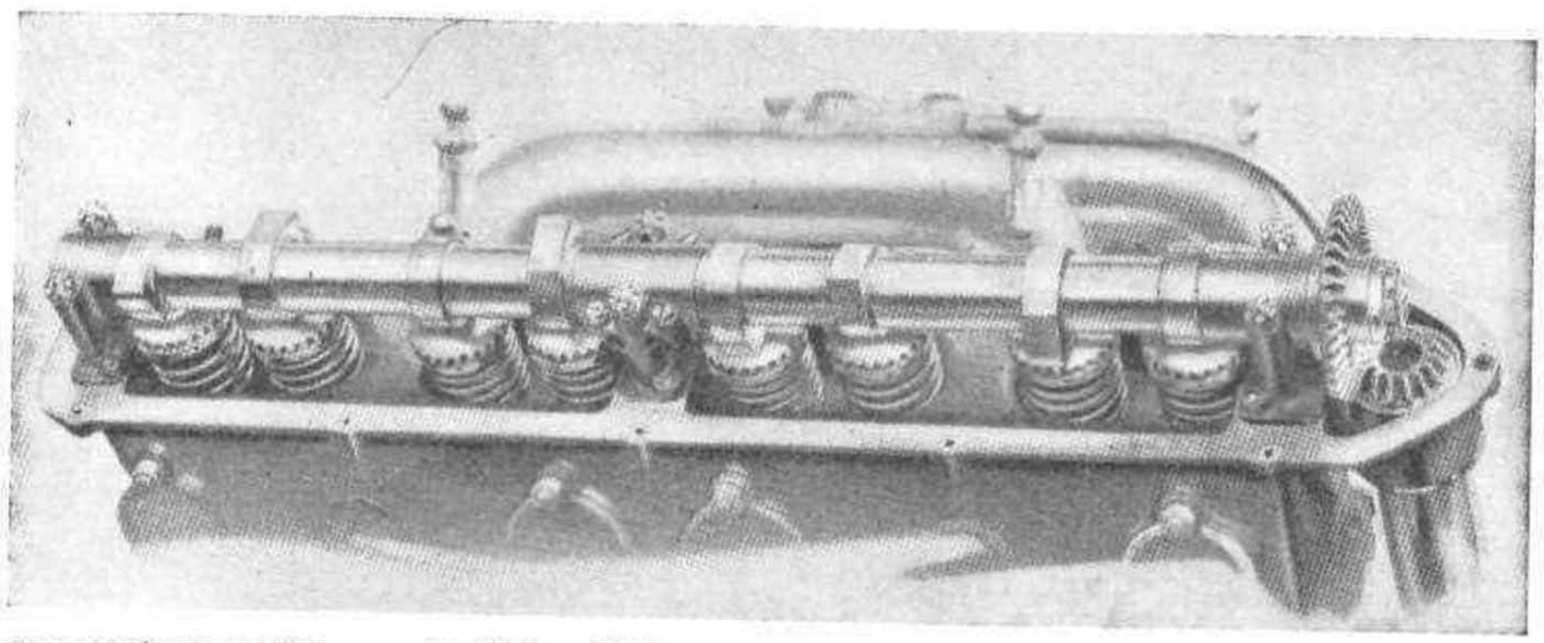
Mainly, however, the most pertinent problem is that of driving a camshaft somewhat far removed from the crankshaft. To arrange this drive so that it is neither too noisy nor too costly yet remains unaffected by different rates of heat expansion between crankcase, cylinder block and cylinder head is quite a poser, apart from the need to obviate oil leaks from the drive and camshaft covers, retain reasonable accessibility of tappet adjustment, and obviate loss of valve timing when the head is lifted for routine decarbonisation or more serious inspection.

These problems notwithstanding, *the o.h.c. engine has had* many adherents down the years. There was, and still is, some prestige associated with o.h.c., and more particularly with twin-cam valve gear.

Whereas the single o.h. camshaft was used by Maudslay in veteran days, the twin-cam head was evolved by Ernest Henry of the Peugeot racing division expressly for racing purposes and was a revolutionary feature of his 1912 G.P. Peugeot power units, a development so revolutionary that it set the fashion for racing engines from that day hence, right to the present day. But for ordinary engines such valve gear was cumbersome, apt to be noisier than a single o.h.c., and sometimes necessitated such a bulky cylinder head that the designer felt it better to dispense with detachability, thereby obliging the luckless mechanics who had to decoke it to lift the entire cylinder block, with consequent heavy bills to the customer, as fond owners of 3-litre Sunbeams may recall.

Although after the convincing successes of the 1912 G.P. Peugeots most designers of racing engines went twin-cam, it must not be forgotten that the team of Mercedes which finished in the first three places in the 1914 French Grand Prix had single overhead camshafts operating slightly-inclined valves via rockers. So even the single o.h.c. engine has a racing pedigree and much prestige, enhanced by Dr. Porsche's "Prince Henry" Austro-Daimler in trials and handed on to the present day by the 3- and 4½-litre Bentleys of the vintage era in sports-car races. Currently, Cosworth are happy with a single o.h. camshaft for their new F.2 racing engine.

The o.h.c. engine was, however, found in cars far removed from the scene, or hint, of competition motoring. After the First World War it found favour with engineers looking to the luxury car market. While the Rolls-Royce "Silver Ghost" still had its poppets discreetly on one side, the 37.2 h.p. Hispano-Suiza used an o.h. camshaft, driven by a vertical shaft, operating the valves without intervention of rocking levers. Lanchester, too, adopted the overhead camshaft for his Forty and later for his 21 h.p. and 23 h.p. cars, achieving the required standard of mechanical quietness by the use of worm-gears for the vertical drive shaft. Indeed, I believe it was the whirring of the epicyclic gearbox of the Lanchester Forty and not its o.h.c. that caused unfavourable noise-comparisons with the current 40/50 Rolls-Royce. The less refined 40/50 Napier had a shaft-driven o.h. camshaft, Rowledge having obviously been influenced in its adoption by his war-time



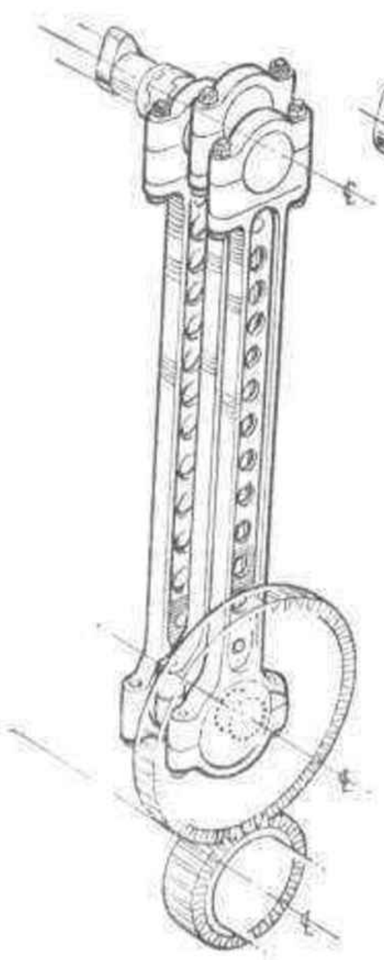
CLASSIC LAYOUT.—The single o.h. camshaft valve gear of the V8 Hispano-Suiza W.4.A and W.4.B aero-engines, also built by Wolseley Motors. The hollow camshaft actuated the valves direct, via a hardened-steel adjusting head, and the camshaft drive was by diagonal shaft and bevel gears at the back of the cylinder block, the valve gear being enclosed by black stove-enamelled covers.

aero-engine associations, as had Marc Birkigt when he planned his beautiful Hispano-Suiza. Lancia used an o.h. camshaft for his 1919 V12 and Trikappa models. Parry Thomas not only shut the o.h. valves of his luxury Leyland Eight by means of leaf springs and opened them through the medium of substantial girder-like rockers but actuated them by means of an o.h. camshaft. He was clearly concerned about the noise of a gear-train or gear-and-shaft drive and, emulating earlier marine practice, coupled crankshaft to camshaft by means of a triple-eccentric drive. I am not sure whether Thomas can be said to have pioneered this form of drive or whether the late L. H. Pomeroy and Daimler-Benz beat him to it, respectively for an experimental Vauxhall o.h.c. engine that was to have replaced the push-rod 30/98 and for Mercedes-Benz marine engines.

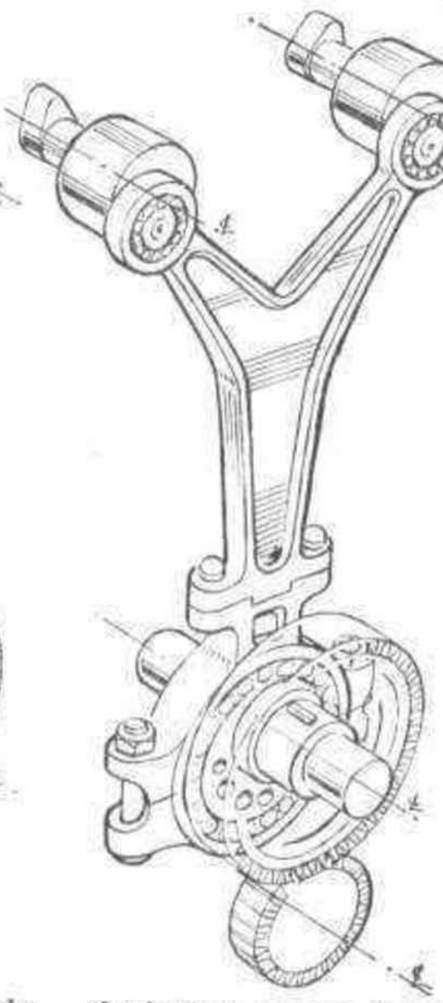
Other luxury, or near-luxury, cars to have o.h.c. engines in the years following the Armistice included the Ensign, Farman and Straker-Squire, while Hotchkiss complicated the issue by having an o.h. *crankshaft* coupled to the valves, to give smooth opening and closing. The fact that it was not until 1925 that Rolls-Royce discarded side-by-side valves and never used anything but push-rods and rockers for o.h.v. actuation can be taken either as timid conservatism or stubborn adherence to pre-war precepts, although R.-R. fanatics may find consolation in the fact that Sunbeam, although builders of both single and twin o.h.c. racing-car and aero-engines, kept to push-rods for its 6-cylinder and straight-eight luxury models. Ettore Bugatti always used an o.h. camshaft engine, whether for racing, sports or boulevard model, Lancia adopted it, with exquisite rocker gear, for the Lambda, and for many years Alfa Romeo have made nothing else. Indeed, there have been too many single o.h.c. engines to list, but Delaunay-Belleville, f.w.d. Alvis, Beardmore and Ballot spring to mind as typical vintage examples.

Nor was o.h.c. valve gear the prerogative of expensive cars. The Wolseley Ten of 1921 had it, but gained no noticeable speed from it, and so did the Dawson light-car of 1919. In the case of Wolseley, undoubtedly the Company's task of manufacturing a better V8 Hispano-Suiza aeroplane engine during the 1914-18 war than the Hispano Company made themselves, influenced the decision to have a shaft-drive o.h.c. for this sluggish little Wolseley Ten, and subsequent, larger, Wolseley car engines, the valve gear and valve covers of which were unmistakably reminiscent of those of the Hispano-Suiza. Years later the Wolseley Hornet small-six had an o.h. camshaft power unit. On the other hand, the Wolseley Ten had rocking levers interposed between cams and valves and a patent drive in which the silent chain for the auxiliaries was used to cushion the flexible-blade vertical drive to the front of the o.h. camshaft, whereas the Dawson had direct actuation much closer to Hispano-Suiza aero-engine practice but modified for quieter tappet action. The Rhode was another inexpensive o.h.c. design, notable for very crude rocker gear and oiling arrangements.

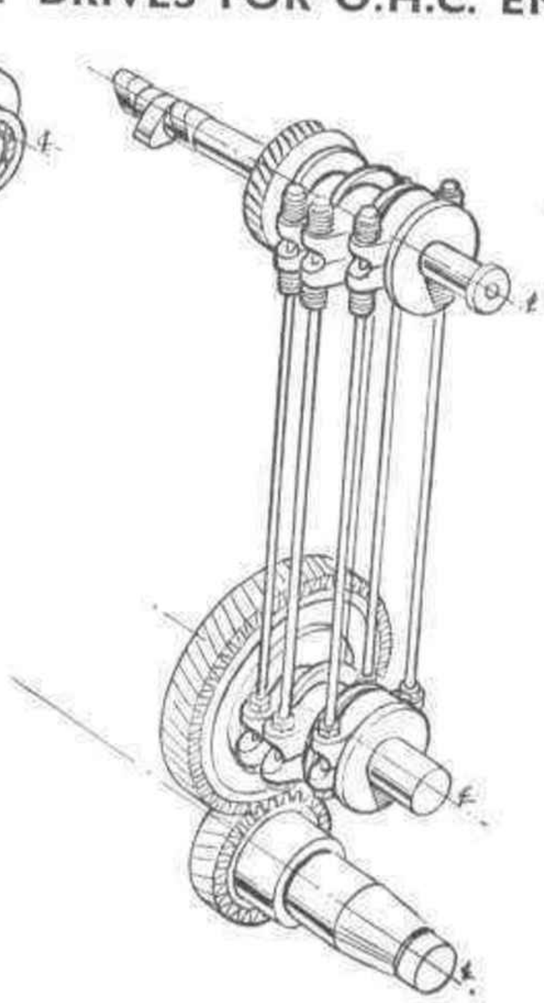
SILENT DRIVES FOR O.H.C. ENGINES



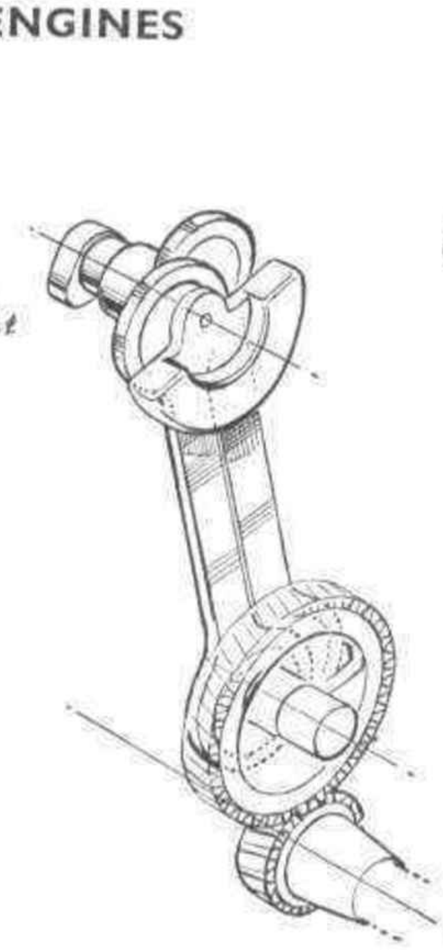
The triple eccentrics of the 1920 Leyland 8, with half-time gear on the crankshaft.



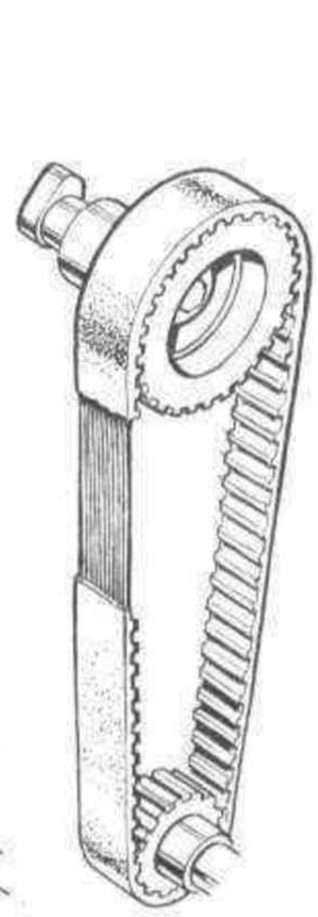
A similar system driving twin o.h. camshafts on the 1923 2-litre Maudslay.



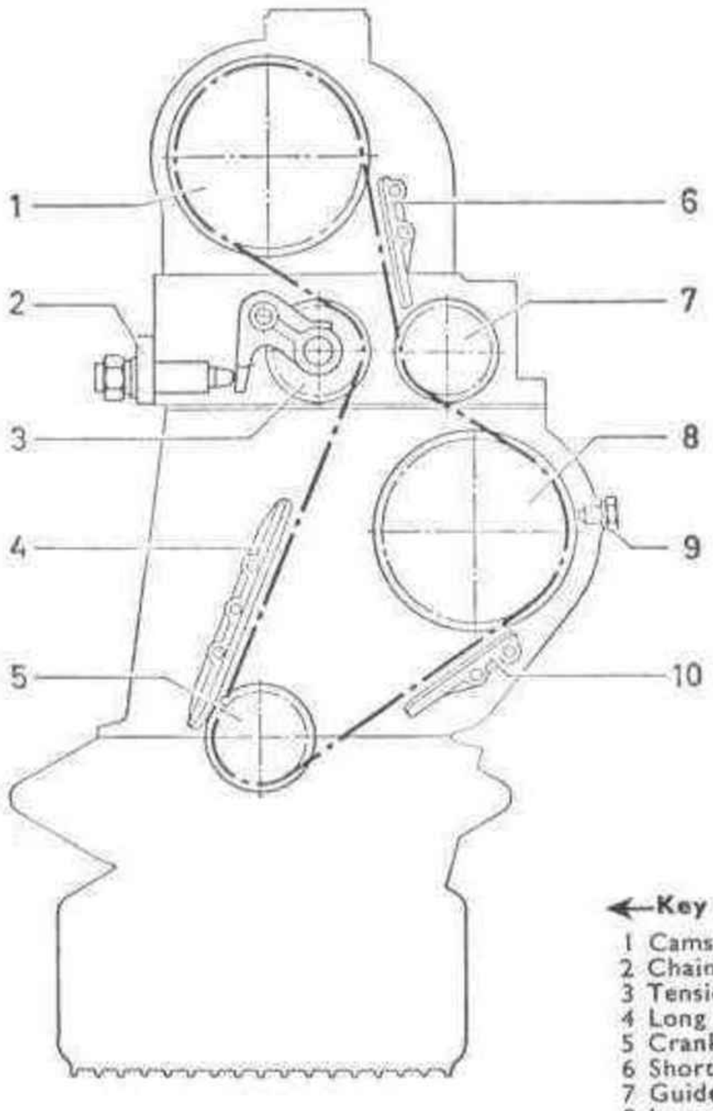
The same idea as used by W. O. Bentley for his 1925 Big Six and later 8-litre engines.



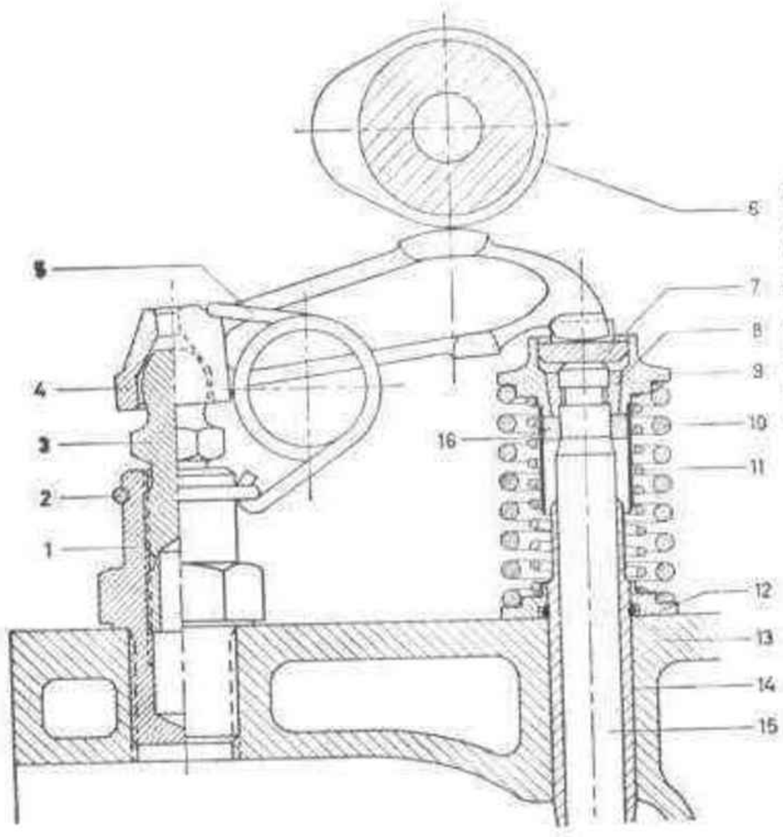
The N.S.U. Prinz relies on two eccentrics, with bob weights top and bottom.



The "Power Grip" notched belt-drive of the modern Glas o.h.c. engines; other makers are apparently experimenting with this ingenious drive.



←Key
1 Camshaft timing gear
2 Chain tensioner
3 Tension sprocket
4 Long chain guide
5 Crankshaft timing gear
6 Short chain guide
7 Guide sprocket
8 Intermediate wheel
9 Lock screw
10 Short chain guide



MERCEDES-BENZ OVER-HEAD CAMSHAFT VALVE GEAR, showing, on the left, the continuous chain drive, with the extra idler sprocket of the 220SE power unit, a system used also for the V8 Mercedes-Benz 600, and, on the right, how the camshaft operates via a rocking lever.

↑Key
1 Ball pin base
2 Annular spring
3 Ball pin head
4 Rocker arm
5 Spring clamp
6 Camshaft
7 Pressure piece
8 Valve cone half
9 Valve spring retainer and sealing ring retainer
10 Outer valve spring
11 Inner valve spring
12 Pressure piece
13 Snap ring
14 Valve guide
15 Valve
16 Sealing ring

In the later 'twenties such inexpensive small cars as the Morris Minor, from which stemmed the M-type M.G., Singer Junior, and Fiat 509, had " upstairs " camshafts, which rather confirms what Sir William Lyons has always known (even when duplicating it) that o.h.c. valve gear is neither unduly costly nor impossible to volume-produce.

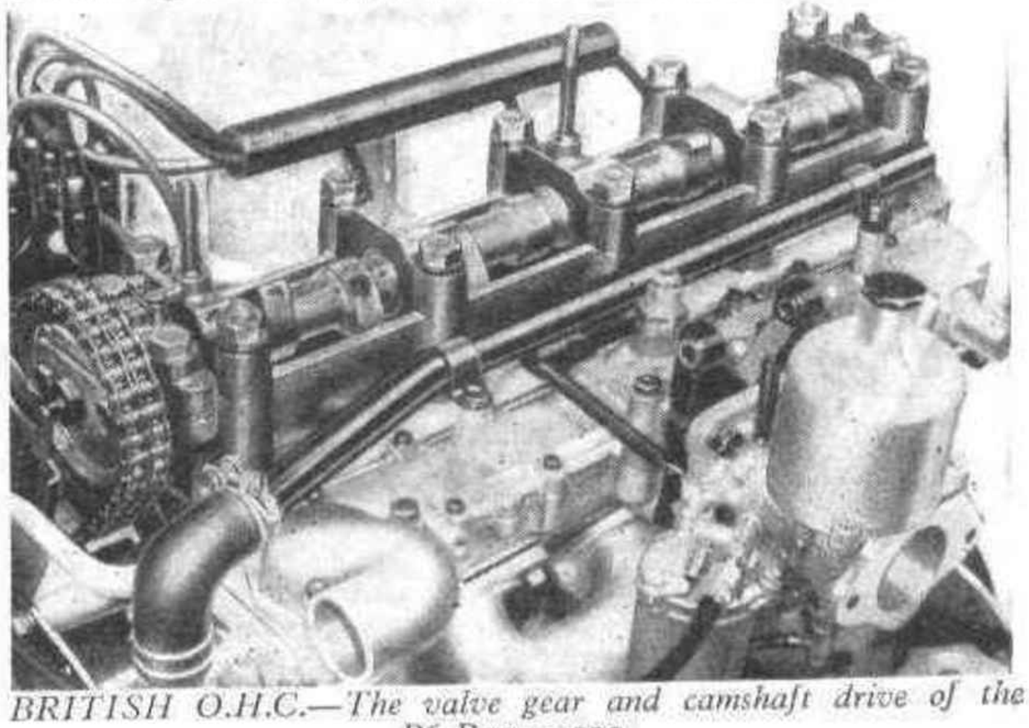
The major problem of how to drive an o.h. camshaft has been met in a number of ways. Gear trains (as on the Twin-Cam 3-litre Sunbeam) and shafts-and-gears, even when the latter were skew or worm gears, were apt to be noisy, expensive, heavy and complicated to lubricate. Indeed, a Mr. Vesey Eyre, who had owned a 6-cylinder Maudslay and had suffered undue wear after a few thousand miles on the small gears revolving at high speed in the drive to the o.h. camshaft, felt great mistrust of what he chose to call the new post-war " semi-aeroplane " cars, even when the gears were case-hardened, and he went to the 1919 Olympia Show to confront the salesmen with his anxieties. However suitable in aero-engines, Mr. Eyre felt that continual bumps from the road put a strain on such delicate timing gears, by which he meant, presumably, that the undamped back axle hopping up and down would cause intermittent back wheel adhesion and allow hunting right along the transmission-line to the engine crankshaft and timing gears. Later chain drive became extremely popular, a single-step gear drive between crankshaft and lower sprocket enabling the chain to run at half engine speed. The Weller-tensioner had made such drives quiet and practical and figured successfully on the 1919 4-cylinder, and later 6-cylinder, A.C. light-alloy power units, the latter persisting into the post-World War Two years. The Singer Junior and Nines had means whereby the top sprocket could be hung up conveniently before the cylinder head was removed, as you hang up a hat.

Makers of Cars for Top People were worried by the noise of o.h.c. valve gear. As I have said, Parry Thomas overcame this with his triple eccentric drive, and when W. O. Bentley cocked-a-snoot at the Rolls-Royce " New Phantom " with his 1925 Big Six Bentley he used a similar system of triple connecting rods to eliminate gears and chains (except for the half-time pinions) from his camshaft drive, which was used also for the later 8-litre Bentley. Both systems were retained for the racing Leyland-Thomas and Bentley cars. The short-lived twin-cam 2-litre Maudslay had another version of this silent o.h. camshaft drive, as has the N.S.U. Prinz today, the last-named adopted in 1952/3 when chains from German suppliers were of poor quality. When chain drive was used, two chains were sometimes employed to shorten the distance between sprockets.

Today the o.h.c. engine can be made as quiet or quieter than a push-rod engine and lubrication and oil-sealing present no problems. The method of drive is universally by chain, with two notable exceptions. N.S.U. continues to use the aforesaid eccentric drive for the overhead camshaft of the Prinz's vertical-twin engine and Hans Glas defies conventional engineering precepts by driving the o.h. camshaft of his 1,289-c.c. GT and 1,500 Glas engines by means of an external internally-cogged synthetic rubber belt at the front of the crankshaft, which is inexpensive, simple, and ensures complete silence, with stretch presumably controlled so that no variation of the timing is to be feared.

As I have said, the o.h.c. engine is more popular in Germany than elsewhere, Mercedes-Benz using a single camshaft above each cylinder block of the V8 600 power unit (for *their* V8, Rolls-Royce adhere to push-rods), N.S.U. having a chain-driven o.h. camshaft for its new transversely-mounted air-cooled 4-cylinder engine, and Porsche going over to this form of valve operation for the new 901.

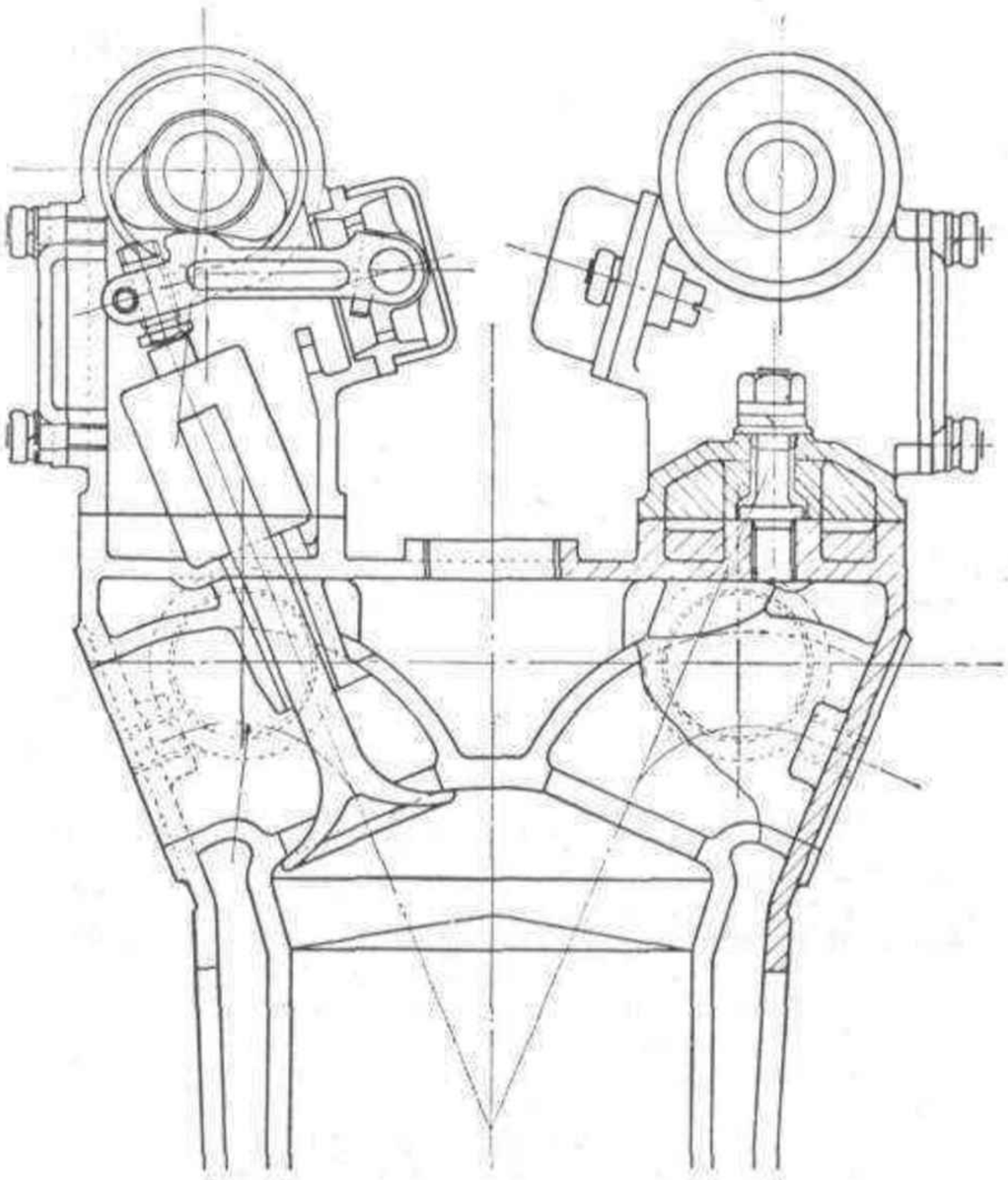
Until you can look scornfully at mere poppet-valve cars and say truthfully that you have a Wankel rotary or Chrysler or Rover turbine engine under your bonnet, you can seek consolation from



BRITISH O.H.C.—The valve gear and camshaft drive of the P6 Rover 2000.

MODERN PRODUCTION SINGLE OVERHEAD CAMSHAFT ENGINES

Car	Valve Arrangement; Actuation	Camshaft Drive	R.P.M. at Maximum Power (Highest, when more than one o.h.c. model)
B.M.W. 1500 and 1800 ..	Angled; rockers.	Two-stage duplex chains.	5,900
Ferrari 250	Angled; rockers.	Single-stage duplex chain.	7,000
Glas 1300 and 1500	Angled; rockers.	Toothed rubber belt.	5,000
Hillman Imp	Inclined in one plane; direct actuation; inverted piston tappets.	Single-stage single chain; Weller blade-type tensioner.	5,000
Lotus Elite	Vertical; direct actuation.	Chain.	6,500
Mercedes-Benz, all models ..	Vertical; direct *via* finger levers.	Single chain, tensioned hydraulically.	6,500
N.S.U. Prinz 4 and Sport ..	Angled; rockers.	Gear reduction and eccentric links.	5,500
N.S.U. 1000	Angled; rockers.	Single duplex chain, sprocket-tensioned.	5,000
Porsche 901	Angled; rockers.	Chain.	6,200
Rover 2000	Vertical; direct *via* inverted bucket-tappets.	Two-stage duplex chains.	5,000



Drawing by courtesy of the Automotive Division of the I.M.E.

