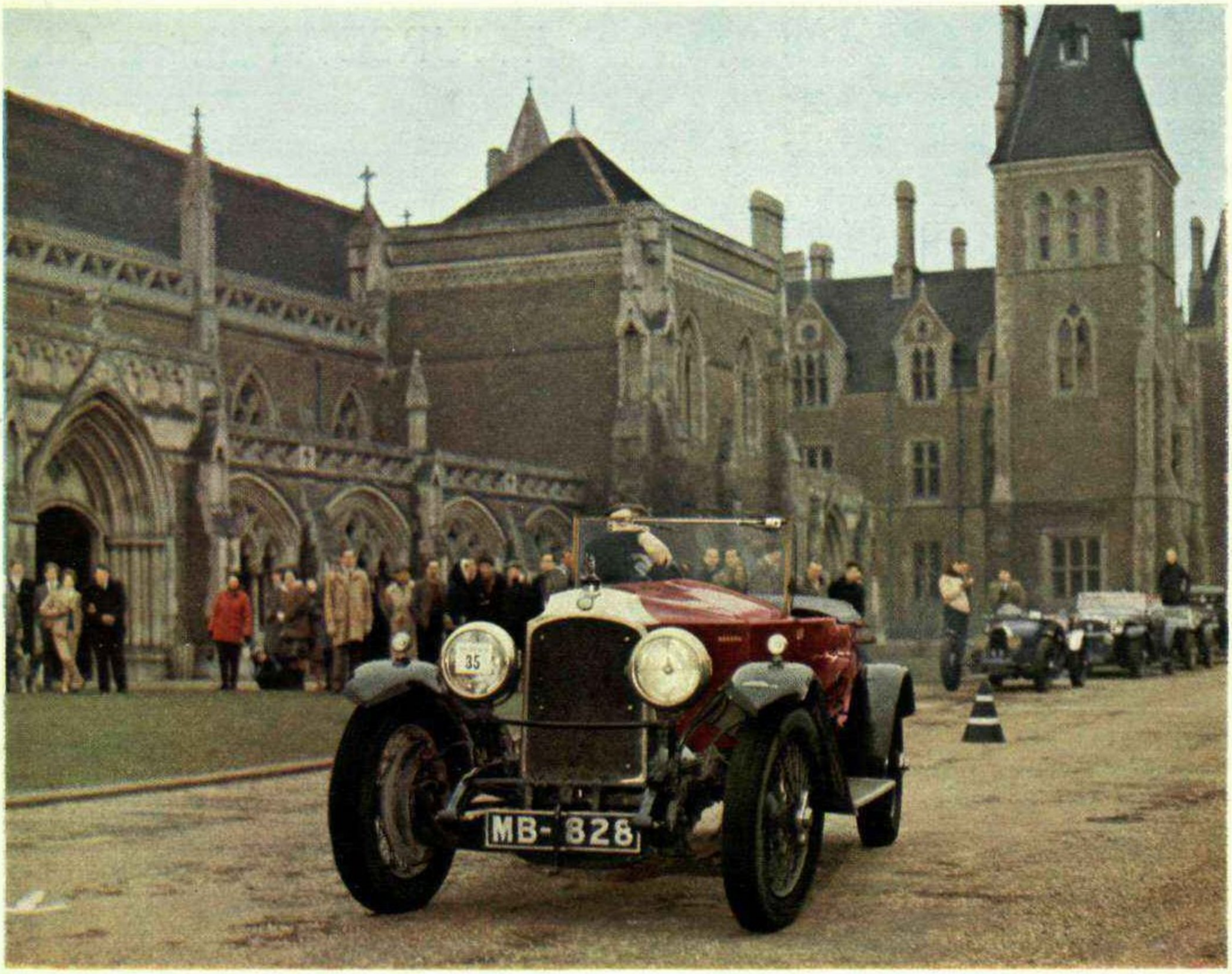
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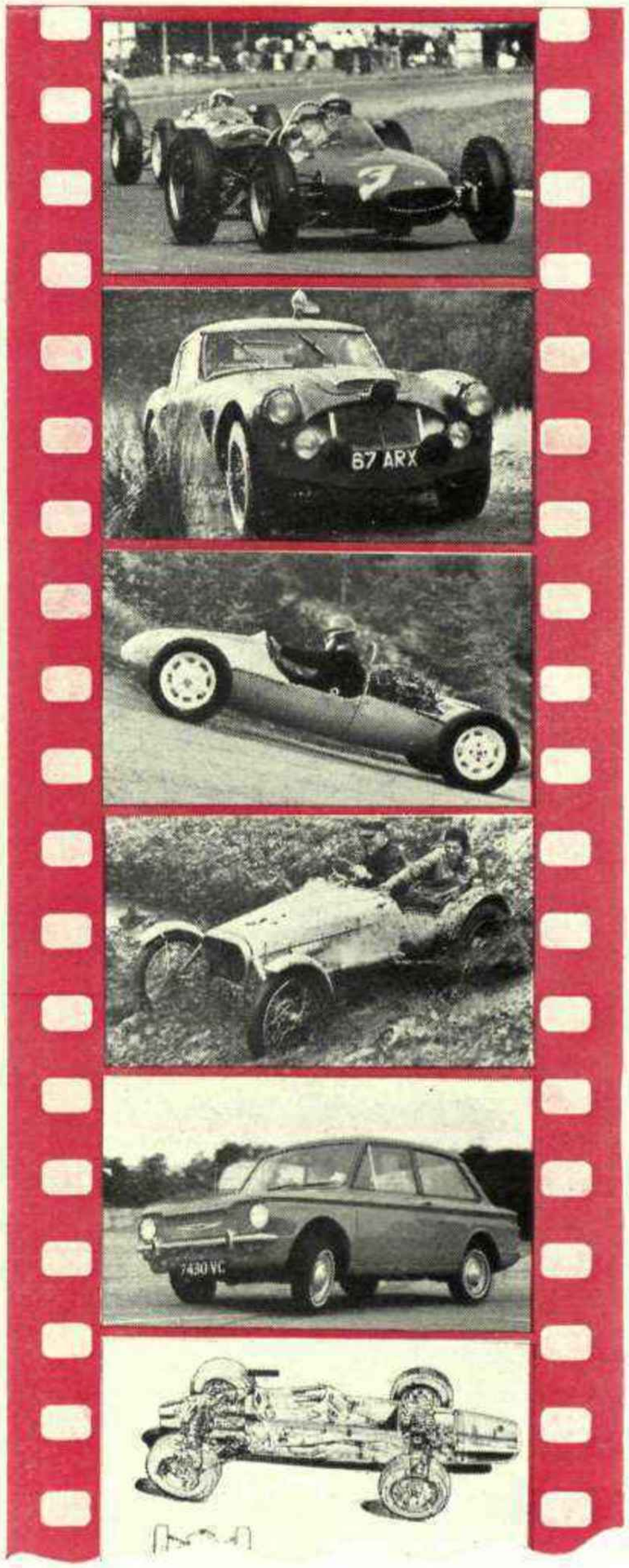
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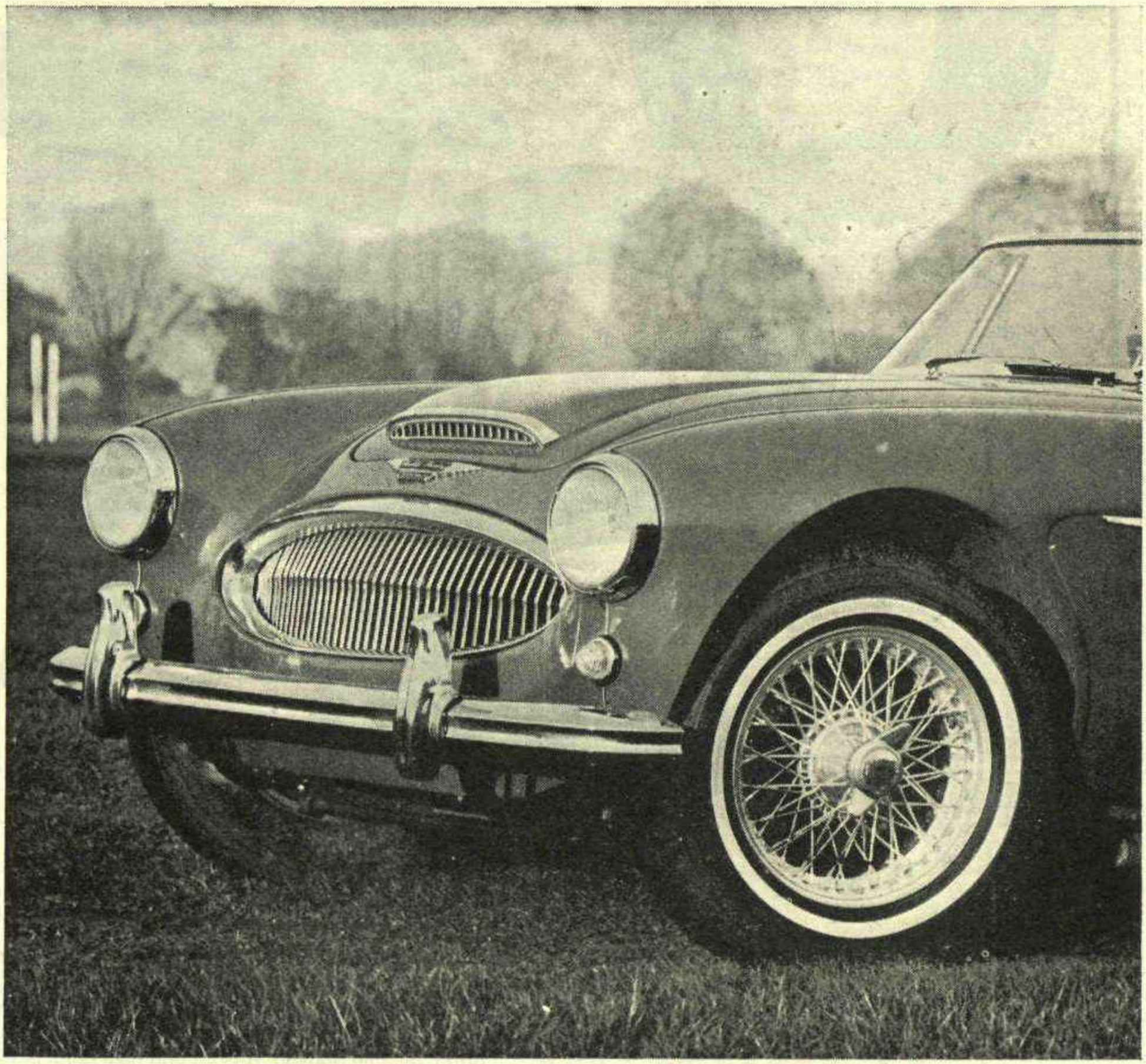
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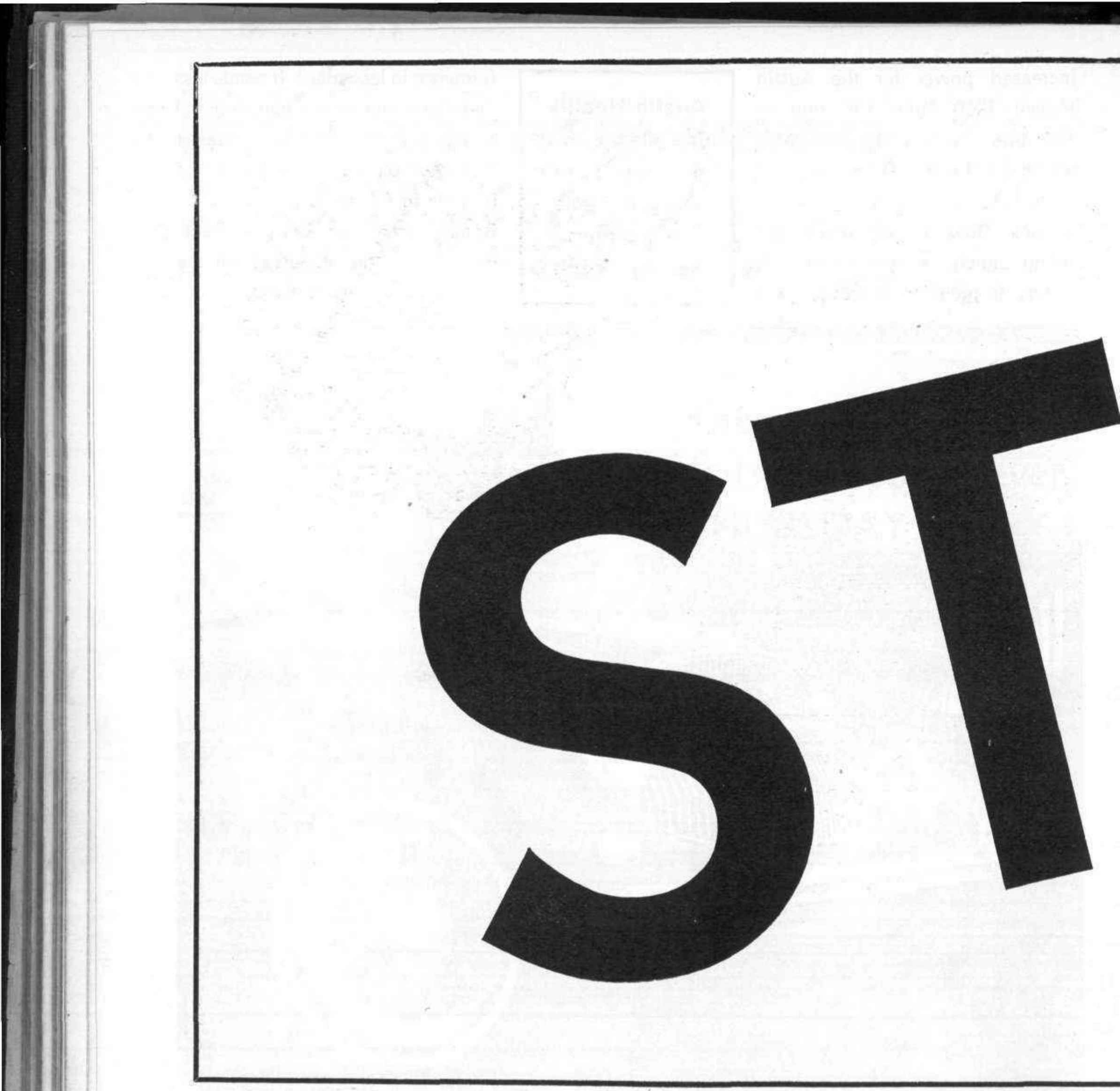
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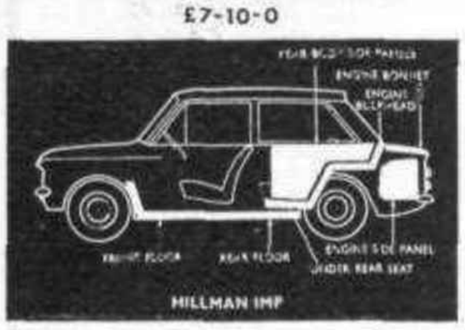
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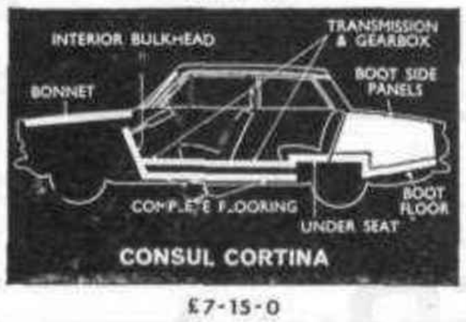
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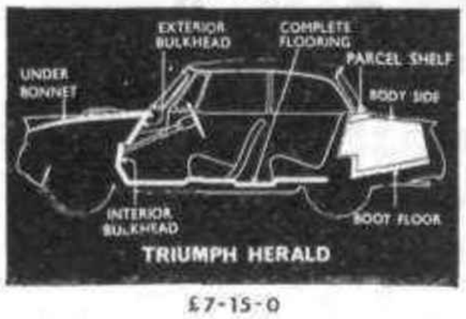
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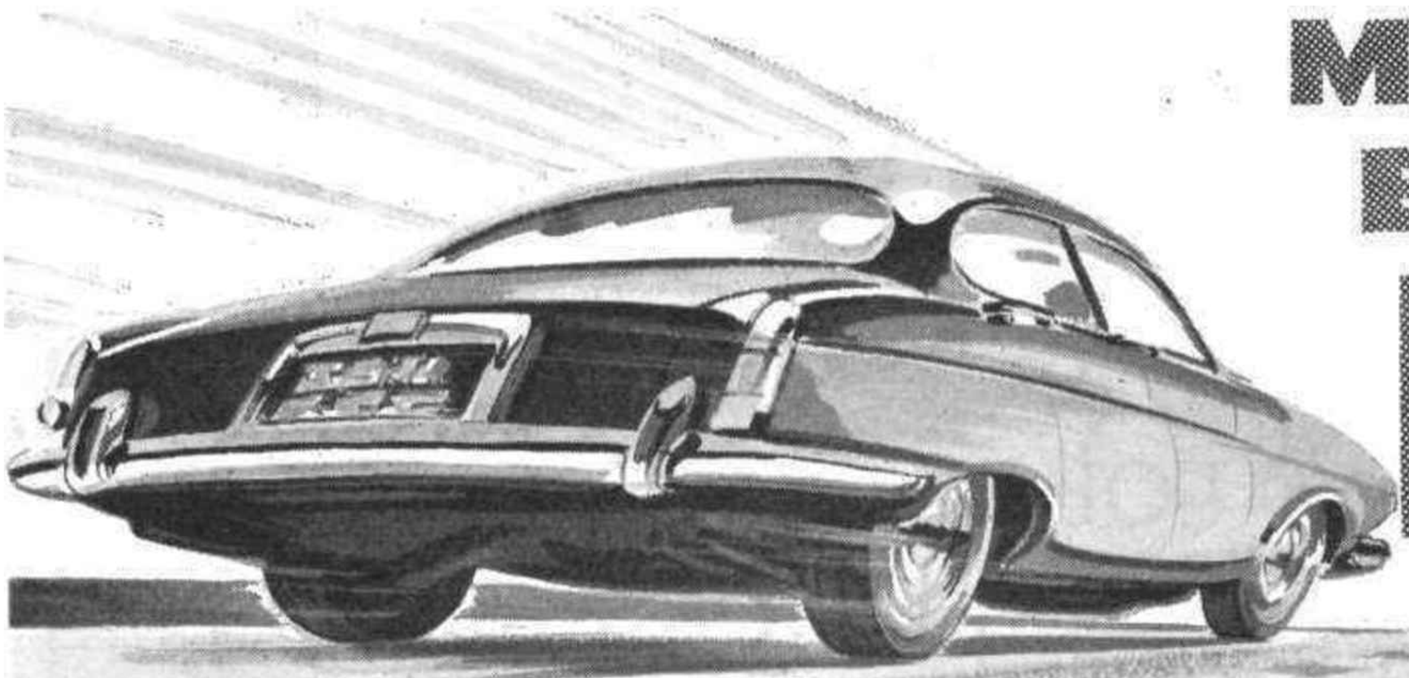
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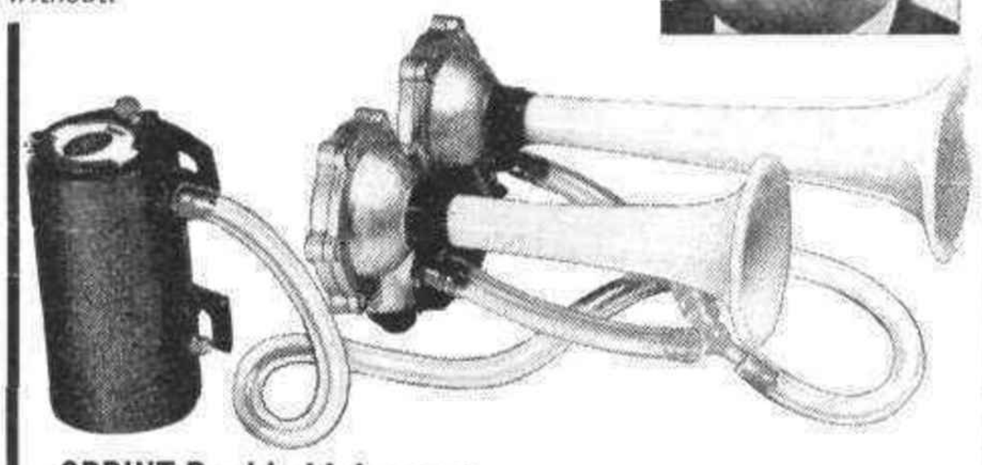
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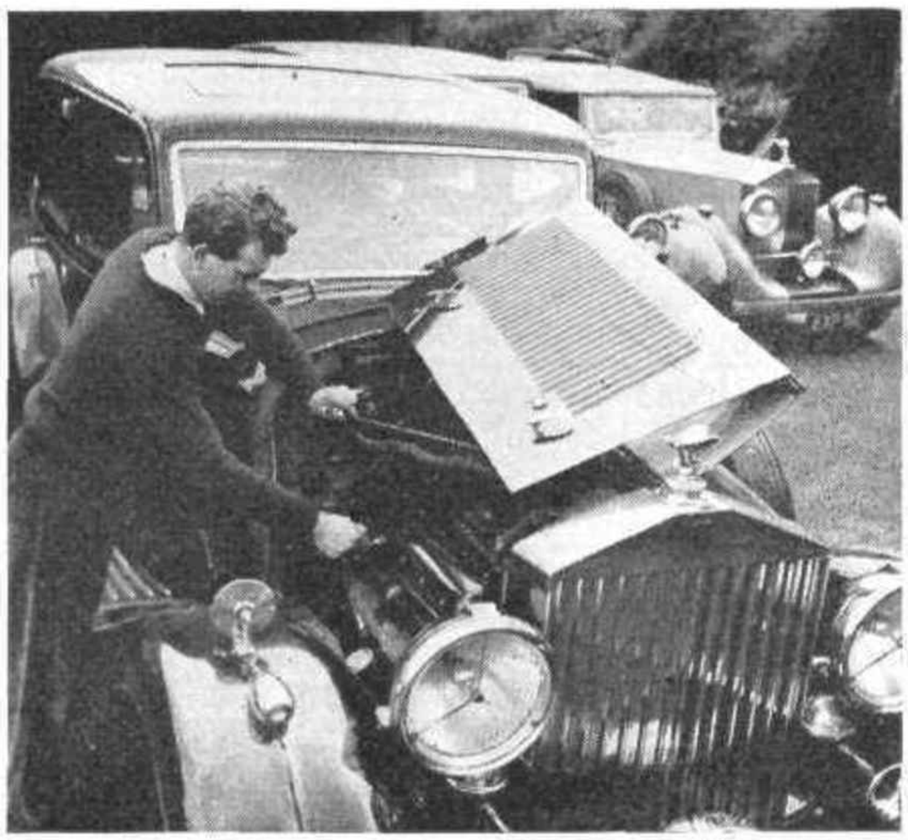
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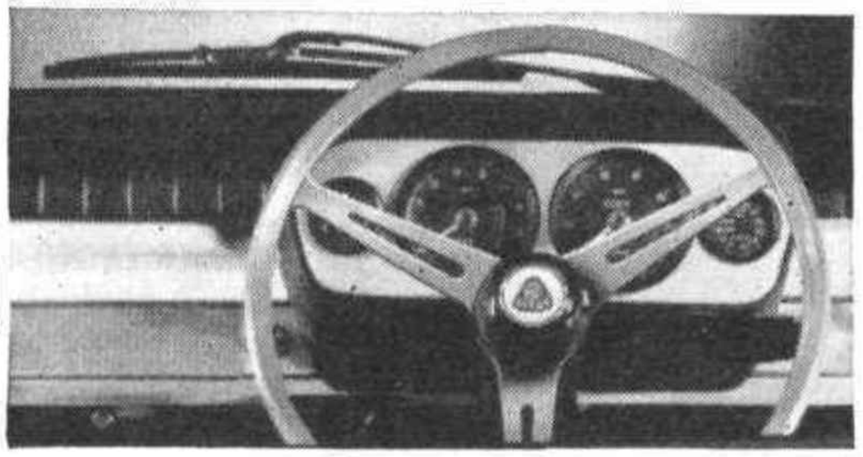
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VOL. XL No. 4 **ON THE ROAD IN A CHEVROLET STING RAY—See pages 250 & 255** APRIL 1964