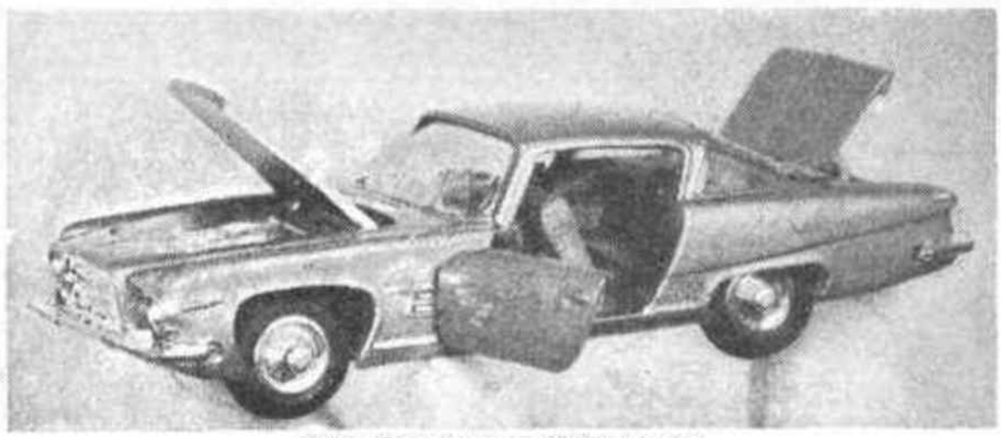
NO GO.—Sir Henry Royce intended this twin-cam engine to be used for his 20 h.p. car but discarded it in favour of push-rods. Rolls-Royce never again adopted overhead camshafts for a car engine.

the overhead-camshaft power unit, which has prestige value dating back to pre-war races and, more to the point, is sound engineering practice. Georges Roesch might say it is quite unnecessary, but then the push-rod valve gear of his Talbots was sophisticated, with specialised attention to detail design. In England Rootes' Hillman Imp and the Lotus Elite share such valve gear of the Coventry-Climax design, and the Rover 2000 has an o.h.c. France eschews the idea entirely, nor does America court upstairs camshafts, but in Italy Ferrari uses a camshaft over each bank of cylinders on his fabulous V12 power units.

Curiously, away from Germany, the simple single o.h.c. has been overtaken by the twin o.h.c. head, that classic racing-car layout used on catalogue cars before the war by a surprising number of makers—Amilcar, Lagonda, Sunbeam, Alta, Squire, Alfa Romeo, Maudslay, Lea-Francis, Vulcan, Singer, H.R.G., Triumph, Ballot, M.G., British Salmson, Bugatti, Facellia, Beverley-Barnes, Rally, Lombard, Salmson, Stutz, Duesenberg, Invicta, and Frazer Nash, to quote only from memory—there were others, and any you can think of you are welcome to. For 1964 this classic and covetous valve gear is favoured in this country by Aston Martin and Lagonda (but the V12 Lagonda had single o.h. camshafts), for all Jaguar models, for the Lotus version of the Ford Cortina and the Ford-engined Lotus Elan. Maserati in Italy remains staunch to the twin-cam engine, and Fiat lists the 1600S in this form, while Abarth uses several such Fiat-base engines, twin overhead camshafts are universal for the Alfa Romeo range, and Lancia has them on the Fulvia. From Germany Porsche enjoys the best of all Worlds, with push-rods for the 1600C, a single camshaft above each bank of air-cooled cylinders in the Type 901, but two camshafts over each head on the Carrera and the new Type 904GT. This form of valve actuation is the ultimate in the operation of inclined o.h. poppet valves for high-speed engines but we are primarily concerned with the single o.h.c. engine, because it is more logical to make the plea that of changing from antiquated push-rods to single o.h. camshaft (push-rod engines appear, so far as purely German cars are concerned, only in the B.M.W. 700 and Glas "cyclecars," the big 6-cylinder B.M.W.s which are ancient designs, and the VWs, D.K.W., Auto-Union and Goggi being valveless) than to ask that the designer should embark on the complex task of design and manufacture of a twin-cam head, which even Sir Henry Royce tried and found too complicated for his 20-h.p. Rolls-Royce of 1920.—W. B.

MINIATURES NEWS

One new miniature for the New Year—the elaborate Corgi Toys Ghia L 64, "a model of one of the World's most exclusive cars," with, in Corgi Toys No. 241 form, sprung wheels, windows, plated grille and bumpers, jewelled headlamp reflectors, doors that open, front seats that tip forward, a bonnet that lifts to reveal a miniature Chrysler V8 engine, facia controls, steering wheel, rear-view mirror, an opening luggage boot and even a dog on the parcels' shelf! In fact, an exclusive miniature, finished in polychromatic aquamarine blue. It is 4¼ in. long and retails in the U.K. for 8s. 6d. The real car is a product of the Chrysler Corporation., built in distinctly limited numbers for wealthy clients. —W. B.



The Corgi Toys Ghia L 64

TO KEEP GARAGE OR HOME WARM

Anti-freeze, under-bonnet lamps, immersion heaters help to ward off frost, but an electric fire in the garage is perhaps best of all for preserving cars from cold and damp. An inexpensive fire is the Keane & Chapman 24-in. wall or ceiling-mounted model, which costs only 49s. 6d. (postage 3s. 9d. extra) with brackets and on/off pull-cord. Suitable for 200-250-volt A.C./D.C. mains supply, it costs approximately 1d. an hour to use and is finished in silver grey. The maker's address is 279A, Finchley Road, London, N.W.3.

QUOTE OF THE MONTH

Stirling Moss, writing about the Beatles in the *TV Times*: "Haven't they been rather over-exposed to the public?"

FAMILY MOTORING NEWS!

NEVER BEFORE A TYRE AS SAFE AS THIS



AVON 'NEW SAFETY'

with new high-adhesion super-cling rubber raises your safety bonus in the wet to 38% -gives you the most tenacious grip ever!

Big step forward! In 1961 Avon 'Safety' gave you 23% more grip in the wet—the first standard-price cling tyre for family motoring. Now another break-through–a new super-cling rubber which can be used only because of Avon's unique twofold construction, uniting this most advanced tread with cool running undertread and sidewall. AVON NEW SAFETY raises your safety bonus to 38%. It's the greatest road-holding safety ever—still at no extra cost!

SAFER BRAKING AND CORNERING
Wet or dry the new multi-slot tread pattern improves your performance.

SAFER STEERING
New rounded-contour shoulder design with a stepped rib eliminates 'wander' over raised white lines and road seams.

SAFER FAST MOTORING
New broad centre rib gives maximum rubber-to-road contact at motorway speeds, increases stability.

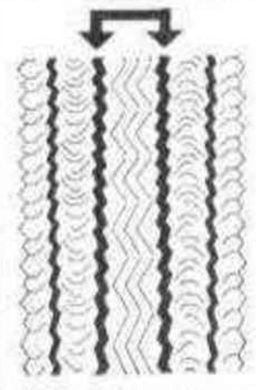
HIGHER MILEAGE
The unique twofold construction gives cooler running for longer wear.

TWOFOLD CONSTRUCTION



Only Avon's two-fold construction with cool running undertread and sidewalls enables super-clingrubber to be used for the greatest road-holding ever.

BROAD CENTRE RIB



The broad centre rib gives maximum stability at higher speeds.

FOR SAFETY'S SAKE ASK YOUR TYRE MAN FOR AVON NEW SAFETY

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



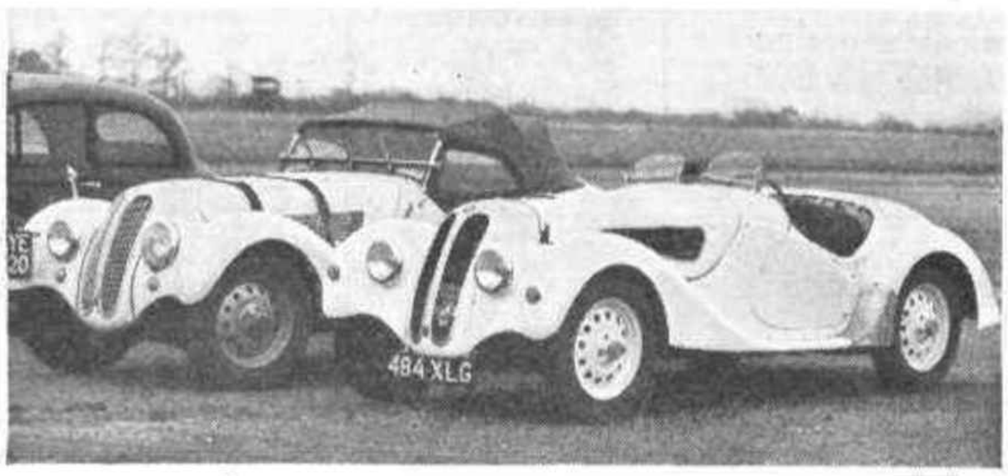
A CHAIN-GANG ORGY of well-controlled pylon swerving at Silverstone helped to win a First Class Award in the V.S.C.C. Driving Tests for Nigel Arnold-Forster and his Anzani Frazer Nash. Note in the background the type of car favoured by V.S.C.C. spectators!

IN cold but dry weather the V.S.C.C. ran off its annual Silverstone driving tests, taking an entry of 68 cars through eight manoeuvres, some of which involved a considerable amount of high-speed reversing, which broke the back axle torque-arm of A. D. Jones' 30/98 Vauxhall.

Remembering that the title of the organising club is Vintage *Sports* Car Club, I looked first for sports cars, and was glad to see performing Arnold-Forster's Anzani Frazer Nash, the later Frazer Nashes of Dr. Harris and Malyan, Woods' 4½-litre Invicta, Clutton's Type 43 Bugatti with Type 49 wheels, Kain's G.P. Bugatti, Comber's 1½-litre twin-cam blown Alfa Romeo, as well as some sporting p.v.t. machinery, including Horton's 1934 Riley M.P.H. with those enormous brake drums, but distastefully advertising itself for sale, which isn't done when competing at V.S.C.C. Meetings (after all, it might do us out of one of our tastefully printed small ads!).

My interest in open sports cars was justified, because I made the pilgrimage as passenger in the Continental Correspondent's 1938 328 B.M.W., a l.h.d. ex-Works car raced by a Nuremburg team before the war. With only a small aero-screen for protection it was as cold, but not as uncomfortable, as Dudley Gahagan's Bugatti in which I made the journey the previous year—Gahagan must agree, because this time he came in a Ford Consul saloon! Reverting to the B.M.W., we came in convoy with another l.h.d. 1938 328 with body built for the Countess Moy—ours was the Persil-white one. It was running temporarily without water pump or fan but while on the move kept at just below 100° C. but seemed to consume fuel at the rate of about 15 m.p.g. at moderate cruising speeds. The smoothness of engine and suspension and lightness of the gear change (now by remote control) is in contrast to many vintage sports cars. . . .

Reverting to the driving tests, Sam Clutton was thought to be playing Bingo under the shelter of his Bugatti's bonnet but was actually changing its multitude of sparking plugs. In the Zig Zag test he stalled the engine on the line and went off in the wrong cog, but mostly this nice motor-car was very rapid. Johnson's 1939 V12 Lagonda Freestone and Webb saloon rolled around but accelerated well, and didn't roll nearly so much as Walker's very long 1931 Rolls-Royce P.II Hooper limousine. Edwards' 1935 Aston Martin Ulster, the ex-Faulkner Mille Miglia car, arrived on a trailer, as did Barry Clarke's special Austin 7 Chummy, which was entered as a vintage touring car! Cole's 8th-series Lancia Lambda fabric saloon went very nicely with water *pouring* from its radiator overflow and Williamson bent the front tyres of his Lancia Aprilia in approved style during the Figure-of-Eight. A very nice and original 1926 3-litre Bentley was driven by Pack. Holland's 1936 Derby-Bentley saloon sported aluminium wheel discs. Riseley's 1931 Aston Martin aped the moderns, with tuned exhaust system and Webers.



"Ours was the Persil-white one. . . ."

Binns in his Riley and Winder in his Humber supplied the racing effects, the former sliding for yards on locked front wheels while trying to stop in the Go-Stop test. At the opposite extreme we had "Emmett" Bendall in his lofty Edwardian Rolls-Royce Silver Ghost, making sounds as if the brake shoe rivets were rubbing on the drums.

Mrs. Hogg crunched the gears of her 1923 ex-Lambert s.v. Aston Martin "Nigger II," which was in shamefully scruffy condition, and as usual there were sedate Rileys which shouldn't rank as p.v.t. cars, including Mrs. Roberts' 1932 2-seater with illegal mudguards and an outside exhaust. An Austin Nippy got in as a p.v.t., Allison produced a very oddly-bodied 1934 M.G. and mice had apparently eaten the original back mudguards of Hare's 1930 Lea-Francis 2-seater, which he is, however, apparently rebuilding. Much nicer to look at and listen to was Pilkington's 1931 Alfa Romeo! Coates apologised for the appearance of his 1935/7 4½-litre Lagonda, which has a 3-litre radiator and was rescued from a field in Carlisle, explaining that he uses it for V.S.C.C. trials.

In the Go-and-Stop-Astride-The-Marshal test Kain's Bugatti went after a couple of pull-ups on its handle, Arnold-Forster looked the essence of the athletic-man as he *leapt* into his Frazer Nash, unencumbered by inside gear and brake levers, but McLellan's Alfa Romeo coupé had to be push-started, while Sawers' Alfa Romeo coupé obligingly shut its own door. A pleasing car was Mills' 1930 Riley with "Brooklands" chassis and a good replica of this type of body. Hill drove a sedate 1924 15.9 h.p. o.h.c. Delaunay-Belleville coupé, the ex-Norton car, which, unlike the landaulette I once owned (Guy Griffiths now has it), has a r.h. gear-lever.

Amongst the spectators' cars were a Marshall-blown M.G. with slab-tank tail, an Aero Morgan, a vintage Armstrong Siddeley tourer, a smart Singer Junior Porlock, an Anzani A.C. to keep Milner's competing car company, and Teague's B.M.W.-engined Chain Gang Frazer Nash.—W. B.

Results:

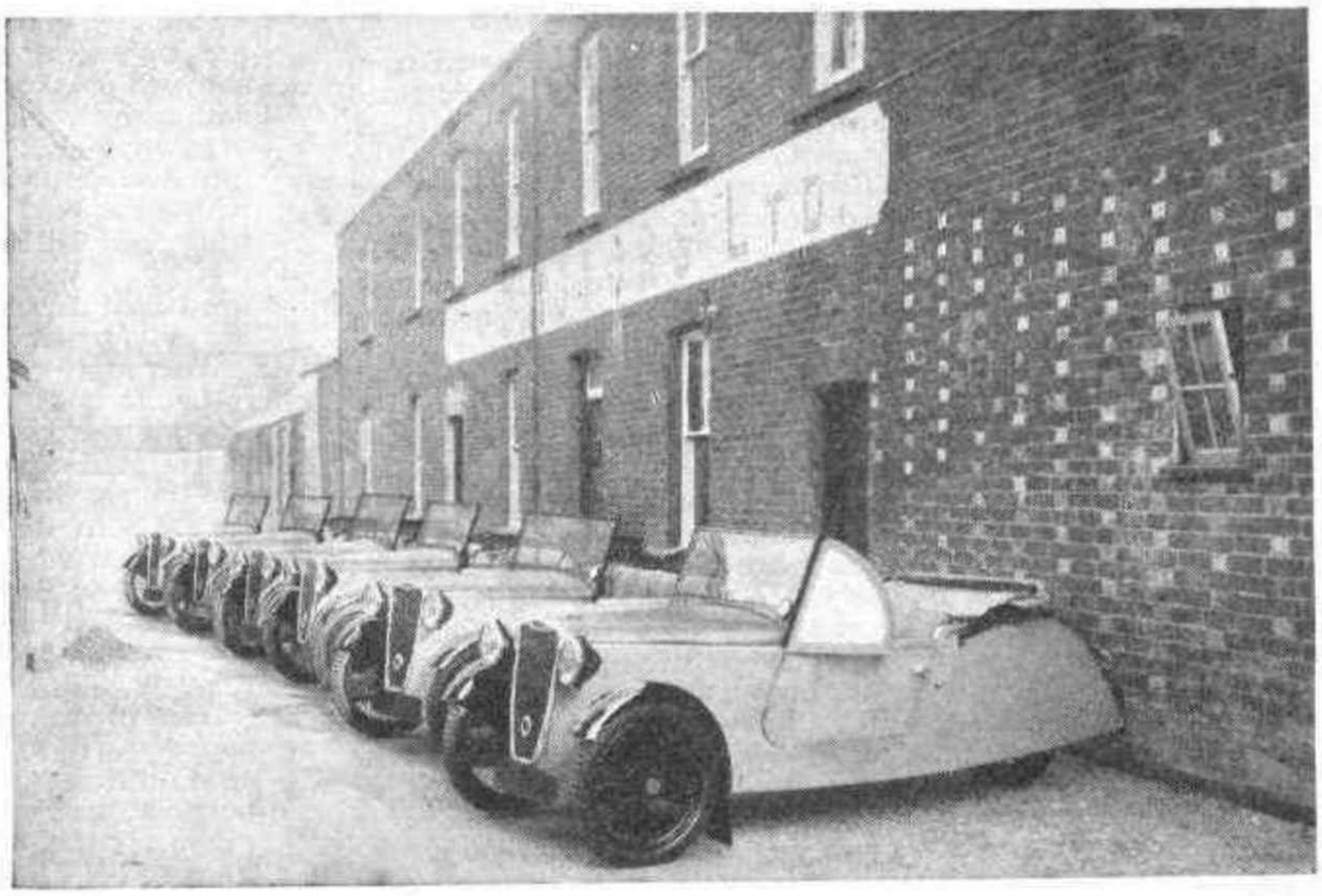
First Class Awards: N. Arnold-Forster (1925 Frazer Nash), R. Pilkington (1931 Alfa Romeo), D. H. Coates (1935/7 Lagonda) and B. M. Clarke (1928 Austin).

Second Class Awards: B. B. D. Kain (1926 Bugatti), J. Malyan (1928/30 Frazer Nash), Dr. D. P. Harris (1934 Frazer Nash), A. M. Westmacott (1934 Lagonda), M. F. Allison (1934 M.G.), C. G. Franklin (1929 Rover) and C. A. Winder (1923/8 Humber).

Third Class Awards: D. A. Bennett (1930 Alvis), D. Edwards (1935 Aston Martin), P. J. E. Binns (1929 Riley), J. R. Horton (1934 Riley) and J. Miles (1928 Austin).

FRAGMENTS ON FORGOTTEN MAKES

No. 25—THE J.M.B.



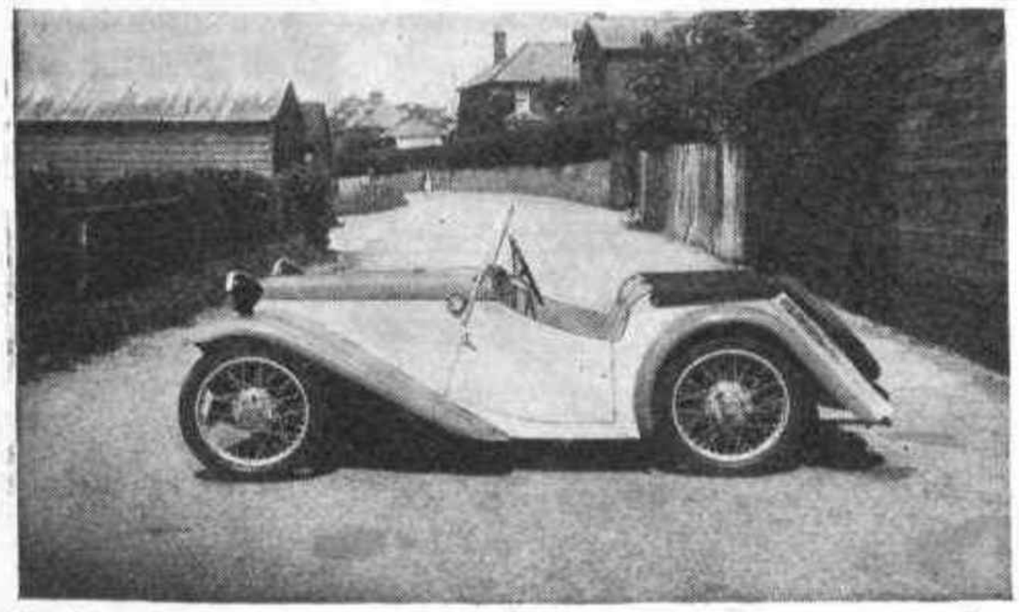
BEFORE THE SLUMP.—A line of half-a-dozen J.M.B. single-cylinder 3-wheelers outside the New Forest factory, formerly a collar-and-cuff works, which still exists, where these primitives were made.

LAST month this feature dealt with the Bleriot-Whippet cyclecar conceived by Mr. G. H. Jones and told how, having sold the idea to the Bleriot factory at Addlestone, Mr. Jones went on to join the Granville Bradshaw organisation, at Preston.

The slump of 1925 put paid to these 350-c.c. single and 500-c.c. flat-twin oil-cooled engines, because the finance had come from cotton tycoons who decided to cut their losses. Dorman's of Stafford were about to manufacture these Bradshaw engines but they, too, decided to make spares and leave it at that. So Mr. Jones joined Ernie Humphries who was making O.K. Supreme motorcycles, and developed these to T.T.-winning standards.

But the urge to produce a car of his own was too strong to resist and by 1932/33 he was down at Ringwood manufacturing the J.M.B. 3-wheeler, to his own design, about which there has been some recent correspondence in "Vintage Postbag."

As with the Bleriot-Whippet, Jones used a wooden chassis, of 7 in. × 1 in. ash members. The body was of fabric. An 85.7 × 85 mm. 497-c.c. side-valve J.A.P. single-cylinder engine, chosen as a "good slogger," was laid horizontally, below the seat, its cylinder head facing forward—the cooling fins were unchanged—between the passengers. The engine drove by primary chain to an Albion gearbox and thence by a ⅝in. × ⅝ in. chain to the back wheel. The gearbox gave ratios of 15.0, 9.8 and 5.77 to 1 with a 19-tooth sprocket, or 15.8, 10.3 and 6.1 to 1 with an 18-tooth sprocket. All three wheels were detachable and interchangeable, as were the cable-operated brakes. The engine was fed from a 3½-gallon tank under the bonnet, and lubricant was contained in a ¾-gallon tank under the back seat of the 2/4-seater body. A kick-starter was provided, the well-base rims were shod with Dunlop 25 × 3.25 tyres, the steering had a reduction of 3 to 1 and the little vehicle turned the scales at 5¼ cwt.



In November 1960 we were able to publish a rare picture of a 4-wheeler version of the Castle Three. Here is another rarity, the one-off experimental J.M.B. 4-wheeler, referred to on this page.

The prototype had a very sleek, pointed-tail body but production versions had a flat-ended tail, the panel of which lifted up to give access to the back wheel.

Although cars like the Austin Seven and Morris Minor were by this time emerging as 4-speed, rear-petrol-tank saloons, 3-wheelers such as the Morgan, B.S.A., Coventry-Victor and Omega were quite popular, being taxed at only £4 a year, although they had powerful twin-cylinder engines. Mr. Jones sought to offer something less costly and more simple; indeed, the J.M.B. leaflet spoke of it as a car for "Jack and Jill, the New Motorist, the Sidecarist, Motor Cyclist, Lady Motorist, etc." The fabric bodies were built by a supplier on the outskirts of Bournemouth, and it was possible to sell the J.M.B., the initials being those of G. H. Jones, R. W. Mason and C. S. Barrow who sponsored it, for £75 10s. in Standard form, and £83 10s. in De Luxe form. A speed of 55 m.p.h. and 62-68 m.p.g. was claimed.

Kings of Oxford and other good agents were appointed, but the project unfortunately failed to make the grade, for another trade slump coincided with the J.M.B.'s appearance and it had to compete with used Austin Sevens selling for around £45. Some trials appearances did nothing to save the situation and an experimental engine with cooling fins cast horizontal was no improvement on the normal J.A.P. As Mr. Jones, today retired and living in Shrewsbury, says, he was always either ten years too early or ten years too late with his designs. In 1923 the J.M.B. should have caught on and in the petrol-bleak period around 1943 it would have been welcome. Some hundreds were made but the end came about 1936. An optimistic agent called for an improved J.M.B. with bigger tyres, metal-panelled bodywork and so on, but keeping the same J.A.P. engine, and the lack of performance in this form sounded the death-knell.

A last effort was a 4-wheeled version powered with a 350-c.c. Villiers two-stroke, but this was merely a one-off experimental job.—W. B.

Old sparking plugs.—Still the plugs pour in! Since the Editor referred to his collection of ancient and unusual igniters, readers have sent him many more, including :

A beautifully clean Lissen R202, a Ward Supreme Quality 6 saved from a jumble sale (it was made in the U.S.A.), two Forward plugs in their original cardboard boxes (they were "specially designed for Ford cars only"), some very odd OPs with a blank end, firing through side holes, thought to have been made in Longhorsly, Notts, a Lodge OT, a tiny Pacy 385 model-i.e. engine plug, an A.C. B5, a Sphinx Ford, Champion 7, 16 and 22, a very smart A.C. 89 with tall white insulator, an A.C. Sphinx 87S, and many other fine but unidentifiable specimens.

W. B. says "Many thanks!"

EASTERN COUNTIES REMINISCENCES

[In the " Cars in Books " feature last month I quoted from " Essex Schooldays," by Simon Dewes, which contained references to the Rev. Topham who had a liking for very large, powerful Edwardian cars, although these were not mentioned by makes. Remembering the clear memory of Mr. J. Harvey of Luton for the early days of motoring in Essex and Sussex, I wrote to ask if he had read this book. Not only had he read it, but he knew quite a lot about the characters therein and their cars. I give below the relevant part of Mr. Harvey's very interesting letter.—ED.]

The Rev. St. John Topham used to visit Dedham before he was Rector of Boxford (1915-19); he used to be present at the tennis tournaments, which lasted four days. His conversation was always about motor cars (at tennis). He first appeared with a 40/50 Ariel open tourer about 1909, later on, an Armstrong Whitworth; also a 40-h.p. Berliet. (I am inquiring in Colchester about his tour in Russia, which I believe was made in a Mann Egerton-bodied 45-h.p. Napier.) He was among the friends of Mr. H. W. Egerton of Ipswich and Mr. Boggis-Rolfe of Wormingford Grange.

His love of big cars earned him the names of " Top-gear Topham," " Topham-up-Hill," " Topham-down-Dale." The Berliet, because of its square section and minute air passages in the radiator core, earned him the title of " The Rev. Hustling Whistling Topham " : in this way; the pulling power of a big aluminium fan caused a big pressure through the radiator.

These names by which he was known were by no means insulting, but rather to pay a tribute to a motoring personality who, if he had been a national figure instead of a local one (Eastern Counties), would have been on a level with Mr. Charles Jarrot.

About his fits of depression. At the tennis tournament at Dedham it was said : " Our dear Mr. Topham has gone abroad again to find rest and solace, trying out the latest Continental models, Mercer-dees and Austro-Dailmer—mark you."

In " Essex Schooldays " the name of Dr. Everitt is mentioned; he owned an R.M.C. Seabrook with underslung frame. The 'bus belonging to Mr. Emeney was a Baico Ford. Mention of Mr. Beeston reminds me, he started with a Star commercial chassis and a heavy wooden body was built for it, so heavy that performance was hindered. Mr. Frank Buckles of Stratford-St.-Mary, carrier, used a Guy Motors' vehicle.

I can remember Sir William Hyde Parker's Ford landaulet. He used to attend Sudbury and Ipswich markets. I also well remember Miss Boghurst Fisher of Stratford-St.-Mary; a great lover of horses. Dr. Franey also used a small 2-seater and dickey but I cannot now recall the make.

Back to Rev. Topham; someone in King & Harper's garage at Cambridge once jokingly said : " One day it will be ' Topham over the Alps '."—J. HARVEY.

VINTAGE POSTBAG

Vintage Economy Models in the U.S.A.

Sir,

Mr. Booth's letter to you regarding the little Marmon Eights, indicates fairly clearly just how complex the situation was in the States on the matter of economy cars which were being made by prestige firms during the depression period, offered to an increasingly economy-minded car-buying public, by the reason of a depressed economy, but who still wanted the prestige that went with the name of Marmon, Buick (Marquette), Cadillac (La Salle), and so on.

The really serious student of American automotive history could spend quite some time in unravelling many of these complexities.

I have on hand a fair amount of documentation on the little Marmon Eights, original handbooks, Floyd Clymer, our old friend Fletcher, and they all seem pretty agreed that the Roosevelt was the last of the small eights series, was known as the model 78, and had a wheelbase of 120 in., with an engine of 27.6 h.p. by R.A.C. rating with a volumetric capacity of 3,555 c.c. The Marmon 68 was the cheapest of the small eights (at least over here) retailing at £480 for the chassis, and £565 for the five-passenger sedan. R.A.C. rating was 25.3 h.p., wheelbase was 114 in. The first of the little eight series was known simply as the Marmon Straight Eight, had an engine with a 24.2 h.p. rating, and had a valve in head arrangement, whereas the other two eights were flat heads. All three eights were extant during the very brief period, late 1927 (for '28 styling year) up to 1930. The 68 model, by the way, is identifiable by its hickory wheels, and a four-wheel braking system that had the handbrake working on the rear wheels, and not on the propeller shaft, as was fairly common practice with many Yanks of this period.

In 1929 also, the picture gets a little more complex with the introduction of another eight, this time known as the Big Eight, with a flat head engine of 32.5 h.p. I owned one of these for a while, and still remember it affectionately. During the two years I ran it, it was a faultless first time starter, no matter what the weather, it packed plenty of guts, and had the ability to hang on in top gear, possibly only matched by a present day diesel.

That Marmon claim of being the first in the field with an eight in line at under a thousand dollars, will stand some pretty close scrutiny because De Soto were putting out their eight in line at almost precisely the same time—the price for both the Marmon 78 and the De Soto was 995 dollars!—and on investigation it seems the De Soto had the better specification.

At a time when the horsey was still admonished to keep his tail well up, and Barney Google's eyes were still googling, I think it must be fairly accepted that these small eights were offering the economy-minded public of the day an economy package that was robustly built, honestly priced and had a specification that led to ease of maintenance, and a simplicity of understanding that appealed well to the market it was aimed at, and in short, had in good measure all the desirable qualities that our heavy 12/4, bullnose, 9/20 and 14/40 boys like to extol so much in the home product, but in the main choose to ignore, or belittle in the humble Yank of the same period.

Incidentally, Mr. Editor, that Edsel you mentioned in last month's columns, would not be an acceptable candidate for the Classic American Auto Club of G.B., but I wonder—do we have here classicism for the future? It has most of the requirements for classic posterity, including the fact that hardly anyone would buy them!

Hunsdon. HARRY C. G. SHELL.

* * *

The Wren

Sir,

The fascinating article on the Bleriot-Whippet was highly evocative to those of us who were adult at the time of its manufacture. Shortly before leaving England for the Far East in August 1920 I attended some speed trials organised by the Ilford Motor Cycle Club at a venue near Southend-on-Sea, at which Capt. Peaty (who married Harry Hawker's sister) was entered to drive one of these cars. The course was a private road which was straight but of loose surface.

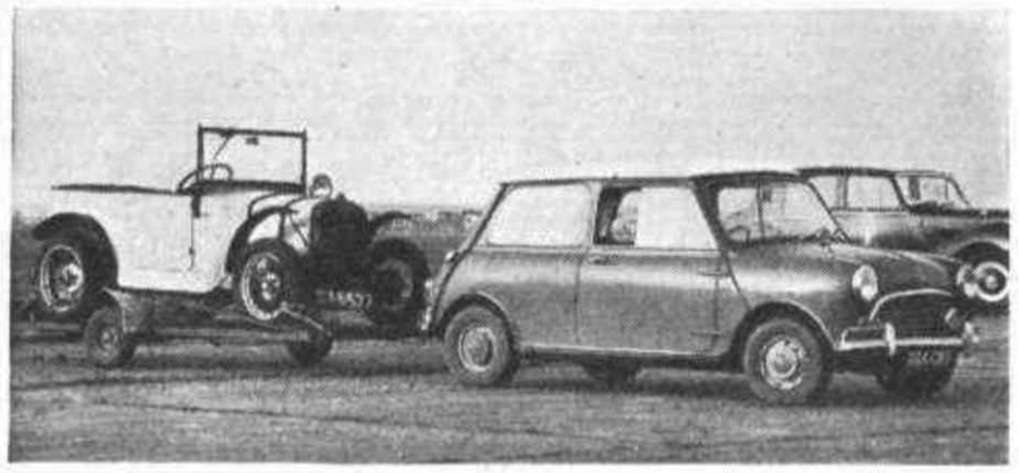
Peaty was unable to sustain full throttle for more than a few seconds at a time, after which the little car behaved like the proverbial pea on a drum, whereupon the driver had to ease off in order to keep on the narrow roadway.

The caption under the photograph of the Addlestone factory states that the 1923 Wren motor-glider was produced at this factory. In point of fact the Wren was designed by the late W. O. Manning at the Kingsway Design Office of the English Electric Co. and it was built in the Dick Kerr works of the E.E.C. at Preston. It was flight tested on the sands at Morecombe Bay before being transported to Lympne for the 1923 Competitions, of which it was the outright winner.

The Missel-Thrush was an A.N.E.C. product designed by Paul Bewsher, and was one of the effects of the company disposed

Continued on page 24

VINTAGE TAILPIECE



Barry Clarke leaving the V.S.C.C. Silverstone Driving Tests!