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

ANOTHER COMPULSION?

With the welcome arrival of longer evenings, later lighting-up, this only just scrapes in as a matter of any moment. It arises out of an earnest attempt by the Birmingham Dipped Headlamps Committee to convince the Guild of Motoring Writers that it is safer for motorists to drive on dipped headlights than on sidelights only, even in well-lit streets. To date this campaign has cost some £20,000. It has the sympathy of the Mayor of Birmingham, Joseph Lucas Ltd., and most of the Midlands motor manufacturers. It is extremely anxious to compel the Minister of Transport, who was represented at the luncheon to which the Guild was invited last February, to adopt a National dipped lights experiment.

That many of those present were not convinced that driving is any safer under these conditions was also apparent. As we ourselves prefer to allow drivers to use their own discretion and do not want yet another compulsion on the already over-burdened motorist, we would pose the following questions :—

(*a*) There is usually confusion after an accident. Who decides how a vehicle was lit in those accidents on which the B.D.H.C. statistics are based?

(*b*) Unless all dipped headlamps are properly adjusted, does the Committee deny that they cause dazzle, glare and confusion, especially in rain, and with snow on the roads and kerbs? It is, surely, easier to judge vehicle width in conditions of no glare.

(*c*) Great importance is attached to being sure it is safe to make a right turn. If the rear-view mirror cannot be consulted because of dazzle, what then?

(*d*) If Birmingham pedestrians are being trained that a vehicle on sidelights is stationary, on dipped headlamps is moving, will they not be seriously endangered by drivers not complying, or when they walk about the roads of other towns?

(*e*) Does not the use of dipped headlights in towns encourage absent mindedness about putting them out when parked?—more dazzle!

(*d*) It is well-known that confusion over signposting causes lack of concentration. Could the good results claimed for Birmingham be because it is a notoriously difficult city to negotiate and *in these circumstances*, dipped lamps make the driver's task easier?

We feel sure the B.D.H.C. will be prompt in answering!

CHANGING FACES

At a time when changes seem to be taking place amongst old-established journals as a result of take-over bids and, as the *Financial Times* unkindly expressed it, " a new cover has joined the harem already leering from the news-stands—on the front of a motor journal—of all magazines," we would like to put on record, as we approach our 40th birthday, that we remain on good terms with our competitors as they seek to draw new readers from the hordes of 40-m.p.h. " mimsers " who multiply every year, to add to the congestion of our roads.

MOTOR SPORT will continue to cater for motoring *enthusiasts* and does not intend to publish cosy de-coking hints or complicated road-tests apeing Consumer Association reports. We are not concerned with the circulation rat-race and our policy has been successful; MOTOR SPORT's net sales are now over 140,000 and still rising, some 10,000 more than any other motoring journal.

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Front Cover Picture : VINTAGE CARS AT CHARTERHOUSE.—Tony Jones " taking handfuls of 30/98 " as he competes in the Vintage Sports Car Club's Driving Tests in the school grounds last February.

TOWARDS THE POLICE STATE

We are fully aware that the police do magnificent and essential work for the community, as one of the evening papers pointed out in a recent Editorial. The diminishing confidence of the public in the Police Force stems from the ridiculously high number of persecutions for petty motoring offences, and it is high time the top brass who direct the tasks of policemen on the beat and in patrol-cars enabled them to pay less attention to drivers who only technically break the law. . . . Blame is directed not so much to the policeman as to those in authority over him.

Although we have no direct association with the Motoring Defence League, we continue to take an interest in persecution of motorists all over the country, persecution that caused Mr. J. J. Leeming, County Surveyor of Dorset, who has fought so hard for better roads and introduced so many worthwhile improvements in his county's road system, to say that " *It is hard to resist the conclusion that the motorist is now, in this country, rapidly taking the place the Jew occupied in Nazi Germany.*"

There is the case of the L-driver collier whose car ran out of petrol late at night in Ammanford. The qualified driver with him took over the job of pushing the car, while the L-driver steered. A policeman decided to look into their innocent progress. Result : A fine of £3 for the L-driver, a fine of 30s. for his friend. *There was no accident; no-one was involved.*

There is the case of a driver who, in the words of a Chief Inspector of Police, " came forward in a public-spirited way to

Continued overleaf

Motoring Sport Events for April

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
April 4th ..	London M.C.	Halton Aerodrome	Wendover	Little Rally (*C.*)	8.15 p.m.
April 4/5th	M.G. C.C.	Chateau Impney	Droitwich	Driving Tests (*R.*)	2.00 p.m.
April 4/5th	M.G. C.C. (S.E.)	Government Buildings	Stanmore	April Rally (*C.*)	10.30 p.m.
April 4/5th	Preston A.C.	Key Motors	Preston	Preston Trophy Rally (*C.*)	10.30 p.m.
April 4/5th	Forces' M.C.	R.A.F., Benson	—	Co-promoted Rally (*C.*)	10.00 p.m.
April 4/5th	Aberdare M.C.	Perry's Garage	Brecon	Nutcracker Rally (*R.*)	10.00 p.m.
April 4/5th	Circle C.C.	Lionvale Garage	Ashford	Owl Rally (*R.*)	10.00 p.m.
April 5th ..	**A.C. Basco-Bearnais**	**Pau**	**Pau**	**Pau G.P.** (*INT.*)	3.00 p.m.
April 5th ..	Lancs. & Ches. C.C.	Angel Hotel	Macclesfield	23rd Derbyshire Trial (*R.*)*	10.30 a.m.
April 5th ..	Mid-Surrey A.C.	Brands Hatch	Farningham	Speed Trials (*R.*)	1.00 p.m.
April 5th ..	Romford E.C.C.	Snetterton	Thetford	Co-promoted Race Meeting (*C.*)	2.00 p.m.
April 5th ..	Lothian C.C.	Marine Drive	Portobello	Driving Tests (*R.*)	12 noon†
April 5th ..	B.A.R.C. (E. Midland)	Mallory Park	Hinckley	Sprint (*R.*)	2.00 p.m.
April 11th ..	Aston Martin O.C.	Wiscombe Park	Southleigh	Hill-Climb (*C.*)	12 noon
April 11th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*N.O.*)	1.30 p.m.
April 11th ..	S.U.N.B.A.C.	Ragley Park	Alcester	Hill-Climb (*R.*)	2.00 p.m.
April 11/15th	**Hants. & Berks. M.C.**	**Bournemouth**	—	**Mobil Economy Run** (*INT.*)	—
April 11/12th	Midland M.E.C.	Bengry's Garage	Leominster	Cambrian Rally (*R.*)	11.00 p.m.
April 11/12th	Rochester & Dist. M.C. ..	Medway Street	Maidstone	Rally of the Downs (*R.*)	10.00 p.m.
April 11/12th	Sutton & Cheam M.C.	Village Road	Addington	Co-promoted Scorpion Rally (*C.*)	9.30 p.m.
April 11/12th	Spark M.C.	Chobham Common	Chobham	Moonlight Rally (*C.*)	10.30 p.m.
April 12th ..	N. London E.C.C.	Engine Hole Pit	Ware	Jacobean Trophy Trial (*R.*)*	11.00 a.m.†
April 12th ..	Aston Martin O.C.	Wiscombe Park	Southleigh	Hill-Climb (*C.*)	12 noon†
April 12th ..	B.A.R.C. (Yorks)	Stockton Farm	Harewood	Hill-Climb (*C.*)	2.15 p.m.
April 12th ..	Club Lotus	Brands Hatch	Farningham	Sprint (*C.*)	12.30 p.m.
April 12th ..	B.R. & S.C.C.	Snetterton	Thetford	Race Meeting (*C.*)	2.30 p.m.
April 12th ..	N. Wales C.C.	Meredith & Kirkham Ltd.	Colwyn Bay	Production Car Trial (*R.*)	11.00 a.m.
April 12th ..	Midland A.C.	Curborough	Lichfield	Co-promoted Sprint (*C.*)	1.30 p.m.
April 18th ..	**B.A.R.C.**	**Aintree**	**Liverpool**	**Race Meeting** (*INT.*)	11.00 a.m.
April 18th ..	Lancashire A.C.	Manchester	—	Manchester/Blackpool Veteran Run	8.30 a.m.
April 18/19th	Gaynes C.C.	" Suffolk Punch "	Newmarket	Cloudy Skies Rally (*C.*)	10.00 p.m.
April 18/19th	Tavern M.C.	Kingswood Garage	Bristol	Moonraker Rally (*C.*)	8.45 p.m
April 18/24th	**R.A.C.**	**Toronto**	**Toronto**	**Trans-Canada Rally** (*INT.*)	—
April 19th ..	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.30 p.m.
April 20/24th	**R.A.C.-West**	**Nordwijk aan Zee**	—	**Tulip Rally** (*INT.*)	7.30 a.m.
April 25th ..	Maidstone & Mid-Kent M.C. ..	Silverstone	Towcester	Race Meeting (*N.B.*)	1.00 p.m.
April 25th ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
April 26th ..	Hants. & Berks. M.C.	" Jolly Farmer"	Camberley	Navigational Exercise	12.45 p.m.
April 26th ..	Leicester C.C.	Midland Motor Museum	Measham	Driving Tests (*C.*)	2.30 p.m.
April 26th ..	B.R. & S.C.C. (N.)	Cadwell Park	Louth, Lincs.	Race Meeting (*C.*)	2.00 p.m.
April 26th ..	**A.C. di Palermo**	**Palermo**	**Sicily**	**Targa Florio** (*INT.*)	8.00 a.m.
April 26th ..	Dowty M.C.	Dowty Rotol Car Park	Cheltenham	Inter-Club Driving Tests	11.30 a.m.
April 26th ..	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (*N.O.*)‡	2.30 p.m.

* Qualifies for R.A.C. Trials Championship.
‡ Qualifies for 1964 R.A.C. British Hill-Climb Championship.
† No time had been supplied for these events but from previous experience we recommend the above times.

MATTERS OF MOMENT—continued from previous page

help the police " after an accident. His help accepted, they asked if he had a driving licence. He hadn't, so Newton-le-Willows Sessions fined him £1.

There is the case of a policeman whose car ran into another and hurled it across the road being fined £5 (£2 11s. 7d. costs) by Warwick Magistrates' Court, where a lorry driver whose error of judgement caused others to take avoiding action was fined £15 (£8 16s. costs), and a driver who had never been convicted in 44 years being fined £10 after a minor collision. There is the case of a driver doing 28 m.p.h., corroborated by his two passengers, through a radar speed trap in Bilston and being accused by the police of having done 42 m.p.h.—the Deputy Stipendiary Magistrate called this a " mistake," saying " any moving object will register on the screen—it could be a stone, a bird or a vehicle on a parallel road. I do not want it thought I am suggesting that the police were telling untruths."

Finally, as space is running out, there is Mr. Marples, who at school was presumably taught not to sneak, sending a photograph of himself to a Cornish schoolboy whose 'phone call had resulted in the arrest of a drunken motorist—the photograph showing Mr. Marples clinking glasses of alcohol with a lady friend, bottles before him—hardly the way, suggests the *Sunday Telegraph*, to exalt sobriety! And John Gordon of the *Sunday Express* exposed the case of a London motorist summoned for not paying a parking offence penalty—which he had paid, by cheque. The police refused to believe him, so the cheque was produced in Court as evidence. Case thrown out—but costs against the police refused, although the bank charged £5 5s. to clear the motorist's name. Our readers notice these " acts of aggression " and ask MOTOR SPORT to expose them. . . .

There's one bright bit—the sporting Chief Constable of Gloucestershire initiating his own prosecution after a collision because he failed to see a junction. He believes the police must expect no favours for themselves. Fine : £20.

MALLORY PARK (March 8th)

THE B.A.R.C.'s Mallory Park Race Meeting on March 8th had the distinction of being the first British event of the year. The first race was for Formula Three cars and saw the new formula getting off to a good start with a comfortable win by John Taylor in one of the Ken Tyrell B.M.C.-engined Coopers, from John Fenning's Lotus-B.M.C. and M. Davies' Lotus-Ford.

The sports-car race, which should really have been called a sports/racing-car event, produced some spirited racing between Rex Willoughby's 1,098-c.c. front-engined Lola-Climax and M. N. Nunn's Lotus 23. Willoughby managed to hold the lead for the first six laps but appeared to have more difficulty in lapping the tail-enders in his older Lola and eventually Nunn slipped past to win by a short distance. The saloon-car race was disappointing in the non-appearance of Doc. Merfield's V8-engined Ford Cortina but, nevertheless, Harry Ratcliffe's oversized 1,370-c.c. S-type Cooper kept the spectators entertained by some really fast lapping to win with more than 11 sec. clear of André Baldet's Moto Baldet Lotus-Cortina and Swanton's Lotus-Cortina.

A welcome sight was M.R.P. driver Richard Attwood, who drove Nobby Spero's ex-Horace Gould 250F Maserati for a number of laps to demonstrate what real Grand Prix cars used to do. Attwood really enjoyed the drive and " demonstrated " with some laps in the 58-sec. bracket.

Ten laps appeared to be a little too short for the Formule Libre race, which counted as the first round of the Bob Gerard Formule Libre Trophy, but Bill Bradley's Monaco-nosed 1,650-c.c. Cooper-Ford and Tony Hegbourne in Geoffrey Lambert's 1,498-c.c. Cooper-Ford had a real dice in the opening laps to more than make up for the obvious lack of laps. Hegbourne, who will be driving a Formula Two car this year, soon had the whip hand and pulled out a good lead to win from Bradley, with Mike Hailwood's ex-F.J. 1,650-c.c. Brabham-Ford third after a poor start. The last of the real races before the meeting degenerated into a handicap event was a saloon-car event won by John Fitzpatrick's 998-c.c. Broadspeed Austin-Mini from a horde of S-type Coopers and ordinary Coopers.—E. L. W.

CONTINENTAL NOTES

THE Formula One season is now well under way and we have a good idea of the lines along which the various teams are developing, Lotus keeping to their Type 25 monocoque design but naming the 1964 version the Type 33, while B.R.M. have seen the error of their ways in trying to combine a tubular space structure with a stressed skin structure and have gone over to full monocoque layout. However, more interesting from B.R.M. is the knowledge that they are working on development of a 4-w-d car, using Ferguson principles, and though it will probably be seen this season it must surely be the result of some advanced thinking in preparation for the 1966 Formula, when 350 b.h.p. is going to be available. First glimpses of the Honda Grand Prix car lead to much speculation, especially as the 12-cylinder engine is mounted transversely in the rear of the chassis. This must inevitably make for a wide car and consequent high frontal area, so if they are going to challenge the pencil-slim Lotus and B.R.M. cars, they must have a lot of horsepower. Now this is something that could well be possible for their development work on 4-cylinder 250-c.c. motorcycle engines has produced excellent power results, and a long time ago Mr. Honda said there was no point in designing a 1½-litre Grand Prix engine unless it would give 220 b.h.p., and European designers are still scratching about around 200 b.h.p. with 10,000 r.p.m. and cumbersome old-fashioned valve gear. When the Honda car is going to appear is anybody's guess, but if the motorcycle champion Jim Redman is going to drive it, as seems likely, then my guess would be Spa or Monza, as he knows both circuits well and sheer power will always win on either circuit.

Due to the bad winter of 1962/63 and a high-pressure programme on the cars for long-distance GT Prototype racing, the Scuderia Ferrari were behind in its development for Grand Prix racing right through last season, and it was not until the end of 1963 that the true form began to show. It will be remembered that for practice at Monza last September a new Ferrari appeared, with stressed-skin construction, Lotus-like suspension layout, and a new V8-cylinder engine. This engine was not ready to race, and final races of 1963 were run with the new chassis fitted with the old V6-cylinder engine. During the winter much development work has gone on in the Maranello workshops and the Ferrari team look like starting the season with two brand-new power units. The V8 has been redesigned and uses a B.M.W.-like inlet port layout, similar to that on the new Indianapolis 4-o.h.c. Ford V8 engine. This engine looks a worthy successor to the long-used V6 engine, but more interesting still is the latest Ferrari Grand Prix engine, which is a horizontally-opposed 12-cylinder engine. Like the V8 it uses fuel-injection, but, unlike previous Ferrari engines, it uses but one sparking plug per cylinder. The ancillaries for the injection and ignition are driven by exposed internally-toothed belts from one of the inlet camshafts, and each exhaust camshaft has a scavenge oil pump mounted on its end. As all three Ferrari engines, the V6, the V8 and the flat-12, can be fitted to the stressed skin chassis layout it would seem that Surtees and Bandini will be in the enviable position of having " cars for courses," but it will need a strong-minded chief engineer to prevent chaos creeping in.