ROVER RECAP.

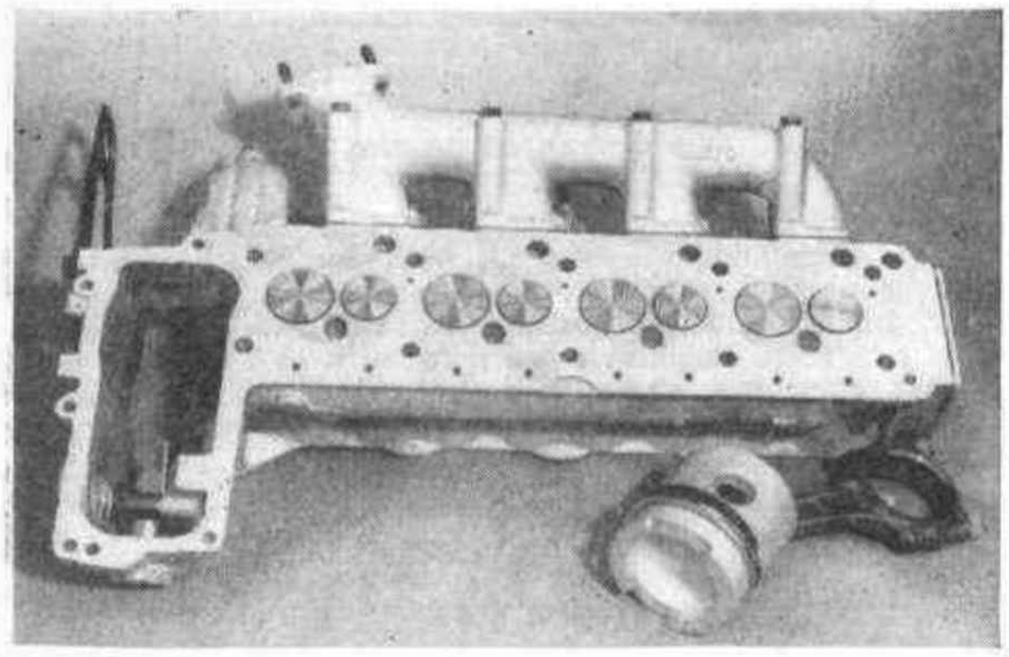
THE P6 Rover 2000 was one of the outstanding exhibits at Earls Court last year, and we were able to publish a full road-test report on it at the time. The test, however, was conducted rather hurriedly on a pre-production model, and we have since been able to cover an additional 870 miles in another car. What follows is a recapitulation, or rather, an extension of the test report.

The 2000 continues the breakaway from Rover tradition that commenced with the 3-litre; no longer do these fine cars necessarily associate themselves with elderly drivers in panama hats. While former refinement, quality and luxury appointments remain, this is a faster car than earlier Rover models.

Before driving away from the factory I posed a few questions. "Why," I asked, remembering that the T3 was 4.w.d. and the T4 turbine Rover is front-drive, "wasn't f.w.d. used for the P6?" "Because this project began before that of the T4," disposed of that query. I was interested to learn that the special pistons which incorporate the combustion chamber were to have been made in the factory but, in fact, are a Brico product, their manufacture presenting no difficulty to this specialist firm and reducing machining operations in the Rover plant. They are only 10% heavier than normal pistons. The body, I was told, was flow-tested in a wind tunnel; its detachable panels facilitate assembly, apart from obvious advantages to dealers and users in the event of accident-damage. Stainless steel is made good use of for window frames and exterior trim and upholstery is in real hide, of which I approve strongly. Every engine is run-in for three hours on gas, some 30 test-beds being available, and each Rover 2000 has a 20-mile run on the Company's test-track.

Before taking away a 2000 I was given a ride in the 1956 Rover T3 gas-turbine rear-engined glass-fibre coupé, from which the production car's De Dion back-end stems. The T3 is interesting because it successfully used 4.w.d., with a differential at each end and a free-wheel between them, before Ferguson emphasised the possibilities of all-wheel-drive. The T3 is used experimentally and was *sans* heat exchanger on this occasion, and consequently noisy from without. Inside, the noise level was tolerable, and I was intrigued to see the tachometer go to 61,000 r.p.m. and indicate 36,500 r.p.m. even when the turbine was merely idling! There was sufficient power for 100 m.p.h. to be exceeded along the brief straight of the test circuit, and the temperature gauge read a formidable 600° C.

The more sophisticated T4 idles at 40,000 r.p.m., runs up to 64,500 r.p.m., and shows a temperature of 250° C. Rover burn paraffin in these cars on the road, by special dispensation, tax being collected later. All this was very interesting but I was disappointed that I was not allowed to drive the T3 myself; it has 2-pedal control and appears quite docile. Chrysler show more faith in their gas-turbine car, for this I have driven, and were it not for Rover's fine performance at Le Mans I would say they



INGENIOUS—The flat-faced cylinder head of the Rover 2000 is possible because the combustion chambers are formed in the piston crowns.



One of Britain's outstanding family saloons, the Rover 2000 or P6.

lack confidence in this field. Incidentally, there is no connection, I was told, between Rover and Rolls-Royce, a misconception which probably arose when the two Companies did some joint advertising in the U.S.A. and because both are active in the gas-turbine field.

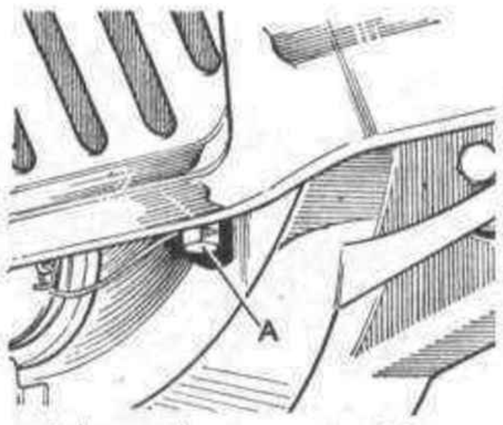
Turning to the Rover 2000, I would like to add a few points to the road-test report in the matter of interior appointments, etc. Those big pockets that confront driver and passenger are lockable and the driver's is divided into four, one compartment being for cups or bottles. The bonnet-release is within this pocket. The back-compartment interior lamp is operated by opening the back doors or from a facia turn-switch; opening either front door provides useful illumination for stepping into the car, while tiny switches enable these lamps to be kept alight for map-reading, etc. The rear extractor-windows have sensible toggles that enable them to be opened without pressing on the glass and which hold them open positively. A folding arm-rest can be used to divide the separate back seats. The warning lights take the form of different-coloured lettering, viz. OIL, IGN., BEAM, and BRAKE, the latter also indicating low brake-fluid level, and there is rheostat dimming of the instrument lighting, although its control is rather limited. This lighting can be extinguished entirely. I dislike the "vanishing"-type rear-view mirror, which can give a dangerous distortion of distance, but the indicators above the sidelamps, to show they are alight, are appreciated. Other points such as these were covered in the test-report, so it only remains to say that daylight full-beam lamps flashing is obtainable merely by pulling the l.h. lamps-dipping stalk inwards, just as pulling towards you the r.h. winkers' stalk sounds the horn. The winkers self-cancel rather too readily. The boot is illuminated when the lid is lifted, there is a servicing-chart on the o/s. front wheel arch, for consultation after the bonnet-lid has been propped-up, and the fuel filler-cap has a neat quick-action press-release. Flaps on the cold-air intakes on the facia enable a full blast of air to be directed on the face, the whole heating and ventilation system being well-contrived.

The P6 is about as lavishly equipped as the old Rovers, and there are some nice engineering items, such as a plug instead of a tap for the radiator, wired to the car, and a neat throttle linkage, devoid of cables, and mounted so that engine movement does not affect it—unfortunately, although the action looks progressive, this is not conveyed to the accelerator, which has little range between open and shut, so that you drive mainly foot on floor.

The roof-line and rear quarters of the Rover 2000, its very upright driving position, the low floor, the bonnet structure, and especially the interior of its boot (except for the intruding spare wheel) are strongly reminiscent of a famous French motor car, and the Rover's manner of going, "long-legged" but calling for a lot of gear-changing to encourage an engine which is under-powered and noisy when accelerating, endorses this impression. The outstanding aspect of the Solihull Sitroën is its impeccable ride, exceedingly comfortable over bad roads, even at high speed,



"Imitation is the sincerest form of flattery. . . ."



Attention to detail is found throughout the Rover 2000. A radiator drain plug (A) is used, for instance, instead of the usual tap that gets blocked up, and this plug is wired to the car to prevent loss.

and imparting a sense of luxury gliding, although the suspension can be heard coping with surface irregularities. It is this luxury of ride, rather than in refinement of the mechanicals, that the car excels.

Performance is good, but on normal roads 90 is the usual maximum and a long run is needed to attain " the ton." Acceleratively, the P6 cannot live with the 1.6-litre Alfa Romeo Giulia TI, or, for that matter, with a 1½-litre Ford Cortina GT up to 70 m.p.h.

It handles very well for such a comfortable, family-size car, however, the cornering tendency being pronounced understeer that changes, predictably, to weight-transfer oversteer, which the steering is too low geared to make entirely pleasant. In this respect, pre-driving enthusiasm turned to slight disappointment, not mitigated by the very short, beautifully-contrived and placed remote gear-lever which did not live up to expectations, the gear-change on this production box being very heavy and notchy and altogether pretty horrid. The clutch, too, is fairly heavy and rather insensitive. The gears emit a low Roverish whine. The Dunlop servo-assisted disc brakes, inboard at the rear, are superb, but pulled to the o/s. under heavy application.

Some of the enjoyment of trying the car was marred when an electrical fault, which rendered the reserve fuel supply inoperative, also put paid to windscreen washing. A full tank of petrol sufficed for 283 miles and, checked under fast-driving conditions, consumption was 23.5 m.p.g. Sump level had fallen by approximately ½-a-pint in 870 miles. The engine idled roughly and tended to run-on after the ignition was cut. Visibility to the n/s. is poor, as on a DS19, the steering is light, has quick castor-return, and transmits some mild kick-back, but isn't the equal of the power steering on the DS19, and I noticed that some paint had eluded those 120,000-volts of the electro-static spray and failed to adhere to the edge of the driver's door. The seats are generally very good, with front squabs adjustable under frictional control right down to near horizontal. This controversial Rover is at its best cruising quietly at 80 m.p.h., but could do with more power for motorway cruising and accclerating through the traffic. The 5-bearing o.h.c. engine transmits high-frequency vibrations through the body structure.

Nevertheless, how Rover contrive to sell this scientifically-contrived family saloon, combining traditional dignity and luxury with a fine performance, for less than £1,300 passeth understanding.—W. B.

P.S.—COMMENT FROM ONTARIO . . .

Sir,

Intelligence has reached the Canadian backwoods that the Rover Company have spent five years' development time and millions of pounds on the production of a new car of advanced design, advertised as having " revolutionary technical advances that take motoring years ahead." I visualise a car with : (1) fully-independent, hydraulic suspension; (2) 4-wheel-drive, or, at least, front-wheel-drive; (3) maximum retardation, non-locking brakes; (4) an efficient engine producing 75 b.h.p. per litre; and (5) a smooth automatic transmission, or a fully-synchronised, 5-speed gearbox. Would you please publish details of this new car?

The only Rover described in your November issue contains no new features, except, perhaps, the formation of the combustion chambers in the heads of the pistons, and I am sure this did not require millions to develop. The rest of the design is conventional, and is already outdated by existing cars having all-independent suspension and front-wheel-drive.

Peterborough, Ontario. F. G. DANCE.

1964 INTERNATIONAL BOAT SHOW

The International Boat Show at Earls Court opened on January 1st and will remain open until January 11th. The Exhibition is open from 10 a.m. until 9 p.m. and admission charges are : Adults 4s., children under 16 years, 2s.

VINTAGE POSTBAG—continued from page 22

of when it liquidated. At that time my friend Guy Warwick was looking for a cheap second-hand aeroplane, and on my advice attended the auction with a view to buying this excellent aircraft. No bidder reached the reserve figure. However, a compromise finally was reached and Warwick obtained the aircraft, less engine, at an agreed price. After passing over his cheque he immediately set to work in removing the 3-cylinder Blackburne radial engine, after which he towed the aircraft to his Harpenden home with his Argyll car.

I was able to resolve the problem of a suitable engine by obtaining two early 5-cylinder Anzani radials, one of which was complete and airworthy. With this installed G-ABPI was a thoroughly sound aeroplane and a delight to fly. She made a number of public appearances over the Crystal Palace in a mock war-in-the-air display. However, when Guy Warwick decided to compete in the King's Cup, I emphasised that the Anzani was quite unsuitable and recommended an Armstrong Siddeley " Genet." After discussion with the makers, one was obtained on loan and free of charge, for the purpose of the race, and subject to the owner undertaking the installation work.

And that, alas, brings one to the tragic end of the story. In the event, the aircraft was flying in cloud which shrouded a sector of the most northern leg of the course, when it struck the top of a hill. A few days passed before the remains of the aircraft and its unfortunate pilot were found.

I.o.W. FRANCIS A. KAPPEY.

[I stand corrected *re* the Wren—surely, however, it tied with the Thrush, which *was* Addlestone-built, in the Lympne Contests?—ED.]

* * *

That Riley!

Sir,

I was most interested to read Mr. G. F. Hennings' letter, concerning Brooklands Riley KV 5392.

Ian Cunningham raced the car in the 1947 Ulster Trophy on the Ballyclare circuit and later, probably in 1952, on the Dundrod circuit. The car was then blue with yellow wheels and, like all cars, or for that matter aero-engines, prepared by Ian, was immaculate.

I would be very glad to hear from Mr. Hennings and to supply him with Ian Cunningham's address. I am sure Ian could provide a wealth of information about the Riley. I could also lend an action shot of KV 5392, piloted by Ian, in the 1947 Ulster Trophy.

Incidentally, I think Innes Ireland drove this car and I believe he was pictured in action in it in MOTOR SPORT.

Ickenham. F. A. MCDOWELL.

Innes Ireland also telephoned the following information :—

He bought the car from Alec Calder, a Berwickshire farmer and brother-in-law of Jimmy Clark. Used it as a road car during Army service. Raced late 1955, early 1956. Six-Hour Relay Race 1955 in Riley Nine Team. Raced and won at Goodwood early 1956 in spite of handicappers (see MOTOR SPORT, p. 243/1956). Fitted 16-in. wheels. Sold 1956 to chap in London in order to buy Mk. II Lotus to start racing seriously.

* * *

Data Wanted on the TB

Sir,

I recently bought a TB 3-wheeler of approximately 1920-23 vintage. I am hoping to restore it, but unfortunately I know very little about it. It has a V-twin water-cooled J.A.P. engine, 3-speed and reverse gearbox and shaft and bevel drive. It also owns a half-size Bugatti-shaped radiator, with TB on its badge. I have contacted Thompson Bros., the makers, who were extremely helpful, but the information and records have been destroyed.

Peterborough. PETER WARDLE.

* * *

Heavy Metal!

Sir,

The owner and regular user of a steam traction engine stated the following during a Scottish Television interview : " I do not wish to descend to ownership of a motor car."

Greenock. TOM MCKIRDY.

ROAD TEST—

THE LONG-AWAITED TWIN-CAM FORD LOTUS-CORTINA

A £1,100 Competition Saloon Which is Also a Very Practical Road Car, Possessing Extremely Usable Acceleration, Very Powerful Girling Brakes, a Top Speed of Over 100 m.p.h. and Good Handling Qualities.



FAST FORD.—The twin-cam Lotus-Cortina is distinguished in side view by the colour-flash along the body.

SOON after that man Chapman had been signed on by British Ford, Dagenham announced the Lotus-Cortina, which was to have a 1½-litre twin-cam 105 b.h.p. engine in a Consul Cortina 2-door saloon body-shell using light-alloy doors, bonnet top and boot-lid, a close-ratio gearbox, modified suspension with a properly-located back axle with aluminium differential housing sprung on Chapman coil-spring struts, Corsair-size servo-assisted front disc brakes, larger tyres and other modifications to improve performance and handling. This Lotus-Cortina was announced enthusiastically in MOTOR SPORT last February, when I remarked that it sounded like the most exciting British car since the Jaguar E-type.

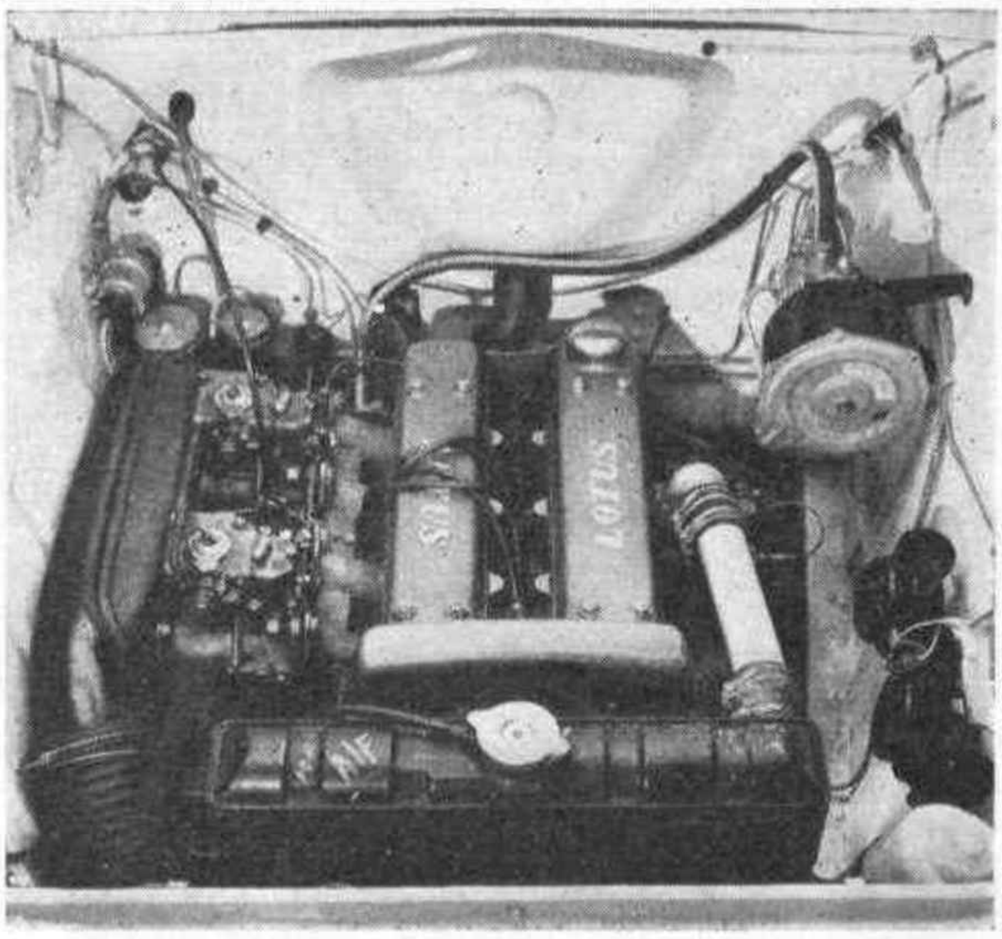
Team Lotus were to run a trio of these Fords in saloon-car races, but the project was a long time coming to fruition, probably because the twin-cam engines were needed for Lotus Elans before they found a place in Cortina body-shells. And competition work with these exciting new cars, for which a top speed of 115 m.p.h. and 0-100 m.p.h. in around 30 sec. is still hinted at in Ford publicity material, was not possible until they had been homologated, which meant that at least 1,000 had to be built. Ford Dealers, promised these fast Cortinas, grew restive, the Ford Board wrathful, but gradually these outwardly normal-looking Cortinas with the colour-flash along the bodyside began to appear on the roads and, occasionally, by the date of Oulton Park's Gold Cup meeting, on the circuits, while Henry Taylor drove one in the recent R.A.C. Rally.

At last, late in November, a test car was placed at our disposal for a brief period, and let me say right away that we were not disappointed! The Lotus-Cortina is a very commendable all-round car of truly excellent performance, the acceleration being an outstanding feature, very usable from the low speeds at which the average motorist drives, and going on and on most impressively as upward gear changes are made, so that overtaking is rendered not only safe but a positive pleasure!

This Ford is not a 100 m.p.h. car in the sense that the "ton" can be attained almost anywhere, but it achieves an easy 85-90 m.p.h. on give-and-take roads and certainly has a three-figure top speed. Such performance will leave behind, say, a Porsche 1600 Super or Mini-Cooper S or Alfa Romeo Giulia T1, and it is accomplished without sense of fuss or stress, merely that nice "hard" sound of busy but efficient machinery associated with a twin o.h.c. engine. However, although the r.p.m. limit is set between 6,500 and 8,000 r.p.m., the engine in the test car would not go beyond the first of these figures.

Road-holding is another strong feature of Colin Chapman's modified Cortina, the standard being extremely satisfactory, remembering that the basis of the exercise is a low-priced family saloon. The back suspension creaks a bit but the combination of coil springs, tying up the axle and reducing its weight has transformed the mediocre handling of the bread and margarine Cortina.

Cornering is mainly neutral, with a tendency to understeer, probably accentuated by the small-diameter wood-rimmed steering wheel, which makes the steering ratio seem rather low geared on acute corners; in fact, the wheel calls for 3½ turns, lock-to-lock, including some sponge not noticeable when on the move. On normal bends the gearing feels just right and the steering very accurate and positive. Roll on fast corners is very moderate. The front-end feels softly sprung if sudden changes of direction or a heavy application of the brakes are made, when the weight of the twin-cam engine tends to be noticeable, but even over bad surfaces the front wheels retain firm adhesion with the road and the ride is comfortable. Even at 80 m.p.h. over a bad road the ride is very reasonable and the car in full control. At high speed there is a slight weaving action, accentuated by rough going, as if the back axle resents the restraint Colin Chapman has wisely put on it, but this does not develop into anything serious. Round fast, wide-radius bends the Lotus-Cortina holds the desired line most commendably, even with the inner wheels running along a rough verge, while the car goes exactly where it is directed when tucking in quickly after overtaking. There is some lost movement in the transmission, probably another product of restricting rear axle movement, just as the absence of a propeller shaft accentuates harshness of take-up in rear-engined cars. Had Chapman been



The impressive twin-cam 1,558-c.c. engine of the Ford Lotus-Cortina, which Harry Mundy so generously designed for the Lotus Elan sports car and which Colin Chapman was able to give to Ford of Dagenham for their fastest Cortina model. Note the dual Weber carburetters with cold-air box, which kept on coming adrift on the test car, and the brake-booster on the near-side.

INTERNATIONAL RACING AND RALLYING

1963 ANOTHER GREAT YEAR FOR BMC!

EVER since the first Austin Seven Special roared round Brooklands in 1923, competition-experience has played a big part in the development of BMC cars. Today BMC marques compete on the world's race and rally circuits . . . providing knowledge that makes good cars even better . . . and they still win!

JANUARY *A cool Monte*

After the big bore of 1962, Monte-Carlo weather came back with a vengeance to provide one of the toughest and most interesting rallies for years. Snow and ice in plenty forced crews to fight every inch of the way. Only 100 out of 299 starters reached Monte-Carlo for the final tests, and around a third of these were BMC cars. Mini Coopers went on to third and sixth places overall and two class wins, with an Austin-Healey 3000 also winning its class.



Mini Coopers 3rd and 6th at Monte

At about the same time, BMC cars were distinguishing themselves on the other side of the world. In New Zealand, a Mini Cooper (with Bruce McLaren up) captured three class wins at Levin and one at Teretonga, where a Wolseley 1500 won its class.



Wolseley 1500 class-winning at Teretonga

FEBRUARY *More snow*

The most novel event of the season was a race held in the car parks at Brands Hatch on February 9th—organised at the drop of Raymond Baxter's hat. The entire field consisted of competitors in the 1963 Monte, with conditions to match. Thick white snow, however, quickly churned into treacherous brown slush. And with bumping and boring the order of the day, bends were often ignored. But it all added up to an exciting



Big Austin-Healey wins Brands 'mud-plug'

and eventful afternoon's racing, and a good time was had by all. The result? A win for Timo Makinen in an Austin-Healey 3000.

MARCH *Midget in the wet*

A 25-lap event for sports cars opened the Snetterton International meeting. Scything rain and appalling visibility made driving conditions unpleasant, to say the least—14 cars were officially recorded as having spun off or run out of road. Impressive amongst the class winners was an MG Midget from the famous Dick

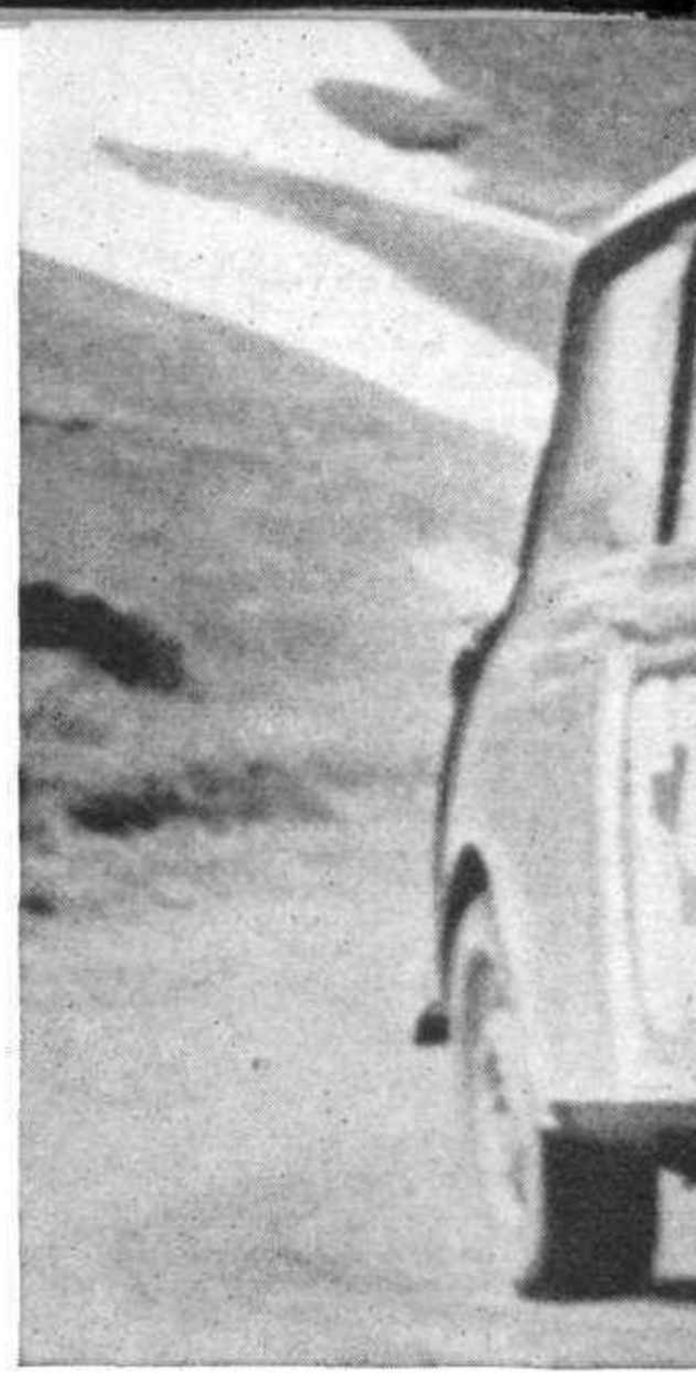


Class-lapping Midget at Snetterton

Jacobs racing stable. Driven by Alan Foster, it turned in an average speed of 73.85 mph to finish two laps ahead of its nearest class rival. Still in ice-rink conditions, Mini Coopers later skated to 1-2-3 class awards in the Saloon Car race.

APRIL *Tulip time*

Mist, ice, snow, rain. In fact everything but tulips signalled the fifteenth Tulip Rally. Once again the Morley twins in the Austin-Healey 3000 turned in the fastest overall times, but the 'class improvement' factor dropped them down to 8th position and a class win. The Hopkirk/Liddon Mini Cooper was more fortun-



ate, adding a remarkable 2nd overall to a swee class victory. A class win also went to the Vern Vittell Mini Cooper.



Austin-Healey 3000 in

On the domestic scene, the month of April saw an MGB —a newcomer to the racing circuit—score a good class win at Goodwood, where Dick Jacobs MG Midgets gained a familiar 1-2 in their class. At Oulton Park, Mini Coopers took first three places in the up to 1000 c.c. class. And at Aintree, John Whitmore chalked up the first of his many 1963 class wins in Mini Coopers.



John Whi

MAY *Debut time*

The BRDC meeting at Silverstone had just a everything. An estimated 100,000 crowd, fair wea the presence of Royalty, and the race-track debut o Mini Cooper 'S'. Some debut! 'S' Types took 1st 2nd places in their class and set up a new lap re for 1000 c.c. to 1300 c.c. cars!

The 'S' Type made its debut abroad in the Be Grand Prix de Spa. These fantastic cars stormed h 1-2-3 in their class.

Sprite romps home in Police





Mini Cooper 'S' Type on its way to outright victory in the Touring Car Category of the Alpine Rally.

Also in May, British police were raising the BMC flag abroad. In Liege, an Austin-Healey Sprite of the Metropolitan Division captured outright victory in the International Police Rally.

JUNE *'S' Types again!*

June saw the 'S' Types really into their stride with class wins at Crystal Palace and Nurburgring and two in the Swedish Rally to the Midnight Sun.

The 'S' Type's most outstanding victory in June, however, was in the Alpine Rally . . . where foul weather made conditions verge on the impossible. Out of 78 starters only 24 crossed the finishing line. Outright winner of the Touring Car Category was the 'S' Type, with other BMC Minis earning two Coupes des Alpes, the Manufacturers' Team Prize, a Coupe des Dames and three class wins.



MGB shakes off the sand at Le Mans

The same month a BMC car figured in a remarkable incident during the Le Mans 24-hour Race. The MGB of Hutcheson and Hopkirk ploughed into the sand at Mulsanne on the first day. It took 1 hour and 25 minutes of bare-hand digging to free the car and put it back in the race. Despite this, the MGB still went on to win its class!

JULY *And the rains came*

The wettest July day for years set the scene for The Motor 6-hour Race at Brands Hatch. Minis once again proved their worth in the wet and on a near-flooded circuit Mini Coopers sailed home 1-2-3 in the 851 c.c.-1000 c.c. class and won the Team Prize, while 'S' Types were 1-2-3 in the 1000 c.c.-1300 c.c. class, and gained the Coupe des Dames. The list of award-winning BMC drivers reads like a UNO roll-call: an Irishman, a Dutchman, an American and two Finns. Later in the month, 'S' Types had class wins at Mallory Park and in the British Grand Prix meeting. Another class winner at Silverstone was a Dick Jacobs MG Midget with Alan Foster at the helm.



Paddy Hopkirk—class winner at Mallory Park

AUGUST *The Mighty Marathon*

Europe's longest rally. Europe's toughest rally. Despite this (or more probably because of it) the Spa-Sofia-Liege Marathon de la Route remains Europe's best-loved rally among competitors. This year torrential rain made it the wettest Liege ever, and only 20 out of 119 starters survived to complete the course. Placed sixth overall was an Austin-Healey 3000, a car which makes a habit of finishing. In five Liege outings, Austin-Healeys have never failed to stay the course.

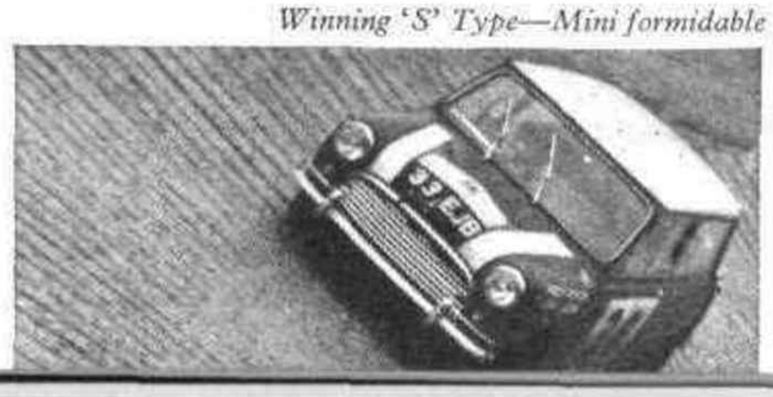


The 3-litre Austin-Healey—bred for stamina

SEPTEMBER *Vive le Mini!*

This year, for the first time ever, BMC entered a works team in the Tour De France Automobile. It was like jumping in at the deep end for the 1963 rally included 3600 miles of road rallying, 12 hours of racing on nine circuits and seven hill-climbs—all in nine days. A rally, in fact, carefully planned to include everything. From the word 'go' interest centred around the Minis. Bold headlines in the French sporting press daily pinpointed the performance of the Hopkirk/Liddon 'S' Type. This interest was well deserved for they turned in an incredible performance in the Touring Car Category, finishing third on Scratch and first on Handicap.