* * *

On the Formula Two front the mists have cleared rapidly and the French have announced that they intend to run a series of races to this Formula which they will call " Les Grands Prix de France," not to be confused with " Le Grand Prix de France " which is for Formula One and will be at Rouen. These French F.2 races will be at Pau, Reims, Clermont-Ferrand, Albi and Montlhéry, and there will be millions of old French francs as prize money for the individual race winners as well as the overall winner of the series. These races will be very much for works teams or works-sponsored teams and the French hope to have two teams of blue cars competing using Formula Two Renault engines built by Gordini. British hopes lie at present with the Cosworth engine, which is a single o.h.c. unit of 998 c.c. based on the successful Cosworth-Ford Junior engine of last year. Lotus and Brabham will use the Cosworth engine and Cooper are to have a new B.M.C. twin o.h.c. unit. At these French races there will be supporting races for Formula Three cars, and the organisers stress that they are only interested in private-owners and true amateurs for these events. There is no question of a top driver cleaning-up both Formula Two and Formula Three events at the same meeting. There will also be Formula Two races at Avus and Solitude in Germany, which will be run on the same lines as " Les Grands Prix de France " as far as entries and conditions are concerned. Other engines on the benches for this 1,000-c.c. 4-cylinder Formula are Conrero-built Alfa Romeo Giulietta inspired units, Abarth twin-cam engines, and the rather bulky Tomaso flat-four that is being developed in conjunction with Holbay.

* * *

Last year one of the most outstanding events in motor racing was the appearance of the first gas-turbine driven racing car taking part in a competition, this being the Rover-B.R.M. Anyone who saw it perform at Le Mans in the hands of Graham Hill and Richie Ginther must have been impressed, and what was even more impressive was the confidence of the Rover team before the race. It was only running as a demonstration so could not figure in the general classification, but there was never any doubt in the minds of the Rover team that the car would run for 24 hours at the required speed of over 100 m.p.h. average. In the pre-race fever the Rover attitude was almost naive, there never being any question of breakdowns, accidents or mechanical failure, and as it turned out the car ran perfectly for the whole 24 hours, seemingly quite oblivious to all the drama and destruction going on in the race proper. Before the race the Shell company were advertising that the Rover turbine would turn so many thousands of revolutions during the coming weekend, which savoured of " sticking the neck out," but they were dead right, and one of the finest sights of the race was to see the Rover mechanic, appropriately enough wearing a bow tie and spotless overalls, topping up the oiling system from a graduated measuring flask, the number of c.c.s of oil required being very critical. In contrast other mechanics were hurling oil by the gallon into conventional piston-engined cars, and lots of it was being blown out of engine joints, breathers and exhaust pipes. The Rover-B.R.M. finished the 24 hours as clean as most of the other competitors were filthy and oil covered.

The reason for recalling this memorable landmark in motor-racing history is that the Rover Company have entered once more for Le Mans, and this year they are permitted to compete in the 2-litre class. B.R.M. are preparing the chassis again and the Rover turbine unit has been considerably developed since last year, while the bodywork is being completely remodelled and will be an aerodynamic GT prototype (with the engine in the back, needless to add). Hill and Ginther will once more drive the car and, if last year is anything to go by, the new 904 Porsches will have to get their skates on, for the turbine car saw off the ordinary 2-litre Carrera last year.

While on the Le Mans race, the entries have been fixed and the list shows a number of Shelby Cobras, which should stir things up. At Daytona, one of the new coupés, with 4.7-litre Ford V8 engine and A.C. chassis, was leading by a long way until put out by a fire. There are also two Rootes Group entries, of Sunbeam Alpines fitted with 4.2-litre Ford V8 engines, the thought of which makes one shudder. Ford of America have entered three V8 cars, which are the Lola-Fords, while Ferrari has entered a row of prototypes, either the new 3.3-litre 12-cylinders or the 4-litre 12-cylinders. There is also a lone 2½-litre A.T.S. coupé, the rear-engined V8 car that has been a long while coming, and a row of the new 904 Porsches, which are well into full production, some 50 having already been delivered to customers.

* * *

While at Cheshunt recently, at the home of the Lotus, I was able to see the first of the Lotus 30 cars under construction, the one at the Racing Car Show having been a mock-up. This ingenious car has a backbone chassis made of sheet steel pressings spot-welded together, and this box-section backbone forms the main fuel tank. At the front of the centre beam is a transverse box that contains the steering gear and the pedal assemblies, and carries the front suspension. At the rear the backbone divides into a fork and in this fork nestles 4.2-litres of o.h.v. Ford V8 engine, to which is coupled a new design of ZF gearbox with five forward speeds. A bridge-piece across the rear carries the rear suspension, and that is about the lot, the driver and passenger sitting on either side of the central backbone and a fibre-glass shell covering the whole assembly. By the time this is being read this prototype model 30 may have appeared at Goodwood, but if not it will certainly be complete and undergoing prototype testing. Ford V8 engines naturally led one to the racing shop, where the Indianapolis Type 29 that was on show at the Racing Car Show was being fitted with one of the new 4-o.h.c. Ford V8 engines, with the inlet ports between the rows of valves and the exhaust ports in the middle of the vee. Judging by the size of the fuel-injection inlet tracts a lot of power is going to be developed,

Continued on page 240

A Variety of Vehicles

The Editor Drives the Fiat 2300 Station Wagon, a VW Transporter and the VW 1500S



THE FIAT 2300 STATION WAGON.—A load carrier of Italian verve and very complete equipment.

SO many cars come along for road-test these days that I have decided to continue last year's practice of including some of the necessarily briefer reports under this "V of V" heading, not to be confused with "V-E-V" which deals with the older automobiles.

So this time we start with a handsome Tipo 114B/108 Fiat 2300 Station Wagon, which most certainly merits mention, but does not qualify for a full road-test report, because I wrote of the saloon version in January 1963 and published a complete report on the impressive Fiat 2100 saloon, in the August 1960 issue.

The Fiat 2300 Station Wagon is stylish in the modern, square Farina manner and the shortness of its bonnet belies the presence beneath of a 78 × 79.5 mm. (2,279 c.c.) 6-cylinder engine. There are those who maintain that the increase in swept volume from 2,100 c.c. has resulted in rougher running, and this I think to be true of the larger engine when "under the collar." But it *does* provide extremely impressive acceleration, and maxima of nearly 60 m.p.h. and 70 m.p.h. in the 2nd and 3rd gears, not to mention a top speed of not far short of the "ton." Moreover, if overdrive is specified (it is an extra), it not only enables very smooth, quiet high-speed cruising to be indulged in, but comes with one of the best controls available—a r.h. steering-column switch which selects o/d., the drive reverting automatically to normal if a change out of top gear has been made.

This Fiat Station Wagon *should* perform, for it develops 117 b.h.p. at 5,300 r.p.m. on an 8.8-to-1 c.r.

It is a "shopping" rather than a "farmer's" sort of station wagon, for the slatted floor of the back compartment has a polished finish and the tailgate is of the two-piece variety. But there is no denying the extent of the baggage space when the back seat is folded away.

This big but decently compact Fiat is very fully equipped, not only with items that often rank as extras, but with details like red warning lamps in the trailing edges of the front doors for safety at night, variable speed screen-wipers also operated by that truly excellent foot-controlled washer, adjustable front-seat squabs, air vents at each end of the facia, twin reversing lamps, and illumination of engine compartment and, on the saloon version, of the luggage boot and glove box. The last-named is lockable and prevents the bonnet from being opened, as the release toggle is inside it. The fuel filler is beneath a lockable flap and the steering can be locked.

The Fiat is endowed with a great many warning lights, including reminders that the hand-brake hasn't been released and that the choke is out, and there is provision for adjusting the intensity of the parking lights. The horn on the test car, operated by a full horn-ring, was distinctly Italian in note and either shifted everything or stopped cyclists and pedestrians in their tracks—embarrassing!

The Fiat originally had rather suspect road-holding but in this respect the Station Wagon seemed better. The steering (3 turns, lock-to-lock, plus half-a-turn of sponge) and the rather notchy steering-column gear-change do not merit praise. The disc brakes on all wheels are very powerful, if somewhat heavy to apply, in spite of a vacuum-servo. The finish, outside and in, impresses as of good quality, and the heating and ventilation system is good once it is understood. There is an electro-magnetically controlled cooling-fan and that Fiat centrifugal oil filter supplemented by a by-pass cartridge filter.

The ride tends to be lively with not much load aboard and there is some roll on corners. The test car was shod with 6-ply 6.40 × 14 Ceat tyres, and the only trouble it gave was inability to prime on a gallon of fuel from an empty tank, perhaps because a small, engine-driven pump is expected to suck from the 13-gallon rear tank. Fuel consumption under unfavourable conditions was extremely good—24.4 m.p.g.—and no oil was needed in 620 miles. This smart Fiat 2300 covers the ground very quickly indeed. As tested, it costs just under £1,500, which for a 6-cylinder car so lavishly equipped is in the bargain category, or would be without Import Duty.

* * *

Another vehicle not justifying a full test-report which I used for over 400 miles recently was a Volkswagen transporter—but it is worth mentioning as a possible racing-car transporter, apart from its many other uses. If you don't believe this, ask Bob Anderson, who took his Lola V8 all over the Continent in one of these useful and rugged VWs last season.

The forward-control cab with bench seat for three and conventional gear-lever location makes driving very easy, although the clutch is heavy and the gear-lever a bit too short. The notably light steering and gear-change of a VW are appreciated when you turn lorry driver in a Volkswagen, but the understeer is accentuated by rubbery, vague steering, and, unladen, the tail will break away.

The noise level dies down as 50 m.p.h. is reached and this compact transporter covers the ground very well. One small design point I disliked was guttering round the front and sides of the cab roof but none at the back, so that water collects quickly on the floor of the body.

What makes this VW transporter so useful is its truly flat floor, unimpeded by wheel arches. Also, the sides as well as the tailgate drop down, making a platform which is easy to load. And under the floor is an absolutely vast luggage locker, although a door each side would make this more accessible when trying to retrieve small objects. I was disappointed to find the rear lamps obscured when loading with the tailgate down. As a private-car user I expected "keeps" on the doors and perhaps a step up to the cab, which were lacking, and the very effective heater was of more value to the passengers than to the driver.

But, all in all, this economical, air-cooled VW transporter should be of interest to those with small racing cars and other vehicles to transport. Being licensed privately we were able to hustle it along, but, even so, consumption of "cooking" petrol was better than 30 m.p.g. The price is £605, tilt and bows £42 extra.

* * *

The VW 1500S had been awaited with keen anticipation, especially after I had read of its vivid performance in the VW Magazine (contrary to general opinion, this is not another name for MOTOR SPORT, but refers to *Safer Motoring*)—over 105 m.p.h., over 75 in 3rd, 98-m.p.h. cruising speed, shattering acceleration of almost Jaguar and Lotus-Cortina potency, and 34.4 m.p.g.

I naturally looked forward very much to 1500S motoring, thinking it might recreate for me all the enthusiasm I once felt for Volkswagens.

Alas, I was due for a considerable disappointment. The car, a saloon, came to us fully run-in, in gleaming red paintwork,

looking a bit self-conscious on its 600×15 tyres, German-made Firestone Phoenix tubeless, on the test car.

After initial disappointment over the fact that on a car costing £924 18s. 9d. in this country the front bonnet release knob, luggage-boot release control on the door pillar (thief-proof when the car is locked) and the interior light remain on the n/s. on r.h.d. cars, that the wipers fail to clean the extreme o/s. of the big windscreen, that the speedometer has only a mileage recorder, with no decimal readings, that the fuel gauge needle is difficult to see at night, that the push-buttons for wipers, washers and lamps are small, "fumbly," and sharp-edged for sensitive fingers, that the pedals are high-set, and that the heater calls for continual adjustment as its output varies with car speed, I began to get back into the fascination of VW motoring.

It was pleasant to cruise fast without effort, in comparative silence if the window vents were closed, in a car of high-quality finish and simple but sufficient instrumentation, sitting on a generous-sized (but hard) driving seat, the squab-adjustment knob of which, however, was too stiff for me to turn. After a night out, in heavy frost, the 1500S got rolling in 13 sec., thereby upholding by a big margin recent VW advertising. Visibility is good, over a small, low-set steering wheel, the ride a bit choppy, brakes adequate without being outstanding, the gear-change pleasant but floppy and a bit "notchy," 1st gear sometimes refusing to go in. The handling is satisfactory but far below Morris 1100 standards, and a 4.125-to-1 top-gear necessitates a good deal of gear-changing, which those who root for automation tell us is very fatiguing.

I think the advent of the VW 1500S rally cars, with their tuned engines, has caused people to expect the impossible from the catalogue 1500S, the twin carburetters and increase in c.r. from 7.8 to 8.5 to 1 of which give its 83×69 mm., 1,493-c.c. air-cooled flat-four engine 66 (S.A.E.) b.h.p. instead of the 54 b.h.p. of the 1500N. At all events, checked against our electric speedometer, the following acceleration figures were obtained, which will certainly not blow-off a Jaguar or Lotus-Cortina, or even a Ford Cortina 1500. :

0-30 m.p.h.	**5.2 sec.**	**(5.0 sec.)**
0-40 „	**8.2 „**	**(8.1 „)**
0-50 „	**13.7 „**	**(13.0 „)**
0-60 „	**19.2 „**	**(19.0 „)**
0-70 „	**31.8 „**	**(30.5 „)**
Standing-start ¼-mile	**21.1 „**	**(20.8 „)**

(Average of several runs; figures in parenthesis are the best times.)

In the gears the maxima were 25, 45 and 66 m.p.h., respectively, there being no indication of when to change-up, in the absence of a tachometer. The limitations of the test track prevented a timed run at full throttle in top gear but on the road the speedometer went up to 100 m.p.h.; as it suffered from average optimism I put this at a true 93 m.p.h. But 70 was the more usual cruising speed away from Motorways, due to the lack of upper-end acceleration. As to fuel economy, a rough check gave an extravagant 25 m.p.h. on a day when, driving my Ford Cortina GT just as hard, it returned 30.4 m.p.g. And I had been asked to use 100-octane petrol in the VW, whereas the Ford thrives on premium. A more extended check showed 25.8 m.p.g. on a fast run down A 30, inclusive of performance testing. I set out to do another petrol-check but VW Motors Ltd. were by this time ringing up so persistently for the return of the car, in order that another journal could resume their testing of it, that this had to be curtailed, and the overall figure, including more-gentle main-road motoring (because even on an icy March Sunday the "mimsers" were out!), must be set down as 26.6 m.p.g. of the most expensive fuel—another disappointment. The fuel range came out as only 187 miles. I'm not complaining, for naturally the exciting new VW 1500S is in enormous demand, but this may silence those who firmly believe I am on the pay-roll of Nordhoff and Graydon and have only to snap my fingers to be surrounded by Volkswagens for road tests of unlimited duration!

I *was* offered a VW Variant (by which they mean a station-wagon or shooting-brake) in exchange for the 1500 sedan, but it is bad policy to publish performance figures for one car, fuel consumption figures for another, just as we generally turn down generous offers from readers to road-test their personal cars, because a sub-standard or highly-tuned car can produce misleading performance figures, and so we prefer to test manufacturers' Press cars wherever possible (Rolls-Royce owners please note).

Years ago, when I was a VW fanatic and MOTOR SPORT helped to sell hundreds of beetles, I wrote as an avid enthusiast for Wolfsburg products, incidentally using a black beetle purchased by my paper at full market price. I am still very fond of the things but feel that in recent years the Wolfsburg formula has dated to some extent—and this curtailed experience of the 1500S has not



A chrome line on the front boot-lid (and a discreet "S" on the handle of the rear boot-lid) are the only means of recognising a two-carburetter VW 1500S from the VW 1500N.

caused me to change my views. Apart from the more powerful engine, it is, of course, the same as the normal VW 1500 of which MOTOR SPORT published a full road-test report in May 1962, with comments on the Variant in our issue of last September.—W. B.

PRAISE WITH A PUNCH

Although, for reasons explained, we are unable to offer you a road-test report on a Rolls-Royce, or a description of Rolls-Royce production methods, it is nice to know that a magazine called *The Manager*, in its "Talking Transport" feature, last year devoted 2¾ pages to praising the Car from Crewe.

This report, written after "a prolonged test drive," begins by praising the thick-tipped, and therefore easily-read, speedometer needle of R.-R. and Bentley cars. It goes on to praise many aspects of a completely silent car which shows a speedometer 110 m.p.h. without concern. The report includes comments written after a visit to the Crewe factory, where, the writer informs us, "completion of the finished product may take as long as six weeks, and the car will have covered some 150 miles of test driving on the road before it is handed over to the customer." This interesting account concludes with the statement: "The modern Rolls-Royce may lack some of the more advanced products of today's automobile engineering researches, such as disk (*sic!*) brakes, fuel injection and independent rear suspension, but it is as near perfection as it can be made. The executives have ready explanations for these omissions, and point to the company's tradition of mechanical perfection."

Praise indeed! Who wrote it? None other than Erik Johnson, *Marketing Manager in this country for Mercedes-Benz and Auto Union cars!*

WISCOMBE PARK SPEED HILL-CLIMBS

Those enjoyable and well-staged hill-climbs on the 1,000-yard course at Wiscombe, near Colyton, in Devon, will be held this season on April 12th (*Daily Mirror* Trophy Meeting), Whit Monday, May 18th (National British and R.A.C. Hill-Climb Championship), June 14th (West of England, Taunton and Plymouth M.C. Meeting), and October 11th (750 M.C. National British Hill-Climb). Awards include the Martini Trophy and £100 and the Lambton Trophy for fastest outright pre-1939 car of the season. Car park fees are 15s., or 10s. for the June 14th meeting, admission free, motorcycles 2s. 6d. each, Paddock transfer 2s. 6d., season tickets being issued for Paddock car park at £4 and £2 5s. for the public car park. Details from: The Secretary, Wiscombe Park Hill-Climb, Mortimer Hill, Mortimer, Berkshire.

SNETTERTON INTERNATIONAL MEETING

March, 14th.

ON paper the Snetterton Motor Racing Club had organised a first-class meeting to open the "Old World" International racing scene, with three decent-length events rather than a collection of sprint races. They were to be for Formula One cars, Formula Three cars, and Touring Cars, and the entry gave prospects of some interesting racing, but pre-race troubles, practice, the R.A.C. and the weather made a fiasco of the meeting. In past years the Lombank Finance company sponsored this opening meeting, but this year sponsorship was taken over by the *Daily Mirror*.

The main event for Formula One cars attracted a good entry and many new cars were expected but, as so often happens at the beginning of the season, cars were not ready or parts were late in being delivered; however, in spite of such things there was an interesting collection of cars for this opening meeting. In accordance with the agreement made by the F.1 manufacturers the teams were allocated numbers in relation to their results in the 1963 Manufacturers' Championship; Team Lotus were numbers 1 and 2, the B.R.M. team 3 and 4, and so on. The Team Lotus entry was two 1963 cars for Clark and Arundell, one modified in many ways, to become a Type 25B, the other being a normal Type 25. Clark had the latest car, which was fitted with new suspension uprights and hub carriers, and smaller brake discs to accommodate new 13-in. wheels fitted with the latest Dunlop 13-in. tyre of enormous cross-section. This change of wheel size meant altering the steering and suspension geometry to suit, and the lower rear radius arms were anchored under the monocoque body instead of alongside. Both cars were using 5-speed ZF gearboxes and injection Coventry-Climax V8 engines. By the time these words are in print Lotus should have two 1964 cars finished, basically the same as this 25B, but with new ZF gearboxes, and these cars will be known as Type 33, the stressed-skin aluminium chassis remaining as in 1963. The B.R.M. team were not in such a happy state, having been able to complete only one car in time for the meeting; this was a revised version of last year's monocoque design, but due to problems with a new engine it had had to be revised yet again before making its appearance. The layout of the centre-section of the 1963 monocoque car was retained, but instead of the tubular framework that carried the engine and rear suspension, stressed-skin extensions ran the length of the car from the centre-section and the engine/gearbox unit was bolted directly to these side boxes. The layout was designed to take a new engine that had the exhaust ports in the middle of the vee of the cylinders, but this unit not being ready a modified version of the 1963 engine had to be used, and this necessitated a revision of the rear suspension, with the springs mounted outboard, and slots cut in the side boxes to let the exhaust pipes pass through. This new car was built from the basis of the second of the 1963 monocoque cars that was never completed, and a second 1964 car was built from scratch and incorporated alterations to the suspension and hubs to take the new 13-in. Dunlop wheels and tyres, except that Dunlop were late in supplying the new wheels, so the car could not be finished in time for this meeting. Consequently only Graham Hill was competing, using the 1964 car with 15-in. wheels, and Ginther did not appear. B.R.M. have now settled for a programme of full-monocoque cars and have sold the two 1963 team cars, with space frames, to the Scuderia Centro-Sud. They were as used last season, except for being painted red, and Phil Hill and Baghetti drove them in practice, but Hill changed down instead of up and broke his engine, so Baghetti was stood down for the race and Hill took the remaining car. There was a further private B.R.M. V8, this being the car that Marsh used to own, now being raced by Jack Epstein.