Winning 'S' Type—Mini formidable



NOVEMBER *Into the woods!*

Glorious mud . . . nothing quite like it for making a rough-tough rally. Add frost, gales and horizontal rain for a picture of this year's RAC Rally. Highlight was 400 miles of brutal, high-speed driving down muddy woodland lanes. First British car home was the Mini Cooper 'S', which mudlarked its way to 4th overall. The indomitable Austin-Healey 3000 emerged a creditable class winner. And a Mini Cooper also won its class.

Mini Cooper 'S' Type tree-dodging in the RAC.



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BIRMINGHAM AND OXFORD





Business-like interior of the Lotus-Cortina, with good, grouped instruments, "racing" wheel, and matt-black upholstery and trim. Note the improved driving-seat.

LOTUS-CORTINA ROAD-TEST—continued from page 25

allowed to instal i.r.s. this tendency to weave, and transmission of noise from the road wheels, might have been eliminated. As it is, there is very little judder through the rigid Cortina body shell but the axle does build up some shudder or mild vibration, which releases a number of body rattles. Reverberations from the engine can be cured by using the two lower gears when pulling away from low speeds.

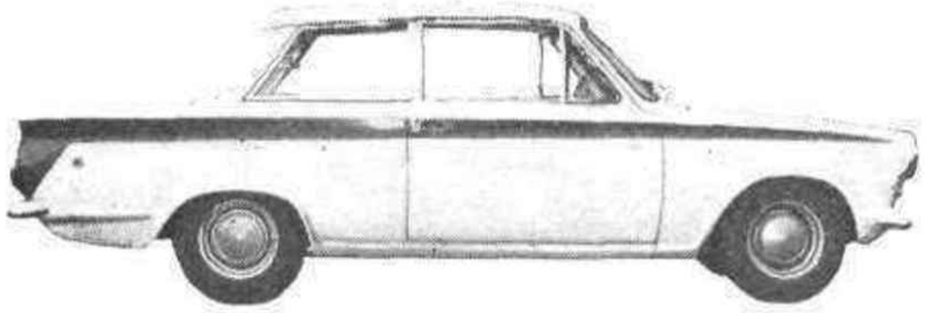
The clutch of the Lotus-Cortina is extremely heavy, but engages progressively. The short remote gear lever is splendidly placed, and has a neat wooden knob. It controls a gearbox with the most commendably closely spaced and high ratios I have used for a long time, bottom gear being as high as 9.75 to 1. Chapman has clearly designed this gearbox for enthusiasts and doesn't intend you to use a Lotus-Cortina for towing a caravan up Porlock.

The gear change is very quick and positive but the action is notchy and the synchromesh can be beaten if very rapid changes are attempted or the clutch not fully depressed. I rate this a good but not a superlative gear change. Reverse is easily engaged by lifting the lever beyond the 2nd gear position and the gears are quiet, but at certain speeds the lever rattles. The synchromesh bottom gear is as easy to engage as the rest of those in the box, which enables quick use to be made of the lowest ratio to keep the revs. up on sharp corners and steep hills.

The Girling brakes, 9½ in. disc at the front, 9 in. drums at the back, with a suction servo on the n/s of the engine, are just the job for a car with Lotus-Cortina urge. They are light to apply, yet not too light and never sudden, and stop the car very powerfully and progressively with no vices, except for a tendency to pull to the right under heavy applications, on the test car. The hand brake is a normal Ford pull-out and twist affair.

The combination of speed, acceleration particularly, road-clinging and powerful retardation possessed by this remarkable Ford enables 60 m.p.h. averages to be achieved on British roads effortlessly and safely, the Lotus-Cortina being easy to drive, no special techniques being called for, while its only notable disadvantages are some rather tiring engine noise and an uncomfortable back seat. However, the outstanding impression imparted by this excellent saloon car is of willing, purposeful acceleration, which goes on and on with no trace of hesitation or flat-spot. For this I feel quite certain the two twin-choke, side draught Weber

THE FORD LOTUS-CORTINA SALOON



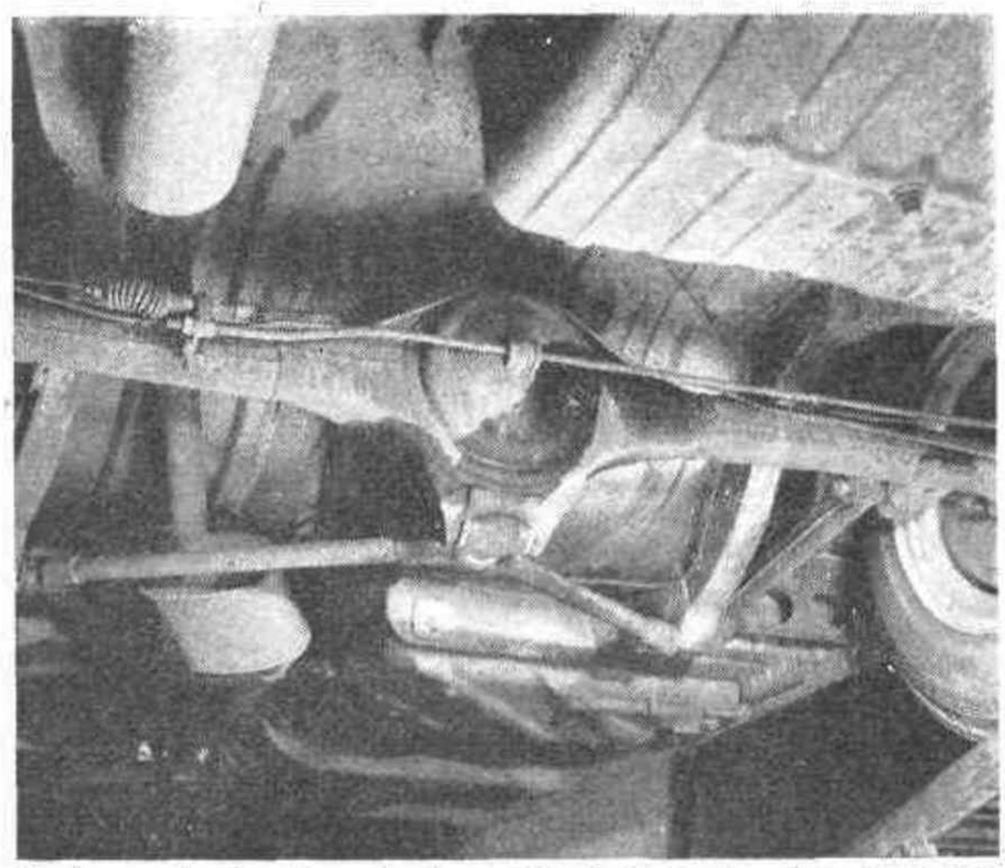
Engine: 4 cylinders, 82.5 × 72.75 mm. (1,558 c.c.). Inclined overhead valves operated by twin overhead camshafts. 9.5 to 1 compression ratio. 105 (net) b.h.p. at 5,500 r.p.m.
Gear ratios: 1st, 9.75 to 1; 2nd, 6.40 to 1; 3rd, 4.79 to 1; top, 3.90 to 1.
Tyres: 6.00 × 13 Dunlop Gold Seal C41 tubeless, on bolt-on steel disc wheels.
Weight: 16¼ cwt. (kerb weight).
Steering ratio: 3⅛-turns, lock-to-lock.
Fuel capacity: 8 gallons (Range: 200 miles).
Wheelbase: 8 ft. 2½ in.
Track: Front, 4 ft. 3½ in.; rear, 4 ft. 2½ in.
Dimensions: 13 ft. 10 in. × 5 ft. 2½ in. × 4 ft. 7 in. (high).
Price: £910 (£1,100 3s. 1d., inclusive of purchase tax).
Makers: Ford Motor Company Limited, Dagenham, Essex, England.

40DCOE18 carburetters deserve most of the credit. The performance does not come up to the publicity estimates, as our figures show, but even so the Lotus-Cortina is a very rapid vehicle by 1.6-litre standards, quite apart from the fact that it is a 4-seater saloon! Because bottom gear can be held to nearly 50 m.p.h. and because acceleration commences to be really effective from around 3,000 r.p.m., a snick into 2nd gear produces extremely useful acceleration that leaves loiterers far and cleanly behind! Especially when it is realised that the rev.-counter needle only just touches the red mark at 70 m.p.h. in this gear, or at over 90 in 3rd gear!

In spite of its racing-type engine this Ford is perfectly docile in traffic, although if you motor through the thick of the rush-hour it is seemly to use 1st and 2nd more frequently than the 3rd and top gears, the water temperature will rise to 90° C but will stay at that, and your clutch leg may get rather tired. Starting from cold presents no problems.

I have dealt with the performance and controllability aspects of the Lotus-Cortina first, instead of commencing, as I do usually, with details of controls, instruments and decor. This is because anyone contemplating this particular and so very acceptable version of the popular Ford Consul Cortina will regard these aspects as of major importance, and also because in general layout the car is like the normal, staid Cortina.

The separate front seats are comfortable and offer good support; they adjust in two planes, forward and upwards, in one movement. Upholstery is in matt black p.v.c., with a light roof lining. The dials are on a neat hooded panel before the driver, as on the latest Cortina GT models, but the instruments are better contrived, and in this case the background simulates metal instead of grained wood. The 110 m.p.h. speedometer has trip with decimal and total milometers, the tachometer is marked in red between 6,500 and 8,000 r.p.m., although the engine peaks at 5,500 r.p.m. The small fuel gauge is properly calibrated but shows a very definite zero some 30 miles or more before the 8-gallon tank empties. There is a combined oil-pressure gauge and water thermometer matching the fuel gauge in size; the oil pressure reading shows barely 40 lb./sq. in. at normal engine speeds, and falls to a depressing 5 lb./sq. in. at idling revs., although the green warning light does not show. In view of the fact that the twin-cam Harry Mundy-designed head has been grafted onto a standard Ford engine-base, this low pressure may prove disturbing to sensitive-minded engineers. No doubt proprietory oil-coolers will soon be offered to owners of these cars! Normal water temperature is 80° C. The two main dials are notable for steady-reading needles, white against a black background and moving in the same plane, which, with the steady-reading small dials and black interior trim, imparts an air of luxury, not found in lesser Fords. The usual Ford fixed r.h. stalk carries lamps and winker switches, the lamps control faired off, unlike that on other Cortina models. This makes it even less easy to use. That no lamps flasher is fitted is a serious omission;



A picture showing how the Lotus-Cortina's back axle is located by side radius arms and an A-bracket. If the photographer had taken the trouble to clean it, the light-alloy differential housing might also have shown up!

the horn push on the wheel, which is inoperative, might well be employed as such, enabling the push on the stalk-extremity to be used as a lamps-flasher.

On this Ford the screen-washers knob is adjacent to the starter-key, and the wipers knob, on the other side of the dash, pulls out to start the single-speed wipers. There is the usual choke knob. The bonnet is opened from outside the car and has to be propped up, although the self-locking boot-lid is self-supporting. The bonnet opens to reveal the neat twin-cam engine, with those big Webers on the o/s and a 4-branch exhaust system dropping away efficiently on the n/s. The ignition distributor is inaccessible beneath the carburetters. The latter have a cold air box fed through a flexible pipe from a filter in the grille. The dip-stick is close to the dynamo bracket, but accessible. Blue cam-box covers signify the 105 b.h.p. version of this 1,558 c.c. Ford engine, but for competition purposes the "red" 140 b.h.p. engine is available.

This "blue" engine has a 9.5-to-1 c.r., so 100-octane petrol is called for. On a fast run from Hampshire to Somerset and back this was consumed at the rate of exactly 25 m.p.g. The absolute range on a tankful, which holds within 1/20th of a gallon what the makers specify, was 200 miles. The horizontal filler pipe is unsuited to refuelling from a can.

The Lucas 60/45 watt sealed-beam headlamps enable most of the Lotus-Cortina's performance to be used after dark and the illumination provided in the dipped position is to be highly commended. There is nothing else to mention that distinguishes the car from its less powerful brethren, except that the spare wheel lies on the boot floor, the battery and two strengthening struts are found in the boot, the boss of the 15 in. racing-type steering wheel and the gear-lever knob are endowed with Lotus badges, which are repeated on the radiator grille and on each rear quarter of the body, and that the 6 in.-section Dunlop tyres look imposing.

We obtained the following performance figures, two-up, using an electric speedometer on the test track (average of several runs, best time in parenthesis, best Cortina GT acceleration times within square brackets):—

0-30 m.p.h.:	4.0 sec.	(3.9 sec.)	[3.5 sec.]
0-40 m.p.h.:	5.4 sec.	(5.3 sec.)	[5.5 sec.]
0-50 m.p.h.:	8.8 sec.	(8.4 sec.)	[8.6 sec.]
0-60 m.p.h.:	11.0 sec.	(10.9 sec.)	[12.1 sec.]
0-70 m.p.h.:	15.0 sec.	(15.0 sec.)	[17.0 sec.]
0-80 m.p.h.:	21.0 sec.	(20.5 sec.)	[25.9 sec.]
s.s. ¼-mile:	18.0 sec.	(18.0 sec.)	[19.0 sec.]

Speeds in gears (6,500 r.p.m.): 1st., 45 m.p.h.; 2nd., 70 m.p.h.; 3rd., 92 m.p.h.; top, 105 m.p.h.

N.B.—These times were recorded on a wet track, but as it was impossible to induce wheelspin, they were unaffected. Lack of space prevented taking acceleration figures at speeds higher than 80 m.p.h. The speedometer was corrected for error; it was 2 m.p.h. optimistic at 60 m.p.h., 3 m.p.h. fast at 80 m.p.h. When regarding the ¼-mile times allowance should be made for the very high gearing. No doubt better times would be accomplished on the



IN ACTION!—Henry Taylor's Ford Lotus-Cortina on a night stage of last year's R.A.C. Rally.

optional 4.1 axle ratio. Carburation tuning will improve on these figures, but at the expense of m.p.g.

If these figures disappoint anyone, there is the Cheshunt-built 140 b.h.p. race-tuned 1,594 c.c. Lotus-Cortina to bring smiles of satisfaction—if you can afford £1,725 or get your hands on one of the 30 to be constructed! But for all practical purposes the ordinary Ford Lotus-Cortina (or the 125 b.h.p. Special Equipment version) should provide amply sufficient speed and acceleration and, with its good road manners, will soon be giving joy and rapid travel to many discerning sportsmen. It is a much better car than I had dared to hope and there is something very pleasing in the knowledge that Lotus racing "know-how" has been handed on to this outwardly sober Ford saloon, which goes so well, is such great fun and so safe to drive, and which enjoys the widespread Ford spares and servicing facilities. Under the circumstances this Ford Lotus-Cortina is a good car to buy for £1,100 3s. 1d., or £9 10s. extra if front-seat safety belts are specified. (Other extras are a 4.1 to 1 back axle and a reversing light).

Time will show just how reliable this combination of Ford and Lotus components proves but in 600 hard-driven miles the only failures were the Smiths tachometer, which just couldn't believe the engines high rev.-limit, and a loose bolt holding the carburetters intake box in place. The rubber fell off the clutch pedal. Twin-cam engines are sometimes thought to consume oil but none was used by the Lotus power unit in 600 miles.

In conclusion, I approve very strongly of Colin Chapman's idea of a British Giulietta, which Ford sells at a price poor men can afford! As for the race-tuned version . . . ! !—W. B.



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Some B.M.C. Products

The Editor Samples the Wolseley 16/60 Saloon, Diesel-Engined Morris-Oxford Series VI, Wolseley Hornet and Riley Elf



OUT-DATED YET STILL ACCEPTABLE.—The Wolseley 16/60 is one "imitation luxury car" model in the B.M.C. range that embraces Austin, Morris, M.G. and Riley variants—"badge engineering" it has been viciously termed, but in practice is acceptable to both dealers and diehard customers.

IT is hard to reconcile the pace of modern traffic with the continued production of heavy, unresponsive, wood-and-leather-trimmed cars like the Wolseley 16/60. Britons love tradition and tradition insists that an expensive motor car from Coventry or Crewe should have leather upholstery (of which, if it is genuine hide, I am all in favour) and plenty of nicely veneered woodwork round its windows and instruments. Cars of the power of a Daimler V8 Majestic Major (one of the World's outstanding luxury cars), Jaguar Mk. 10, Rolls-Royce or Bentley can carry off such weighty embellishments, which do not drag down the available performance to any noticeable degree, so that their bowler-hatted occupants, smartly saluted by a commissionaire or hall-porter likewise weighted down by gold-braid, can accelerate smartly away to cruising speeds of 1½-miles-a-minute or more.

But is it wise for owners of less expensive and infinitely less powerful carriages to ask for at least a proportion of this interior luxury? Rover always supplies it, but until the advent of their 3-litre, and now their revolutionary (for Solihull) 2-litre, the true advocates of this make tended to be rather frail old gentlemen addicted to bowling greens and panama hats. Similarly, tweed-clad ladies feel uncomfortably naked unless they are ensconced in the bulkier Wolseley, Riley, Humber or Vanden Plas saloons. Cars of this kind should have gone out with "tweenies" and carefully-tended carriage-drives; but the demand apparently persists. Indeed, I feel a touch of nostalgia and would be sorry to see the last of the lesser breeds of sumptuously appointed cars vanish into limbo—and so, I expect, would those who veneer woods and cure hides.

Such cars may be comparatively weighty and unresponsive but their defence might be that, although ingenious engineering is praised for the low structure weight of a Ford Consul Cortina, unkind critics have been heard to suggest that this was only achieved because Vic Raviolo had to aim at such strict cost targets, although this gives him no credit for the stiffness of the structure.

Be that as it may, I found myself investigating one of the least expensive of the leather-and-veneer brigade, a car of the kind with which to become one up on those Joneses and ideally suited for taking wealthy aunts for a (possibly lucrative) airing in Regent's Park—to wit, a Wolseley 16/60 saloon.

The B-series B.M.C. family, comprising the Austin A60 Cambridge, M.G. Magnette Mk. IV, Morris Oxford Series VI, Riley 4/72 and Wolseley 16/60 Farinas, has had a very long innings, with minor mods. from time to time, and cannot have much longer to run. Yet, in spite of instinct telling me that modern family cars should be light, compact, constructed of steel and plastic, leaving the wood on the trees, cars designed to be responsive and lively, the comforts of the Club permissible only if much muffled horse-power is available to offset such weight and bulk, I found that the Wolseley 16/60 which Ken Revis of the B.M.C. produced for appraisal was quite to my liking. Indeed, I used it for a greater distance than any other Press car tested last year, with the exception of a VW 1500, and, far from making brief journeys between bridge parties and country clubs, this Wolseley was driven hard for more than 1,600 miles and, finding that it had a useful tow-hitch, it was used to trail the 1898 Decauville I drove in the Brighton Run from High Wycombe to London, a job it did without complaint. By no means a new car, the only trouble was a loose rear-view mirror, easily fixed with the aid of a screwdriver, although clonkings from the region of the bonnet did suggest that new engine mounting rubbers were required, and the screen-washers wouldn't work.

The Wolseley wasn't a fast car, sixty seeming sufficient, or 70 on a long straight road, for the drum brakes and the road-holding. But it is a *sensible* car, with a big, easy-to-load boot, a very nice floor gear-change, a big lockable cubby-hole, useable parcels' shelves and neatly labelled but unilluminated heater knobs. The sense of luxury was diminished by bad air leaks into the body, even with all the windows shut, the firm archaic suspension vibrated the back seat (to the dog's disgust) and shook things off the under-facia shelf, and the array of flick-switches was confusing on early acquaintance with the 16/60. The bonnet release and safety catches are both inaccessible. The locking arrangements were convenient, although the interior handles for the back doors were not handed, one moving up, the other down, to secure the doors. The r.h. indicators' stalk is convenient and has the warning light at its extremity, and the hand-brake lever on the right is well placed and doesn't obstruct the driver's door. Oil pressure on the combination dial read 60 lb./sq. in. and the car would run 275 miles before the fuel gauge reading suggested more petrol. The engine was commendably economical, at 30.2 m.p.g., and when idling was so unobtrusive you could hear the ticking of the clock, which is a luxury-car criterion! I like the gear-change, which surely deserves praise equal to that accorded by Charles Bulmer, B.Sc., Technical Editor of *The Motor*, to the Ford Cortina GT, when he observed that "one has the impression of prodding the lever towards the right corner and allowing it to be sucked into place"—except that as B.M.C. contrives it, the action is more precise. Moreover, the steering, once the car is on the move, was unexpectedly light. The Wolseley 16/60 is an antiquated but acceptable imitation luxury-car, the performance of which, if it isn't inspiring, is pleasantly restful, B.M.C. contrive to market it for £837 6s. 8d. Like the Police, those who drive it at night have the distinction of an illuminated radiator badge.

If the Wolseley 16/60 was restful the next B.M.C. product I drove, a compression-ignition Morris-Oxford, was positively somnambulant. This model has the same luxury accoutrements


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Model	Carb.(s)	Bore and Stroke	C.R.	Capacity	H.P.	Wheelbase	Axle ratio	Price
Austin or Morris Mini	1 S.U.	62.9×68.3 mm.	8.3 to 1	848 c.c.	34 @ 5,500 r.p.m.	7 ft. 8 in.	3.77	£448
Austin Healey Sprite Mk. II ..	2 S.U.	64.6×83.7 mm.	8.9 to 1	1,098 c.c.	55 @ 5,500 r.p.m.	6 ft. 8 in.	4.22	£587
Austin A40	1 S.U.	64.6×83.7 mm.	8.5 to 1	1,098 c.c.	48 @ 5,100 r.p.m.	7 ft. 3 in.	4.56	£556
M.G. Midget	2 S.U.	64.6×83.7 mm.	8.9 to 1	1,098 c.c.	56 @ 5,750 r.p.m.	6 ft. 8 in.	4.22	£599
Morris 1000	1 S.U.	64.6×83.7 mm.	8.5 to 1	1,098 c.c.	50 @ 5,100 r.p.m.	7 ft. 2 in.	4.22	£515
Austin or Morris 1100	1 S.U.	64.6×83.7 mm.	8.5 to 1	1,098 c.c.	48 @ 5,100 r.p.m.	7 ft. 9½ in.	4.22	£593
M.G. 1100	2 S.U.	64.6×83.7 mm.	8.9 to 1	1,098 c.c.	55 @ 5,500 r.p.m.	7 ft. 9½ in.	4.22	£701
Mini-Cooper	2 S.U.	62.4×81.3 mm.	9.0 to 1	997 c.c.	54 @ 5,700 r.p.m.	6 ft. 8 in.	3.7	£569
Mini-Cooper S	2 S.U.	70.6×68.3 mm.	9.0 to 1	1,071 c.c.	68 @ 5,750 r.p.m.	6 ft. 8 in.	3.7	£695
Riley Elf	1 S.U.	64.6×76.2 mm.	8.3 to 1	998 c.c.	38 @ 5,250 r.p.m.	6 ft. 8½ in.	3.7	£575
Wolseley Hornet	1 S.U.	64.6×76.2 mm.	8.3 to 1	998 c.c.	38 @ 5,250 r.p.m.	6 ft. 8½ in.	3.7	£557
Riley 1.5	1 S.U.	73 ×88.9 mm.	7.2 to 1	1,489 c.c.	48 @ 4,300 r.p.m.	7 ft. 2 in.	3.7	£666
Wolseley 1500	2 S.U.	73 ×88.9 mm.	8.3 to 1	1,489 c.c.	63.5 @ 5,000 r.p.m.	7 ft. 2 in.	3.7	£701
Austin A60	1 S.U.	76.2×88.9 mm.	8.3 to 1	1,662 c.c.	61 @ 4,500 r.p.m.	8 ft. 4¼ in.	4.3	£721
Morris-Oxford	1 S.U.	76.2×88.9 mm.	8.3 to 1	1,662 c.c.	61 @ 4,500 r.p.m.	8 ft. 4¼ in.	4.3	£730
M.G. Magnette	2 S.U.	76.2×88.9 mm.	8.3 to 1	1,662 c.c.	68 @ 5,000 r.p.m.	8 ft. 4¼ in.	4.3	£892
Riley 4/72	2 S.U.	76.2×88.9 mm.	8.3 to 1	1,662 c.c.	68 @ 5,000 r.p.m.	8 ft. 4¼ in.	4.3	£917
Wolseley 16/60	2 S.U.	76.2×88.9 mm.	8.3 to 1	1,662 c.c.	61 @ 4,600 r.p.m.	8 ft. 4¼ in.	4.3	£837

as the Wolseley but is propelled by a B.M.C. diesel-fuel-burning engine of 1,489 c.c., developing 40 b.h.p. at 4,000 r.p.m. and, with its 23-to-1 c.r., being independent of electric ignition. This engine is creditably smooth once it begins to turn over reasonably quickly but its heavy flywheel makes pick-up sluggish and, conversely, eliminates the normal engine-braking on the over-run. When it is idling " diesel-knock " prompts bystanders to inquire after the state of the bearings, and as the car carries no label to signify that it isn't a petrol-engined Oxford, bets could no doubt be won fairly easily from this standpoint!

The gear ratios are lower than those used with the 61-b.h.p. petrol engine, and the performance is naturally not inspiring; in the low gears indicated maxima of 19, 31 and 50 m.p.h. are the absolute, although in the 4.5-to-1 top gear this heavy oil-burning 1½-litre saloon goes along comfortably at between 60 and 70 m.p.h.

Apart from its smoothness, the compact engine is notably smokeless, and there are no complications, apart from turning the ignition/starter key to the left for some 20 seconds on cold morning to bring the heater plugs into action. I had this fascinatingly " different " Morris-Oxford for too brief a time to check its fuel consumption but compression-ignition engines are known to be economical, and the fuel-gauge needle was reluctant to drop. Moreover, diesel fuel, or " Derv," is less expensive than petrol, and c.i. engines have a long life.

So those people, such as farmers, who have access to such fuel will no doubt consider this British c.i. model well worth the extra outlay of £102 14s. 2d. involved—the total price is £868 2s. 11d., p.t. included, in de luxe form, as tested. The steering was even lighter than that of the Wolseley and the brakes even a trifle fierce, so the slight additional weight of the c.i. engine, perhaps 60 lb., is unnoticeable. And those timid motorists who strap themselves firmly to their vehicles before turning a wheel will surely gain additional comfort from thinking about the non-inflammable properties of fuel-oil?

Next, I became a motoring fairy, in a Riley Elf Mk. II 2-door saloon, although so far Imps have eluded me. Not content with making 1.6-litre imitation luxury-cars, B.M.C. carry the theme down amongst their Mini rannge, i the form of the booted, if not actually spurred, Riley Elf and Wolseley Hornet. The engine size has been increased to 998 c.c., which means 38 (net) b.h.p. at 5,250 r.p.m., sufficient to provide a maximum speed of 80 m.p.h. and acceleration in the order of 0-50 m.p.h. in 15.8 sec., 0-60 m.p.h. in 23 sec. The luxury element of the Elf is provided by that irritating mixture of leather-cum-leathercloth upholstery and the boxing-in of the Mini's liberal under-facia shelving by a deep polished-veneer facia panel, with two matching pseudo non-lockable lidded cubby-holes. I am strongly in favour of leather seats—you do not sit on plastic at home so why do so in the car?—while cloth, clinging and difficult to clean, has gone right out of fashion. Of greater moment is the provision of sound damping, pile carpets and a carpeted boot, which effectively reduces mechanical cacaphony. The doors have sliding windows with improved catches, and short internal handles, the wipers leave a dangerous, unswept patch on the off-side of the windscreen. The Mini door wells and back compartment stowage boxes are retained, and twin sun-vizors, lidded ash-tray on the screen sill, and safety belt fittings are provided. But in a car described as " surely the most luxurious small car in the World," I was astonished to discover that the Riley Elf lacks self-parking screen-wipers, courtesy interior lighting and a trip mileometer you can zero, and that it has an infuriatingly insensitive heater. The centre veneered panel contains the big 90-m.p.h. speedometer, flanked below by thermometer and an oil gauge, the needle of which normally hangs down to show just over 50 lb./sq. in. pressure. Fluid statistics: Range from full tank to gauge showing almost empty, approximately 170 miles; shopping expedition fuel consumption, 38.5 m.p.g.; scarcely any oil used in nearly 400 miles.

The Elf's radiator shell is a very good imitation of the radiator found on " real " pre-war Rileys but enthusiasts for these cars become hysterical at the thought of a Mini disguised as a Riley and, furthermore, will be astonished to find that the radiator, though it looks like that of a Riley, never gets hot! Moreover, I don't think the radiator came up with the bonnet on the old Rileys. . . . !

When all is said and done, however, this is a little car with a strong appeal. To the Mini's cheeky performance and road-clinging a dash of individuality and luxury have been added, the larger engine provides reasonable acceleration and 70-m.p.h. cruising, the Lockheed drum brakes are entirely adequate, and whereas you cannot keep up with the Ponsford-Smiths in a mere Mini, watch their faces when they see your Riley! The gear-change now has unbeatable synchromesh but the cranked lever is too short, encouraging that under-hand action, and the change was too stiff, even after 10,000 miles' use. The flick-switches for lamps, wipers and panel lighting are set rather far forward for a strapped-in driver to reach. The screen-washers button, by these standards, is also badly placed. The carburation was lumpy. But at £574 10s. 5d., p.t. paid, complete with heater, duotone finish, rim embellishers, screen-washers and electric clock, the Elf makes a useful business executive's town-car and an appropriate present for debutantes, daughters, wives and mistresses. The ladies will no doubt welcome the 40% improvement in top-gear acceleration endowed by the engine enlargement and they can have their Elf in Arianca beige/pale ivory with red upholstery; in Cumberland green/Old English white/green; damask red/Whitehall beige/red; Florentine blue/Old English white/blue; birch grey/Old English white/blue, green or red; or in Yukon grey/birch grey/blue, red or grey—which must have made Kay Petre, B.M.C.'s colour consultant, pretty well colour-blind. Come along, girls; make up your minds!

The Wolseley Hornet, called after a former, more sporting o.h.c. model, is virtually the same as the Riley Elf except for less elaborate trim and the open facia shelf and imitation-wood instrument console of the Mini-Coopers. It is interesting how identical cars can differ—the Wolseley had less lumpy low-speed pick-up, its oil gauge showed 75 lb./sq. in. pressure (hot or cold, which makes me suspect modern oil gauges), but its brakes seemed slightly less effective and were somewhat harsh, although apparently it had covered 2,000 miles less than the Elf. As on the Riley, stiffness spoilt the gear-change. There is a good imitation of the old Wolseley radiator, complete with illuminated badge, which rises with the bonnet to form a cage that foils anyone seeking the dip-stick, etc. Fuel consumption was 36.1 m.p.g., driving hard plus London commuting, giving an absolute range on a tankful of 192 miles. No oil was needed in 300 miles. It costs £556 7s. 11d. inclusive of purchase tax.

On the whole I think the Riley Elf is that much more *chic* but you save £18 2s. 6d., or a year's tax and something towards the insurance, by buying the Wolseley Hornet. Both are fun, both constitute very useful " auxiliary " transport; on the whole, I suppose past users of Monacos, Imps, Sprites, Adelphis, Lynx, etc., will go for the Elf, more staid past owners of Wasps, Vipers, 4/44s and 25s, etc., will back the Hornet.—W. B.,

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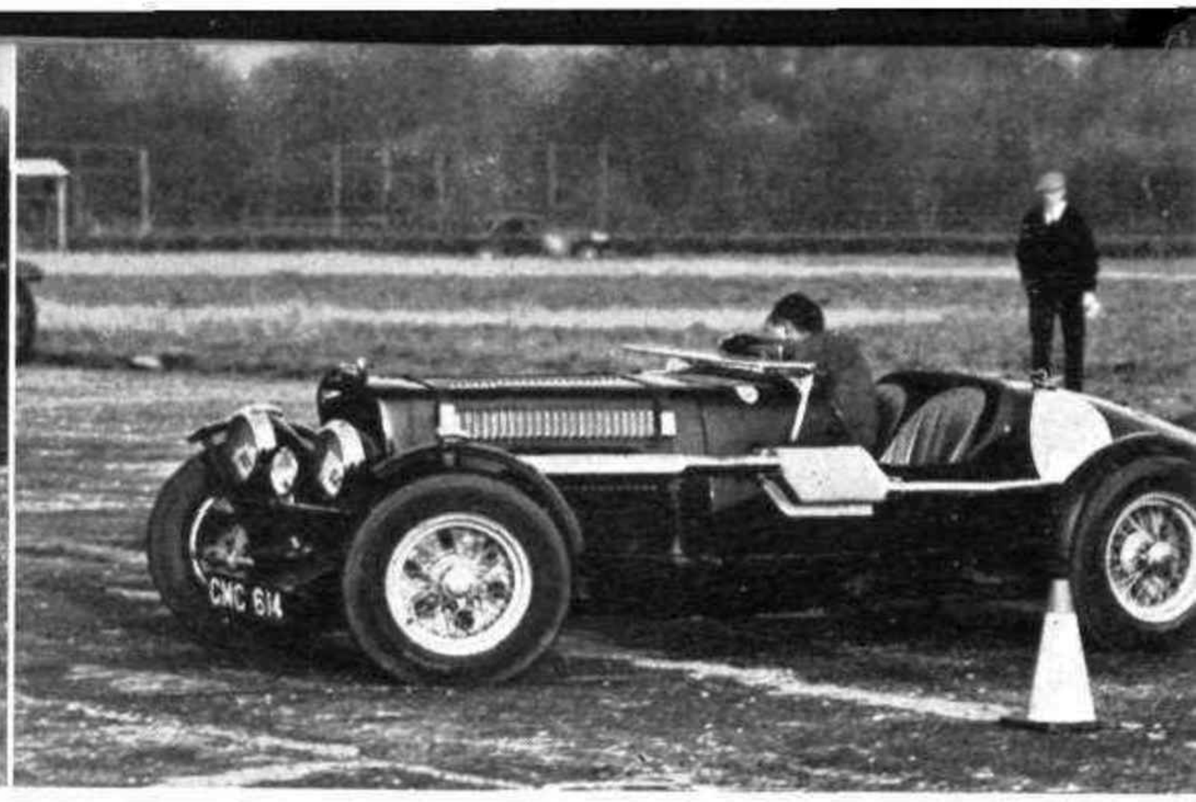
First British Car and 4 class wins. MONTE CARLO RALLY.
Ladies' Cup and 3 class wins. TULIP RALLY.
Winners of Price Index Category and 2 class wins.
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Ladies' Cup and 6 class wins. ACROPOLIS RALLY.
Outright winner, runner-up and 5 class wins.
CIRCUIT OF IRELAND RALLY.
Manufacturers Team Prize, Ladies' Cup, 1st G.T.
Category, 4 Alpine Cups, and 5 class wins.
ALPINE RALLY.
Outright winner and 5 class wins. RALLY OF A
THOUSAND LAKES.
Trophée des Nations, 1st British Car and 3 class
wins. SPA-SOFIA-LIEGE.
Cutright winner and 5 class wins. SARDINIAN RALLY.
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Ladies' Cup, Manufacturers Team Prize
and 3 class wins. R.A.C. RALLY.

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GRAND PRIX BUGATTI in a driving test. B. B. D. Kain's Type 37 at Silverstone, where it gained a second class award.



NICE TO SEE an Aston Martin " Ulster " in action—this one, driven by D. Edwards, came to the V.S.C.C. Driving Tests on a trailer.



PICTORI

V.S.C.C. Driving Tests

ACROSS THE RUN-WAY.—Tony Jones swerving the pylons in his 30/98 Vauxhall. Alas, fast reversing in the V.S.C.C. driving tests broke the car's back axle torque member.

UNUSUAL WHEELS AND BODY distinguished this Type 43 Bugatti driven at Silverstone by that distinguished vintage-car personality, Cecil Clutton.



THE LE MANS START.—Dr. Harris attaining the driving compartment of his well-known Frazer Nash during the seventh test at the V.S.C.C. Meeting of December 7th.





ONE OF the first retirements was the elderly Cannon of J. Bassett. Before his retirement Bassett put up some excellent performances and in this picture the car had almost reached the top of the section.

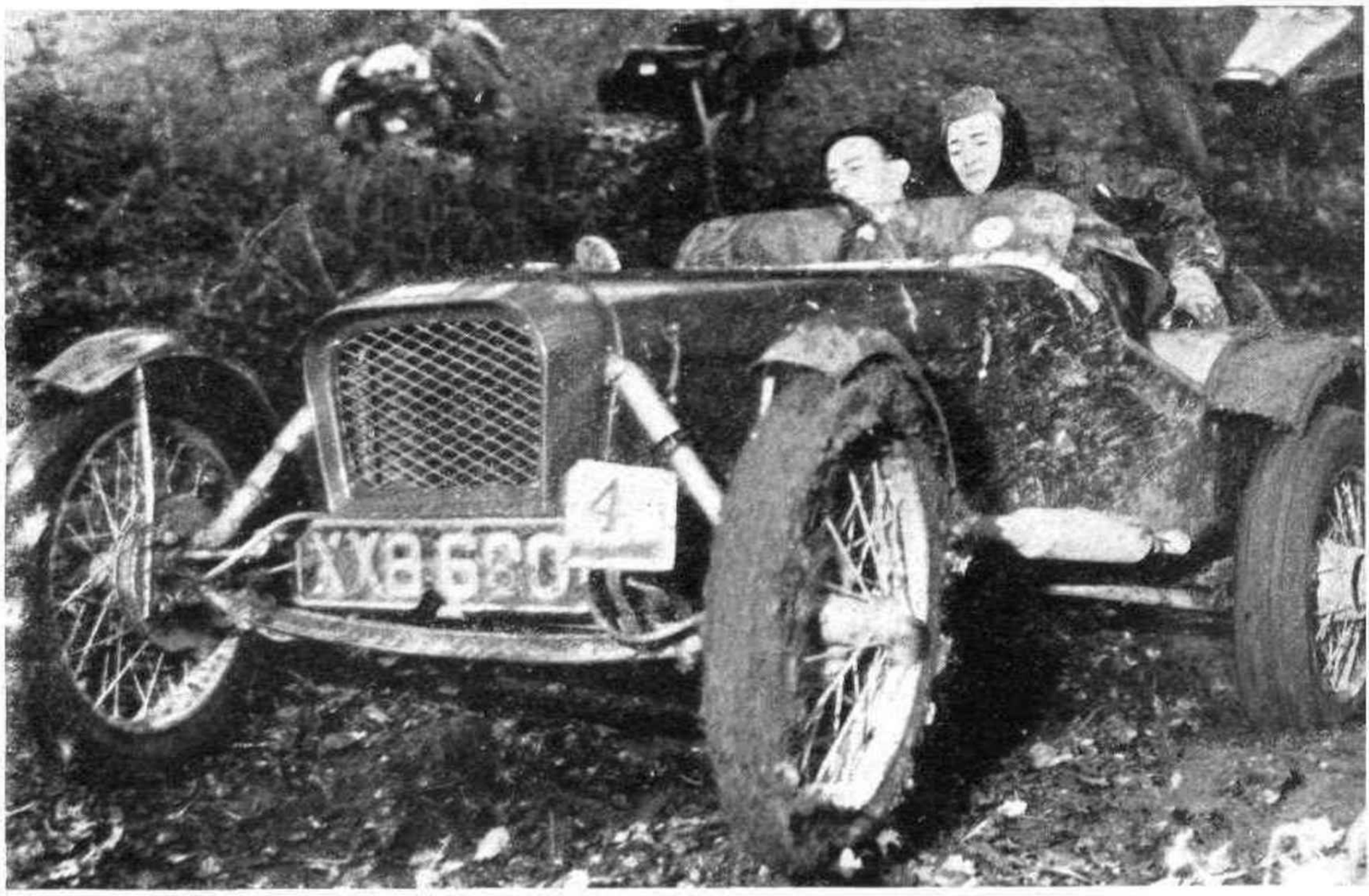


NOT QUITE LIKE A BUG!—Bugatti O.C. Secretary Godfrey Eaton enjoyed himself in his first trial with Frank Wall's old Cannon but suffered from mechanical troubles and retired in the afternoon. From the picture it looks as though more than his appetite for trials was whetted!

A. REVIEW

Kentish Border Trial

CONSISTENT CHAMPION.—Champion for the last three years, Rex Chappell, put up an excellent showing in his well-used Cannon and easily won the Kentish Border C.C.'s Championship Trial at Maidstone's Vintners Park, on November 24th, with 42 points in hand from Percy Barden's second-place P.A.B.-Ford.

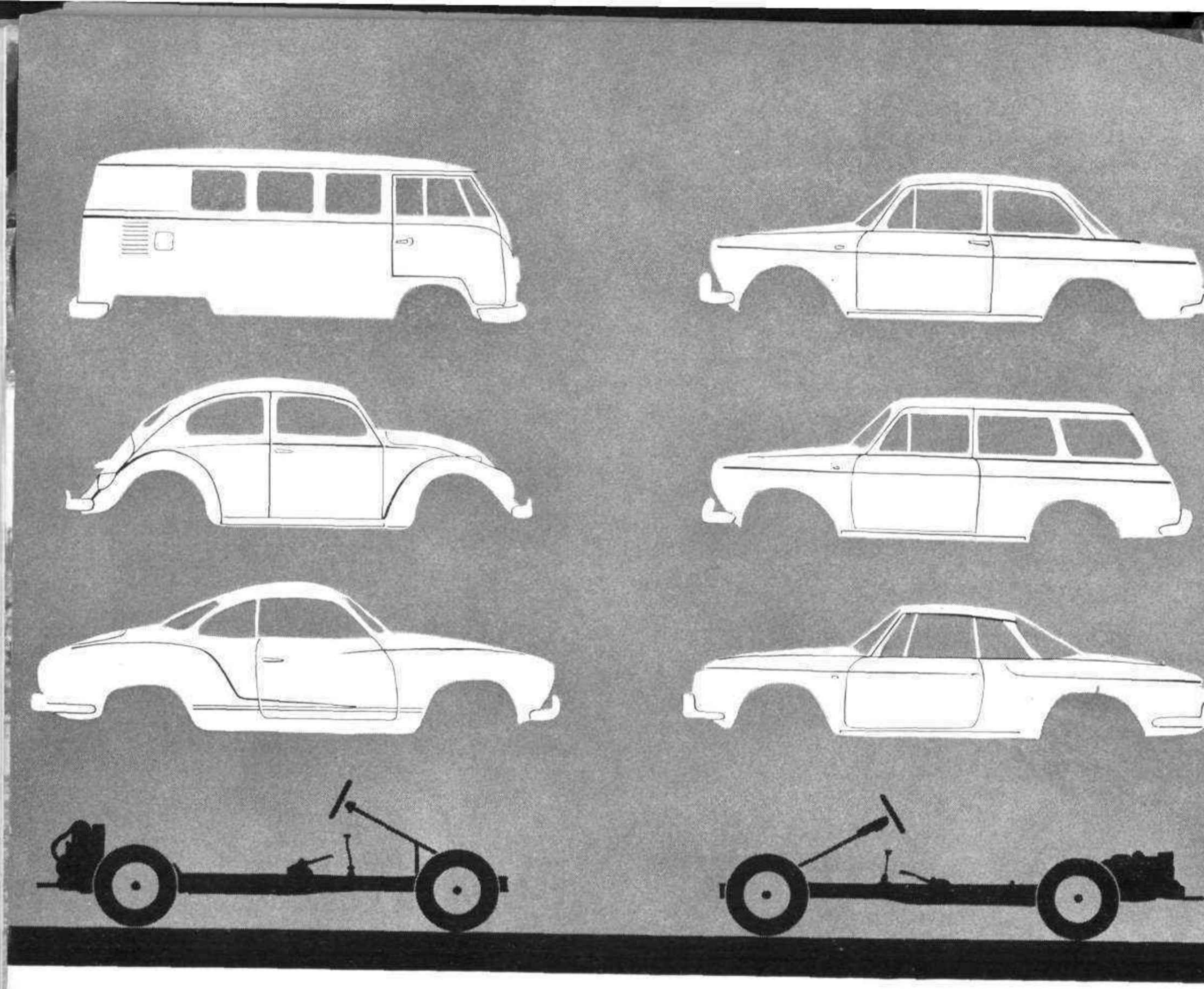


PAWING THE AIR.—The venue of the Kentish Border C.C.'s Trial at Vintners Park, Maidstone, had some new hills added to the well-known course and, as this picture shows, there were plenty of new bumps to get acquainted with.

WHO'S FOR A SHOWER?—Peter Highwood (Canhi), one of the most consistent drivers in the Trials sport, charges through the muddy ditch which ran along the start of many of the 20 hills confronting the 40-car field. His fortunes were not with him on this occasion and he finished twelfth.







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Books For The New Year

"Throw Out Two Hands," by Anthony Smith. 272 pp. 8½ in. × 5⅝ in. (*George Allen and Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1. 30s.*)

Last month the Book Reviews commenced with three aeronautical titles, and "Throw Out Two Hands" comes in the same category, "two hands" referring to hands of sand thrown from a free hydrogen balloon to maintain equilibrium. But I make no excuse for reviewing this book, although few of my readers are likely to own free balloons, fewer still essay flights over Africa in them.

But "Throw Out Two Hands" is so extremely well written that, if such a form of transport were more freely available, I am sure that those who enjoy driving fast cars, especially those MOTOR SPORT subscribers who understand gliders and light aeroplanes, would, very soon after putting down this enthralling book, take up ballooning.

As there are no motor cars involved, except the adventurers' Austin Gypsy and Land-Rover, I will devote very little further space to Anthony Smith's masterpiece, except to remark that the book touches on airship and ballooning origins, is written in excellent English with a rare humour, that what land travel there is makes one itch to go motoring in Africa before all the primitive tracks become civilised, and that, although readers of this journal are unlikely to have an opportunity to photograph wild life from a balloon (for that was the purpose of this dangerous but carefree expedition with the Belgian-made 26,000 cu. ft. "Jambo"), they may find the appendix by Douglas Botting on "Balloon Photography" of interest.

The entire book is splendid entertainment—it is already in its third edition, a Book Society choice—and, especially in view of the many very excellent colour plates, is also splendid value, at 30s. This one I recommend strongly, for passing the winter evenings.

W. B.

"A History of London Transport—Vol. 1: The 19th Century," by T. C. Barker and Michael Robbins. 412 pp. 10 in. × 6⅛ in. (*George Allen and Unwin Ltd., Ruskin House, 40, Museum Street, London, W.C.1. 40s.*)

This is the first volume of a comprehensive history of the complex problem of providing transport, by rail, road and tube, in the Metropolis. The authors are Dr. T. C. Barker, Lecturer in Economic History at the London School of Economics and Political Science, and R. M. Robbins, Chief Commercial and Public Relations Officer of London Transport.

Transport historians will derive satisfaction from the masses of statistics, maps depicting the growth of London's transport network, and good photographic reproductions of early horse-'buses, trains, stations and the personalities who instituted these systems

I do not propose to devote any more space to this first volume of a lavishly-produced history, because it is the second volume of "A History of London Transport" that will be of intense appeal to readers of MOTOR SPORT's vintage section, except to say that it forms an essential introduction to this keenly-anticipated second volume. And that those who despair of congestion in London in 1964 will find cold consolation from the fact, *vide* page 66 of this detailed account, that by 1846 "a regular traveller from Brighton had reached the conclusion that it was quicker to walk from the railway terminus to his office in Trafalgar Square than go by omnibus or cab" and that by 1854 "it took less time to travel from Brighton up to Town than to get from London Bridge to Paddington." Even then, over 100 years ago, "at least one shop-keeper had been driven to move elsewhere," due to parking and traffic problems," at Ludgate Hill.

So it appears that we are rather better off today, when a private car, even in the rush hour, can get about as far as Wimbledon or Morden from the City in the time it takes a train to go from Victoria to Brighton. I hope that, in their second volume, the joint authors will pay some small tribute to the car designers and tyre and brake lining manufacturers for enabling London's traffic to flow at all (imagine the sluggish pick-up of a 1920 Daimler, for instance, and rear-wheel-braking, repeated *ad infinitum* in the sprint tactics round Marble Arch and down Park Lane that prevail in the rush hours of 1964. And may I venture to express the hope that Mr. Robbins, in spite of his official connections, will not advocate banning private cars from our cities in the next, eagerly-awaited of these painstaking volumes. After all, traffic jams were extremely bad on London Bridge, down Ludgate Hill and up Fleet Street as early as 1846 but the cure was never found in banning private carriages from London's streets and thoroughfares.—W. B.

"'Aeromodeller' Annual—1963-64." Compiled and edited by D. J. Laidlaw-Dickson and R. G. Moulton. 149 pp. 8½ in. × 5⅝ in. (*Model Aeronautical Press, Ltd., 38, Clarendon Road, Watford, Herts. 10s. 6d.*)

This is another title outside the usual scope of MOTOR SPORT, but it is one welcomed, nevertheless, by a considerable proportion of motoring enthusiasts, particularly for its model i.c. engine analysis, for there is something particularly fascinating about working model engines ranging in size from 0.327 c.c. to 8.29 c.c. and running up to over 20,000 r.p.m.! The production of these little engines, costing, of those test-reported on it, "*Aeromodeller* Annual," from £3 2s. to £11 19s., is a major industry and before we scorn them, let me remind you that the model aeroplane absolute speed record now stands at 316 k.p.h. (U.S.S.R.), the World's height record at 4,152 metres, the distance record at 378.7 km. and the duration record at 9 hr. 4 min. All these facts, together with innumerable plans and photographs are found in this indispensable annual.—W. B.

"The Le Mans 24-hour Race," by David Hodges. 140 pp. 7½ in. × 6½ in. (*Temple Press Books Ltd., 42, Russell Square London, W.C.1. 18s.*)

Here at last, after some feeble former attempts, is a decent history of the great Le Mans race, from the first of the series in 1923, to last year's Ferrari-dominated race. Each year's race is dealt with separately, the text a summary rather than a tedious account of every crash and retirement. But the results are given in full, down to the 30th and last place even for the 1923 contest, and retirements and the fastest-lap holders are listed, so that these tabulated results alone are invaluable to serious motor-race historians.

But this compact book goes much further. All manner of absorbingly interesting photographs will be found therein, not sensationally, but entirely adequately, reproduced. For the first Le Mans race, Hodges uses pictures of the Excelsiors leading the Lorraine-Dietrich, Chenard-Walckers and lone Bentley at the start, Duff's Bentley at the primitive pits, and the winning Chenard et Walcker rounding the *pavé*-surfaced Pontlieue hairpin. Other years are covered pictorially even more generously, and I was fascinated to find pictures of S.A.R.A., Aries, Overland, Tracta, Chrysler 72, Caban, Stutz, etc., as well as those of the expected makes. Not all are 100% sharp, many are akin to postage-stamps in size, but to include them is a praiseworthy feat for an organisation thought to have scrapped all its negatives when war broke out. Georges Roesch should buy this book, if only for the picture of one of his Talbots chasing an Alfa Romeo in the 1930 race.

Add to the informative pictures and text, graphs and maps of the historic circuit of Le Mans, much-changed down the years, an explanation of the complicated Le Mans rules, an appendix on the prizes, and detailed analyses of all the cars, from Abarth to d'Yrsan, with a breakdown of their placings and performances—a remarkable achievement, this, which shows that Jaguar has the highest percentage of starters to finishers, 47.9%, against Bentley's 46.7%, another table telling us that in all 1,364 have started at Le Mans, not counting the Rover-B.R.M., French cars, followed by British, predominating, 541 to 436—and even an index of the drivers, with nationality and years they drove at Le Mans, from C. M. Abate to M. de Zuniga. Formidable!

This is how motor-racing history should be written and illustrated, although more diverse races, such as the French G.P., deserve fuller coverage. But for the Le Mans race the wordage is about right. I commend it highly. I see that the book is sub-titled "Classic Motor Races," which suggests that Temple Press have further books of this sort in mind, thus perpetuating an idea I think I probably pioneered with the Grenville book about the J.C.C. 200-Mile Race. The Foreword to David Hodges' book is by M. Jean M. Lelievre, President de l'Automobile-Club de l'Ouest.—W. B.

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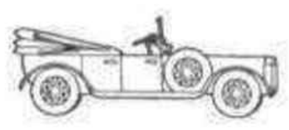
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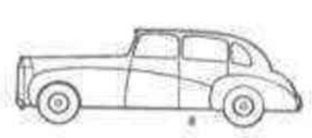


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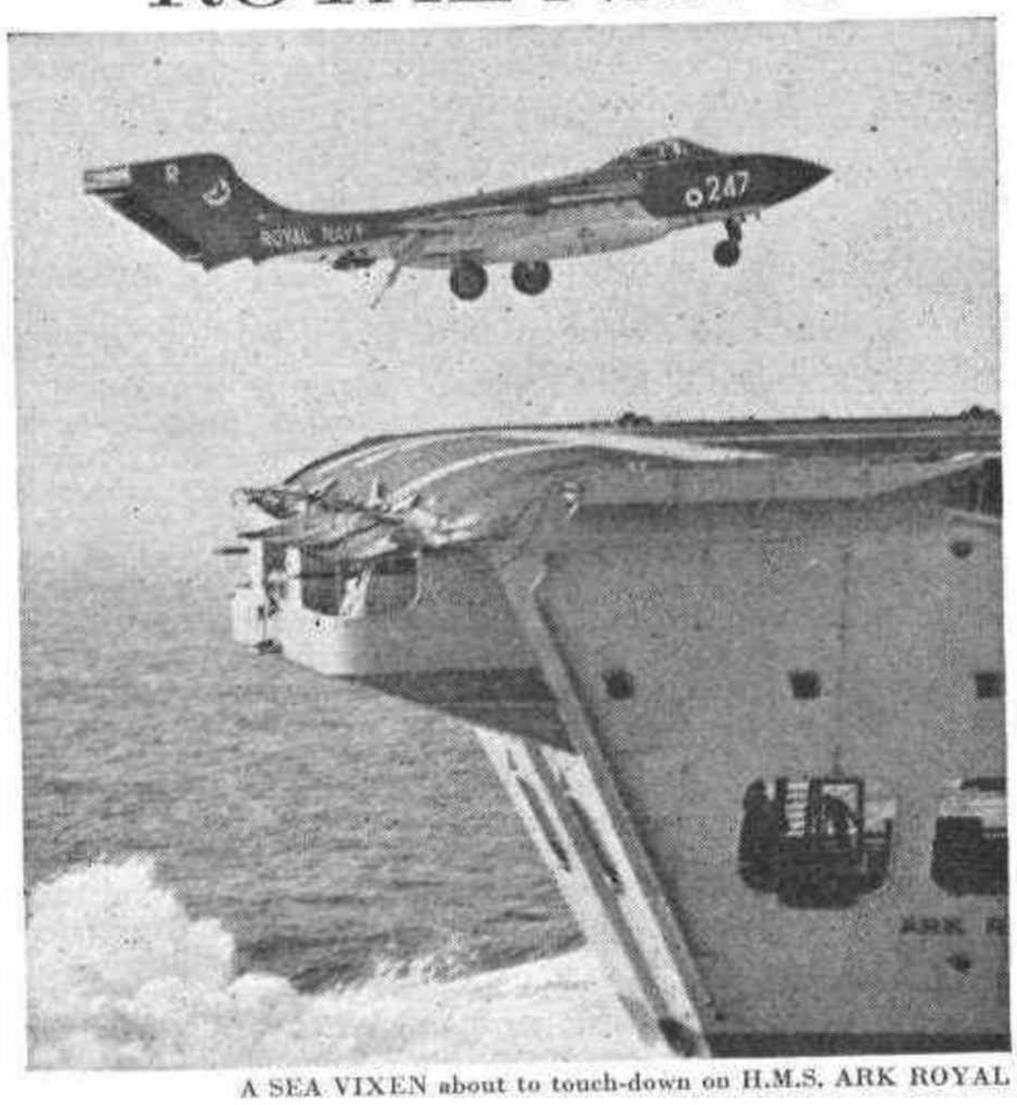


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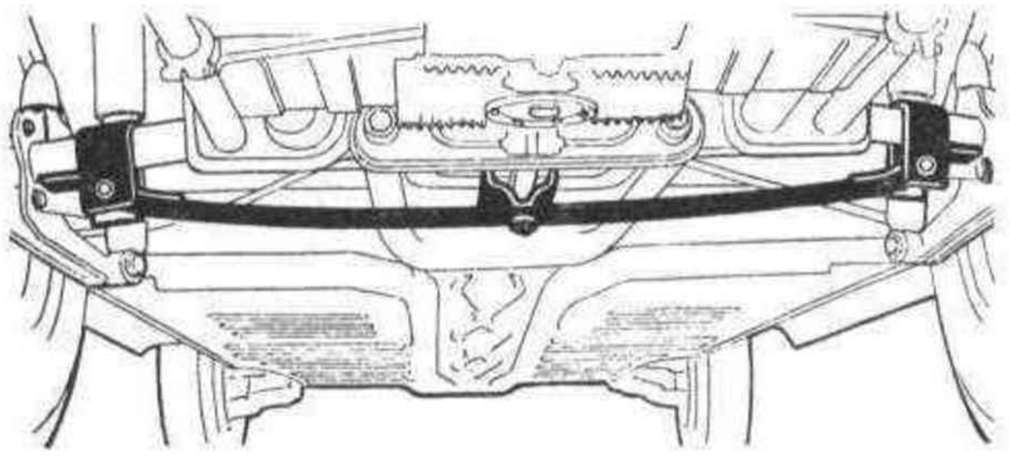
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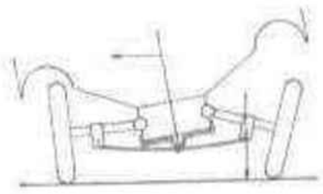
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"Model Car Collecting," by F. Brian Jewell. 104 pp. 7⅞ in. × 5¼ in. (*Temple Press Books Limited, 42, Russell Square, London, W.C.1. 15s.*)

The model car movement has been covered by quite a selection of books but this one is devoted mainly to commercial miniatures, from the collector's viewpoint.

The author opens by discussing the origins of this aspect of the model-car movement, in a most interesting chapter, from which we learn that the first die-cast miniature was produced by Dowst in 1914 and was of a model-T Ford. Subsequent ventures are recounted, up to and beyond the welcome advent of the Meccano Dinky Toys of 1934.

Mr. Jewell does not omit the larger models of Alfa Romeo P2 racing car and those tin-plate Citroëns that this reviewer coveted as a schoolboy but he appears to be too new to the game to have read post-war model-car publications, which would have told him that these were not made *by* the car manufacturers themselves, and that the classic P2 was sponsored not by Alfa Romeo but by components makers whose products were used on the real cars. Although I concede that you could buy your realistic 7.5 or 11.4 Citroën from Citroën's Piccadilly showrooms—which is where my mother took me to buy my 7.5 2-seater ("Are you sure you wouldn't prefer the 15s. tourer?") in those golden days of youth.

Mr. Jewell also omits to mention the even bigger Hispano-Suiza tourer you bought from Gamages [I have one still.—ED.], or that Delage, Renault and Panhard-Levassor tin-plate models, with working electric spotlamps, were available as well as those Citroëns. [I dealt with such matters in some articles I wrote for the *Model Engineer* just after the war.—ED.]

But on the whole this is a thoroughly worthwhile chapter (even if it doesn't tell me who made those smaller, glossy black, very simple but fascinatingly realistic tin-plate model-T Fords—there was a coupé, a 2-seater and a sedan; does anyone else recall them?—which, if memory is reliable, you found at Woolworth's). Tables of British Dinkys from 1934 to 1940, French Dinkys of like antiquity, Tootsitoy car miniatures of 1914 to 1936 and Märklin models of 1935 to 1939 conclude this chapter, which will send collectors rushing to see whether their Dinky Triumph Dolomite 38e-2 is intact [Excuse me a moment—no, I can't find this one but I have two S.S.100s, a 4½-litre Lagonda, a Rolls-Royce and a big Vauxhall, the last two 1935 Dinky Toys but the former Dinkys omitted from Jewell's list.—ED.]. But although recent, better-quality, big-scale models like the Wiking 1/40th-scale VWs and Pocher 1/13th-scale Fiats get a mention, the author does not remember the March Models' racing cars of before the war, nor does his list of pre-war miniatures include that *Bimotore* Alfa Romeo.

His next chapter tells how model cars are made and tested and then follows another historic discourse on the "Lost Causes" of the car miniatures' world, in which the short-lived examples are recalled. Those Scamold racing cars made up to 1940 at Brooklands (Alta, E.R.A., etc., of which I possess typical examples) are included, but nothing is said of their scale, or system of suspension. I.C.I. and G.E.M. in Italy, Gowland & Gowland in America, Crescent from S. Wales and the D.C.M.T. models are recalled, as are the Klecware 1/60th-scale Edwardians, and the rare J. P. Convert and Quiralu models from France get passing mention. It whets the collector's appetite no end!

Subsequent chapters are devoted to how to start a collection and store the models, the popular scales (from 1/24th to 1/86th) an ingenious marking system for assessing the accuracy of a model, and how to decide whether to collect antique, racing and sports or military models. The last-named chapter is again embellished most usefully with lists of appropriate miniatures, and the numbers are surprising, although 1914/18 militaryvehicles and historic commercial vehicles are sadly neglected by the manufacturers—what about a Lesney F.W.D. truck and Foden steam wagon? Jewell has fallen into the trap of listing the "Model of Yesteryear" Spyker as 1904, because it appeared in the "Genevieve" film, whereas it is of a 1905 car; and, unless it is no longer available, forgets to include the C.I.J. Renault gas-turbine record car and the 1961 F.1 Ferguson f.w.d. model by C.I.J. Ingap of Italy.

Perhaps because of the obvious gaps in spite of the variety of miniatures available, the author devotes much space to describing how one model, or several, may be cannibalised to make another version of a given make—"chopping," they call it. He deals with painting and altering basic models to form race-winning cars, correct as to colour, racing number, cowls and lamps, etc., again listing (and the lists are impressively long!) the correct markings, etc., for 1961 Cooper F.1, Lotus 22, Lotus 18, Porsche F.1 and Aston Martin DBR1/300, etc., in many races.

There is a great deal of useful material in "Model Car Collecting" and I am glad that some pictures of those splendid lorry-models in the Daimler-Benz Museum at Stuttgart, and a professionally-made model of a 1903 Standard are illustrated. [It is a pity other "real" models are not included, such as the Rolls-Royce "Silver Ghosts" and the Queen's Dolls'House cars—I could have told Jewell about these, and who built them.—ED.]. But this is hair-splitting, and it took this book to tell us you can buy a miniature of a 1923 G.P. Sunbeam, a 1922 T.T. Vauxhall or a G.P. Duesenberg—all by Mabri, to 1/43rd-scale.

Brian Jewell will incur the displeasure of slot-racing fanatics by his scathing remarks about such tracks in the chapter headed "Dainty Dicing" but I am intrigued to know that completely realistic control has been achieved on a prototype electronic track. But did the author experience slot-racing before writing that, because you can't *drive* the models, "the days of slot racing must therefore be numbered except as children's toys"?

The book gives excellent coverage of miniatures' collecting but is not the last word on the subject. There are appendices listing the World's model vehicle manufacturers and what they make (but not their addresses), ditto Clubs and Societies (with addresses) and conversion scales.—W. B.

"Dfivers Wildest," by Red Daniells. 67 pp. 7⅛ in. × 4½ in. Soft covers. (*Scorpion Press, Manor House, Pakefield Street, Lowestoft, Suffolk. 7s. 6d.*)

Red Daniells needs no introduction as a cartoonist and humorous writer *par excellence*. In his latest, and avowed last, book on drivers as he sees them, he deals with the ladies, overseas visitors and other motoring aliens. The woman chauffeur of a Sapphire, popsie with an E-type, duffle-coated country female in the shopping Mini (". . . we have the Land-Rover for the horse-boxes and Charles goes up to the City in the Bentley. And of course there's always the Jaguar for week-ends."), girl-dicer in an Alpine, timid wife in her unmanageable Alvis, bored race-going girl-friend, school-collecting mother in a Ford, and tough driver of a flower-shop's van—all come under Daniell's searching scrutiny.

At the back of this little book he looks deeply at a selection of male drivers, and the centre pages are occupied by a Man-in-a-Traffic Jam. Just the job for dispelling some of the gloom cast by winter, and Buchanan.—W. B.

"Historic Racing Cars, 1907-60." Illustrated by George A. Oliver. Commentary by Laurence Pomeroy. 38 pp. 10⅛ in. × 15⅛ in. (*Hugh Evelyn Limited, 9, Fitzroy Street, London, W.1. 45s.*)

Having cleared the decks, we struggled to unfold this lavish book, the eighth of a series, which measures over 2½ ft. when spread out and is a difficult possession to store in the average-size flat and impossible to put in a normal bookcase. But if you like big colour drawings in up to 12 colours, gay and crisp, a sort of cross between artist's perspective and engineering side-views, with a leaning towards the drawing board, George A. Oliver's twelve studies of famous racing cars from the 1907 Coppa Florio Itala to a 1960 Lotus 18 will be up your street if not acceptable to your bedside table!

Pomeroy contributes a complimentary commentary and we do not really believe he saw Alfa Romeo Tipo 158/9 cars winning races before the *First* World War! There are useful specification tables beneath each huge painting, so the book could lure on model makers to reproduce the contents in three dimensions.

W. B.

"A History of the Monte Carlo Rally," by Michael Frostick. 95 pp. 10 in. × 7½ in. (*Hamish Hamilton, Ltd., 90, Great Russell Street, London, W.C.1. 25s.*)

There have been three or four accounts to date of competing in this rally that grips the imagination of so many Englishmen, but this is an attempt at the history of the Great Winter Marathon.

As such, it fails. The text is superficial enough as it is without printing the 1962 Regulations in full, to fill up 19 of the art pages. The pictures are a mixed bag, the majority badly reproduced, and/or captioned incorrectly. I always liked looking at Kitty Brunell, but of the six posed pictures of her with this book, in A.C., Talbot and Singer Junior cars, she can be admired clearly in three only, the others being black smears. Anyway, the author seems to have a vested interest in A.C.s, which figure in seven of the early pictures. The later pictures are better and Pat Moss in

sleeveless evening dress (which we don't think she wore on the Rally) gets a full page. But cartoons are mixed in with serious illustrations, a driving-test diagram of 1936 wastes another full page, and altogether this is a superficial work. Serious errors complete a pretty rotten job.