The B.R.P. team had intended to field two B.R.P. monocoque cars, but only one appeared, it being for Innes Ireland, making a welcome return to racing after his end-of-season sports-car crash last year. This was the 1963 car but the Colotti gearbox had been replaced by a 6-speed B.R.M. unit, and the new team member Trevor Taylor was driving one of the B.R.P. Lotus 24s with B.R.M. engine and Colotti gearbox.

Jack Brabham was fresh back from his successes in Australia and was driving a 1963 Brabham-Climax V8 modified to take the new very wide-section 13-in. tyres mounted on new Brabham cast wheels. Brabham's own car from 1963 was in the hands of its new owner Ian Raby, who had replaced the Climax engine with a B.R.M. V8 engine. The Parnell Racing Team, being run by Tim Parnell, had two Lotus 25 cars, bought from Team Lotus, for Hailwood and Amon, and they were fitted with B.R.M. V8 engines on injection, and the latest Hewland gearboxes, while this team were also busy looking after a Lotus 24 with B.R.M. V8 engine for Revson and a Scirocco with Climax V8 engine for Andre Pilette. There were but two Cooper-Climax V8 cars competing, McLaren with one of last year's works cars and Bonnier with Rob Walker's 1963 car, and the field was completed by Russell with an old 4-cylinder Lotus-Climax, and Collomb with his blue Lotus-Climax V8.

The saloon-car race was clearly going to be a battle between Galaxies and twin-cam Cortinas, especially as Clark and Arundell were driving the works Lotus cars, while among the small cars were two works Cooper-Minis driven by Hopkirk and the new young driver Fitzpatrick, as well as all the "tune-up" teams with their Minis. In the Formula Three event there was a big entry of Coopers, Lotus, and Brabhams mostly with Ford engines, though the Tyrell Team were using a B.M.C. engine in their 1964 Cooper being driven by Jack Stewart.

Altogether it looked a most promising meeting and even after a few practice bothers and a few non-arrivals the outlook remained good, but then the first blot on the horizon appeared, in the form of a demand from the R.A.C. to say that all saloon-car entrants should sign an additional declaration stating that their cars were strictly in accordance with Group 2 regulations and that in the event of being proved wrong by the scrutineers, after the race, they would pay for advertising matter in every National Daily Paper and Motoring paper saying what they had done wrong! Saloon-car racing and scrutineering is already a big enough farce, but this was the final straw and everyone refused to sign. The R.A.C. representative had no intention of arriving until after racing had begun so the Club Steward took the responsibility of permitting everyone to start without signing the forms. Before all this blew up the saloon-car race was due to be held under the new R.A.C. regulations anyway, whereby cars were only scrutineered for safety before the race, and the day after the race, or at any time during the next week or two, the cars would be checked for compliance with their written-down standards and any infringement would entail exclusion, so that there was no point in getting excited about the first car to receive the chequered flag.

Practice had taken place on Friday in fine weather but early Saturday morning the rains came, the sleet came, the wind came, the mists came, and, surprisingly enough, a fair crowd of enthusiasts came. By 2 p.m., when the first race was due to start, Snetterton airfield was a sea of mud and despondency, and all hope of serious racing could be forgotten. Everyone was cold, wet and pretty miserable, and many people wondered why they had come, especially the Brabham and Cooper boys who had just returned from an Australian summer. Under the shadow of the R.A.C. nonsense the saloon-car race splashed its way round the circuit, wipers and demisters working overtime, and in spite of prognostications that the works Lotus-Cortinas would trounce the Galaxies, the vast American cars were well able to cope with the rain and looked a lot safer than the Cortinas, while their speed in the wet was most impressive. Jack Sears in the Willment Team Ford Galaxie had full command of the race until he got involved with lapping a Mini and went off the course, which let Brabham into the lead, driving Alan Brown's Galaxie. Jim Clark had been striving to hold onto the big V8 cars with his 140-b.h.p. Cortina but fuel starvation was causing erratic running. The two works Cooper-Minis were running round hand in hand and a lone Jaguar was assured of a class win as long as it kept going. Although Brabham received the plaudits of a winner there was no guarantee that the scrutineers would not find something wrong on the following day, and all the cars that finished were impounded and sealed.

The rain was still pouring down and the mists were swirling about, while the mud became deeper and mechanics and team personnel became colder and wetter. The length of the Formula One race was cut from 50 laps to 35 laps, a move that met with no opposition whatsoever, and seventeen cars came out onto the grid, Clark and Brabham using the 1964 Dunlop 13-in. tyres with very wide treads. In accordance with a new F.I.A. rule the start was to be on the "dummy-grid" principle whereby the field were lined up in grid formation someway behind the starting line and when ready they drove slowly up to the proper starting grid, where the official start would be given. Unfortunately the

final minute signals at the start and at the dummy-grid seemed to be out of phase and when the field moved up to the start-line most of the drivers seemed unsure of what they were expecting to happen next, so that the start was a bit ragged and untidy. As the front row of Clark, Graham Hill and Arundell took off it was obvious that the new "podgy" Dunlops were not going to work in the rain, for Clark's Lotus just sat on the streaming track with its rear wheels spinning on the water, while the cars with the narrower 15-in. tyres were getting through the water and finding some grip. Snetterton is a pretty rough and untidy circuit at the best of times but now the conditions were impossible and the rain was unceasing. Graham Hill led from Arundell, with Bonnier and Brabham trying to keep up, while Clark was not in the running, his Lotus sliding about all over the place. Drivers were having spins all round the circuit and few of them were going as fast as the saloons had gone. Hill did not last long in the lead for his B.R.M. suddenly veered off course on the bumpy straight between the hairpin and the esses and struck the bank and demolished itself, the monocoque centre-section saving the driver from any personal damage. Brabham had spun off and bent his exhaust pipes, suffering from "surf riding" on the podgy tyres, but had got going again, and Clark had managed to get into third place, so that with Hill's retirement the two Team Lotus cars were in full command, but only insofar as positions were concerned, for Clark was anything but in command of his car. Arundell was driving in a very impressive and determined manner, though he was not responding to the "take it easy" signals from his pit staff. As the rain continued the lakes of water became bigger and spins and slides increased, while Clark and Brabham on their new tyres were having to use such small throttle openings that their Climax engines were beginning to fill up with water. Eventually they both had to call it a day and leave Arundell out on his own, but he did not last long for something broke inside the gearbox and he stopped abruptly, which let Bonnier into the lead in Rob Walker's blue Cooper. However, this position was short lived for Ireland was getting into his stride at this point, in the pale green B.R.P. car, and he soon splashed by into the lead. His new team-mate Trevor Taylor had already retired with the B.R.P. Lotus, as had many others, but those who had been plodding on relentlessly were now appearing on the leader board, McLaren being third, Phil Hill fourth and Amon fifth, Hailwood having retired the other Parnell car. Running at a slower average speed than the saloon-car race, the wet and sodden Formula One drivers paddled out the 35 laps, with Ireland being a popular winner, and everyone was happy to see the chequered flag, most of all the drivers. At least there was no dispute about the winner of this race.

Finally, with darkness gathering and the rain still pouring down, the Formula Three race was held, but cut from 20 laps to 10 laps, and Jack Stewart in the Tyrell team 1964 Cooper-B.M.C. simply ran away from everyone to record the final win of the day.—D. S. J.

Results :

"DAILY MIRROR" TROPHY—Formula One—35 Laps
152½ kilometres—Torrential rain

1st : I. Ireland (B.R.P.-B.R.M. V8) .. 1 hr. 12 min. 53.4 sec.—125.658 k.p.h.
2nd: J. Bonnier (Cooper-Climax V8) .. 1 hr. 13 min. 13.4 sec.
3rd: B. McLaren (Cooper-Climax V8) 1 hr. 13 min. 56.4 sec.
4th : P. Hill (B.R.M. V8) .. .. 1 hr. 14 min. 29.6 sec.
5th : C. Amon (Lotus 25-B.R.M. V8) .. .. 2 laps behind
6th : J. Epstein (B.R.M. V8) .. .. 3 laps behind
7th : A. Pilette (Scirocco-Climax V8) .. .. 4 laps behind
Fastest lap : P. Arundell (Lotus 25B-Climax V8), in 1 min. 51.2 sec.—141.188 k.p.h.
Retired : G. Hill (B.R.M. V8), J. Clark (Lotus 25B-Climax V8), M. Hailwood (Lotus 25-B.R.M. V8), T. Taylor (Lotus-B.R.M. V8), J. Russell (Lotus-Climax 4-cyl.), J. Brabham (Brabham-Climax V8), P. Revson (Lotus-B.R.M. V8), B. Collomb (Lotus-Climax V8), J. Raby (Brabham-B.R.M. V8), P. Arundell (Lotus 25-Climax V8).
17 starters — 7 finishers.

FORMULA THREE—10 Laps—43½ kilometres—Torrential ran

1st : J. Stewart (Cooper-B.M.C.) .. .. 21 min. 20.0 sec.—122.664 k.p.h.
2nd: J. Fenning (Lotus-Ford) .. .. 22 min. 04.2 sec.
3rd: R. J. Bloor (Brabham-Ford) .. .. 22 min. 32.6 sec.
4th : J. Greene (Cooper-B.M.C.) .. .. 23 min. 03.0 sec.
Fastest lap : J. Stewart (Cooper-B.M.C.), in 2 min. 03.4 sec.—127.235 k.p.h.

TOURING CARS—Appendix J—Group 2—30 Laps—131 kilometres
Torrential rain

1st : J. Brabham (Ford V8 Galaxie) .. 1 hr. 00 min. 56.4 sec.—128.829 k.p.h.
2nd: J. Clark (Lotus-Cortina) .. .. 1 hr. 03 min. 03.0 sec.
3rd: Sir G. Baillie (Ford V8 Galaxie) .. .. 1 lap behind
4th : R. Olthoff (Lotus-Cortina) .. .. .. 1 lap behind
Fastest lap : J. Brabham (Ford V8 Galaxie), in 1 min. 55.0 sec.—136.537 k.p.h.

Class A (1,300 c.c.) : 1st : J. Fitzpatrick (Cooper-B.M.C. "S").
Class B (2,000 c.c.) : 1st : J. Clark (Lotus-Cortina).
Class C (5,000 c.c.) : 1st : J. Sparrow (Jaguar 3.8).
Class D (Unlimited): 1st : J. Brabham (Ford V8 Galaxie).

* * *

SNETTERTON SNATCHES

The new wide-tread 13-in. Dunlop tyres were good in the dry, but acted like snow-shoes on deep water, so there must be some more deep thinking, or find a way of getting water off the track.

* * *

On the day after the racing the R.A.C. Scrutineers literally tore the saloon cars apart and disqualified nearly everyone, so that their idea of the results bore no resemblance to what had happened in the race. Brabham's Galaxie was ruled out for the omission of a strip of sealing rubber round the boot and Clark's Lotus-Cortina for having a corrugated cardboard backing to the rear seat instead of flat cardboard. Did I say saloon-car racing was a farce!

* * *

Anyone coming across Snetterton inadvertently on Saturday, March 14th, would have thought it a most suitable meeting for the *Daily Mirror* to sponsor.

RALLY REVIEW

17th Lyons-Charbonnières/Stuttgart-Solitude Rally

Most of the F.I.A.'s International rally calendar is filled by events which take place in France, Germany and Italy and in addition to the big events like the Monte, the Alpine and the Liége, there are a whole host of smaller internationals which give the private owner a chance to mix with a selection of the top class drivers. One such rally is the clumsily titled Lyons-Charbonnières/Stuttgart-Solitude which is run jointly by the Stuttgart branch of the Automobil Club von Deutschland and the Automobile Club du Rhône. As one might guess from the title, it is an amalgamation of two previously separate events, which have been run in conjunction for the past three years.

The 1964 event saw an outstanding win for René Trautmann who was appearing for the second time only at the wheel of a Lancia Flavia. The current French rally champion, Trautmann has previously driven exclusively for the French firm of Citroën and in fact his last appearance for them was on the recent Monte Carlo rally. For some reason or other—neither Citroën team manager, René Cotton, nor Trautmann have given a reason for their parting—Trautmann is now driving exclusively for Lancia who run their unofficial works team under the name of Squadra Corse. He has been joined there by Claudine Bouchet who, like Trautmann, hails from Grenoble, was driving for Citroën and won the Ladies championship of France for them last year.

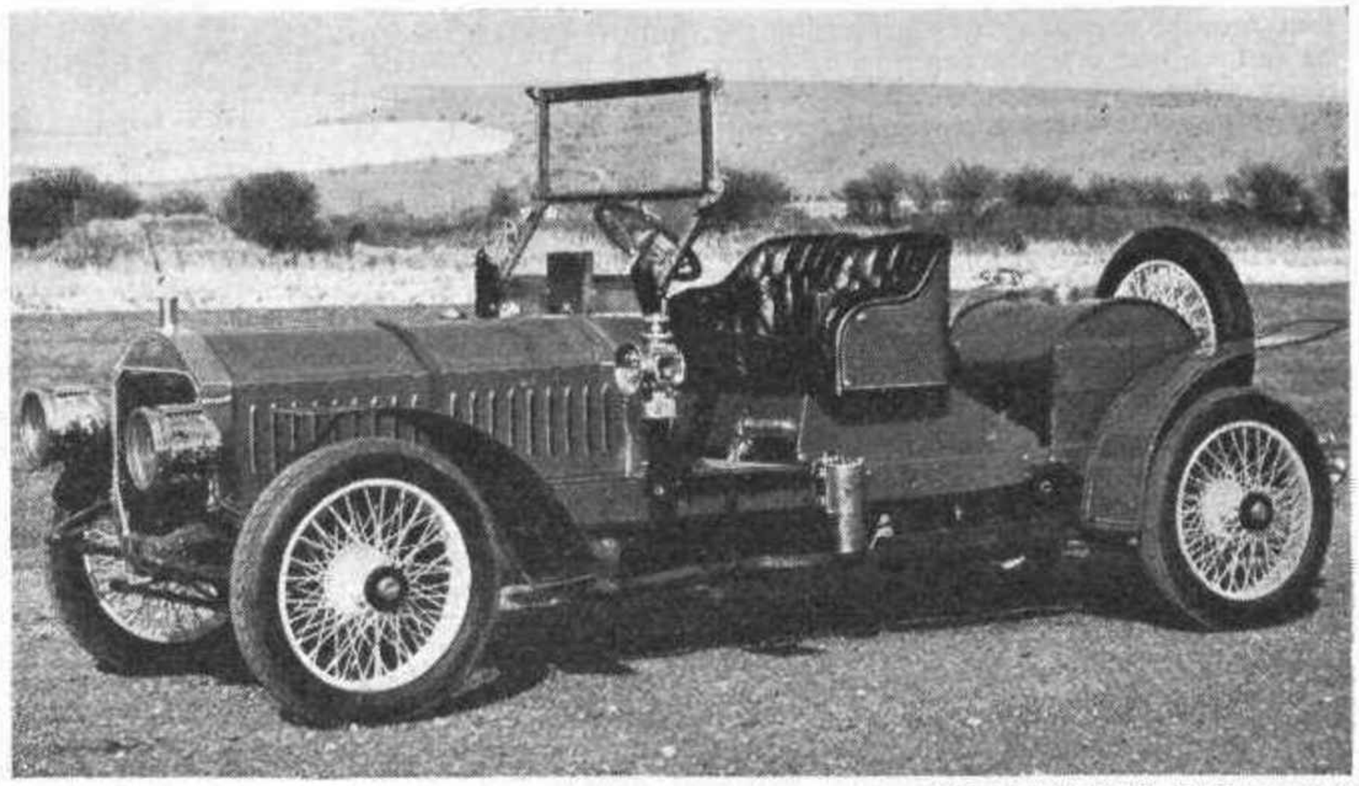
The rally was decided on the results of seven speed tests, two of which were in Germany and the other five were in France. The opening test and location of the start was the Solitude racing circuit outside Stuttgart and here each car had to complete eight flying laps of the circuit. Something, somewhere, had gone astray with the organisers idea of an index to put the cars on an equal footing for they had combined two systems and come up with one having the evils of both and the advantages of neither. Each class had a different time allowed for the eight laps and if a car went quicker than the time allotted, it was awarded that time. This is quite a standard way of running such a speed test and penalty marks are usually awarded for however many seconds a car is slower than the time allotted for its class. In that case, each car that achieved its set time would be penalty free, but what these organisers did was to calculate the number of seconds taken for the eight laps (using the allotted time if that was greater) and then multiply them by the factor which was to be used on the other tests.

This curious system led to three Glas Isars leading the rally after the circuit test as their time allotted multiplied by their factor gave the smallest answer. The worst hit class was that of the Group II Cooper Ss and D.K.W.s, which, despite achieving their set time on the circuit, lay 44th overall after the circuit racing. In this class was Brian Culcheth in a newly acquired Cooper S who bitterly regretted having chosen to run as a Group II car, for this unfavourable formula caused him to finish 35th overall when, had he gone Group I, he would have finished third overall. Even worse hit were the GT cars, which were really priced out of a winning market by their hill-climb factor. Gunter Klass, who had made a good impression on the Monte Carlo this year, set fastest time on every test (except the Col du Rousset, where his gear-lever broke) in his Porsche Carrera, and yet he would not have been able to win the rally even if his time had not been ruined on the Rousset. The GT category was eventually won by René Richard in Phillipe de Montaigu's Lotus Elan, which was 22nd overall!

Anyway, the rally was a pleasant run on the whole and gave a very popular win to René Trautmann and his new mount.—J. D. F. D.

A Natter About Napiers

The Editor Visits D. R. Grossmark's Collection of Acton-built Cars



[Photograph by D. R. Grossmark]

A LINK WITH BROOKLANDS.—D. R. Grossmark, in restoring this fine 1907 "Sixty" Napier, built a very careful replica of the car used by Edge for his 24-hour run which opened Brooklands Track 57 years ago.

[Photograph by D. R. Grossmark]

THIS isn't a history of the Napier—the person qualified to write one is D. R. Grossmark himself—and I apologise for the title. But it aptly describes the pleasant time I spent last month with this enthusiast, talking about his trio of Napiers, which I visited in their specially-built motor house at Shoreham.

In its era the Noiseless Napier was regarded by many authorities as Britain's best and most elegant car. D. R. Grossmark, who collects them, thinks this was undoubtedly true until the influence of S. F. Edge, who sold them, diminished after 1910/11, whereupon the Rolls-Royce Silver Ghost took precedence.

Grossmark commenced veteran car ownership with a Sunbeam Mabley and had a Rolls-Royce Silver Ghost for a short period. But when he bought the Mabley from Major Browell he spotted a 1909 30-h.p. Napier in an out-house, and wasn't content until this became his, in 1953. Originally supplied to Leo Strachey of *The Spectator*, it came into the hands of Ronald Barker, in sorry condition, after World War Two, and he restored it to such effect that this Napier became his everyday means of transport. I have had many pleasant voyages in it and it formed the subject of "Veteran Types No. XXXVI," by Kent Karslake, in MOTOR SPORT for September 1950.