The results, from 1911 to 1963, down to sixth place, are worth something—but certainly not 25s.—W. B.

"Automobile Treasures," by T. R. Nicholson. 120 pp. 9⅛ in. × 7¼ in. (*Ian Allan Ltd., Terminal House, Shepperton, Middlesex.* 30s.)

This is a beautifully turned out book, full of clear photographic reproductions and even some colour plates, devoted to the contents of British and European museums which are open to the public and contain private-car exhibits. Nothing of the kind has been attempted before, if we except a list issued by the V.C.C. for members' use (it lists, however, cars ignored by Nicholson) and the combined catalogue of the Montagu, Brighton and Midlands Motor Museums.

The snag about paying 30s. for a book of this kind is that the contents tend to be out-of-date before publication and that some of the pictures, even the colour plates, could probably be found in the appropriate museum catalogues, and that, as the text is rather brief, it reads like a somewhat boring list of exhibits without very much qualification in the way of outstanding technical items, their place in history, where the exhibits were found, to whom they belong or how they were restored. Mainly, then, this is a picture book, lacking in continuity as museum exhibits themselves so often do (not necessarily to disadvantage) and in some of the chosen pictures one sees how sadly some exhibits depart from correct original form, the Montagu Museum's Coupe de *l'Auto* Sunbeam and V12 350-h.p. Sunbeam single-seater, and the Rapier-Railton at Measham, being examples.

The author goes out of his way to exclude commercial vehicles (but includes fire-engines), aeroplanes and even model cars, which seems a pity. His name ensures accuracy, but the Fiat illustrated on page 44 is a 12/15, not a 10/25.

Times of opening are quoted, and the Curators' names, but not admission charges, the author explaining that these are usually nominal. The book will whet the appetite for summer visits, not only to Beaulieu and Brighton but to Turin, Monza, Milan, etc. But I would have wished the Indianapolis Museum could have been included, while the book would have greater value if every exhibit were listed, so that historians wanting to examine a given vehicle would know where to go, or start inquiring. Incidentally, what has become of the Colibri light car I found during the war, which later went to the Hull Museum? It isn't mentioned in this book.—W. B.

"The Book of the Silver Ghost," by Kenneth Ullyett. 110 pp 8¼ in. × 10⅛ in. (*Max Parrish & Co. Ltd., 55, Queen Anne Street, London, W.1.* 35s.)

It is said that any written work on Rolls-Royce cars represents a profitable source of income for its author and Mr. Ullyett has got onto the band wagon, very convincingly until you examine what you get for your 35s.

There is a superficial Introduction by the author. This occupies 7½ pages and imparts nothing new. There are 50 fine photographic or painting reproductions, of which I have seen at least half-a-dozen elsewhere, and an engine drawing from a recent *Autocar*. And the rest of this book, 62 pages of it, consists of a reproduction of a rather dull instruction book for the Silver Ghost of 1907-9.

I should not have thought this worth 35s. but apparently the publishers think different, for they have announced already companion books on later Rolls-Royce and Bentley cars. No doubt they know what they are doing but the fact remains that a *real* history of Rolls-Royce has yet to be written and perhaps never will be written unless the first-war, aero-engine "bible"—I quote from the first decent history of the car from Derby, "The Magic of a Name," by Harold Nockolds—"Bound in dark blue leather, marked 'Strictly Private and Confidential,' it is one of the most secret . . . engineering documents in the World. Only about a dozen copies were printed . . . with orders that they must always be kept under lock and key, as they are to this day," is placed at the disposal of a painstaking motoring historian. In that case, presumably such a book, even priced at £20, would be a gold mine. Until it is written you can spend 35s. on this rather attenuated but admittedly fascinating, if superficial, picture book or spend it on a subscription to one of the better clubs catering for these cars. I know where my money would go.

W. B.

"'The Motor' Road Tests, 1963 Series." 240 pp. 11⅛ in. × 8⅛ in. Soft covers. (*Temple Press Books Ltd., 42, Russell Square, London, W.C.1.* 15s.)

In contrast to the book reviewed above, what excellent value this road-test annual represents. To the expected test reports reproduced from *The Motor*, covering cars ranging from the Fiat 500D to the Facel Vega Facel II, there are half-a-dozen of the extended six-page test reports with comparative data diagrams which now appear from time to time in *The Motor* and which show that in their respective classes the Ford Consul Cortina 1500 and Classic, Jaguar 3.4, Renault R8, Ford Zodiac Mk. III, Hillman Imp, and Mini-Cooper are the fastest and most accelerative.

Containing 52 reports and over 250 illustrations, this is a 15s. publication no MOTOR SPORT reader can ignore. The test figures, tabulated at the end of the book, show that the fastest of the cars tested was the Facel Vega, at 132.7 m.p.h., the best over a s.s. ¼-mile the Lotus Super Seven 1500 in 15.9 sec., the most economical the Fiat 500D with 53.4 m.p.g. In the past photographic backgrounds used to be carefully chosen by road-testers and while this is less evident today, in this book there are a few pictures in this context, notably the Rolls-Royce Phantom V in London traffic, taken through the screen, the Wolseley Hornet on a shopping expedition, the Lotus Elite on Brands Hatch circuit, and the Volga M-21K outside the Marx Memorial Library. This book will occupy enthusiasts for hours, settle discussions, sell cars and generally give pleasure. It even *smells* good!—W. B.

"Historic Racing Motorcycles," by John Griffith, is a pleasing little 87-page landscape-shape book (Temple Press, 12s. 6d.) illustrating and talking about 42 exciting racing mounts, from 1906/9 20-h.p.(!) Matchless and N.L.G. J.A.P.s to a 1938 supercharged two-stroke B.M.W. Some are with us still and the author tells us the fate of others. It isn't strictly correct to say an N.L.G.-Peugeot won the first race at Brooklands, as this was won by Tyron's Napier, and we doubt if a Morgan 3-wheeler ever broke *World's* records at the Track. But this is an excellent bit of nostalgia, worth its price just for the picture of Baragwanath's Powerplus-blown Brough-Superior sidecar outfit in Brooklands' guise, with two enormous "cans."

* * *

"The Advanced Driver," by Norman Sullivan (George Newnes, 21s.), is full of good intentions, in the grooves of which we should try to drive. It won't teach MOTOR SPORT readers anything, but the countless diagrams could provide material for a motoring parlour game of "do you agree, and if not, why not?" Any author embarking on this subject must be almost afraid to go motoring after his book has appeared! There is a running commentary on page 92, such as you hear between angel-drivers and Mr. Eyles, on which Red Daniells could undoubtedly improve. The book also explains how a gearbox functions.

* * *

A book intended to explain motor racing and racing cars to the younger generation is "The Racing Car Explained," by Laurence Pomeroy (Temple Press Books Ltd., 12s. 6d.). Mr. Pomeroy does not write-down to his youthful readers, there are many good pictures and altogether this would be a good investment for boys with Christmas boxes to spend—father will undoubtedly be caught reading it if you leave it about!

* * *

Sometimes the one-make organisations produce better motoring histories than professional authors. The latest "Aston Martin Register," for 1963, is a splendid reference work on all the Aston Martin models, from the Lionel Martin days to the DB3S. Specifications, competition successes, present whereabouts, registration numbers related to individual cars, members of the A.M.O.C. with their cars and addresses, and some fine pictures are all to be found within the 228 packed pages. The first Register, in 1950, listed just over 100 cars, had 36 pages, and cost 1s. 6d. The 1963 edition lists some 3,000 cars, costs 21s., or 23s. 6d. post free to non-members, from Perry & Routleff Ltd., 4, Kirchen Road, London, W.13.

LETTERS FROM READERS

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

MOULTON SUSPENSION

Sir,

Regarding the letter of C. R. Langley in your October '63 issue.

If Mr. Langley used a measuring tape instead of his imagination he would find that the exaggerated attitude that he claims the Morris 1100 adopts with rear end load and under braking does not occur. Having measured it under a variety of conditions some significant facts are as follows :—

1. The car is substantially horizontal in the empty condition. This shows that the manufacturers know the back does not sag unduly under load otherwise they would arrange for it to be slightly tail high in the empty condition (which almost all manufacturers resort to with " normal " cars).
2. With two people in the front and two in the rear, the rear-end over the wheels is ⅞ in. lower than the front end over the wheels. With 100 lb. load in the boot as well as the four adult passengers the rear-end over the wheels is 1.4 in. lower than the front end measured over the wheels. This is in no way excessive, quite the contrary in fact.
3. Trailing rear arms counteract the nose-diving tendency under braking of any car and in the case of the 1100 does it to a large degree.

The avoidance of an excessive pitch attitude which is the case with some other designs using interconnected wheel suspensions has been achieved by B.M.C. in a variety of novel ways. It will take most people far more than the few minutes that Mr. Langley claims make it all painfully obvious, to sort it out, if they ever do.

Dunstable. H. J. R. BALDERSON.

* * *

GERMAN CARS

Sir,

You have entered into my serious notice some years ago as a gallant Champion of the truth, no matter if the people like it or not. Don't worry since the days of Pilatus the question " what, is truth " remains still to be solved . . . .

When I saw the cartoon in the last November issue " the editor looking at the world with one VW and one Mercedes eye," I felt that I should do a little towards cementing your position, by telling you of our experiences with these two makes and perhaps, also, why in my humble opinion this must be so.

I may add that I grew up as a boy with my father's motorcycles around 1900, starting with a range of N.S.U.s and finishing with the 4-cylinder F.N. from Belgium in 1906. Ever since 1907 our family had big and small cars, several fine Italian Fiats, two of Porsche's Austro-Daimlers, a few American Chryslers in the 'twenties, four Horch 8s in the 'thirties up to 1939. The curse of pre-1914 motoring were the tyres and the fuel drawn from the barrels (water and dirt).

In the 'fifties, beside a fleet of our firm's Opels and Fords and VWs, we had for private use in 1952 a Mercedes 300 black limousine, in 1954 a Mercedes 220A limousine, in 1956 a Mercedes 220S limousine, the latter replacing the 300 of '52 after more than 100,000 km.

The 220A of '54 and the 220S of '56 are still in use, giving excellent service all the time, the former having 75,000 km., the latter 110,000 km. None of all these Mercedes, including the 300, ever had the engine dismantled for valve grinding, neither were major repairs necessary, only a clutch was renewed once or twice and brake linings changed.

These cars give remarkably troublefree motoring, engine and mechanical parts as well as the very spacious body are safe and sound, and free from rattling in spite of their age.

Early in 1963 we bought a 220SE limousine with automatic gearbox and servo steering and a few weeks later a 300SE limousine. These two cars are the younger brothers of the cars mentioned before. This makes it so interesting to see and experience the steady development and refinement of these old basic designs over a period of more than ten years.

The two cars have retained all the good properties of their older brothers and in addition show a smoothness near a steam engine, so that very slow driving is a great pleasure to me for the first time in my life. This is due to petrol-injection, in connection with the automatic transmission. The servo brakes of both cars are excellent and so is the power steering. Immediate starting has never failed so far; it is better than with any carburettor we had.

Of the VWs, I can say that also these cars have been developed during a period of many years by steadily improving the original good qualities to the excellent products of today, doing their duty day after day and year after year, remarkably free from trouble, replacements, etc. This refers to the passenger cars as well as to the transporters we have had since 1950 or so.

I have promised to give you my opinion, why this is so with these two makes. It is so for the same reason, why the old Ford model-T, the " Tin Lizzy," of the cheapest range and Rolls-Royce at the other end were and are such excellent cars : there is an old Roman saying: " *Natura non facit saltus,*" which may be translated into " Nature turns no somersaults." This is exactly what these four makes have avoided. Instead they have developed their good products steadily and reasonably over a long period of years, retaining the good basic properties and carefully adding improvements, thus reaching the present state of refinement for their own benefit as well as that of their customers, who certainly can expect to turn remarkably few somersaults [" M. L. T." will query this however!—ED.] with these excellent cars. That is why they buy them . . . I am sure there are a few more makes like these. Wise people are on the lookout for them.

Furth. KONRAD KURZ.

* * *

IN FAVOUR OF THE RENAULT R8

Sir,

Mr. A. Smith (October 1963) appears to have grown so weary of Morris 1100 criticism, that he appears to have nodded off when quoting acceleration figures up to 70; I can only find figures which are around a second slower, despite looking through a whole heap of magazines. Perhaps he also has fairy feet, since his m.p.g. figures are better than quoted ones, out of all proportion.

He might also bear in mind Continental competition again in the form of the Renault R8. Although the French car gives away nearly 250 c.c., it is quicker up to any speed than the Morris (0 to 70 in 36.4 at worst *v.* 36.9 at best), is about 5% faster " all out," around 5% quicker to stop and the relative fuel consumptions also favour " mamselle " marginally.

When one takes into account the five-bearing crankshaft, sealed cooling system (which B.M.C. have copied!), much lower tyre wear, the host of standard fittings (child-proof rear doors, fresh cold or warm air for demisting and heating systems, two-tone horns, thief-proof steering lock, etc., etc., to name but a few) as opposed to the so-called de luxe Morris 1100—not to mention the far superior Renault seats, I really begin to wonder just how much of a World-beater we have got (good servicing apart) since the prices are not THAT much different and would give the advantage to the Renault, if there were no Import Duty.

However, let's give credit, where credit is due. After countless miserable years of " tagging on," the British manufacturers now produce a range of small cars which can start to play in the same big league as their Continental rivals. Whether they have the long term dependability and can set up such good servicing facilities everywhere as those which have made their rivals famous, is quite a different kettle of fish—particularly when one realises that there are millions more potential vehicle owners who need, or will need in the foreseeable future, indestructible, basic transport, than there are of our type, cossetted and pampered with virtually dust-free, well-metalled roads. A victory in our field, where wealth can allow a choice, is a mere skirmish in the World's vehicle battlefields. Bearing this in mind, one should judge the vehicles on the far wider basis of their world performance rather than their home ground abilities where the dice are loaded heavily in their favour.

What price the patter of tiny wheels from the dacshund-B.M.C. on the rutted East African tracks? Ouff!

Surbiton. H. WINTLE.

* * *

THOSE BEATLES!

Sir,

The motoring world is constantly staggered by the extraordinary success of the VW " beetle." Who would ever have imagined that Dr. Porsche's people's cars should result in mass hysteria amongst the younger generation in the sixties? . . . I can just see Mr. Boddy chuckling.

Wokingham. JAMES G. SIMONDS.

* * *

MOTOR SHOW SPEECHES

Sir,

Your very pertinent comments on the speech by Mr. G. W. Harriman at the London Motor Show might have mentioned that,

in addition to the Morris company having at one time used an American engine in the bull-nosed Morris, the Austin Motor Co. Ltd. were not above studying the design of the Hudson Super Six when preparing the layout of the post 1914-18 Austin Twenty.

For some years Mr. Herbert Austin (as he was then) used the Hudson, with which the "20" had many points in common, for his personal transport. The "20" was the first Austin to break away from the firm's traditional "T" headed, separate cylindered engines, cone clutches, and unit construction engine and gearbox, and was undoubtedly inspired by the American Super Six.

Onchan, I.o.M. R. W. BURGESS.

* * *

SPEED ALONE DOESN'T KILL

Sir,

I see that the M.O.T. have released the results of the 50 m.p.h. restrictions over July of this year. Road accidents a mere 3% up on the same period last year. Perhaps these will make sense to a certain person in power. The same person who quite readily quotes stark statistics on the hard-pressed motorist.

Just as a matter of interest, with reference to the heavy road deaths of the 1930's, the M.O.T. might inquire into the average performance of the vehicles of that era. Or is the blame to fall once again on the "Brooklands Boys" of that day and age?

B.F.P.O. M. STANTON (S.A.C.).

* * *

THE 2.6 ALFA ROMEO

Sir,

You could have knocked me down with the proverbial feather when, on purchasing my regular copy of MOTOR SPORT in November, I discovered your road test report on the Alfa Romeo 2600 Sprint. We owners are, I imagine, a relatively small band, and I, for one, scarcely expected to read any road-test report anywhere, particularly since I don't read Italian. To find one in the best of magazines is a tribute to you, and to Richard Shepherd Barron (with or without haircut), and I've even learnt something from it!

I thought you might be interested in an owner's comments. I bought my car in Kuwait in April 1963, for little more than half its cost in the U.K., and it was immediately preceded by an Alfa 2000 Spyder, a Mercedes 220 and a Jaguar 2.4SE as my regular forms of transport. The car has now covered just over 20,000 km., over some of the world's worst and best roads, and in all sorts of weather except sub-40°F or snow/ice. It lives outside, through lack of a garage. It is cream, l.h.d. with red leather upholstery, which still smells new every time I get in. It is certainly the finest all-round car that I have driven, or been driven in, and that includes both rivals for the Best Car in the World! The only real snag is: where does one go from here, if anywhere?

Comments as follows, in order of your report's comments :—

Steering wheel—mine has never felt slippery, even when excessively hot with sweaty hands. I don't use gloves.

Gears—a delight to use, and the change from fifth to fourth I find slickness personified. Mild snag is occasional female embarrassment when finding reverse. I frequently change from third through to fifth and back without declutching—it's so easy.

Door locks—I wish the passenger door could be locked from outside without the use of the key.

Instruments (mine are k.p.h., kg. per cm², etc.) in the most comfortable driving position—I find the top of the lit instruments reflected in the windscreen, but then one can always turn the panel lights off. Pity it doesn't have a rheostat. Also, I'd prefer a proper ammeter instead of the red light, which gives the indication of rate of change—perhaps in place of the oil temperature gauge, and I'd like to have a clock. However, the agents tried to solve this by giving me a key ring with a watch attached!

Radio—mine is an Italian automatic Autovox. I can't recommend it, as it has given some trouble and never gives good reception. My car is fitted with an electric aerial (near-side rear) operated from a knob under the facia to the right of the steering wheel.

Lights—my car has courtesy action on the interior lights on both doors, acting on a very small door opening. I find it hard to believe the test car didn't.

Ashtray—my car has another pull-down ashtray in the centre of the facia in place of the motif, and it is cunningly set in and covered in matching red leather.

Wipers—the same screen wash/wiper is also found on Mercedes. A Continental practice we could well try in English cars, I think.

Bonnet—I can't understand why it lacks self-support, as the similarly bodied 2000 Sprint had a simple, but effective, self-support. One under-bonnet snag in this part of the world is that sand tends to collect in the vee of the twin o.h.c. head, making it inadvisable to remove the plugs without a compressed air-hose handy. These don't grow on trees here; neither do the trees!

Boot—opens easily, yes, but needs both hands—one to push the button, other to lift. Awkward if you don't want to put the parcel down in the wet and dirty road. The battery is neatly located, but very awkward to get at for checking and/or filling. Did you find the most efficient jack strapped under the tool-kit?

Front grille—very handsome, I think, but a devil to clean, particularly round the lamps, as also round the inset tail lamp clusters.

Petrol tank—doesn't really hold enough to my mind. I think that all genuine G.T. cars (of Ken Purdy) capable of high averages in comfort over long distances ought to cover at least 300 miles without refill, preferably more. However, they can't very well make the tank any deeper—it is already a little exposed and I've managed to hole mine twice. Consequently, I always carry a piece of soap!

Your criticisms—I disagree, except for the impeded map pockets (you can't have it both ways!) and the hand throttle. I can always read my instruments, the door keeps are even effective in high winds, and last, but by no means least, after 20,000 km. and seven months of excessive heat and humidity, permanent exposure and travel over very rough roads, my car shows no sign of rust, only mild sand-blasting, and no door-dropping or other signs of poor workmanship have appeared. I think you must have had a hastily prepared car, or been unlucky.

Use of gearbox—I get a mild aircraft-type whine in fifth gear only. I get no vibration or oscillation of the lever at all.

Steering—I, too, find a little heaviness at low, sharp-corner speeds, and am still experimenting with pressures. I find that a 1 lb. differential at 31/32 gives slightly lighter low speed steering without loss of directional stability at high speed, and sometimes run with no differential where all my driving is in town. I wish the steering column was telescopic, *à la* Jaguar, or alternatively that my arms were an inch longer. However, I've never actually felt any discomfort or been tired after long journeys, so there can't be much wrong!

Suspension—incredibly good, coping with desert tracks, or the badly-maintained Lebanese roads with mild axle thumping and no passenger discomfort. The roof-line is perhaps a little close to the head over hump-backed bridges! My car produces some scuttle shake over poor surfaces, but then so has every other car I've been in over the same surface.

Own Service record—apart from nominal servicing and oil filter changes, the car has required one new front shock-absorber and two plugs, a new windscreen fitted at the Insurance company's expense when cracked by a flying stone, attention to another shock-absorber coming loose, a "short" in one electric window circuit, and just recently a new headlamp glass unit, thanks to some inefficient but unnamed parker. New parts are directly obtainable from the excellent agency in Beirut—just see if they have a spare windscreen in London! The car has never failed to start, or to get myself and my passengers to our destination in the lap of luxury at high speed. I shall need two new from Cinturato's in another 1,000 km., but the rear two have several more thousand left. I entirely agree with your comment on the subtle fascination of driving the car. It is a successful blend of the need to drive the car. The reciprocal "feel" and response from the car, the nonchalant air with which the car achieves one's purpose, and the comfort of the well-appointed interior, all in exactly right proportions.

I hope you find my comments of some interest. I much prefer the Alfa to your choice of the World's best car. The latter is more mechanically advanced in some ways, but after driving the 220 for rather more miles than I have driven the Alfa, I disliked it. Without going into detail, I found it Teutonic and uninteresting to drive, uncomfortable over quite short journeys, having alarmingly poor lighting not improved by the sand-blasting, and a disconcerting tendency to fling rainwater straight into its very exposed H.T. circuit, bringing one to an abrupt halt in most awkward places. However, I will admit that, although it disliked ripple-surfaces which abound in the desert, in general Mercedes are about 15-20 m.p.h. quicker as a means of transport than any other on rough desert tracks—hence their extensive use in the Middle East. They are also used by about half of the celebrated Lebanese taxi drivers! They're certainly tough.

Qator, Arabian Gulf. J. M. B. HARFORD.

BLISTERS

Sir,

At 10,000 and 15,000 miles on Dunlops, Mr. K. Ward should boast, not complain. On my Midget one Dunlop blistered at 6,000 miles and they did sweet damn all, as one might expect, but as the rest of the set wore out at 9,000 it didn't make much difference.

Needless to say the "X"s which replaced them are close to 17,000, although to be fair, the front pair (never moved round) are almost finished.

Usual disclaimers.

Loggerheads, Salop. NEIL N. SALMON.

* * *

"LOTUS CARS HAVE WON MORE RACES THAN ANY OTHER *MARQUE* EVER?"

Sir,

In recent weeks we have received letters from Secretaries of Clubs supporting the lost cause of two once famous makes of motor car, stating that their car holds the record for the maximum number of races ever won. As comparative newcomers to the racing scene we would be the first to concede the appropriate honours to anyone who can prove Lotus are not justified in making their claim to have won more races than any *marque* ever.

Students of motor racing and statistics can probably help to decide this issue, although they should be quick to provide the answer as Lotus are currently adding to their World-wide list of successes at the rate of six victories per week, in this the off season.

We hope your readers can help us to settle this argument to the satisfaction of all supporters of *marques* past and present.

Cheshunt. G. J. ARNOLD,
Group Sales Manager,
Lotus Cars Limited.

* * *

TOWARDS THE TOTALITARIAN STATE?

Sir,

My father, a 'bus driver, was stopped by a police motorcyclist for crossing a traffic light at red. He had noticed the police motorcyclist behind him for a quarter of a mile previous to this and was dumbfounded when the officer stopped him, as nobody in their right mind does anything stupid when they know they are being tailed. However, after protesting his innocence the officer became rather authoritarian and informed him brusquely that he would be prosecuted.

Three people in the 'bus came forward and gave their names as witnesses for my father, stating that he had definitely not crossed the traffic light at red. (It is a known fact in 'bus circles that passengers are definitely hostile to 'bus drivers if their safety is endangered in the slightest way.)

My father defended the case through his Union and his completely neutral and unbiased witnesses came forward to give evidence on his behalf and dismissal of the case seemed a foregone conclusion, but the police had a surprise witness—a young woman who said she was travelling on the 'bus and had seen it cross a red light. When questioned she seemed unsure of the route number of the 'bus. None of my father's three witnesses or the 'bus conductor remembered seeing her where she alleged she had been sitting. (It seems rather peculiar that the police always have the greatest difficulty in finding witnesses who may have seen a suspect on a 'bus or the like in perhaps a murder case and have to call on the Press or TV to give it national publicity and then rarely do they find anybody. But they can locate, seemingly out of the blue, a witness for a trivial traffic offence.) Draw your own conclusions.

This still only made it two against four, but the Magistrate found the case proved and fined my father £4, and endorsed his licence, to cap forty years' accident-free driving on all types of vehicle from motorcycles to the biggest of heavy haulage lorries.

He will appeal if he can persuade his Union to take the case further and to bear the costs, as such an action is prohibitively expensive for the ordinary man.

One would think that three unbiased witnesses would be sufficient to prove innocence, but of course if the Magistrate had found in my father's favour it would have implied that the police officer had lied and the police witness had perjured herself!

As a closing comment I had always fondly imagined that British Justice was based on "rather ten guilty men go free than one innocent man be convicted" and "if there is the slightest shadow of doubt," etc., etc.

I apologise for writing at such length but "hell hath no fury like an indignant motorist."

If the appeal goes forward I will let you know the result.

[Name and address supplied.—ED.] A. H.

[Be careful it doesn't happen to you Private motorists.—ED.]

CARS OR FREAKS FOR L.S.R.?

Sir,

With reference to page 898, November 1963 issue, in which you propose that Voice and Vision Ltd., together with Mr. Landsberg should be subjected to verbal indigestion, may we take you to task over your reference to the landing speed of jet aircraft. If you, sir, would care to read any applicable report on aviation, you will find that the landing speeds of most aircraft, even such aircraft as the Concorde, are of the order of 130 kts., which, for the speedometer-minded gentry is equivalent to 150 m.p.h. Allowing for rounding errors, this still falls somewhat short of your claim.

Therefore, sir, we would be obliged if you would return your award "fastest jet propelled land projectile" to Mr. Breedlove, for we are confident that all pilots prefer it that way. We feel sure that Voice and Vision Ltd. have a few spare indigestion tablets.

Woodford. K. MCCLORY. M. B. HOWARD.
C. J. EATON. J. F. HOLM.
T. HUMPHRYS. M. P. ASHMORE.
M. OULTON. W. B. JAMES.
Aerodynamicists, Wind Tunnel Department,
Hawker Siddeley Aviation Ltd.

[The point I and George Brown were trying to make was that unless the rule stating that "Land Speed Record" cars must be driven through their wheels is retained, freak vehicles very like jet aircraft, or the Breedlove 5,000 h.p. jet tricycle, or even aircraft themselves with cut-down wings just skimming the course, will be eligible for attacking the late John Cobb's fine record. (Breedlove averaged 407.45 m.p.h.; Cobb, with 2,500 h.p. 16 years earlier, 394.196 m.p.h. *Verb Sap!*) I am sorry if I appeared so ignorant as to believe that existing jet aircraft touch down at 400+ m.p.h. In view of the fact that, when I am in England, I reside only about a mile from the end of the Farnborough runway, I am very glad this isn't so!—ED.]

* * *

VW SERVICE

Sir,

Having read in the last three issues letters criticising the VW spares and service, please allow me space to relate an incident giving a brighter side to the picture:

In mid-July, 1963, I purchased a pre-1960 VW de luxe saloon from Beardalls of Nottingham, with some 47,000 miles on the clock. On 30th September last, late at night, I had the misfortune to have my windscreen shattered by a flying stone. At 10 a.m. the following morning I telephoned Beardalls (who, incidentally, I had not visited since purchase, even for petrol) and explained the position—I wanted the car for work, etc., etc. They had a windscreen in stock and promised to commence fitting same "as soon as you arrive."

I arrived at the reception desk at 10.45 a.m., handed over the ignition key and asked if they could renew the speedo cable also whilst I waited. I then prepared for a prolonged wait, but happily a large pile of motoring magazines, a radio, a coffee brewing machine and a tank of tropical fish were provided to while away the time. At 11.45 a.m. the foreman handed me the keys, informing me that the windscreen had been completed and a new speedo cable fitted (the latter free although I had driven the car approximately 100 miles per day since purchase) and the glass had been swept from the interior of the car. All this for less than £5.

I have in the 16 weeks of ownership covered 11,000-odd miles of brisk motoring and have not had reason to regret my purchase. The moral of this story is, of course, that I, a very satisfied customer, will again turn to Wolfsburg for my car.

But what of Mrs. Carey and D. M. Williams? Are they satisfied? Their letters pose a question:—

Is there a genuine shortage of spares in any part or whole of the country? (Other readers may be able to help here). If so, will VW headquarters let us know why and where the hold-up is, i.e., is it in London or Wolfsburg?

Come on VW P.R.O.s—keep the good name you undoubtedly have.

Derbyshire. J. R. HARTSHORN.

* * *

"M. L. T." ON I.R.S.

Sir,

May I take issue with your correspondents "M. L. T." and Mr. Hutchinson, over the inherent unsafety of independent rear suspension by swing axles.

It is perhaps significant that although the Mercedes-Benz racing cars of 1938/9 followed Dr. Porsche's earlier Auto-Unions in having

de Dion rear suspension, the W196 Mercedes with which Fangio won the World Championships of 1954 and 1955, had swing axles. So far as I can discover, no modern racing car employs the de Dion layout.

The criticism most frequently levelled at i.r.s. by swing axles is that wheel camber changes under cornering stress and in some circumstances this can lead to skidding when a rear wheel " tucks in " under the sideways thrust on the car. The system developed by Daimler-Benz uses a horizontal compensating spring mounted above the axle. This limits the degree of deflection possible and helps to give Mercedes-Benz cars their entirely " neutral " steering characteristics.

Mercedes-Benz are probably more experienced in independent rear suspension than any other manufacturer since all cars—not just the sports models—have been fitted with i.r.s. since 1931. With men like Prof. Dr. Nallinger and Rudi Uhlenhaut in charge of research and development, is it likely that Mercedes-Benz would offer to the public a suspension system which was " inherently unsafe " ?

Brentford. ERIK JOHNSON.
Marketing Manager,
Mercedes-Benz (England) Ltd

[It is true that Mercedes-Benz and Porsche have developed very sophisticated swing-axle systems over the years but even with these, many drivers report that although the handling is of a high standard there are times when these cars give them a feeling of uncertainty. Porsche are, of course, gradually replacing the swing axle of their competition models. The criticism was really aimed at the less highly developed systems such as those used on the Renault Dauphine, VW, Triumph Herald, etc., which do tend to suffer from the handling faults mentioned by Mr. Johnson.—M. L. T.

In many miles of fast motoring on the Continent and in England in 190, 220S, 220SE and 300 SL Mercedes-Benz I have no complaints. It is true that instability does result from the use of swing-axle i.r.s. but, realising this, Mercedes-Benz adopted their low-pivot layout and it does seem unkind of M. L. T. to criticise the swing axle as " inherently unsafe " unless he has proof of this from bitter experience on road or track, although he did not specifically associate his remark with the products of Stuttgart. —ED.]

* * *

IN DEFENCE OF DAGENHAM

Sir,

I read your review of Graham Turner's book " The Car Makers " with more than usual interest as I work at Fords and reside in Dagenham. If you will bear with me, I would like to correct a few mistaken impressions that these Sociological Surveyors seem to gather on their well-worn paths to and from our community.

In the first place, I wonder if Mr. Turner is not confusing Dagenham with the Becontree Estate, about half of which is in Dagenham, and neither is Dagenham the Becontree Estate only. His description of road upon road of drab grey L.C.C. council houses has me baffled, as most of the houses owned by the L.C.C. in *Dagenham* are of red brick or timbered construction, many are not council houses at all, and I, as well as many other Dagenham residents, own my own house. I might also add that what houses the L.C.C. do own in Dagenham are beautifully maintained and are a credit to our community. Rachmannites please note.

" The wind that blows over the litter-laden open spaces carrying the smoke from factories " also baffles me. Of Dagenham's 7,000 acres, 2,000 acres are unashamedly devoted to farmland and open spaces, and if Mr. Turner likes to visit the north of the Borough his best point would be from the Maypole Inn (Dickens knew it well). He could then besport himself over 1,000 acres of open parkland in Hainault Forest and Hainault Golf Course. It also might interest him to know that Dagenham citizens paid £18,000 for 30,000 rounds of golf on this excellent course—perhaps Mr. Turner would like to linger a little longer on his next visit and, providing he doesn't get thrown off the end of the Ford jetty, have a round or two with some of the local Ford workers.