Browell did more restoration of the coachwork and, needless to say, the car is now in exceptionally fine condition. It is also almost completely original. The engine has six cylinders in pairs of three, Bosch dual ignition to a single plug per cylinder, enclosed valve gear, and bears the proud legend "D. Napier & Son, Ltd., Acton Vale, London, W." on its shapely radiator, below the traditional "water-tower" filler, designed to provide for expansion of the coolant. There is nothing unconventional about the specification, apart from a multi-plate clutch *within* the gearbox casing. The wooden wheels carry detachable rims, and the May & Jacobs genuine cabriolet body is as handsome as it is "period." I was intrigued to find Napier-Lodge plugs in the engine; Grossmark possesses only these six, and the engine refuses to run sweetly if they are replaced by modern plugs!

Grossmark uses this splendid 1909 Napier motor carriage for family outings to rallies and *concours d'elegance*—his children *never* feel sick in this one! It cruises all day at 40 m.p.h., returning 19/20 m.p.g. of the cheapest petrol from its as-original 1910 S.U. leather-bellows carburetter. The tyres last for 6,000-8,000 miles.

No gentleman's collection is complete without a veteran in which to go to Brighton each winter—in this case from Shoreham *via* London! This Grossmark acquired in 1957/8—a Napier, naturally.

It is the 1900 8-h.p. Napier double-phaeton, formerly owned by Tom Allard and Buster Bartlett. This is an extremely rare and historic possession, probably the sixth Napier to be made (the engine number is 16) and the only 8-h.p. Napier still in existence anywhere in the World. Fortunately, it is in extremely good hands.

The same type of Napier as that driven in the 1,000-Mile Trial by S. F. Edge, but on solid tyres, the engine is a vertical-twin with a single-throw crank, so that the pistons rise and fall together, a 360° 2-cylinder! A 56 lb. balance weight hangs precariously between the big-ends, with virtually no clearance between itself, the big-ends and the crankcase.

This historic machine turned up during the Second World War at Tenterden, in Kent, and was saved six weeks before a flying-bomb demolished the shed in which it had languished after being used as a lorry in the dim and distant past. The V.C.C. bought it "blind," for £10, it went to F. M. Wilcock, and finally to Grossmark.

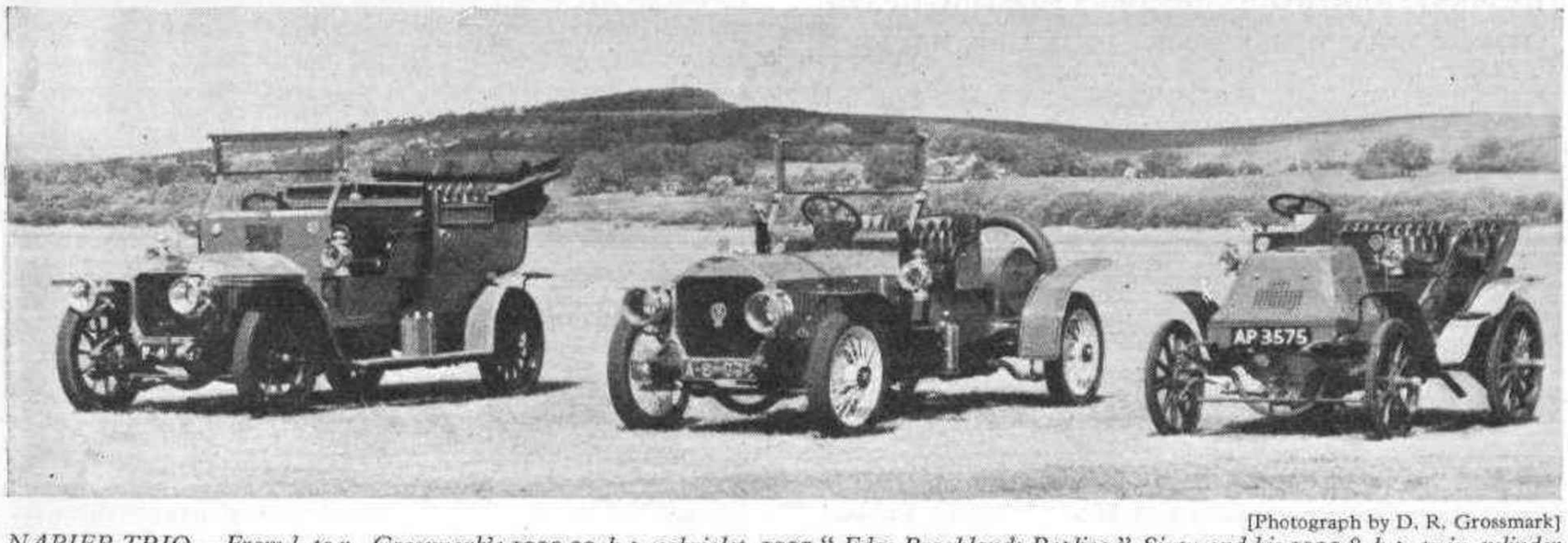
It is a difficult car to keep on both cylinders, as Allard discovered. Its twin trembler-coil ignition is temperamental, and on one "pot" only speed falls to 8 m.p.h. on the level and hills become impossible. The automatic inlet valves, on the contrary, are notably trouble-free on Napiers. The gearbox pinions were badly worn, partly due to Napier's casual case-hardening at this early period, and it took Grossmark a year to rebuild them. Worn countershaft bearings had contributed to the decay and these were line-bored *in situ* on the chassis.

A Napier surface carburetter feeds upwards *via* a long copper inlet pipe, there is wheel steering, and final drive by side chains. New contact-breakers cured the ignition trouble, and this 1900 Napier has completed every Brighton Run since Grossmark rebuilt it. It always carries its full complement of four occupants and cruises at 12 m.p.h. Lubrication is on the total-loss drip-feed system, and a water pump circulates coolant contained in a tank at the rear. This pump should be friction-driven off the flywheel but oil caused it to slip, the engine overheated, and the cylinder head cracked. Anxious that this shouldn't happen again, Grossmark now has a belt-drive to the pump and a temporary 15-gallon water tank high up on the chassis (in contrast to the 4-gallon petrol tank), soon to be replaced by smaller tank correctly positioned. The gearbox, of coffin-like proportions, holds 2½ gallons of oil, and the leather cone clutch is the epitome of good behaviour—the best of the Napier clutches. There are four forward and four reverse speeds, with a Panhard change, but as the self-wrapping brakes will not hold when going backwards, progress uphill is safer in reverse, as Edge discovered during the 1,000-Mile Trial. The chassis frame is metal.

This primitive-looking "horseless carriage" is quiet and well mannered; it is taken to meetings on a trailer, and Grossmark finds there is only one car that will pull this effectively, a big Wolseley, so he has owned in succession a 6/90, a 6/99 and now has a 6/110.

The most exciting car in this Napier collection is the big 1907 "Sixty," with its careful replica of the Edge 24-hour-record bodywork. This great Napier was bought in 1911/12 by a Director of Maples Ltd., whose idiosyncrasy it was to disguise his cars by having a different radiator fitted. He ran the Napier, with a 4-seater open body and a Bentley-like radiator, until 1926, after which it languished with other cast-off cars in the vaults in Euston Road, until rescued, as a chassis, by Leslie Green. Its origin is of even greater interest. Edge had succeeded in selling half-a-dozen assorted Napiers over lunch to the Nizam of Hyderabad. His Highness apparently forgot that he had bought six, for he ordered coachwork for five only, so one chassis remained in this country.

Grossmark drove it home in the snows of 1960 and set about



[Photograph by D. R. Grossmark]

NAPIER TRIO.—From l. to r., Grossmark's 1909 30-h.p. cabriolet, 1907 " Edge Brooklands Replica " Sixty and his 1900 8-h.p. twin-cylinder double-phaeton, the last-named the only surviving example of its type in the World.

turning it into a faithful replica of the Brooklands " 24-hour " car. His chassis is longer, and has platform rear springing, but otherwise matches up well. The 42-gallon fuel tank, seats, tool-boxes, screens, etc., were accurately copied after scaling-up from scores of photographs of Edge's car, taking the 895 × 135 tyres as datum. The result is extremely pleasing—a sporting " Sixty " with a flavour of Brooklands about it. The headlamps are Rushmores, wired for electric light, but will be replaced by the type used by Edge when another has been unearthed to make a pair.

This is the 60-h.p. model, with exposed tappets, a brutal engine, whereas the later 65-h.p. Napier not only ran more quietly as it had enclosed tappets, but it had a 4-speed gearbox. The earlier Sixties had only three forward speeds, with a very slow and difficult dog-change from 2nd to top, the lever not only having to be pushed forcibly home but lifted to unlock, pushed down to re-lock, the dogs, suggesting that this was intended to be a top-gear car. Certainly Napier claimed " 4-70 m.p.h. in top."

Napier bearings are long-wearing and the original pistons, mains and big-ends are still in use, as they show no signs of wear. The side-valve 7¾-litre power unit is impressive. The massive cylinders are in three pairs and, at the front, water pump and magneto are driven by exposed chain, a belt drives the fan, and on the n/s another belt drives a tachometer, all running in opposite directions! Maximum speed is kept to 2,000 r.p.m., and on the road Grossmark never exceeds 1,500 r.p.m., which, with the 3.1-to-1 axle, equals 58½ m.p.h. A cruising speed of 45 m.p.h. can be held all day with no effort at all, and the engine will pull away in top from 400 r.p.m. and, if extended, the all-out speed is in the region of 82/83 m.p.h. With sensible driving, Grossmark hopes to get about 8,000 miles from the Dunlop " herringbone "-tread tyres.

In 1962 this Napier did the V.C.C. Birmingham Rally, out and home, 342 miles, in the day, averaging 8 m.p.g., and was timed over the s.s. ¼-mile, without attempting a racing start, in under 26 sec., although hampered by that slow 2nd/top change-up.

Climbing up beside the owner, I was taken for an exhilarating drive. The seats are lofty, providing splendid forward-and-over-the-hedges visibility. Below one is the typical Napier bonnet, long and broad, and the vertical dashboard carries polished brass rev.-counter and speedometer, matching brass gauges for oil and fuel-tank pressure, the latter energised by a Napier hand-pump, also of shining brass, afterwards being maintained by exhaust pressure. A brass clock, ammeter-box and switchgear are before the passenger's feet, but the most imposing exhibit is the mahogany ignition box in which reposes the trembler coil and wipe-contacts of the l.t. and h.t. circuits, which can be seen rotating behind their glass panel. A highly ingenious synchronised ignition control is driven by vertical shaft from the back of the camshaft. This was missing, so Green searched for a replacement—when found it was the original, from this very car!

It was most enjoyable to be propelled effortlessly by the big engine, which works quietly but in a purposeful, Napier sort of manner, the multi-plate clutch taking up a trifle jerkily, corners producing no noticeable roll in spite of the height of the car and its platform rear suspension. The ride, indeed, is excellent, the bucket seats extremely comfortable, and a huge 2-pane screen, similar to the one rigged up for Edge's Brooklands marathon, effectively keeps out the wind of passage. It was most satisfactory to emerge from the Chequers Inn in Steyning and see the owner start up " on the switch." Altogether the Napier Sixty is the personification of all that is best in Edwardian motoring. . . .

Today only about 21 pre-1916 Napiers are known to exist in this country, and perhaps twice that number the World over, with a large proportion of these in Australia. Grossmark has taken them to his heart and has very comprehensive documentation and photographic files. He can answer almost any query about Napiers—ask him why Napier taxis cranked-up anti-clockwise and he will tell you that to save space within the reduced wheel base Napier just turned the 2-cylinder engine round in the frame, thus bringing the flywheel out at the front, and bolted the gearbox to the timing case, so " backwards winding up " was necessary, until they thought to alter the camshaft.

Fortunately, with this keen owner's three cars—they are all painted green but not quite the darker " Napier green," and cover some 3,000 miles a year on V.C.C. and similar rallies—and Ronald Barker's 1908 Ninety coming along, this famous make is still well represented by active and appreciative users.—W. B.

BENTLEY/ROLLS-ROYCE

In reviewing the splendid catalogue " A New Look at Rolls-Royce Motoring " last month we remarked that the only difference between a modern Rolls-Royce and Bentley is the radiator grille and that the R.-R. grille is the more expensive, by £10. In fact, the R.-R. grille costs £110 more than that for the Bentley! Or over £133 after p.t. has been met.

Incidentally, we hear that Alex Moulton, of B.M.C. small-car suspension and Moulton bicycle fame, has disposed of his Ferrari in favour of a Bentley S3.

B.R.D.C. SILVERSTONE ON MAY 2nd

As our May issue will not be in full circulation until after the B.R.D.C.'s International Formula One Meeting at Silverstone on May 2nd, we take this opportunity to give readers a few brief details of this popular " Midlands Grand Prix." The programme commences at 10.15 a.m. with a Grand Touring Car Race, and is followed in succession by Unlimited Sports Cars, Production Touring Cars, the " Daily Express " Trophy Race for Formula One Cars, and a Formula Three race. In addition a special demonstration is being planned for the interval but at the time of going to press it was not known whether this will take the form of a demonstration drive of a famous racing car of a by-gone era or something else that the wily brains of the B.R.D.C. can think up. Grand Stand seats cost 25s. and 30s., and all-in car ticket covering all the occupants, 30s. or 35s. on the day. Tickets can be obtained in advance from the Booking Office, The Trophy Office, Silverstone Circuit, Nr. Towcester, Northants.

THE FIRST GOODWOOD MEMBERS MEETING OF 1964

FORD-ENGINED CARS WIN 7 OUT OF 8 RACES

GOODWOOD was nearly washed away on March 14th but racing took place just the same; the concrete of the Brooklands' Paddock resisted water better than Goodwood gravel! Under the circumstances you might expect drivers who spun harmlessly onto the grass verges to be excused. Not a bit of it—they were penalised 60 seconds. This rule, originated by the B.A.R.C. and now enforced by the R.A.C., is ridiculous. People go to Goodwood to watch motor racing, not ludo. Surely if the Duke's grass gets damaged a little grass-seed could be subscribed for. Actually, it's a safety-rule, but a very illogical one, surely? The commentators didn't like it, the drivers don't like it, nor do lap-scoring spectators. To dock a driver of his race when he has resumed after a spin involving no other cars, is decidedly unfair and puts the sport on a level with nursery cricket, played with a wool ball. . . .

* * *

Four cars were penalised for spinning in the 10-lap F.3 and F.L. Scratch Race, which nearly cost Beckett a well-deserved second place—you try controlling a Lister-Jaguar in the conditions prevailing! The race was won by Bradley, driving Axon's ex-Gerard F.3 Cooper-Ford. He drove splendidly in the torrential rain, lapping at 74.35 m.p.h., picking his way through the puddles and drawing away from Beckett, who drove through them. Moore's Brabham-Ford would have been third but was penalised for spinning. Anyway, Bradley lapped them all except the big Lister. Horsley's ex-works Holbay Ausper was so slow it was flagged off—you cannot win at Goodwood; if you go too quickly and spin they penalise you, if you go too slowly they flag you off! If we are not careful the drivers will not be allowed to cross their arms on the wheel and will be required to give hand signals at all the corners. . . .

After the Antone speakers had played the Eton Boating Song, the saloons had their 7-lap Spring Grove Scratch Race—enormously enjoyed by the hardy crowds that packed the stands. Pittard came through most convincingly in his 1962 1,650 c.c. Ford Anglia, lapping at 78.69 m.p.h., to win from Nicholson's Ford Lotus-Cortina and C. McLaren's 3.8 Jaguar. The up-to-1,200 c.c. category went up to Nicholls' 1,132 c.c. Mini-Cooper, which held off Digby in Cave's noisy A40 and Scott-Fincher's 1,100 Cooper-S. A Vauxhall VX 4/90 was quite outclassed. Unfortunately both the Simca 1000 and Wardle's Renault R8 with twin Webers, special exhaust system, lowered suspension and Konis, non-started in all their races. Alas, Doc Merfield's Cortina with 4.7-litre V8 engine(!) was absent.

Lapping at 77.98 m.p.h. Sharp's M.G.-B won the 5-lap Marque Scratch Race, but only by .6 of a sec. from Kendall in the ex-Dence Morgan Plus Four. A discreet distance behind came McHardy's T.V.R. and Crabtree's M.G.-B, a dull procession. Sports cars used to be fresh-air devices but every car in this race had an enclosed cockpit!

Perhaps the best rain-drive of the afternoon was Gethin's, in winning the 10-lap Sports Car Scratch Race in his Cosworth Lotus-Ford. The Lister-Jaguar was second, but 42.6 sec. behind. Hine (Cosworth Lotus 23) would have been third but for a spin penalty—he made fastest lap, at 82.13 m.p.h. Fox (Lola-Climax) spun twice but quickly continued, thus proving the efficiency of his inner ear construction. Paterson's Lola-Climax was given third place, 8 sec. ahead of Williams' new twin-cam Lotus-Ford. Miss Natalie Goodwin in a Lotus 7 did not by any means disgrace her sex by going motor-racing; she drove very well. Brockhoven, from South Africa, had a 4.6-litre Corvette engine in his Lolette.

The 10-lap GT Scratch Race produced a good scrap between Miles' Turner-Ford Delta and McLaren's "baby E-type" Marcos but the Turner was ahead all the way, aided by its 1,650 c.c. engine. Scrimgeour's Turner-Ford was third; Mockford's Diva fourth—a race of kit-type GTs. Lacey spun his Merlyn Ford but as it normally looks as if it is going backwards, this almost escaped notice!

This wettest of Goodwoods concluded with three 5-lap handicaps, for saloon, GT and sports cars, new saloon-car star driver Pittard being raced to the line by Nicholson's Lotus-Cortina. After which the spectators left Goodwood to the seagulls, and the snow. Ford-engined cars won seven of the eight races, with engines of 977, 1,098, 1,498 and 1,650 c.c.; B.M.C. only one. The commentators never once mentioned the MOTOR SPORT Brooklands Memorial Trophy Contest but I can tell them that by my reckoning the leader to date is B. Pittard (Ford Anglia), 8 points, followed by D. A. Beckett (Lister-Jaguar) and J. Nicholson (Ford Lotus-Cortina), with 6 points each, and C. McLaren (3.8 Jaguar and Marcos GT) with 5 each. Next round: April 25th.—W. B.

Results:

10-lap F.3 & F.L. Scratch Race: W. Bradley (Cooper-Ford)	73.28	m.p.h.
7-lap Spring Grove Saloon Car Scratch Race: B. Pittard (Ford Anglia)	75.15	,,
5-lap Marque Scratch Race: J. G. Sharp (M.G.-B)	75.79	,,
10-lap Sports Car Scratch Race: P. Gethin (Lotus-Ford)	80.49	,,
10-lap GT Scratch Race: J. E. Miles (Turner-Ford)	77.18	,,
5-lap Saloon Car Handicap: B. Pittard (Ford Anglia)	73.00	,,
5-lap GT Handicap: A. J. Flory (G.S.M.-Delta-Ford)	66.46	,,
5-lap Sports Car Handicap: D. Bell (Lotus 7-Ford)	66.48	,,
Fastest lap of the "Motor Boat Race": E. L. Hine (Lotus-Ford)	82.13	,,

CONTINENTAL NOTES—continued from page 233

and 450 b.h.p. would not seem unreasonable. A special version of the Type 30 ZF gearbox was being attached by a Lotus bell-housing, this box having only two speeds, the Colotti boxes of the Type 29 of last year being abandoned. This particular car was the one Gurney should have raced last year, but he bent it in practice, and it has now been rebuilt and sold to an American private-owner. It was interesting that the 4-cam Ford engine was well and truly wired and sealed by Ford Engineering so that no-one could open it up and see what made it tick, and it looked as though it was going to make some pretty loud ticks. Nearing completion were the two new Indianapolis chassis frames, full monocoques as last year, but known as Type 34 models and incorporating minor changes learnt from last year.

With Ferguson Research building a 4-w-d chassis for the V8 supercharged Novi engine on behalf of Studebaker, and Brabham building a car for the latest Offenhauser 4-cylinder engine, and American builders hard at work on rear-engined cars, the Indianapolis race is rapidly changing its character once more, a thing it seems to do automatically every decade or so, without any revision to its rules. One of the rear-engined American cars, with 4-cylinder Offenhauser Meyer-Drake engine, has already been on test on a short track, driven by A. J. Foyt. His improvements on this short track over the old type of Indianapolis roadster has led him to suggest Indianapolis lap speeds of over 155 m.p.h., according to *Competition Press*, the Californian newspaper.