" On Sunday mornings there are dustbins at the front doors." This comment had me puzzled for some time and called for a few inquiries to be made. You see, first of all the dustbins are collected from the *rear* of the houses, and secondly this operation is performed every *Tuesday* by the council's refuse collectors. I am therefore wondering what town Mr. Turner *did* visit. Also his comment about " men in blue suits strolling about on a Sunday morning like miners in some northern town " is, it seems to me, unnecessary and spiteful criticism of a strong church-going community that exists in *Dagenham*, and these men would naturally wear darker clothing to attend mass, or morning service.

If Mr. Turner would like to visit Dagenham and *bring his map with him*, we would be pleased to offer him the following facilities within a quarter of a mile from Fords, and yet within 300 yards of my own doorstep—golf, tennis, cricket, football, bowls (indoor and out), a children's playground, an adventure playground, and a large swimming pool. If, however, Mr. Turner prefers hunting foxes or rabbits *with a shotgun*, or maybe horse-riding, fishing, bird watching, or winter skiing, we can still oblige him within the boundaries of the borough.

" Towering above this fossilised community is a towering sense of insecurity." This statement is so confusing that it is difficult to think what Mr. Turner means by it. The only fossils I know of in Dagenham which may qualify for the title as such are the local Parish Church and the Cross Keys Inn, both of which are mentioned in the Domesday Book. Regarding the sense of insecurity of the car workers, as less than one third of Dagenham working population are employed by Fords, I can only think that either the national feeling of insecurity caused by the fear of " H " Bomb warfare prevails here as well, or that Mr. Turner lingered too long in Fleet Street on his way here.

As another point of factual interest, the average wage of the Ford worker is £21 17s. 1d. per week, as against £20 15s. 0d. per week for other workers in the vehicle industry, and *not* £30 per week as you state in your review.

There is, however, one point I would agree with Mr. Turner and his fellow sociological surveyors (we have had three around Dagenham this year alone). This is that the real successes of Dagenham move out of the Borough. They go to the United States of America (Fords of course). Yes, Mr. Turner, England is becoming a most unfashionable address.

Dagenham. ALAN R. NYE.

* * *

29,991 OR 14,682 MILES' ENDURANCE?

Sir,

A friend, the owner of a Corsair, was given the publication " Around the World in 40 Days " by the local Ford distributors. After reading it, I compiled the following chart, which may, due to some guess-work, include errors; however, any made are surely not as great as the gross error(?) made by the Ford of Britain Public Affairs Design Unit in this piece of advertising literature. I do not wish to decry the actual achievement made by the drivers and the car.

Date	Place	Remarks	Car mileage	Total mileage
2.9.63	London	Car shipped by air to New York.	Nil	Nil
?.9.63	San Francisco	" . . . there was 3,000 miles on the clock. . . ."	3,000	3,000
17.9.63	Sydney	Car shipped by air and sea to Sydney.	Nil	3,000
23.9.63	Fremantle	" Crossing the three thousand miles. . . ."	3,000	6,000
1.10.63	Colombo	Car shipped by sea to Colombo.	Nil	6,000
1.10.63	Ceylon	" . . . . to make the 200-mile journey across the island . . . ."	200	6,200
?.10.63	Jullundar	" . . . schedule set from Rameswaram to Jullundar —almost 2,000 miles. . . ."	2,000	8,200
6.10.63	Pakistan Border	Estimated from Atlas.	1,000	9,200
6.10.63	Iran Check-point	" . . . there is a no-man's land 85 miles. . . ."	85	9,285
?.10.63	Teheran	" . . . with 1,200 of the toughest miles. . . ."	1,200	10,485
?.10.63	Nr. Turkish Border	" . . . Four hundred miles beyond Teheran near the Turkish Border. . . ."	400	10,885
12.10.63	Turkey	" . . . Within an hour they were through into Turkey. . . ." (say 65 m.p.h. average)	65	10,950
?.10.63	Turkey and Greece	Estimated from Atlas.	1,400	12,350
?.10.63	Greece	" . . . Home was 2,332 miles away. . . ."	Nil	12,350
15.10.63	London	Arrived back.	2,332	14,682

On the first page of the publication :—

Two garage owners . . . . DROVE it 29,991 miles
Estimated driven mileage . . 14,682 miles
Difference . . . . . 15,309 miles

Yeovil. L. M. COHEN.

[This nicely produced book is obtainable from Ford dealers. We imagine that others who have read it, Eric Johnson and Ken Chambers who drove the Ford Consul Corsair and the Ford of Britain Public Affairs Design Unit will have something to say about the mileage challenged by Mr. Cohen.—ED.]

FORD'S LONG-DISTANCE RECORDS

Although record breaking is by no means so frequent as was the case when devoted disciples could live quite nicely on the bonus payments connected with this aspect of competition motoring, providing they were careful not to notch speeds up by more than a few m.p.h. at a time, thus giving them fresh targets easy to shatter, the art, it is nice to know, is by no means defunct.

At the abandoned 3.1-mile unbanked Miramas circuit near Marseilles, Ford of France have been busy establishing new long-duration records with a normal 1.2-litre Ford Taunus 12M f.w.d. saloon. They have broken records held since 1933 by Citroën, covering a total of 358,000 km. at an average of 65.71 m.p.h., inclusive of pit-stops.

The attempt was shared by six drivers, under the direction of M. Jean Pelletier, of B.P. France's Technical Division. One of the drivers, hardly surprisingly, fell asleep after the car had done 56,867 laps and left the course. He was able to get to the depot, where repairs were effected with hammers and elastic cords carried in the Ford. It then set off again, day and night, to complete 320,000 km., when a party of journalists visited the track. It is still circulating as I write, and rumour says Ford France intend to run it the distance of earth from moon (238,840 miles) or possibly destruction. Meanwhile, a Ford Consul Cortina took the 100,000-km. record at 72.1 m.p.h.

Several thoughts arise from this demonstration of Taunus 12M toughness. In the past rival French firms used to break one another's records at Montlhéry—will Citroën, or Simca, or Renault have a go at these records by the American-German Ford? I have often pondered on the possibilities of a Destruction-Race, won by the car to run longest, conforming to a minimum speed, and if you like, *sans* any depot servicing apart from refuelling. Such a race should be possible at Miramas.

Finally, a sort of wistful throw-back to Brooklands' conditions could be enacted by having a V.S.C.C. race-day at Montlhéry. If Montlhéry is too expensive to hire or vintage cars not permissible there, how about a V.S.C.C. rally to Marseilles next summer, for some short races round Miramas? Over to Tim Carson!

Reverting to Ford's interest in record breaking, this is evident in the recent onslaught by four Ford Comet Caliente sports saloons on World's and International Class C records at Daytona Speedway, when the World's 40,000-mile record at 108 m.p.h. and World's records for 14, 15, 16 and 17 days fell to these Lincoln-Mercury built cars. A fifth car took the International Class C 500-mile record at 131.7 m.p.h. and the 1,000-mile record at 129.8 m.p.h., but apparently these were soon bettered by a Studebaker team, at first by Mrs. Nieland's 4.7-litre V8 Hawk, which also took the 1,000-km. record at 135.3 m.p.h. and then by V. and J. Granatelli, who cleaned up this and the Ford Class C records with a supercharged Studebaker Daytona convertible. Such competition is healthy and the use of virtually standard cars for attacking high-speed long-distance records is interesting.

W. B.

CARS IN BOOKS

Mr. J. Wills of Catworth contributes the following :

Here is an extract taken from the book " War Underground," by Alexander Barrie published by (Frederick Muller Ltd.) :

" *The two men covered many miles together in* Norton Griffiths' car, a Rolls-Royce, technically the property of his wife. It was a huge 2½-ton chocolate-and-black landaulette which Excell was always required to drive at frightening speed. Habitually, as they set off the command would come : 'Drive like hell, chauffeur.' Excell did. Sometimes they had distinguished passengers riding with them, but the orders remained the same. Once it was the elderly Field-Marshal Earl Roberts, going with Norton Griffiths to Salisbury. Despite rainswept, skid-prone roads, they drove down at an almost unbroken 60 m.p.h. when clear of the London traffic. As usual, the great car rocked and swayed on a suspension designed for more sedate speeds. At Basingstoke they had a violent blowout. Later they ploughed over soft ground and damaged the crankcase. When the time came to go home, Lord Roberts had contrived to leave his host behind and travel alone. 'Now, chauffeur,' he said very earnestly, 'I want you to drive me back *slowly*.' For Excell, it was a rare experience.

" The rear of the car carried luxurious upholstery, a large table, silk blinds, and a duplicate speedometer intended to warn the owner of too much speed and used now only to warn of too little. Despite so much comfort, Norton Griffiths would sit alert and unrelaxed, calling commands down a speaking-tube and swearing at vehicle drivers and pedestrians who forced the Rolls to slacken speed. ' Cow's son ' was his commonest curse, shouted with such furious volume that few dared to answer back."

Our correspondent adds : Norton Griffiths was a Major in 2nd King Edward's Horse during the First World War. It also mentions in the book that he asked the War Office to buy the Rolls-Royce for his own use. A War Office official promptly telephoned his wife, Gwladys—the legal owner—and arranged the sale for £750. The car, a 1911 model, was disbodied by a shell but survived the war and was known to be running in the 'thirties. Does anyone remember it, or the Major himself?

1964 RACING CAR SHOW

The Fifth Annual Racing Car Show, organised by the B.R. & S.C.C. and sponsored by the *Daily Express*, will be held in the West Hall of Olympia from January 22nd to February 1st. The show will be open daily from 10 a.m. until 9 p.m. The admission charge for adults is 4s. and children 2s. 6d. Nearest L.T.E. Underground stations are Kensington (Olympia), and West Kensington.

Change of address : As from January 1st, the British Automobile Racing Club will have their Headquarters at Sutherland House, 5, Argyle Street, London, W.1. Telephone : GERrard 2533.

GILBERN G.T. TEST—continued from page 14

winding windows with a rather poorly located handle and non-opening quarter-lights. Ventilation is provided by the fresh air heater or by the two unframed rear quarter-lights which can be held open with over-centre catches.

The small boot is lockable and has the spare wheel lying flat on the floor, together with the jack. This reduces the available room quite considerably but two reasonable sized cases can be carried. The lid, like that of the bonnet, has to be propped open.

We spent a very pleasant week with the Gilbern, for it showed that cars built for home assembly need not be rough, noisy and badly finished. Indeed, it would be very difficult to distinguish the Gilbern from many factory-built products. It offers a comfortable 100 m.p.h. cruising speed, four seats, high standards of handling and braking, and can be serviced by any M.G. agent. At £945 in component form, or £1,184 7s. 10d. assembled, with Purchase Tax, the Gilbern is well worth considering. Details can be obtained from Gilbern Sports Car (Components) Ltd., Pentwyn Works, Llantwit, Nr. Pontypridd, Glamorgan, or from their London Agents, Ace Motor Co., 20 Radley Mews, Kensington, W.8, who loaned us the test car.—M. L. T.

TAILPIECE



Useful, if the rains come, in January. . . .

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1938 ASTON MARTIN short-chassis sports. Fitted Riley *engine. Good mechanically, no hood.* M.O.T. 19.7.64. £65 o.n.o. Tel.: Haywards Heath 2057. [9483

J2 M.G., o.h.c., 1933. Hydraulic brakes. Red. Excellent condition but engine dismantled; towable. £47 10s. 611, Walsall Road, Landywood, Walsall. [9484

1958 TR3, white. " X " tyres, heater. £320. 15, Onslow Terrace, Tondu, Glamorgan. [9485

AUSTIN HEALEY SPRITE, reg. 24.9.63, only 1,700 miles. Blue. £25 extras. £525. Part exchange, terms, 1/5 deposit. Clark, 32, Windmill Street, Gravesend. Tel.: 5246. [9489

1957 TR3, blue. Hard-top, discs, extras. Mechanically sound. £295. Hawkins, 64, Hough Green, Chester. Tel.: 20693 (evenings). [9490

1939 ROLLS-ROYCE 20/25, brake conversion, £250. Bodywork not perfect or else why such low price? Box No. V.491. [9491

SAAB, 1961. 215 miles since new engine and Cintura tyres. Red. Many extras. Any inspection invited. Good value at £555 o.n.o. H.P. available. Taltrees Motors, Tenbury Wells, Worcs. Tel.: Newnham Bridge 283. [9492

1961 (Oct.) AUSTIN A40 Countryman, 18,000, green/black roof. £375, or p/exchange Lotus 7, TF, W.H.Y.? Morley, 37, Wotton Road, N.W.2. Tel.: Harrow 6393 (office). [9494

1950 JAGUAR Mk. V saloon, excellent condition; 2½-litre for economy. M.O.T. November 1964; taxed end of year. £165 o.n.o. Vowles, 96, Queensway, Hereford. [9498

SHORROCKS SUPERCHARGER for M.G.-A, with all fittings. £35 o.n.o. Box No. V.499. [9499

ROLLS-ROYCE, 1936, " 25." Excellent condition. Coachwork Park Ward. 1959 VW, one owner, 36,000 miles, extras. 9, Brookfield Road, Walmersley, Bury, Lancs. [9503

BENTLEY Mk. VI S.S, Midnight blue. A fine example of this *marque*. Record of service. New tyres. £495. The Bell House, Julian Hill, Harrow. Tel.: Byron 6856. [9504

Mk. I SPRITE bonnet (red) and grille, £20. Front bumper assembly, £6. Unmarked. Stafford House, Woodlands Road, Clevedon, Somerset. Tel.: 2684. [9506

WHITE SPITFIRE. 95 m.p.h., 35 m.p.g. Heater, washers, radio, rally belt. Immaculate. Tel.: Bishop's Stortford 51776. [9508

A.C. SPORTS tourer 5-seater, 2-tone green. Aluminium body. Attractive car. Engine needs attention. Owner needs garage space. First reasonable offer. Tel.: Ashford (Kent) 901 (evenings). [9509

1960 M.G.-A 1600 sports, red/black trim. Heater, screen-washers, luggage rack, twin spots, reverse lamp. Immaculate condition, low mileage; complete history known. £520. George, 174, St. Margaret's Road, Plympton, Devon. Tel.: 2661. [9510

A PAIR WEBER racing carburetters and manifolds, in perfect condition, for Ford Anglia engine. £30. Box No. V.512. [9512

1962 FORDETT. E.B. body, C.R.S. chassis, 109E engine. £260 o.n.o. Tel.: Frinton 333. [9516

CORD MODEL 812, in fair condition—also 1939 Buick Century saloon. Probably the finest in the country; original radio and heater; under 50,000 miles from new; l.h.d. Also 1937 Daimler 8-cylinder sports saloon, in very good order; also Delage, Delahaye, and Swift. Tel.: Botley (Hants) 2005—Mr. James. [9517

ALEXANDER CONVERSION—1963 Hillman Super Minx convertible, 4,000 miles. Tel.: KNI 5702. [9518

SPARKLING WHITE 100 m.p.h.+ TR3, 1957. Recond. gearbox. Soft-top, heater. £320 o.n.o. Also Sept. 1962 moonstone Sunbeam Alpine, overdrive, heater, safety belts, etc. " Perfect." £725. D. D. Underwood, Crosby, Maryport, Cumberland. [9520

1936 FIAT BALILLA Tipo 508 'S'. Good mechanics, body. Bought for £135 last month. Stripped for rebuild. Must now sell this classic sports/racer. Try ANY offer—must sell. Bargain! Shaw, 1, Redington Gardens, N.W.3. [9521

AUSTIN SEVEN. Engine and gearbox completely rebuilt regardless of cost. What offers? Box No. V.522. [9522

1935 SINGER Le Mans chassis. Engine overhauled. Only requires body and a few hours' work. Tel.: Accrington 35825. [9523

1932 DAIMLER limousine. Original body perfect; brakes, radiator, new; mechanics perfect, c/head attention. Passed official Ministry road check. Offers : Roper, Hill Crest, Doncaster Road, Thrybergh (Tel.: 321), Rotherham. [9524

CITROEN 2,866 c.c., 1959. L.H.D. Recent engine overhaul and re-upholstered. New dynamo. Good car before drive shaft broke. £30. C. Kaye, 245, High Street, Swanage, Dorset. [9528

AUSTIN HEALEY BN1, 1955. Red. Excellent condition. Spotlight, heater. Carefully used since new. £325. Briar's Place, Watts Lane, Chislehurst, Kent. Tel.: IMP 6263. [9529

S.S.II. Very rare 1½-litre 1934 sports saloon, believed to be one of only six in country. Good condition. £90 o.n.o. Scott-Barrett, Army School Education, Beaconsfield, Bucks. [9530

T.V.R., 1961. M.G.-A 1600. B.R.G. W/w., washers, leather upholstery, heater. 20,000. Never raced; carefully maintained. £550. Tel.: COV 20502. [9531

NEW TWIN S.U. conversion, complete with inlet and exhaust manifolds, linkages, etc., for B.M.C. Minis. £15. Tel.: Birmingham, Highbury 2466. [9532

FOR SALE—*continued*

ROLLS-ROYCE 20/25, 1935, Thrupp's limousine, 73,000 miles. £200. Rushton, Lindon Parade, Wilmslow. Tel.: 2499. [9533

XK140 JAGUAR drophead coupé, 1956. Recent extensive mechanical overhaul, steering, gearbox, clutch, brakes, back axle, engine. New hood, carpets. Recellulosed B.R.G. Chrome perfect. Heater, overdrive. Bills for over £250. Mileage 40,000. This car is as new; re-upholstered. £375. Box No. V.534. [9534

ALVIS. SUPERB TA14, 1949. £100 spent with works, plus flashers, screen-washer, bonnet locks, etc. Oil 50 all day. Too big for wife. Price £250, above average for exceptional car. Mature buyer only. Bedfordshire. Box No. V.535. [9535

TRIUMPH SPITFIRE (white), April 1963. 7,600 miles only. Michelin " X " tyres, heater, twin air horns, undersealed. Never raced, never rallied. Original owner. An immaculate as new car. £570. 16, Melrose Avenue, Vicars Cross, Chester. [9538

LEA-FRANCIS saloon, 1950, 14 h.p. Approximately 10,000 miles since complete engine overhaul. £100. 172, Holyhead Road, Wellington, Shropshire. Tel.: 4091. [9539

F.N./B.M.W. 327/80. Excellent mechanical condition, hood, tyres; 70 in 3rd, approximately 90 top. About £95. Also 326 saloon, £45. Must sell one, any trial. Willett, 8, Newton-side Orchard, Old Windsor, Berks. [9542

SUNBEAM ALPINE Mk. II. First reg. June 1963. 4,500 miles only, condition absolutely as new. Extras include overdrive, heater, tonneau, etc. Genuine sale forced by house purchase. £700 o.n.o. H.P. arranged. Demonstrate anywhere. Beeching, 5, Cedar Crescent, Kidderminster, Worcs. Tel.: 4711 (office hours). [9543

XK150 F.H.C., 1958. *Sale or exchange. H. Peter, The* Hatchery, Mintlaw Station, Aberdeenshire. Tel.: 285. [9544

1956 TR3. One lady owner, six years. Heater; resprayed. £275. Musgrave, Bedford Hotel, Chichester. Tel.: 3466. [9567

AUSTIN YORK, 18 h.p., 1937, saloon. Body in good original condition; excellent mechanical order; new tyres. M.O.T. £50. Kilkenny Cottage, Llangrove, Herefordshire. Tel.: Llangarron 209. [9545

1932 FORD V8 Model B, coachwork by Karrosserie Deutsche Koln. Reutter seats and Bosch siren as original equipment. Two owners. Unique and immaculate. A collector's item. £195. John Warth, 3, Belmont Grove, London, S.E.13. Tel.: LEE Green 4708. [9546

DELLOW, E93A, double valve springs, 4-branch, straight through, twin S.U.s, 4.4 c.w.p. £110 o.n.o. Sheppard, 19, St. George's Road, Keynsham, Bristol. [9547

ROCHDALE G.T./FORD. Fully finished. £135, will haggle. Box No. V.548. [9548

ASTON MARTIN DB2, 1953, Vantage. Immaculate condition. Heater, radio. £400. The Grange, Woodlesford, Leeds. [9551

SUPERLEGGERA BRISTOL. Unique bodywork. 26 m.p.g., uses no oil. Bargain, £375 cash, no offers. 130, Cranbrook Road, Chiswick, W.4. [9552

1936 M.G. PA. Immaculate condition. Mechanically excellent. £99. Telephone for many more details : VIG 3258. [9553

M.G. TD, 1951. Black. Reconditioned engine/gearbox, Michelin " X "s, tonneau. Good condition. £250. Mair, 26 Windsor Street, Edinburgh. [9555

1962 (JUNE) FORD 1172—Ashley G.T. saloon, Tubular chassis, twin carbs. All new, 10,000 miles. £235 o.n.o. for quick sale. Smith, 172, Birchfield Road, Widnes. [9556

1957 M.G.-A hard-top coupé, unused two years. Radio, heater, belts, Gold Seal engine. Returning Canada. £295 o.n.o. 5, Alexandra Court, Empire Way, Wembley. Tel.: GLAdstone 4575 (after 6 p.m.). [9557

AUSTIN HEALEY 100-4, BN2. 5,000 miles since complete mechanical overhaul. Repainted. Superb condition. £325. Offers. Spears, Astley, Worcs. Tel.: Stourport 2179. [9559

XK150 3.8S fixed-head; blue. £735. Philipps, 17, Victoria Road, Poulton (Tel.: 2721), Lancs. [9561

1937 BENTLEY black Park Ward saloon. One previous owner, 80,000 miles. Quite exceptional condition; must be one of the best examples of this *marque*. Tylke, Ysguborwen, Llantrissent, Nr. Usk, Mon. [9562

BREAKING 750 SPECIAL. Hamblin body, close-ratio box, twin S.U.s, etc. Offers to Ian Cornish, 13, Cumberland Drive, Hinchley Wood, Esher, Surrey. Tel.: Emberbrook 2532. [9565

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S.W.B. LAND-ROVER, in excellent condition. Very good tyres, body, engine and transmission, etc. £250. Weston, Pains Hill Corner, Limpsfield, Surrey. [9568

1937 LG45 LAGONDA saloon. Sanction III. One previous owner. Mechanically excellent. Maintained by engineer owner for daily use regardless of cost. History and particulars on request. Maconachie, Gate House, Sandwich. [9571

LAGONDA RAPIER, 1935, Abbott f.h.c. Original performance and condition. £200. Crow, Beslow, Wroxeter, Shrewsbury. Tel.: Uppington 326. [9572

LAGONDA, 1937, d.h. coupé, Sanction III. Complete mechanical rebuild. Re-upholstered, rechromed, re-carpeted, recellulosed midnight blue. Over £600 spent. Genuine inquiries to Box No. V.573. [9573

105E PARTS : Crank, rods, bearings, carb., manifolds, springs, head, valves. 12,000 miles. B.M.C. " B " series c.w.p.s : 4.3 : 1, 5,000 miles; 4.875 : 1, 12,000 miles. Evans, 33, Highfields, Callow End, Worcester. [9574

ASTON MARTIN 2-LITRE, 1938. Front wings, etc., damaged due to fog. Engine, gearbox, etc., perfect. Engine *completely overhauled 10,000 miles ago. £50 o.n.o. Tel.:* Blythe Bridge 2112. " The Plough," Blythe Bridge, Stoke-on-Trent. [9576

BERKELEY 328-c.c. 4-wheeler. Registered 1963, 6,000 miles. £210. Spenceley, Kenwyn House, Truro, Cornwall. Tel.: Truro 2226. [9578

BRISTOL 400, in good condition. Michelin " X " tyres, heater, radio. 20 m.p.g. Must sell, £125 o.n.o. Tel.: Epsom 9573. [9579

A.C. 2-LITRE, 1952, enthusiast's car, excellent condition, M.O.T., etc. £80, offers. Tel.: Wallasey 2338 (Cheshire). [9580

S.S.100. Very pretty specimen. Red. Mechanics and tyres extremely good. £350 only. Box No. V.582. [9582

VINTAGE BENTLEY 4½-LITRE, 1929, B.R.G., open tourer 4-seater, V.D.P. style, 10 ft. 10 in. chassis. C-type gearbox, 6½-litre axle. New hood, tonneau cover, carpets, seats, leather gaiters, etc. Polished engine. Extremely fast, absolute immaculate condition; recent *concours* winner. £1,150. Box No. V.583. [9583

UNDER 12 SECONDS to 60. 100-m.p.h. saloon Fiat 2100, Abarthed. New brakes, rings, timing chain. Radio, heater, screen-washers, fully reclining seats, reversing lights, etc. Really excellent condition. £945. Mason, 1, Munro Terrace, London, S.W.10. Tel.: FLA 0305. [9584

RILEY LYNX NINE 4-seat sports tourer, 1933. Must be one of best examples this pretty model. Exceptional bodywork and trim. Excellent mechanically. M.O.T. £150 o.n.o. Brent, Barnfield Cottage, Fen End, Nr. Kenilworth. Tel.: Berkswell 2388 [9585

1936 ROLLS-ROYCE 25/30 Mulliner sports saloon, excellent order. £275 o.n.o. 11, Sydenham Hill, S.E.26. [9587

1961 AUSTIN HEALEY 3000 2/4. 20,000 miles only. Immaculate throughout. Blue. Wire wheels, wirefess, tonneau. £620 o.n.o. Sorensen, 99, Manchester Road, Wilmslow, Cheshire. Tel.: 3055. [9583

PORSCHE 1500, L.H.D. Regd. 1960. F.H. coupé. Twin carbs., o.h.c. Blue with matching interior. Bargain, £399. Mr. Charles, 8, Merton Park Parade, S.W.19. Tel.: CHE 1012. [9589

RILEY ROADSTER, 1950. Complete mechanical overhaul; new dynamo and water pump; re-upholstered and resprayed grey/bronze. £225. Saunders, Red Bank House, Hedging Lane, Wilsecote, Tamworth. [9590

1930 AUSTIN SEVEN saloon. Excellent, unspoilt condition, M.O.T. tested; taxed. £65. Harmer, " Jesmondene," Herstmonceux, Sussex. [9592

FREE!! TYRE GAUGE; with beautiful 1938 Triumph Vitesse. Immaculate condition. £85 o.n.o. Tel.: VICtoria 3800 ext. Howard 805. [9593

1954 RILEY 1½ R.M.E. Good condition, very reliable. £180 or near. Also pre-war 12/6 gearbox, head, exhaust manifold. Offers? 66, Adelaide Road, Bramhall, Cheshire. Tel.: HIL 348. [9594

RAILTON STRAIGHT-8, 1935, saloon. Mechanically sound, body free of rust. Engine overhauled last April; good starter (two batteries). Bench-type front seat. Taxed. £65. Barker, Riverside Cottage, Whitehouses, Retford. Tel.: 2203. [9595

SUNBEAM-TALBOT 90, 1954, saloon. M.O.T. cert. (June). Mechanically good. No body rot. £210. Gouldby, 23b, Winfield Street, Dunstable, Beds. [9596

JAMES, MY ROLLS-ROYCE must go. 1933 20/25 Windover sports saloon. In daily use last four years. Quiet, opulent, utterly reliable and much loved. £165. Tel.: WEStern 9225. [9597

FORD SPECIAL. Cheetah fibreglass body removable, hard-top, tubular chassis. E93A, " X "s. First-class condition, two years old. Low insurance premiums. £175 o.n.o. Complete Typhoon 7 ft. 2 in. chassis, £30. Host of spares for Ford, etc. 56, Cranleigh Gardens, Luton. [9598

SHORROCKS SUPERCHARGER and boost gauge for Mk. II Sprite. 2,000 miles. £50 o.n.o. Tel.: St. Albans 54718. [9599

JAGUAR 3.4, 1958, B.R.G. Wire wheels, radio, heater. 14,000 miles on new engine. Very good tyres. Automatic. £395. H.P. Tel.: Egham (ET9) 2902. [9601

1921 CALTHORPE SPORTING Four. Open Mulliner body. One of the prettiest light vintage cars. Mechanics, upholstery, hood, tonneau, radiator, paintwork, etc., restored to *concours* standard. A very successful competition car, International and V.S.C.C. events. M.O.T. £250. Tel.: Sunbury 2048 (evenings). [9602

FORD, 1931, MODEL-A, 24 h.p., de luxe tourer. One owner, one driver from new. Mechanical engineer maintained. M.O.T. certificate to October 1964. Licensed. Offers please. Gloucestershire. Box No. V.604. [9604

RILEY GAMECOCK. Just running after a rebuild needs finishing touches. On view in Surrey. Jackson, Miss May's Cottage, Lerryn, Lostwithiel, Cornwall. [9605

FORD-T MODEL WHEEL, excellent tyre. Offers. 11, Pondcroft Road, Knebworth, Herts. [9606

LANCIA AURELIA G.T. 2½-litre, 1953. White, red interior. Excellent condition. Imported 1961 by Scuderia Manning. £425. Contact K. Henvest, Tel.: Portsmouth 60708, or H. Manning, Tel.: Aldershot 21663. [9607

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BENTLEY, Std Steel, 1947, radio, htr, black, tan hide, above normal and staggering value at **£299**

BRISTOL 401, 1952, in B.R.G., radio, htr, std 2-door saloon, well ahead of its year ... **£369**

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DAIMLER SP250, 1960, h/top and s/top in red, beige trim, unbvbly but gen., like new... **£749**

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SIMCA Montlhery Speciale saloon, 1962, reclining seats, heater, Lucas fog ranger, ammeter, washers, princess grey/musketeer grey; outstanding... ... ... **£529**

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RILEY 2½-LITRE, 1952. Genuine bargain. Details s.a.e. please. 150 guineas. Capt. W. Jarman, 298, Cleethorpe Road, Grimsby, Lincs. [9646

S.U. CARBS. Unused pairs. 1¾ in., £5; 1¼ in., £6; 1½ in., £8; mail only. Como, 9, Waterworks Road, Birmingham, 16. [9647

M.G. 1½-LITRE saloon, 1950. M.O.T. Recent complete engine overhaul. Excellent condition bodily. £165. Tel.: Ingrebourne 44632. [9648

1953 SUNBEAM ALPINE. Attractive, extras. £149. Saloon p/exchange? 81, Kempe Road, Enfield, Middlesex. [9649

BENTLEY, 1939, 4¼-LITRE MR overdrive. Unique semi-Weymann saloon by H. J. Mulliner. Black with brown hide interior. Mechanically and bodily excellent, good tyres. Brakes just relined, schedule serviced, woodwork re-polished. A most elegant and well-maintained car. £475. H. M. Buckley, 10, Airlie Gardens, London, W.8. Tel.: PER 4695 (daytime). [9650

1938 ASTON MARTIN short-chassis sports. Fitted Riley engine. Good mechanically, no hood. M.O.T. 19.7.64. £65 o.n.o. Tel.: Haywards Heath 2057. [9483

J2 M.G., o.h.c., 1933. Hydraulic brakes. Red. Excellent condition, but engine dismantled; towable. £47 10s. 611, Walsall Road, [illegible]ndvwood, Walsall. [9484

1958 TR3, white, "X" tyres, heater. £320. 15, Onslow Terrace, Tondu, Glamorgan. [9485

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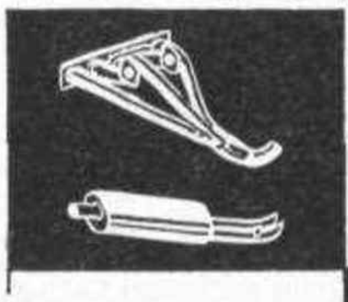
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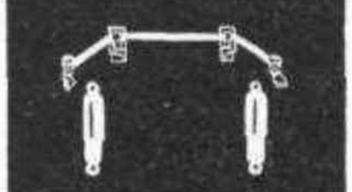
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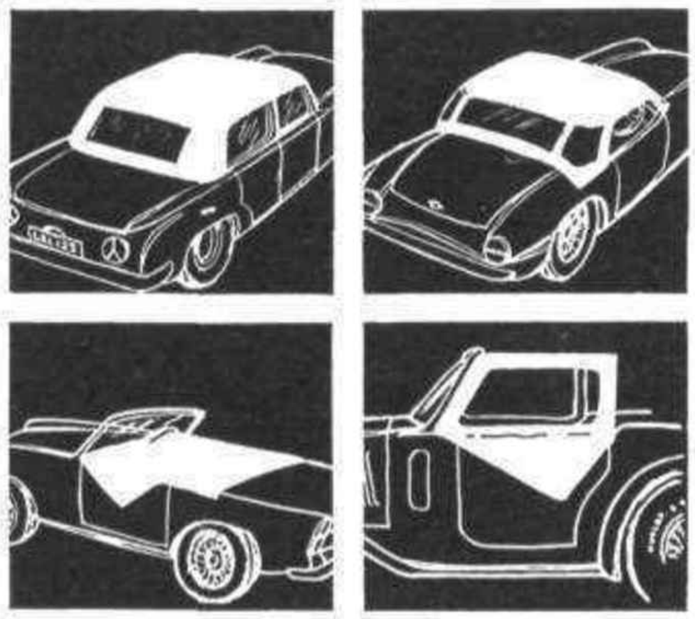
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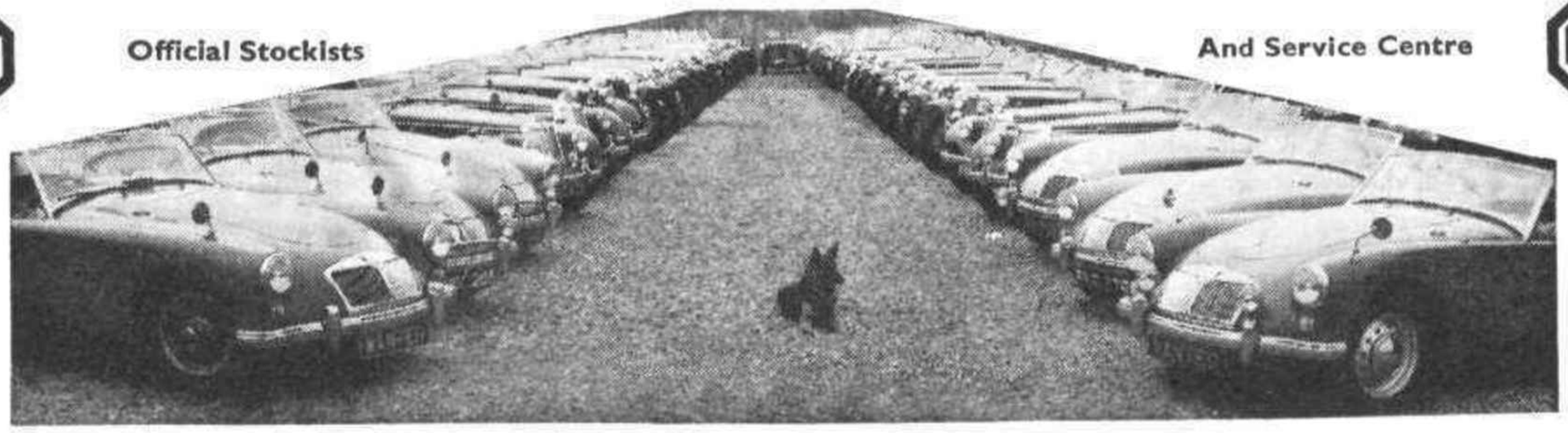
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M.G. TC, 1947. Recon. engine. New carbs., complete braking system, battery, tyres, etc. Paint tatty but solid metal. Hood fair. £150. 54, Holmdene Avenue, S.E.24. Tel.: RED 3663 (evenings, weekend). [9628

MUST SELL, moving. Immaculate almost completed A.K.S. Special. Many extras, five brand new 15-in. Michelin " X "s. Cost over £300. £130 o.n.o. 28, Pomeroy Close, Amersham, Bucks. Tel.: Amersham 2939. [9629

DAIMLER SP250 DISMANTLING, most parts, including chassis, bodywork; no engine. Must clear. (Herts.) Box No. V.630. [9630

A/HEALEY 100/4. Red. Radio, heater, overdrive. Excellent condition/performance. 8.6 pistons, spots and rev. lamp. £200. Thompson, 21, Sycamore Crescent, Bawtry, Yorks. Tel.: Rotherham 78391 (9.30-5.30). [9631

M.G. TA. Breaking for spares. Good engine, transmission. 45, Chapel Street, Heaton Mersey, Stockport, Cheshire. [9632

AUSTIN HEALEY 3000 Mk. II, 1963, under guarantee, 6,000 miles from new. Discs/servo brakes, wire wheels, special steering wheel, overdrive 3rd and top. Cost new £1,200. Would sell, £950 o.n.o. Box No. V.633. [9633

DAIMLER limousine, 1938. Recon. engine 1962. Rolls owners look twice, then polish their radiators. £140 o.n.o. Tel.: Lewes 2639. Write : Mr. Harris, 1, Ridgeway Paddock, Kingstonridge, Kingston, Sussex. [9634

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AUSTIN HEALEY BN1, 1955, metallic blue, immaculate. New hood, tonneau, sidescreens; factory respray; bills available. £200 recently spent. Many extras. £280. Tel.: Stockbridge 133 (Hants). [9636

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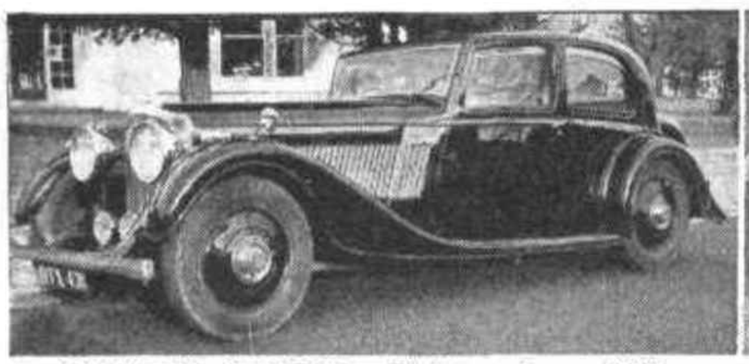
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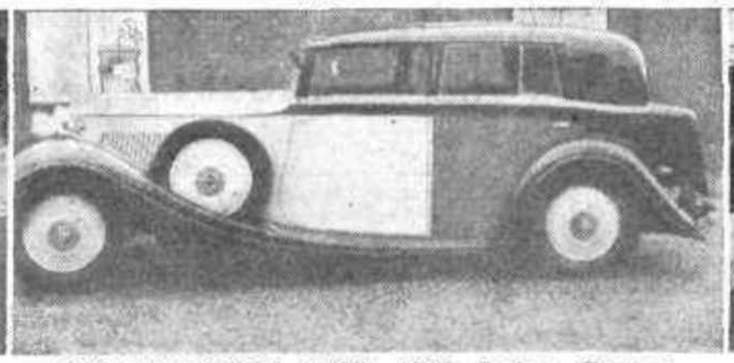
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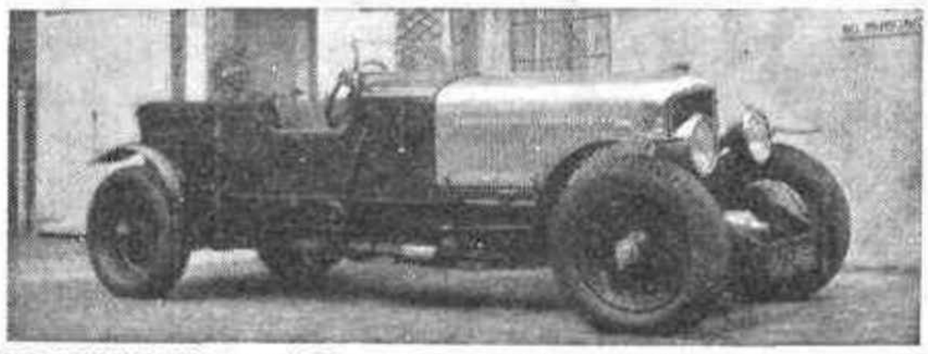
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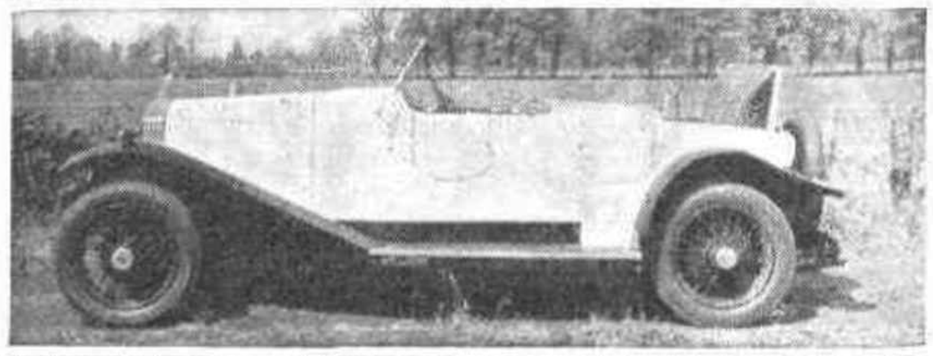
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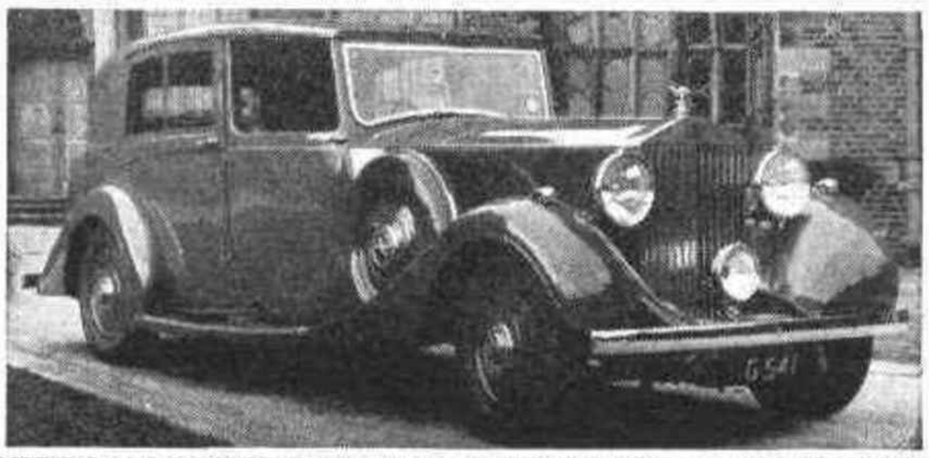
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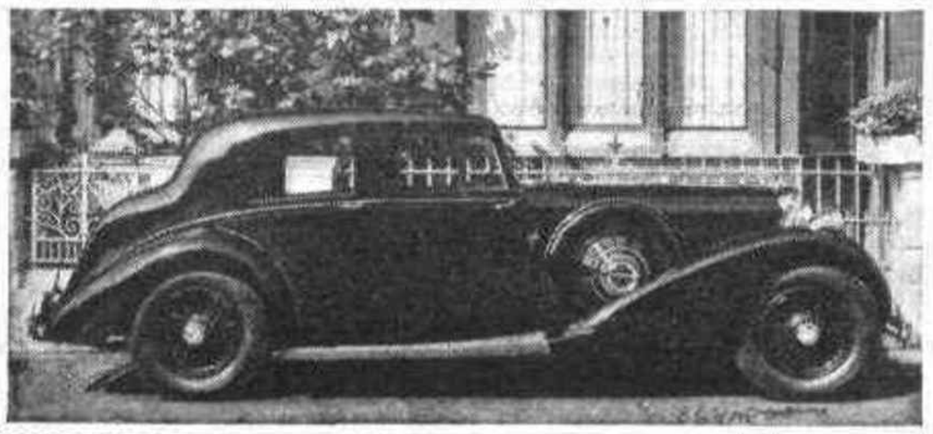


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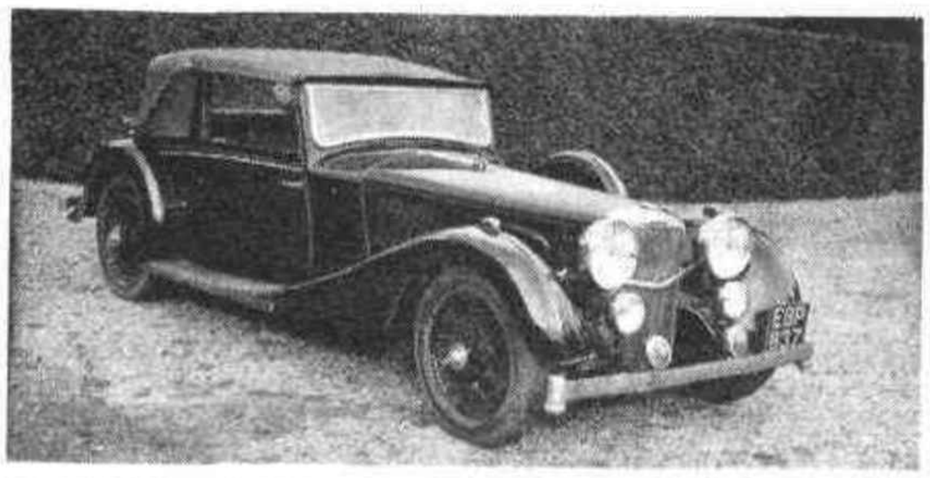
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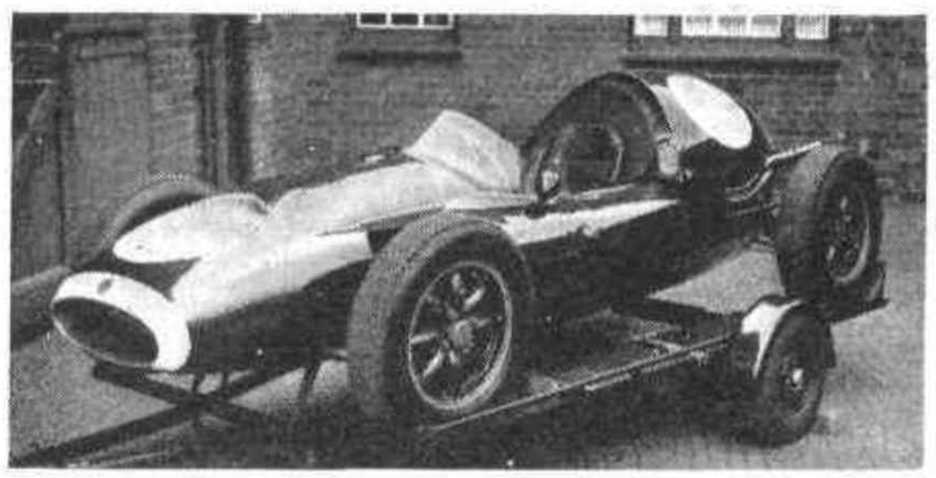
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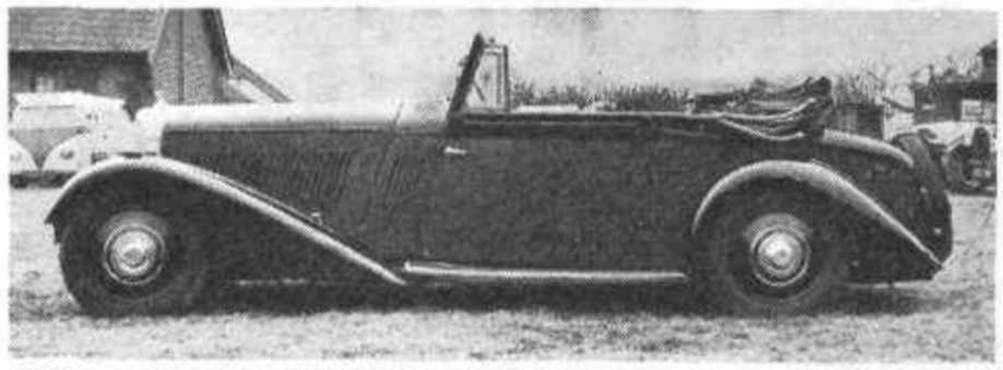
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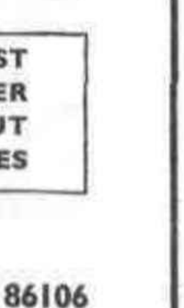
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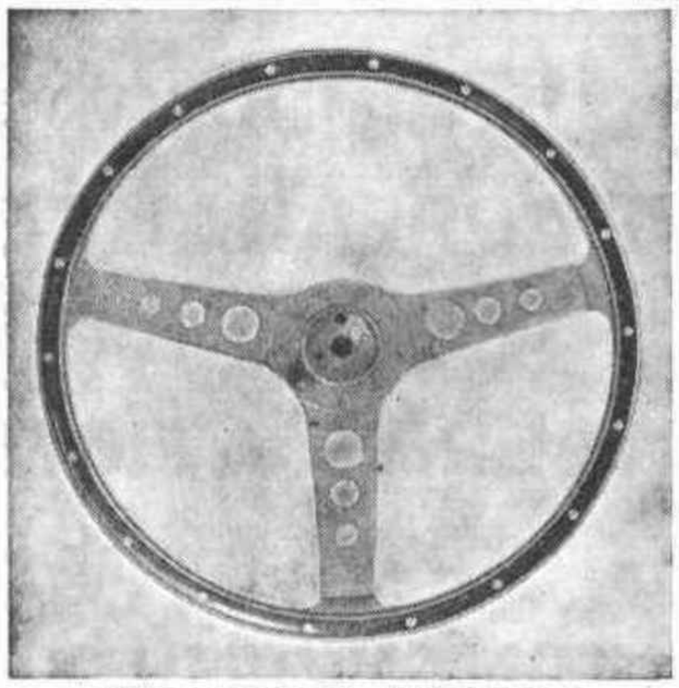
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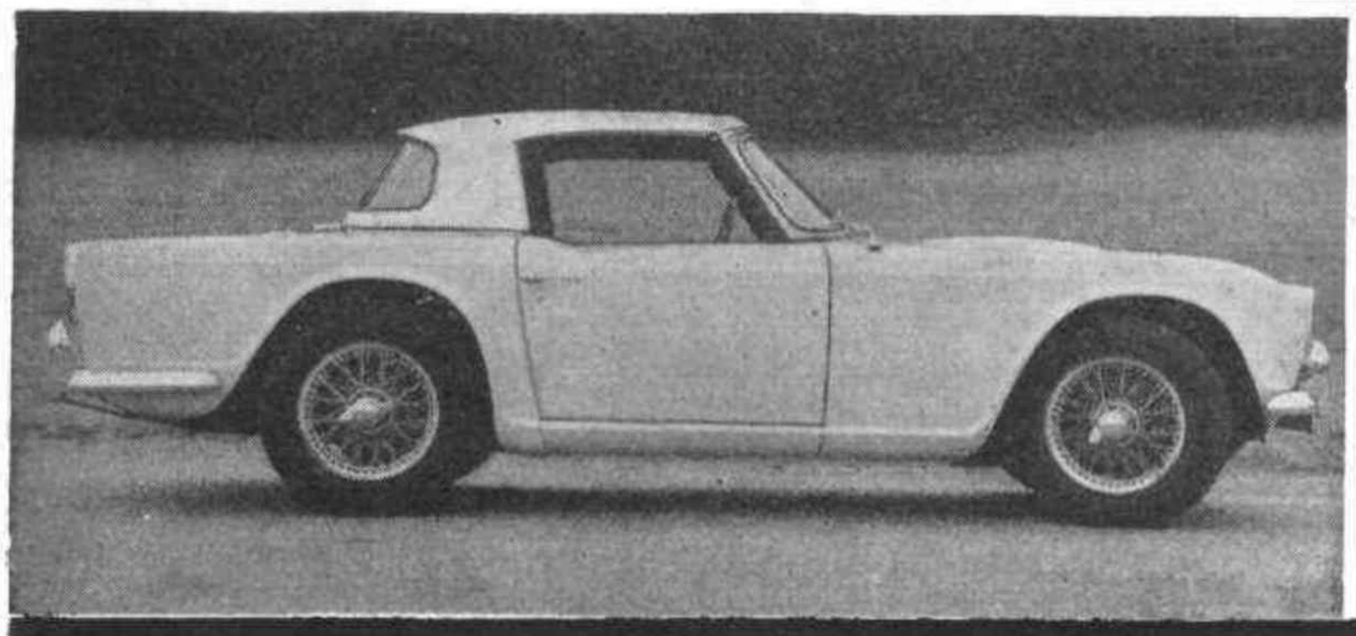
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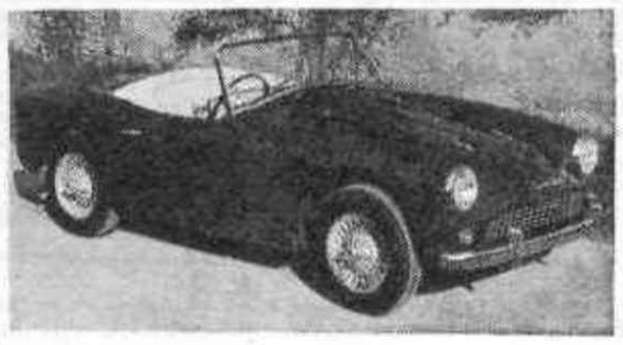
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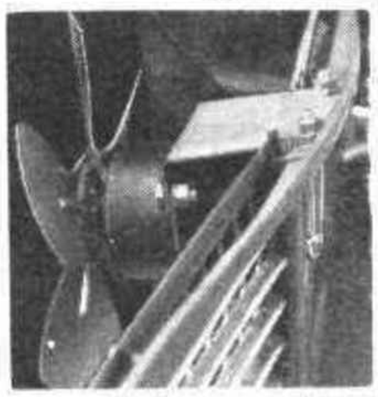
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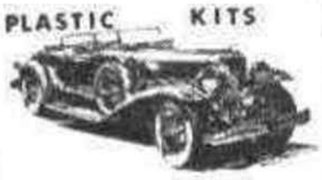
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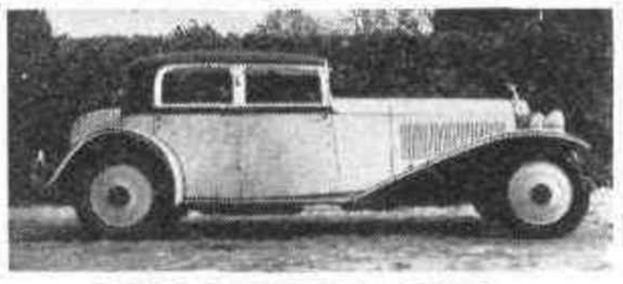


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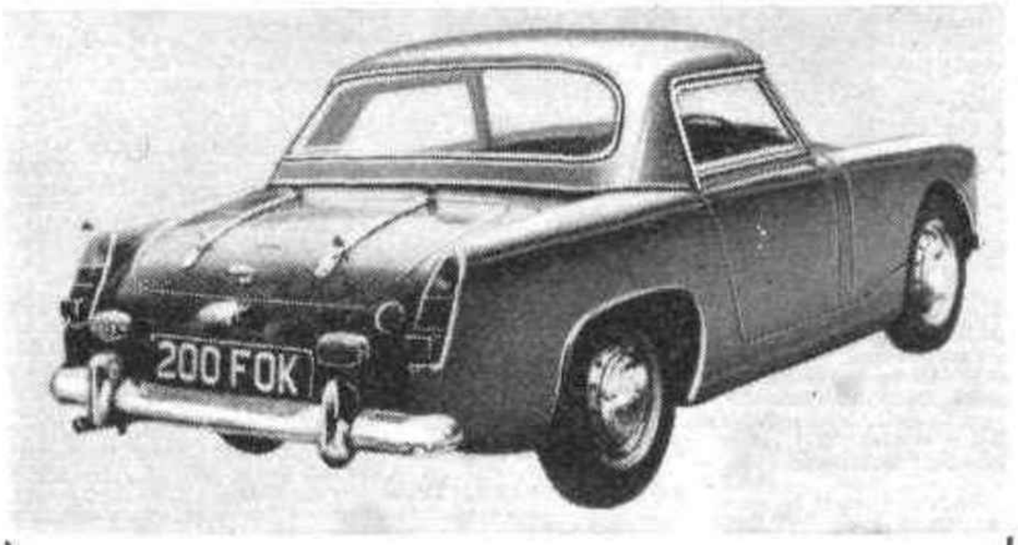
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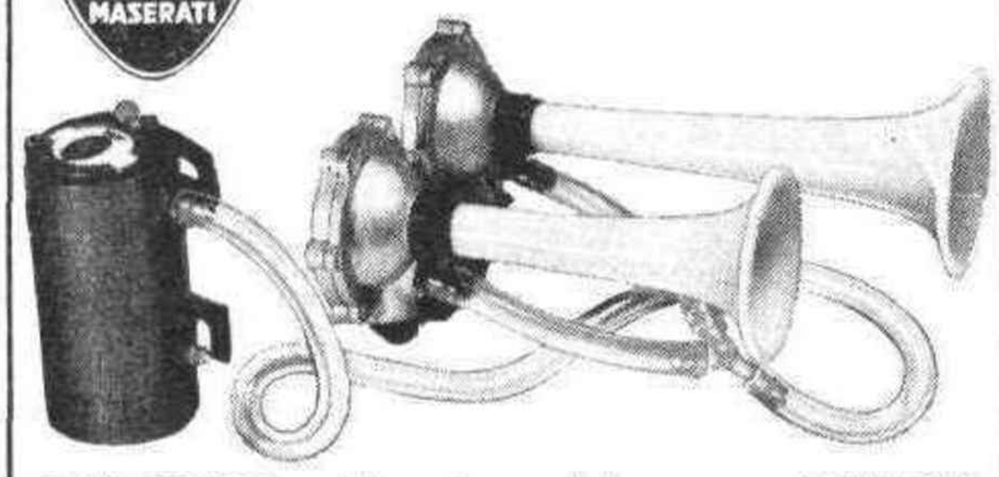
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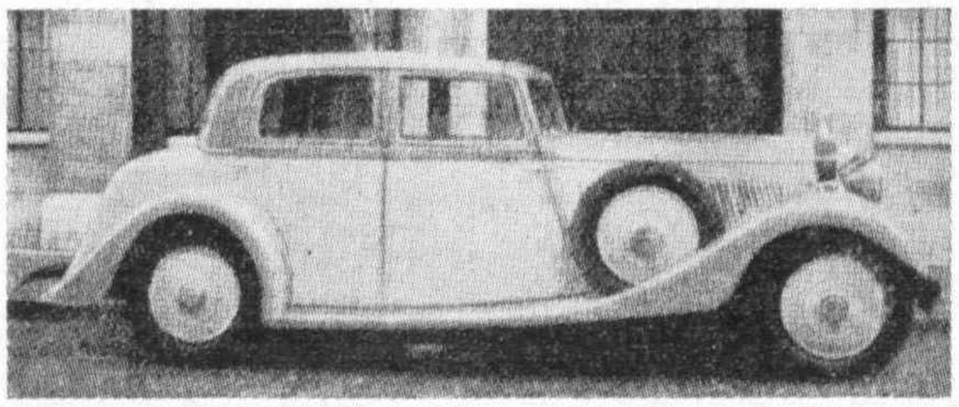
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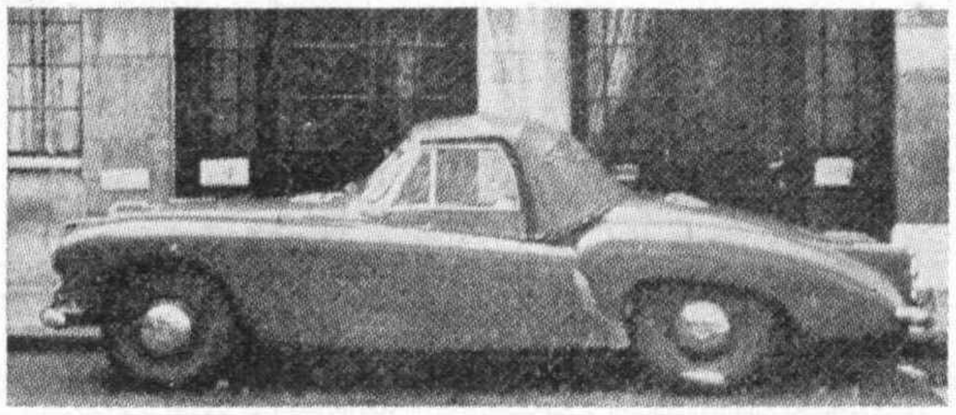


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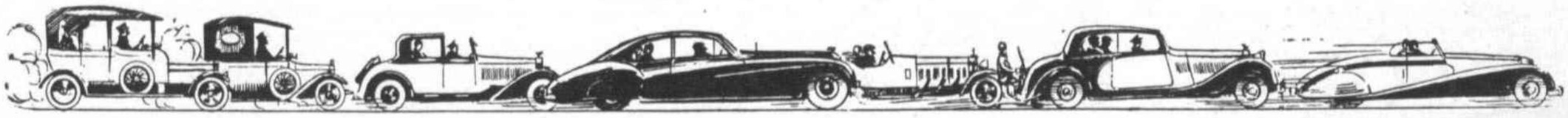
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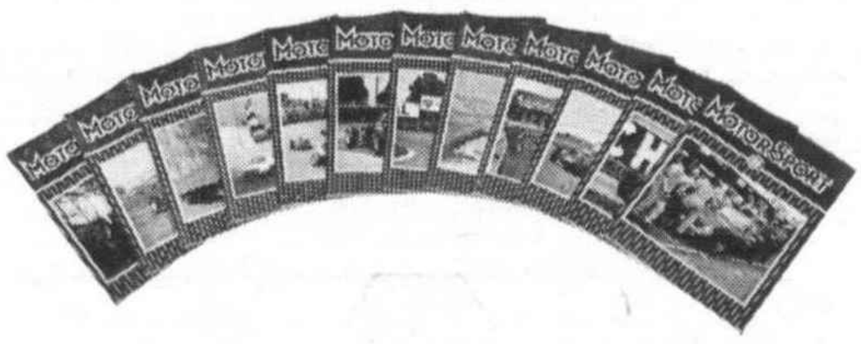
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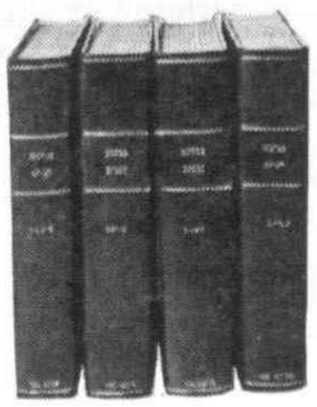


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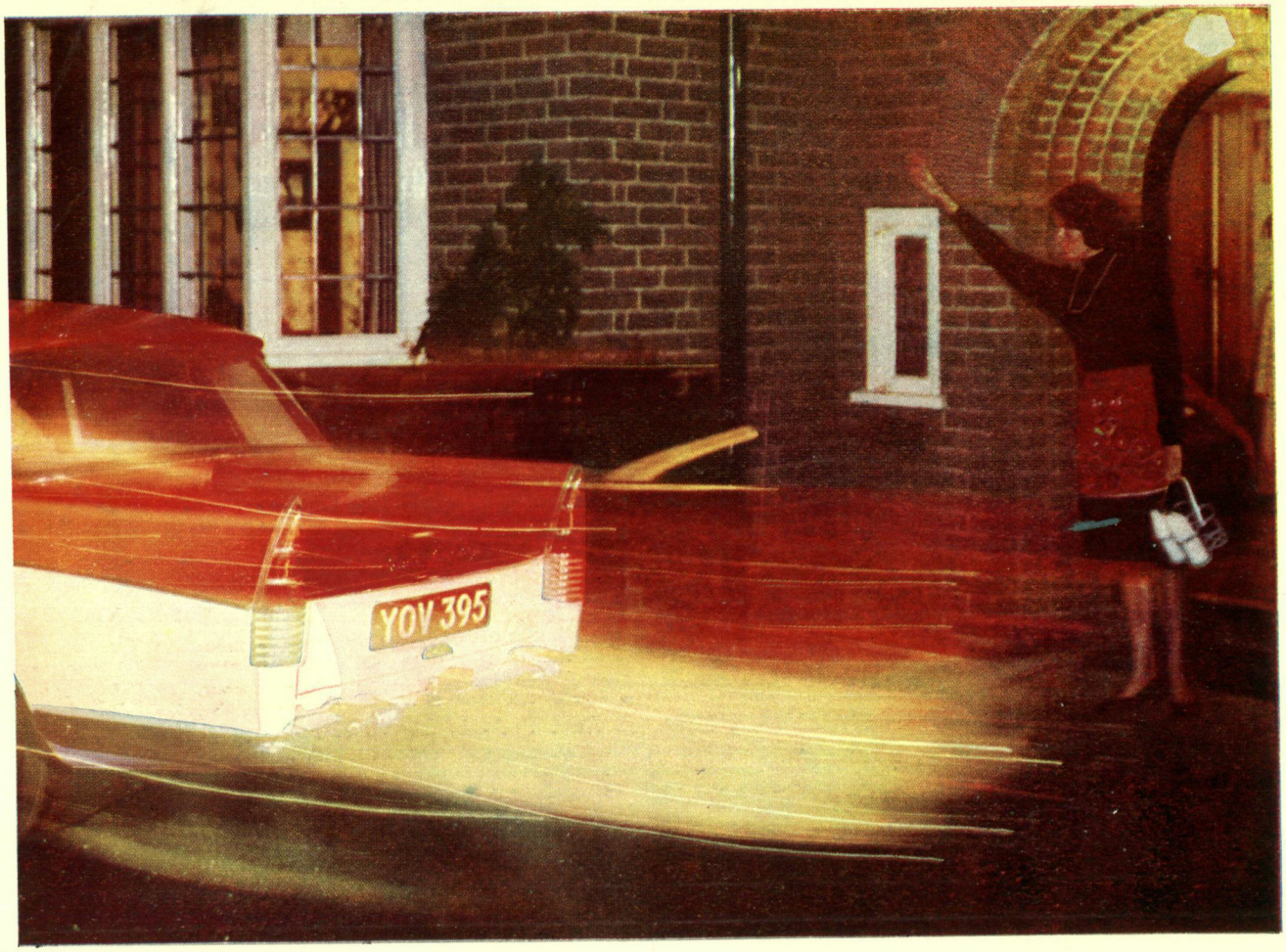
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