* * *

As a change from competition cars I will review a simple high-performance road-going car. This is the latest model from the Ferrari production line, the 330GT, which has a 4-litre 12-cylinder engine as used in the 330LM prototype coupés last season. This new model is a 2+2 saloon in typical modern Ferrari de luxe style, with a performance that should be more than sufficient for most modern roads, even *autostradas*. As if this was not enough, a further production model has been announced, called the 500 Superfast, with one of the sleekest coupé bodies that Pininfarina has yet conceived. This is a luxury coupé, elegant and practical, and essentially a high-speed touring car; that it is a high-speed car is ensured by the engine, which is a V12-cylinder in typical Ferrari fashion but of 5-litres, and 400 b.h.p. is suspected at 6,500 r.p.m. on an 8.8-to-1 compression-ratio using six twin-choke Weber carburetters. Speed is happily quoted as 175 m.p.h., but I wonder if anyone cares much about the truth of the statement, for no one will argue the fact that the 500 Superfast must be super-fast. While the new production Ferraris get faster and sleeker it is odd that, like the fast American stock cars, they still retain rigid rear axles and use leaf-springs.—D. S. J.

EASY MONEY

The number of cases in which motorists bring cases against other motorists seems, regrettably, to be on the increase. More disturbing is the fact the Magistrates often find these cases proved although it is merely a matter of one person's word against another's.

In a recent case a Mr. K. Lloyd Goffe, a former speedway rider of Wokingham, Berks., brought a charge of driving without reasonable consideration for other road users against a lorry driver who hooted at him because he waited too long at a pedestrian crossing. The lorry then passed Mr. Goffe "at something like 50 m.p.h." according to Mr. Goffe. In his defence the lorry driver said that with the two-speed axle of his lorry only one set of gears could be used in town traffic and it was impossible to drive at the speed suggested by Mr. Goffe, and his maximum speed when passing Goffe's car could not have been more than 25 m.p.h.

No witnesses were produced on either side but the magistrates found the case proved, endorsed the lorry driver's licence and fined him £5. Oh dear?



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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



COTSWOLD RECONNAISSANCE.—This 1928 Standard Nine Fulham saloon, normally on view in the Herbert Museum, Coventry, is seen being driven up Piccadilly Hill, near Cheltenham, by J. R. Davy, Hon. Registrar of the Standard Register, in an attempt to retrace the route of a 1934 trial organised by the Standard O.C. This 1928 Standard was accompanied by three other vintage Standards. We are in favour of replicas of historic events, so we are glad to announce that some of this 1934 trial's route will figure in the Standard Register Rally later this year. Incidentally, the prototype Standard Nine was tested in the Cotswolds in 1927.

THIS MONTH'S V.S.C.C. SILVERSTONE MEETING

THE first of those enjoyable and invariably well-supported Vintage S.C.C. race meetings on the Silverstone Club circuit takes place on April 18th, commencing with a One Hour High Speed Trial at 12.15 p.m. The remaining events will comprise the 1908 G.P. Italia Trophy Race, over 10 laps, open to vintage racing cars, the Spero and Voiturette Trophies Race over the same distance (16.8 miles) for vintage cars up to 750 c.c. s/c and 1,100 c.c. atmospherically inducted, a 10-lap All-Comers' Scratch Race open to vintage and Historic racing cars, Merry-down Trophy race for vintage sports cars, and a series of 5-lap handicaps for vintage and p.v.t. cars and Historic racing cars, one of which will be used to score points for the 1964 Inter-Register Shield. Competitors have to report by 9 a.m. This year no saloon cars will be accepted. Entries have closed.

The public is welcome at this meeting, which is usually extremely well supported, because nowhere else than at a V.S.C.C. race meeting can you see such a diverse collection of individual motor cars or enjoy such nostalgic sights, sounds and smells. Only the girl friends will disclose that it is 1964, not 1934, because skin-tight jeans and the full figure are one feature of the present day we do not regret—otherwise, at Silverstone on April 18th you will be able to project yourselves into the past quite effectively. The car park fee is 10s. but, for indemnity reasons, *everyone must have an admission ticket*, obtainable beforehand from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berkshire on receipt of a s.a.e.

Remember this, also, that it is invariably very cold, often wet, at Silverstone. The Paddock is out of bounds to non-members. The Motoring Dog reminds you that she intends to comply with the regulations and stay at home.

Future V.S.C.C. Fixtures open to non-members are:—

May 24th	..	Curborough Sprint Meeting, near Lichfield.
June 20th	..	Oulton Park Race Meeting.
July 25th	..	Silverstone Race Meeting.*
August 16th	..	Prescott Speed Hill Climb.*

**Admission tickets must be obtained from the V.S.C.C. Secretary. They are free but a car park charge is made.*

* * *

The 9th National Alvis Day, organised by the Alvis O.C., will take place at the Crystal Palace on May 10th. Details from: K. Brettell, 151A, Preston Hill, Kenton, Middlesex.

* * *

Bentley and Rolls-Royce cars of all ages and types are scheduled to attend a vast assembly organised by the Rolls-Royce Section of the V.S.C.C. at Goodwood on May 23rd. This replaces last year's successful Blenheim Palace Rally, when over 1,000 of these cars attended. This time an even larger entry is anticipated and a special, illustrated programme will be prepared. Selected cars will take part in a grand parade. Open to members and their friends, details are obtainable from: E. E. Turner, The Malt House, Wribbenhall, Bewdley, Worcs. Some members will arrive at Goodwood in light aeroplanes.

* * *

Wiscombe Park hill-climbs (fixture list elsewhere) will again feature a vintage and p.v.t. class, with £17 10s. in cash prizes at each meeting, if sufficient support is received.

* * *

The Andover Traction Engine Rally takes place this year on June 20th, the gates at Finkley Manor Farm, near Andover, being opened to spectators at noon. Details from: G. Howell, 5, The Crescent, Andover, Hampshire.

Other traction engine rallies announced to date in *Steaming*, the official journal of the National Traction Engine Club (Sec.: E. A. Fillmore, 34, Northwick Park Road, Harrow, Middlesex), are:—

May 16/17th	..	Haverhill, Suffolk.
May 17/18th	..	Beaulieu, Hampshire.
May 17/18th	..	Wilsic Hall, Wadsworth, Doncaster.
May 18th	..	Woodton, Bungay, Suffolk.
May 18th	..	Elham, Canterbury, Kent.
May 23rd/24th	..	Revesby, Boston, Lincs.
May 24th	..	Science Museum, Birmingham.
June 6th	..	Umberleigh, near Exeter.
June 6/7th	..	N. Hykeham, Lincoln.
June 20th	..	Brettenham Park, Stowmarket, Suffolk.
June 27th	..	Chartridge, Bucks.
June 28th	..	Stamford, Bedford (Display only, June 27th).
July 4/5th	..	Rempstone, Loughborough.
July 11th	..	Horsham, Sussex (in conjunction with Horsham Carnival).
July 18th	..	Cranbourne, Dorset.
July 18/19th	..	Colchester, Essex.
July 18/19th	..	Bellamour Park, Rugeley, Staffs.
July 18/19th	..	Old Leake, Boston, Lincs.
July 25th	..	Ashcross, Taunton, Somerset.
July 25/26th	..	Keyworth, Derby (in conjunction with Keyworth Carnival).
August 1st/3rd	..	Bedford Club. (Venue not yet announced).
August 3rd	..	Hurst, Berkshire (in conjunction with Hurst Show).
August 3rd	..	Church Stretton, Salop.
August 8/9th	..	Pickering, Yorkshire.
August 22nd	..	Woodcote, near Reading, Berkshire. (Veteran Transport Rally).
August 22nd	..	West of England. (No venue announced).
August 28/30th	..	White Waltham, Berkshire. (Old Time Fair & Steam Week-end).

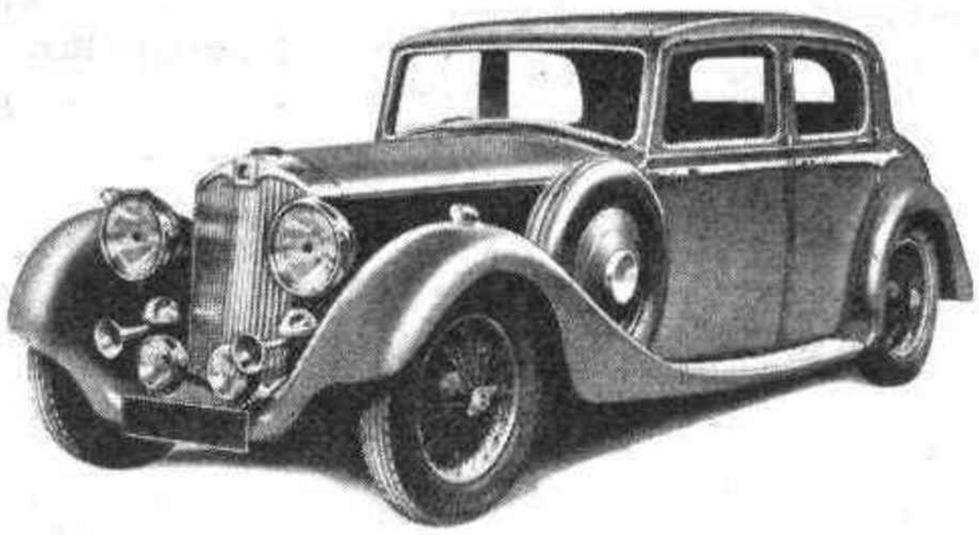
Never let it be said that vintage and veteran cars alone constitute the old-tyme scene!

* * *

Some very exciting cars are believed to be venturing the journey from England over (or under?) the Alps to Milan for the F.I.A.E. International Veteran and Vintage Rally on May 28th/31st.

FRAGMENTS ON FORGOTTEN MAKES

No. 27—THE AUTOVIA



The V8 Autovia saloon, its radiator grille faintly reminiscent of that of the Lea-Francis "Ace of Spades."

THE Autovia was conceived from Victor Riley's desire to produce a luxury car. He wanted to keep this apart from the Riley Motor Co.'s products and in 1935 sent Gordon Marshall to ask C. M. Van Eugen whether he would undertake the task.

Van Eugen, now retired and living in Stoke Park, Coventry, to whom I talked about the Autovia, came to this country from Holland, when that country was the land of the Spyker. He was with the Daimler Company in 1913 and went to Lea-Francis when that firm was in a bad way in 1923. There he was responsible for the "Hyper" Lea-Francis with which Kaye Don won the 1928 T.T., Delaney encouraging him to re-design the Meadows engine with Cozette supercharger to give the required power output, after experiments with some old non-supercharged cars at Le Mans in 1927 had convinced him that the components would withstand Don's driving to win the Ulster race. In 1930 he designed the single o.h.c. "Ace of Spades" Lea-Francis, after the Southport-built twin-cam 6-cylinder Vulcan version had all but ruined the Company. Perhaps 750 of these were made. A receiver, Charles Turner, was in charge of Lea-Francis from 1931-35 and during that time Mr. Van Eugen was responsible for everything that went on in the factory. Turner attempted to sell the Company to Riley, but they were only interested in the good-will, and Harry Rose resuscitated the Lea-Francis in the old Triumph Gloria works, the original works having been taken over by G.E.C., who still occupy it.

Van Eugen agreed to work on the Autovia, although no contract, nothing on paper, ever passed between him and Gordon Marshall and Victor Riley. He was given an office in the Riley factory and commenced work with two draughtsmen he brought from Lea-Francis. Victor Riley said, in effect, "We have an engine, develop it," referring to the Riley V8, but all Van Eugen had to work on was the cylinder block of this engine and that was the wrong size. In any case, this engine was suffering from carburation problems and as by this time Harry Rose had left the Riley Company, they were without an engine man to rectify these.

Van Eugen set out to build a low-slung, silent-running car that could challenge the 25/30 h.p. Rolls-Royce market. He was entirely responsible for this Autovia, as it was called, even to ordering all the materials and taking cars out on test. In a small shop in the Riley factory three experimental cars were built.

A new 90° 3-bearing crankshaft was designed, the biggest task being to apply balance-weights to this shaft within the confines of the crankcase. The solution was found in bolted-on lead-bronze weights filled with lead, and the crankshaft was fully machined. The 90° V8 engine, of 69 × 95¼ mm. (2,849 c.c.) had three camshafts, the centre one between the cylinder blocks operating the inlet valves and the others the exhaust valves. The famous Riley push-rod valve gear was retained, enabling hemispherical combustion chambers to be obtained without the complication of o.h. camshafts, and the rocker-gear, plugs and cylinder head holding down studs were extremely accessible.

Quiet timing gears were obtained by using a gear of high-carbon steel driving a cast-iron inlet timing gear, the exhaust camshaft gears being of phosphor-bronze. A fourth gear carried the fan pulley and provided a drive for the tachometer. The cylinder heads were new, not those of the successful Riley Falcon, but the Autovia engine was literally two 4-cylinder units united, each block having its own downdraught carburetter, own inlet manifold, own water pump, and own exhaust system. The dynamo was driven directly from the nose of the crankshaft, following Riley practice, and this V8 power unit was 5-point rubber mounted, use being made of Silentbloc bushes.

To obtain a low chassis, and thus be able to claim a low floor level with consequent ease of entry and egress and a flat floor free from wells and transmission tunnel, Van Eugen used fully boxed channel-section side-members which passed under the back-axle, the latter being of the worm type. David Brown supplied the underslung worm assemblies, the first deliveries of which were not entirely trouble-free. Other contributions to a floor height of only 21 in. were trunnion spring-mountings in lieu of shackles and a front axle in which the springs passed through square box-type mountings in the axle beam itself. A good lock gave a turning circle of 40 ft.

The front compartment was kept clear by using a horizontal r.h. brake lever and a pre-selector gearbox with its steering-wheel control. This gearbox gave four forward speeds, the indirects being either 17.28, 10.05, and 6.63 to 1, or 16.25, 9.46 and 6.23 to 1, depending on whether the 4.86 or 4.57 to 1 axle ratio was specified, Assuming the engine would pull 5,000 r.p.m., the respective maximum speeds were 25, 43, 65 and 89 m.p.h., or 28, 46, 70 and 95 m.p.h. Dunlop "Fort" 19 × 5.5 tyres were fitted. The gearbox was an Armstrong Siddeley and Van Euguen often had to reject half-a-dozen or so before he encountered one sufficiently quiet for his purpose.

Torque-tube transmission was employed, with an ingenious vee-forward-mounting on Silentbloc bushes. Van Eugen designed a centrifugal clutch under Newton patents, to give two-pedal control in traffic. He endowed the Autovia with excellent Girling brakes with magnesium-alloy back plates. Other outstanding features were a 16-gallon rear fuel tank feeding the Zenith Type 36 VI-2 carburetters through an L-type S.U. pump, automatic chassis lubrication and inter-connected Luvax shock-absorbers.

Van Eugen, who controlled the entire project, even to making the required jigs and tools, designed a very deep-shell, handsome radiator with thermostatically-controlled shutters, in which a trace of Lea-Francis can be discerned.

A move was made to part of a rented Ordnance factory in Coventry and with 30 or 40 men Van Eugen was ready to go into production. The ultimate aim was about 20 cars a week, in sportsman's coupé, saloon and limousine forms, for which Arthur Mulliner bodies the names "Princess Marina" and "Queen Mary" were coined. The chassis had a wheelbase of 10 ft. 9 in. and cost £685. The saloon was priced at £975, the limousine at £995. With prices under four figures and very great care taken over sound deadening, these fully-equipped Autovias, or luxury Rileys, looked like being successful. Van Eugen did his testing locally, eschewing Brooklands, as this was a luxury car. He drove a limousine as his personal car. On the bench at the Ordnance factory the engine gave 97 b.h.p. with silencers and all components in place.

The first Autovia made its appearance at the 1936 Ramsgate *Concours d'Elegance*, eighteen months after Van Eugen had been appointed to produce it, and it took first prize in the £1,000 class. Press road-tests confirmed that the saloon would exceed 90 m.p.h. on Brooklands Track, although Autovia Cars Ltd., whose address was Midland Road, Coventry, were content to claim 80 m.p.h. Alas, Riley Motors got into financial difficulties, the Autovia project was moved back to the Riley works and early in 1938, when a receiver was appointed for Riley (Coventry) Ltd., because Autovia Cars Ltd. was an asset it was put into voluntary liquidation. Perhaps 50 cars had been made.

Naturally, Van Eugen was broken-hearted. He returned home a disillusioned man, until Sir Miles Thomas sent for him to work for Wolseley Motors Ltd. There he did excellent work, notably in developing the A-, B- and C-type B.M.C. back-axles, as a beautiful little model of one of these axles, presented to him on his retirement, testifies. Just prior to the war he was associated with a Wolseley 25 which was to have had a Cotal electric gearbox built in Birmingham, using Lucas coils in the magnets, under the French licence. Three of these experimental Wolseleys were built but this was another project killed by the war. Van Eugen, however, still owns the first Wolseley 6/80 to be made.

I make no excuse for including these comments on the Autovia in this section of MOTOR SPORT, because I am sure that, confronted with one of these unusual and handsome cars, the V.S.C.C. would accept it as a p.v.t.—W. B.

VINTAGE POSTBAG

Historic Car Racing

Sir,

With reference to the letter from Mr. Watts (page 158, March MOTOR SPORT) I would confirm that the Salmson to which he refers has been accepted by my Committee as a Special of particular interest and not an Historic Racing Car, as I informed Mr. Watts when he wrote to me.

At our own race meetings we run "Allcomers" scratch races, designed for Historic Racing cars, but if the race is not filled by these we make up the field with sports and special cars of a suitable speed to make a good race as far as possible. I assume that other clubs which run invitation races for HRCs do the same, although the name for these events is not strictly accurate if they include cars not classed as Historic.

The definitions that Mr. Watts inquires about are as follows: Historic Racing cars (a) Cars of a type raced before December 31st, 1930, (b) Cars of a type raced before December 31st, 1943, (c) Single-seater racing cars with four or more cylinders, of a type raced more than 12 years ago.

Sprint of special cars of particular interest *raced* more than 15 years ago are also accepted for our events. ALL the above being subjected to approval by the Committee. Sports/racing cars are not included, emphasis being, as far as post-war cars are concerned, on F.1 cars.

[Why, then, were two team Talbots and a couple of sports/racing Aston Martins seen in the last Seaman Trophies Race?—ED.]

Vintage cars are those manufactured before January 1st, 1931, P.V.T. cars are cars of the make and model shown on our list of selected cars, subject to being in good condition. Certain modifications are allowed, such as brake improvements, tyre sizes (with a minimum laid down) and some others; details can be obtained from me.

We have recently warned members, and I would like this chance to warn non-members, in their own interests to check with me before buying any cars advertised as Historic or P.V.T. as the terms are very loosely used by some advertisers.

Kingsclere. T. W. CARSON.
Secretary, V.S.C.C.

[But why "of a type raced?"—just say "as raced" and the borderline cases could be easily eliminated.—ED.]

* * *

Boillot in 1914/18

Sir,

Referring to "Cars in Books" I quote the following passage from "The Guns of August" by Barbara Tuchman—the American paper back edition by the Dell Publishing Co., Inc., New York—on page 210. It appears to identify Joffre's chauffeur:—

> "Unlike Moltke who during his brief tenure as Commander in Chief never went to the front or visited field armies' headquarters, Joffre was in constant and personal contact with his commanders. Placidly ensconced in the back seat of his car, he would be driven on his rounds at seventy miles an hour by his appointed private chauffeur Georges Bouillot, three times winner of the Grand Prix auto race."

Lots of people speak their mind, but not many magazines print their mind. MOTOR SPORT does. Good on you.

Ealing, W.13. P. H. CRUMLEY.

[Boillot is the correct spelling—he won the French G.P. for Peugeot in 1912 and 1913. But he became a pilot, shot down early in the war; so the mystery deepens!—ED.]

* * *

More Trumbull Memories

Sir,

For many years I have read your excellent magazine and hoped that one day I should see mention of the Trumbull.

My father's second car (the first was a 1906 8 h.p. 1-cylinder Rover with the chassisless construction and the quadrant gearbox. I can remember my father breaking his wrist trying to change down descending Box Hill in Surrey but that is another story) was a Trumbull and many of Mr. Bagshaw's experiences I can confirm. The exacting steering above 20 miles an hour became positively breath-taking over 30 miles an hour. The garage who sold it to my father always maintained that if you could survive this wanderlust and exceed 50 miles an hour everything straightened out again but my father never had the courage! We always used to reckon that any journey at over 20 miles carried with it the very fair chance of a collapsed wheel. The body was very akin to the subsequent Austin Chummy.

I remember my father purchasing the car in 1922 for £55. He sold it in 1924 for £17 10s. and of all strange coincidences I casually read through the second-hand columns of a motoring journal a few years later when the same car was offered for sale for the magnificent sum of £5!

Leicester. J. H. DE LA RUE.

* * *

Hillman 14 Lore

Sir,

Further to Michael Burn's letter in your February issue, I would like to emphasize the fact that unless a keen interest is taken in Vintage Hillmans, they will become extinct and just another memory of the "Golden Era of Motoring."

I own a 1928 "Fourteen" saloon and recently travelled some 900 miles in one week with no trouble at all. It has proved to be a most practical machine to run, though, after nearly a quarter of a million miles without a rebore. No. 2 piston disappeared into the sump. I am most grateful to Mr. Burn since the engine from the chassis he towed up from Exeter is now in my possession and my car will be on the road again at Easter. Such is the importance of having spares available. Other Vintage Hillman owners may well not be so lucky as I was. A combined effort by owners in the form of a Register will make things much easier for all.

It might be of interest to Fourteen owners to note that I have various engine spares available from my old engine.

Camberley. A. W. LESLIE.

* * *

Still in Service

Sir,

Perhaps you may be interested in the photograph I took recently at Dum Dum Airport, Calcutta. The Rolls-Royce is used as a general workhouse, on most occasions it is used to haul aircraft servicing trolleys of the type shown on the left of the photo, sometimes a line of three being coupled up. The Airport staff say it is a 1925 model. The car is in daily use, and is often seen with its trailer load and an army of technicians aboard literally "chugging" around the airport. The aircraft in the background is Major Gagarin's Ilyushin airliner, employed to bring him to India on his recent goodwill tour.

Kings Lynn. D. NEEDHAM, *Flt. Lt.*

* * *

The T.-B.

Sir,

Mr. Wardle's letter mentioning the T.-B. 3-wheeler has prompted me to reply, as I once owned a "Thompson-Bennett" (which I understood the initials T.-B. stood for). The period was about 1930-31 and we were then living in Cambridge.

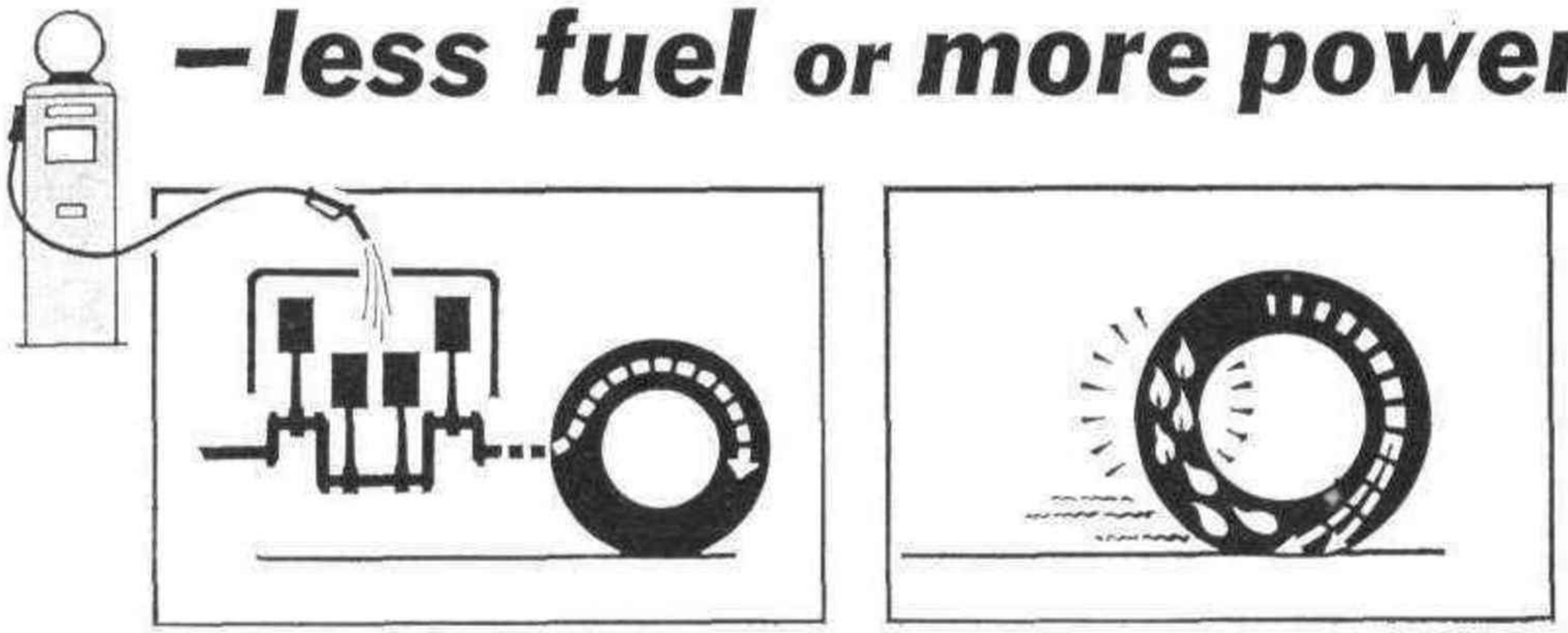
Features of interest that I can remember were:—a general similarity to the current Morgan, but with the refinement of shaft-drive, and a quickly detachable rear wheel; a 3-speed and reverse gearbox and an oil/cork clutch (of Morris origin, I think). Steering was via a reduction box, and this, whilst lighter than the Morgan's direct steering, complicated things somewhat as regards



The Rolls-Royce referred to on this page by Ft. Lt. Needham.

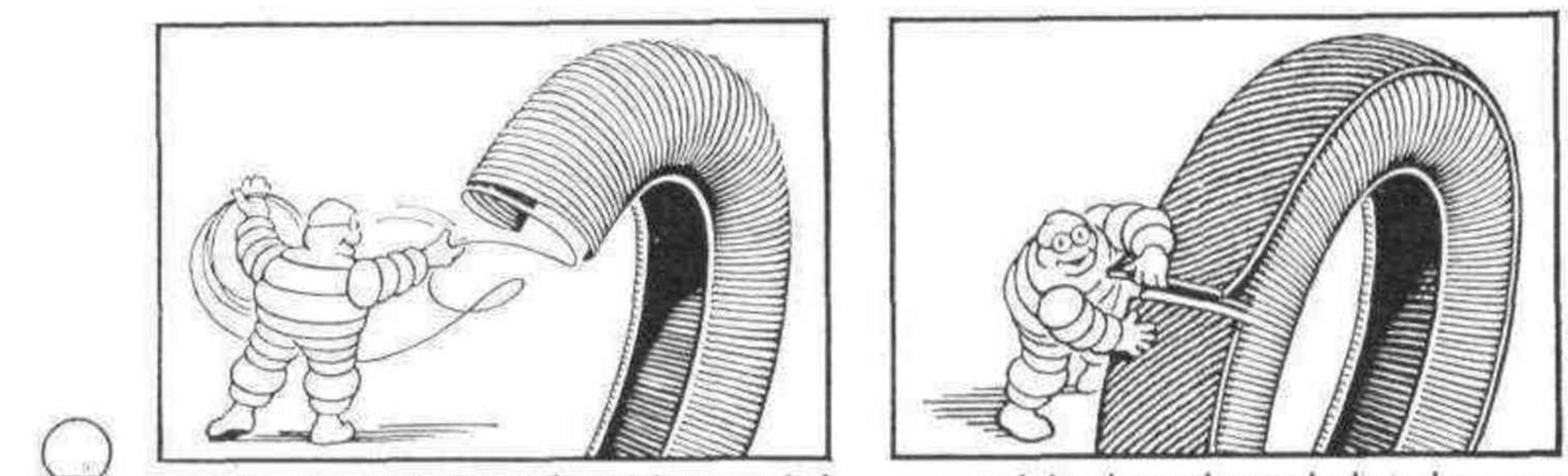
MICHELIN 'X' TYRES

—less fuel or more power



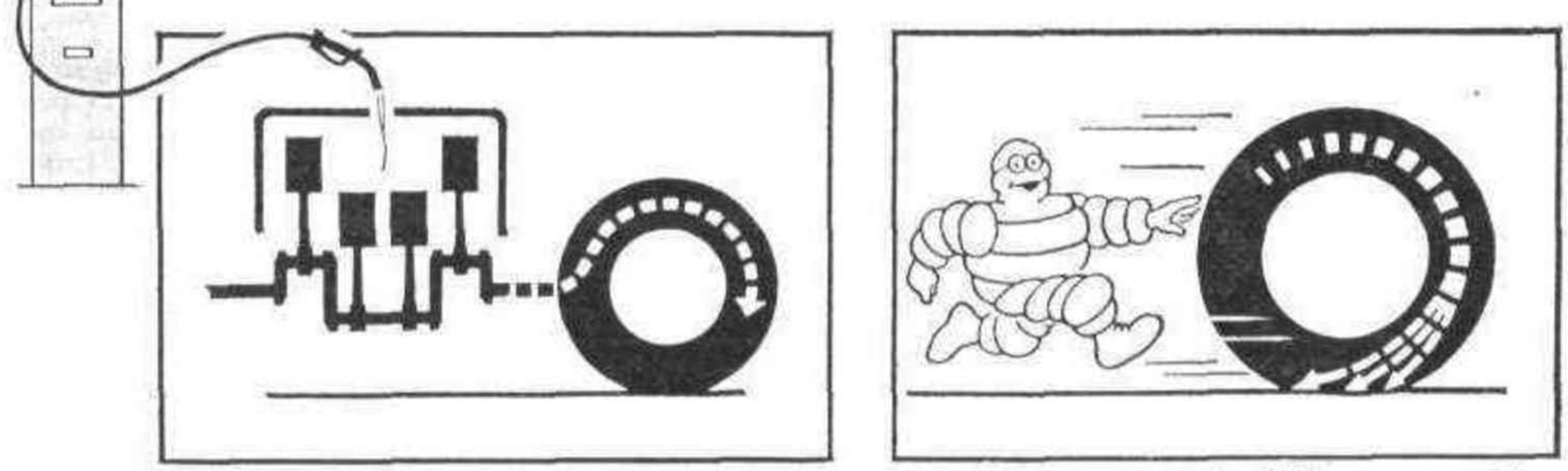
When an ordinary tyre is running the energy it receives from the engine . . .

. . . does not all go into propulsion. Some of it—owing to the tyre's rolling resistance is absorbed and converted into heat.



Now, the Michelin 'X'—with its radial cord casing that flexes easily . . .

. . . and its braced tread that does not distort—offers less rolling resistance.



Thus less effort is required from the engine, less heat is generated in the tyre.

As a result, Michelin 'X' tyres can either save you fuel or give better performance, whichever you choose.

★ And, again, because the tread does not distort, skidding and shuffling are reduced and so, of course, is tread wear. That is why, with Michelin 'X' tyres, you get . . .

—twice the grip
—twice the mileage

MICHELIN TYRE CO. LTD., Factories: STOKE-ON-TRENT (Head Office) and BURNLEY

twisting the Bowden cables from the throttle and magneto controls on the steering wheel; this latter was mounted rather high up so that the driver had to peer through the spokes.

The Bugatti-like radiator evoked quite a bit of comment, I remember, and so did the surprising feature of having to start the engine by winding it backwards, i.e., anti-clockwise, though the starting handle was in the conventional position in front—this, I think, was related to the use of one of the cam wheels of the vee-twin J.A.P. engine for coupling to the handle! Though no electric starter was fitted, there was quite a respectable lighting set with dynamo, and an impressive headlamp "dimmer" rheostat on the dashboard. The little car provided quite a bit of fun and served as my transition from motor-cycles to cars, and was therefore something to remember.

London, N.W.9. C. W. GOODCHILD.

* * *

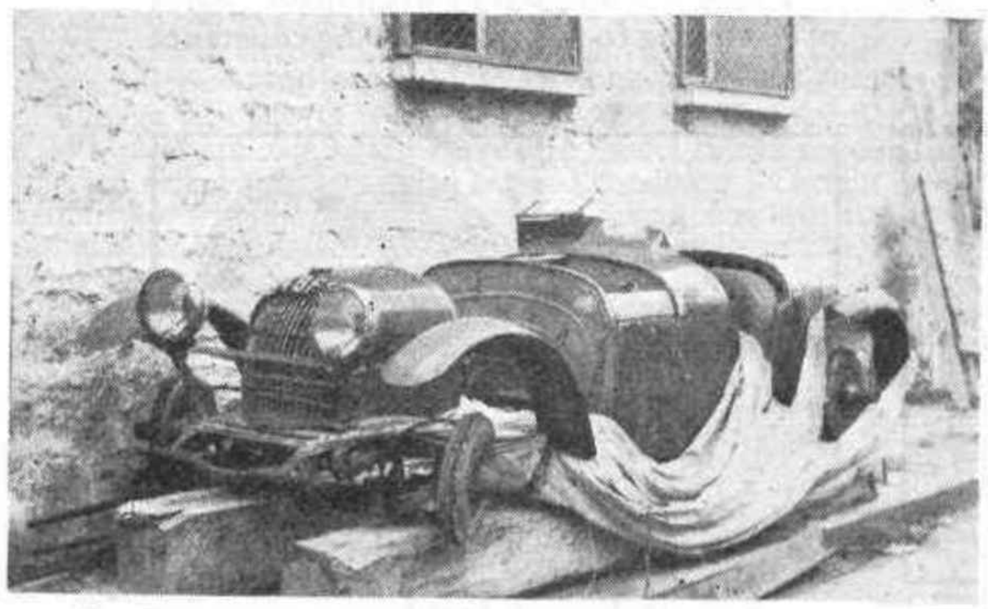
A Le Mans Riley?

Sir,

When I was in the South of France last year I discovered a car which I think might be of interest to your readers.

The owner told me he intended to rebuild it.

The car was discovered near a place called Toreilles in the Pyrénees Orientalis district. The owner told me that it is the only remaining one of its type of which four raced at Le Mans. It is a 1937 1,490 c.c. Riley which raced at Le Mans in 1938, coming 13th, in the General Classification, out of 42 starters. It



completed 1,713 km. 484 m. but retired after 127 circuits. I was told that it was driven by Louis Ferret and Francis Noiraux and started with the number 36.

Enfield. B. H. PEARCE.

[Two French-owned Rileys competed in the 1938 Le Mans race, driven by Forestier-Caron and Ferry-Noiraux, both retired. Sorry to disappoint!—ED.]

* * *

A Nice Gesture

Sir,

I feel that other readers would like to hear of an example of real service and courtesy in these days of apathy and inefficiency.

A few days ago I wrote to Messrs. Tufnol Ltd., of Birmingham, asking if they would supply me with a piece of their product (Tufnol—a resin-impregnated laminated plastic material, ideal for bushes, bearings, etc.) to manufacture a clutch withdrawal bearing for my 1913 Morgan. Two days later I received the required piece *cut to shape and thickness*, together with a most courteous covering letter asking me to accept it with their compliments. Usual disclaimers.

Sheffield, 7. C. M. WESTON.

* * *

A 1929 Morris on the Continent

Sir,

Perhaps your readers would be interested to hear of the performance of a 1929 Morris Minor (albeit fitted with hydraulic brakes and 1931 side-valve engine).

During a period of three weeks last summer, my friend and I, together with a back seat full of camping equipment, travelled through France, Belgium, Luxembourg, Germany, Austria and Italy—a total distance of 2,500 miles, at an average fuel consumption of somewhat over 40 m.p.g.

There is no doubt of the enthusiasm in the above countries for vehicles of vintage years. Whenever we stopped crowds gathered and the inevitable questions were posed: "How old?" "What make?" and "How fast?" Indeed, the only other cars of like age that we encountered were a 1931 Alvis Beetleback and a pre-1930 Bentley. More than one enthusiast equated our M.M. with the German "Dixie" (were these cars produced for the German market under this name?).

Troubles were few; the distributor carbon came adrift, but was quickly fixed, and we suffered one puncture. Incidentally this same tyre decided to go down again—just as we were about to drive onto the ferry at Calais! Our main concern, though only in the Alpine regions, was with overheating. This occurred with prolonged use of 1st gear and necessitated frequent halts on some of the passes, while we refilled our 5-gallon water container from mountain streams.

I still have this car and, apart from replacing the diff. unit a few weeks ago (I counted 27 broken teeth in the old one!) she is giving trouble-free daily use.

London, N.1. GARY D. SIMS.

The Bentley D.C., following its successful Snowball Run of Easter 1962, is staging five "Bentley Days" this year, as follows:

3-litre Day—March 29th: (Too late to announce.)
4½-litre Day—April 26th: Officers' Club, Tidworth.
"Heavy Metal Day"—June 6th: Donington Park, picnic in front of Old Hall, 11.30 a.m., and drive round old G.P. course at 3.30 p.m.
Derby Day—August 30th: Not on Epsom Downs, but at Oulton Park, around 11 a.m.
Crewe Day—Sept. 27th: No details yet, but, we gather, crew-cuts are essential.

We cannot emphasise too strongly that these are private B.D.C. parties. We mention them because the sight of lots of Bentleys passing by is likely to give much pleasure to road-side spectators.

* * *

The death is announced of Mr. E. Hudleston Channon, aged 82, claimed to have built the first and only aeroplane made in Dorset. Apparently he made aeroplanes with his brother in a hanger near Maiden Castle and tested them on a 100 yard downslope there, and at Moreton Heath and Affpuddle Ridge, between 1908 and 1910. His father, Edward Channon, is said to have built a car in 1905, following ownership of a 3½ h.p. Benz, a Mors and a Locomobile steamer. This was followed in 1906 by a White & Poppe-engined landaulette, of which three were built. After the aeroplane venture the firm took over the agency for Arrol Johnson and Overland cars. They became Morris agents in 1916.

* * *

The Standard Register has to date traced 150 pre-1931 Standards, while the recently-formed p.v. section lists 45 cars, including a number of Avon Special Standards. Hon. Registrar: J. R. Davy, Standard-Triumph Sales Ltd., Coventry.

* * *

Miscellany:—The 1923 Horstman unearthed in Wiltshire, as mentioned last month, turned out to be an aluminium-bodied, outside-exhaust sports model, laid up about 1928 when third-party insurance became compulsory. Stirling Moss drove Bergel's G.P. Bugatti and Waller's E.R.A. recently, after he had expressed a desire to see what Historic racing cars were all about. Rob Walker has made a splendid job, we hear, of rebuilding the Seaman 1927 1½-litre straight-eight Delage. The V.S.C.C. is wisely forming a small sub-committee to debate which cars are eligible for Historic racing car events, and which are definitely *not* eligible. The Lea-Francis O.C. will gather after the V.S.C.C. Silverstone Meetings at the Swan & Castle in Buckingham and after the V.S.C.C. Oulton Park Meeting on the following day, June 21st, for driving tests at Stanford Hall, near Rugby. Sleighton Charities Gala Committee is hoping to hold a vintage and veteran rally on June 27th (details from: A. Barrett, 44, Rowland Street, Sleighton), old cars are asked to parade at Elham Traction Engine Rally on May 18th (details from: J. J. Lott, Springfield House, Lyminge, near Folkestone) and Penistone & Moorland M.C. *Concours d'Elégance* on June 21st will be mainly for old cars (details from: Cmdr. H. G. K. Bramah, R.N., Redminster, Thurdstone, Sheffield, Yorks.). A 1919 G.N. which has been in the same shed since 1938 has been discovered, but is not for sale. A First World War Harley-Davidson combination is seeking a kind home. Another of those rare, just-not-vintage 13.9 h.p. sports Austins

lies in a Hampshire garage. The Bean O.C. Weston-super-Mare has been cancelled. There will be a Paris-Rouen old-car run on June 26th to commemorate the first road race, or trial, over that route on July 22nd, 1894. Barker's 1922 Peugeot quadrilette was present at the opening of Distributors Peugeot Ltd.s' new show rooms in Croydon recently. Some parts of the 1914 T.T. Hudson, mentioned in " Cars in Books " last month, are in the possession of a relative of the late Lt.-Col. A. Rawlinson. An attempt was made in Birmingham on March 15th to revive the Armstrong Siddeley O.C. The Montagu Motor Museum is adding railway items to its comprehensive exhibits. The Ford Motor Co. intends to repeat last year's successful Model-T Brighton Run, the date being May 24th.

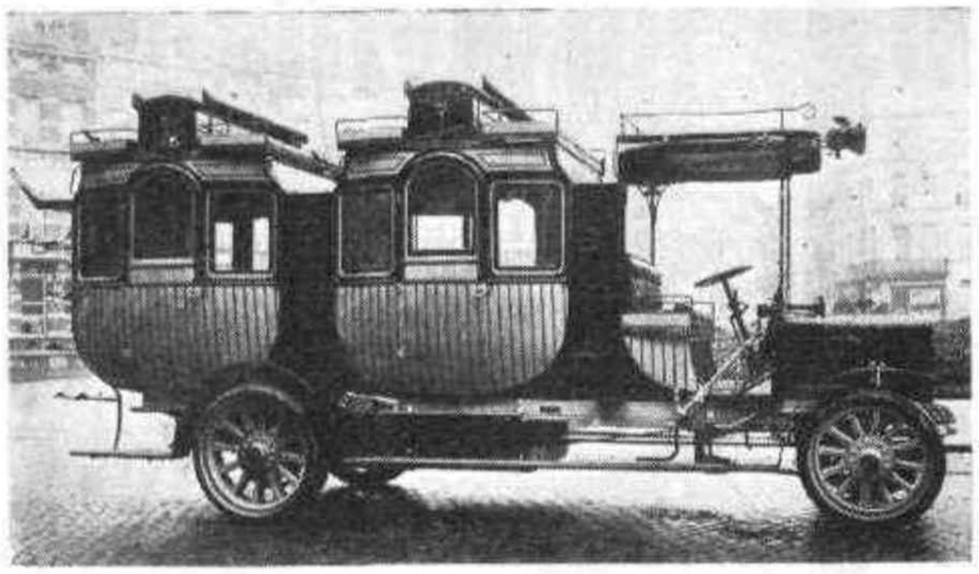
* * *

The Registrar of the Post-Vintage Section of the Standard Register, R. E. Levin, is anxious to obtain details of the Standard V8 project after it passed into the hands of E.R.A. It is thought that three Standard V8 cars were made prior to the war, one of which, a convertible, took part in the 1939 R.A.C. Rally.

* * *

Readers' discoveries this time include an Austin 12/4 engine, some Morris-Cowley spares, a vintage Type SM Lagonda, an old, *circa* 1935, Sunbeam rotting away. Data is requested about a 1924 Amilcar a reader hopes to import from France, about a 1919 16-h.p. Vulcan which is being restored, and about a Ruby-engined Georges Irat which has just been bought. Letters can be forwarded.

VINTAGE TAILPIECE



" They don't build 'em like that any more, guv'nor." Can any reader offer an explanation of why they did it in those days, anyway?

The E.R.A. Club Dinner

The newly-formed E.R.A. Club had a very nostalgic assembly of pre- and post-war E.R.A. drivers at its first dinner, at the Public Schools Club in Piccadilly on March 2nd.

Organised by the Hon. Sec., Barry Eastick, himself an ex-E.R.A. owner, A. F. Rivers-Fletcher took the chair and Raymond Mays and Humphrey Cook were guests of honour. Mays delivered a moving speech, recalling how he had initiated the E.R.A. project, recalling episodes from the old days, as when Tony Rolt's Zoller blower seized solid between his legs, and captured the carefree but deadly earnest atmosphere of those days, when top-line drivers earned perhaps a mere £3,000 a year and it was all that much more fun.

Tommy Wisdom replied in an amusingly brief speech of thanks, saying that when he drove an E.R.A. he spun it twice and he regarded these cars as too high, too short and too fast! Rivers introduced the drivers present, excusably getting a bit mixed over some of the historical facts.

The pre-war E.R.A. drivers included Raymond Mays, Lord Essendon, Humphrey Cook, Leslie Brooke, Kenneth Evans, Tommy Wisdom, Reggie Tongue, R. L. Brooke, Tony Rolt and Ian Connell, the post-war E.R.A. exponents being represented by the Hon. Peter Lindsay, Syd Day, Bill Moss, Peter Waller, David Good, Martin Brewer, Gordon Chapman, John Bolster, Michael Christie, John Broad, Bob Gerard, Duncan Hamilton, David Hampshire, David Good, David Kergon, who had flown over from Germany to be present, Dudley Gahagan, Brian Shawe-Taylor, Jack Williamson, Douglas and Peter Hull, Geoffrey Kerr and Barry Eastick, also Joan Gerard, the only lady driver amongst the men, in the regrettable absence of Kay Petre.

The old E.R.A. Trophy, of R1A E.R.A., was on loan from the B.R.D.C., and Ian Jackson brought along his splendidly detailed model of the ex-Ansell E.R.A. Phillip Mayne, Philip Turner, Roland King-Farlow and others who were active in the pre-war E.R.A. Club were present, along with many other celebrities.

W. B.

NOSTALGIC GATHERING.—The E.R.A. drivers, pre-war on the left, post-war exponents in the right-hand picture, who attended the dinner of the E.R.A. Club last month. The photographs are by Patrick Benjafield, whose late father was also an E.R.A. driver.



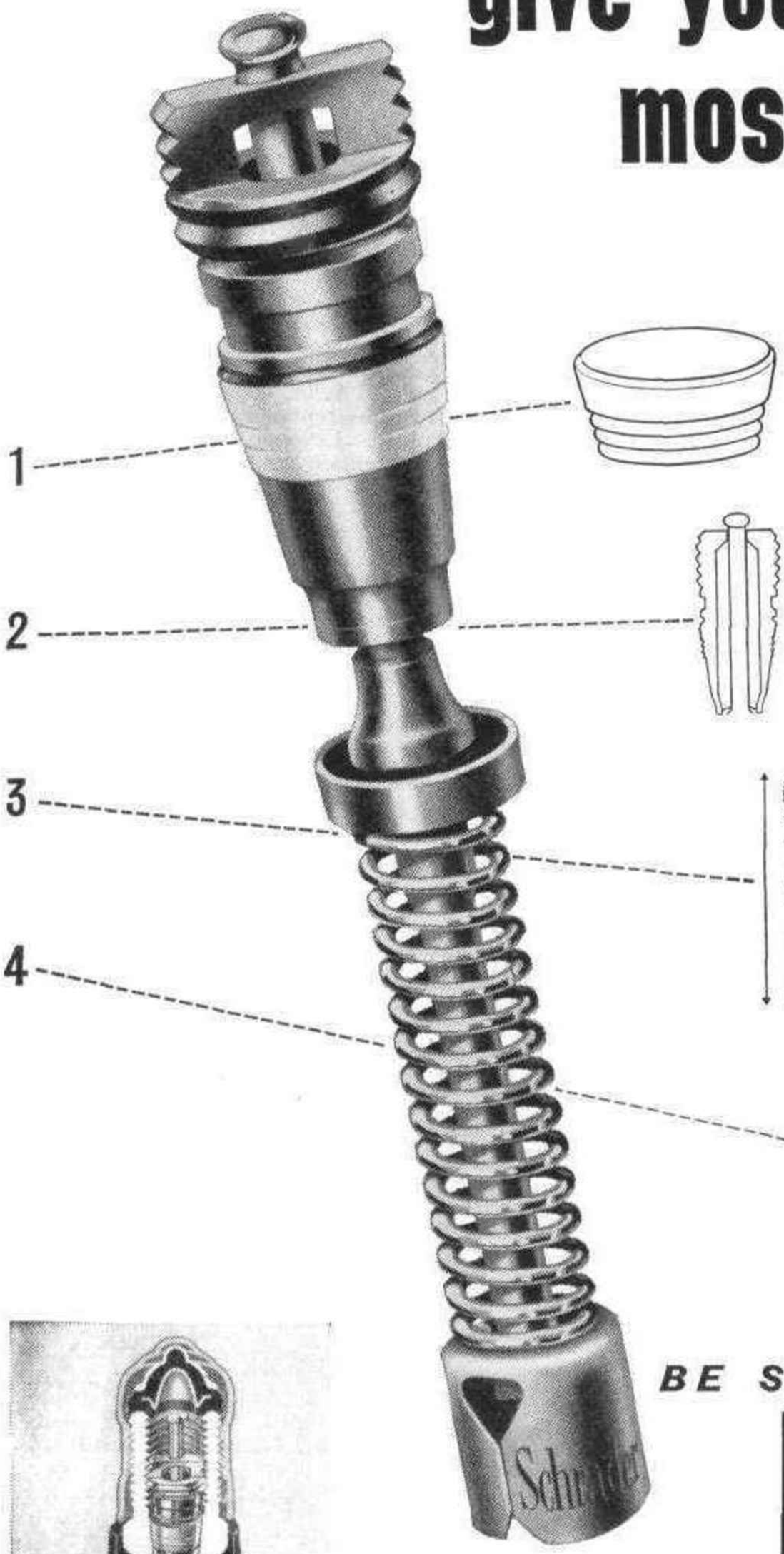




P.G768

Some motorists are blissfully ignorant about the "works" of their car—but even the most starry-eyed should know the satisfying reliability of a DAGENITE battery. Why d'you suppose Rolls-Royce fit DAGENITE as standard? Not to be fashionable—but to be safe. Fit a DAGENITE yourself next time, and learn the joy of a really dependable battery—a DAGENITE battery gives you extra value at no extra cost!

THESE 4 SCHRADER FEATURES give your tyre valves the most positive air seal

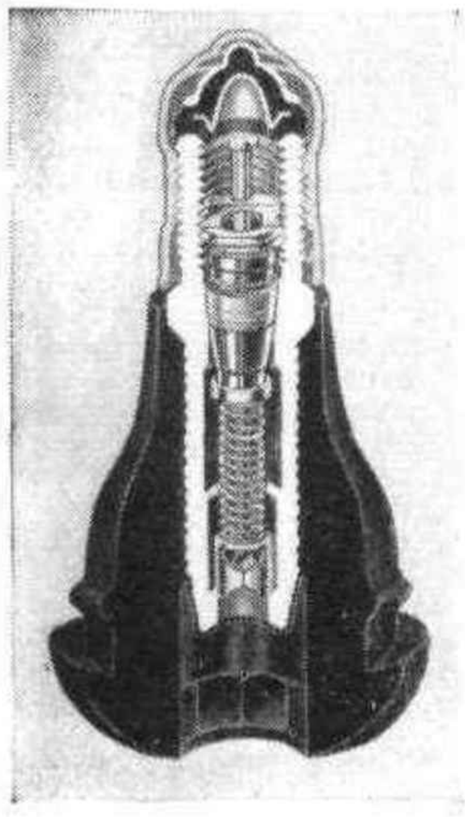


TEFLON PLUG WASHER. This super-slippery gasket turns as it tightens, without chewing. It holds its shape, does not stick to the valve stem and permits the core to be removed as quickly and as easily as it is fitted. Clean contact means perfect sealing.

ONE-PIECE PLUG gives safer, stronger construction at the point where it is screwed into the valve. The incorporation of the Teflon washer enables the one-piece plug to be tightened into a clean, positive seal.

FULL LENGTH CONSTRUCTION ensures that the core fits perfectly the standard valve stem drilling for which it is made. Plunger pin is stabilised by a two-point seating, giving positive location for pressure gauge and inflators.

SPRING is not under tension until the core is inserted in the valve.



BE SURE IT'S A

Schrader® VALVE CORE

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SCHRADER PUT THE SNAP IN SNAP IN

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Godbolds

THE EVOLUTION OF THE CHEVROLET CORVETTE

LAST summer we were promised a Chevrolet Corvette Sting Ray GT coupé for road-test, through Vauxhall Motors Ltd. and early this year it materialised, and, after some rather alarming vicissitudes, it was possible to put it through its paces last month. The report appears on page 253.

A project of the Chevrolet Motor Division of General Motors, the Corvette dates back to the winter of 1953, when it was introduced as a moderately-powered car with conventional chassis features, and automatic transmission. This emerged in 1957 as the Corvette SS, which had a de Dion back axle and a power/weight ratio of 5.8 lb./h.p. Demand had been exceeding output and a new version was initiated for 1959. In 1958 William L. Mitchel, G.M.'s Vice-President in charge of styling, had built the experimental XP87 Corvette on a Corvette SS chassis and the G.M. engineers looked at this body styling and at the Cerv 1 of 1960 which had i.r.s. and a power/weight ratio of 4.2 lb./h.p., later improved to 3.9 lb./h.p., when they began to visualise the current Sting Ray.

The target they had set themselves was expressed as " A vehicle that would provide luxurious transportation for two and give an exceptionally high level of performance, stability and safety, with a high emotional appeal." If that isn't planning a car to GT requirements I don't know what is, and how closely General Motors has succeeded you can judge for yourselves after reading the road-test report by a colleague, in this issue of MOTOR SPORT. I will say that after driving the rather clapped-out 1963 Sting Ray submitted to us, I was suitably awed by the performance, liked the layout of instruments and minor controls, found the driving position excellent and the seats comfortable, the steering very light and the gear-change excellent, and, except for the vulgar embellishments and dummy body items, I was certainly not disappointed with this American GT coupé.

The conventional front location for the 327 cu. in. Corvette engine was retained because G.M. wished to combine the shortest wheelbase (8 ft. 2 in.) with no increase in cost. An engine of this weight, put at the rear, would entail an increased wheelbase length and a costly power train, while a front engine with rear trans-axle would have raised the cost appreciably with no perceptible improvement. However, G.M. engineers agreed that i.r.s. with frame-mounted differential was essential for eliminating wheelspin due to torque transference, and to improve sprung to unsprung weight.

Care was taken to achieve a good weight distribution. Not only was the passenger compartment set as far back as possible but the engine centreline was off-set an inch to the o/s., which brought crankshaft and off-set back-axle pinion on the same line, thus reducing the width of the prop.-shaft tunnel. Luggage was carried behind the seats in true GT manner and the spare wheel was carried below the fuel tank. The result was a front/rear weight distribution of 47/53, compared to 51/49 of the 1962 Corvette, and a reduction in c.g. of 3.3 in. The track was reduced by an inch in front, two inches at the back (56 in. and 57 in.), compared to the 1962 car. The lower c.g. was attained by placing the occupants within the frame, whereas previously they sat above it, although this involved re-routing the exhaust system through the frame members.

The improved 1963 Corvette could be sold for the same price as the 1962 version largely because normal production front suspension and brakes were adapted for the car. Special i.f.s. was needed for the earlier model.

The decision to use a fibreglass body for the Corvette was made in the early '50s. G.M., like other far-smaller concerns, realised that for small output cars plastics are more economical than steel, while giving excellent durability and high re-sale value. Engineering and Styling combined to some extent in evolving the Sting Ray body with its separate frame design. In spite of many heavier components (more durable exhaust system, retractable headlamps, larger fuel tank, bigger brakes, body reinforcements, etc.), the 1963 body is somewhat lighter and 90% torsionally stiffer than the 1962 convertible; the 1963 convertible is 10% stiffer than the 1962 convertible.

New wishbone and coil-spring i.f.s. was devised, with the roll centre raised from near ground level to 3¼ in. by lowering the inner pivots of the upper wishbones. This gave higher roll resistance for a given spring rate and better cornering power, with understeer characteristics. These improvements were deemed worth the greater sensitivity to wheel alignment and a tendency to steering kick-back.

The roll centre of the new i.r.s. is 7.56 in. In conjunction with the ball-joint i.f.s., unsprung weight was reduced by 11 lb. at the front, 89 lb. at the rear, for the same overall weight, and weight distribution is claimed to be such that the shock-absorbers are valved for damping only, without compromise for ride balance. Rubber insulation is employed through the suspension, including at the eight rear links, for the differential carrier and even at both ends of the shock-absorbers. The c.g. is 16½ in., the roll couple was reduced by 18.5%, and the static ride rates/wheel are 93 lb./in. front, 125 lb./in. rear. Roll rates are 420 lb./ft.-degree front, 325 lb./ft.-degree rear. Rear suspension is by a transverse multi-leaf spring, torque and braking forces being taken by radius arms, and the wheels are located by upper and lower links, the drive shafts acting as the upper links.

To special order, a heavy-duty rear spring and ⅜ in. larger diameter, re-calibrated shock-absorbers are available, which increase the spring rate from 162 lb./in. to 305 lb./in. The new spherical ball-joint front suspension replaced the reversed Elliott king-pins of the earlier Corvettes. Lowered cost due to the use of many normal Chevrolet suspension components has already been mentioned; this also reduced the lubrication points from 16 to 4 and raised the lubrication interval from 1,000 to 6,000 miles. Even the front anti-roll bar is attached by means of standard links, brackets and grommets. New, faster (16 to 1) steering was introduced for the 1963 Sting Ray and power steering put in hand. Heavy-duty i.f.s. is available, using a stabiliser bar of 0.19 in. greater diameter (0.94 in.), the spring rate going up from 260 to 550 lb./in.

The brake drum area was kept at 11 in. but the area was increased from 84 to 116 sq. in. front, 73 to 84 sq. in. rear, comparing the 1962 with the 1963 Corvette. Lining area went up by approx. 18%, to nearly 186 sq. in. Heavy-duty brakes, with larger, finned drums and metallic linings, etc., are available as part of the Sting Ray Special Performance package option. The X-braced chassis of 1962 was replaced by five cross-members for the ladder-type welded steel chassis frame, torsional rigidity being improved by nearly 50% and the maximum deflection in beam stiffness improving by 0.002 in. Fuel capacity was increased from 16.4 to 20 (U.S.) gallons and the filler size enlarged from 2⅛ in. to 3 in. For the Aerocoupé only, a 36-gallon tank is available, made of fibreglass.

New elliptical silencers were designed, 6¼ in. shorter but of 9% greater volume, and 2-in. exhaust pipes standardised with the 250-b.h.p. engine and the 300-b.h.p. engine when used with Powerglide automatic transmission. Otherwise, 2½-in. pipes are specified for the 300-b.h.p. engine, and for both special-camshaft high-performance engines. Silencers on the n/s. are aluminized inside and out; those on the (cold) o/s. are a combination of stainless steel and aluminization.

Down the years, Corvettes have retained 6.70×15 tyres, but the rim width was increased by ½ in. for 1963 (15×5.5K welded steel wheels). A 15×6 aluminium wheel is available, with malleable iron adaptor to which the wheel is secured by a locking nut, a simple knock-off design. With these wheels the tyres are also 6.70×15, but 6.50/6.70×15 racing tyres can be fitted on the front wheels and 8.00/8.20 racing tyres on the rear wheels of the Aerocoupé only, when it has the re-positioned big fuel tank.

Four versions of the basic 327 cu. in. (5,363 c.c.) V8 engine power the Chevrolet Corvette, with three transmission options. These engines stem from the 283 cu. in. fuel injection engine of 1957, which gave 1 h.p. per cu. in. Bored and stroked to its present size, it gives 1.1 h.p. per cu. in. The fully synchronised 4-speed gearbox was introduced in 1957. These power unit developments, up to a maximum of 360 b.h.p., have benefited General Motors' saloon-car range.

The Corvette body began as a 2-seater 2-door convertible built in Flint late in 1953. Side windows were removable. In 1956 a new top and windscreen and a removable hard-top were introduced. The front-end and facia were changed radically in 1958, the rear-end revised in 1961. The 1963 body was very different from that of 1953, yet some of the original tools were used for making the underparts. G.M. had always thought the Corvette " a little big," so for 1963 dimensions were cut down and entry and exit made easier. The new GT coupé body was styled to look European, yet not lose Corvette identity. Luggage space was almost double that of the convertible and 60% greater than in

Continued on page 253

Anyone who wants to save petrol has a hole in his head

It's called an oil filler cap. It can save you money. Like this. In a yearly mileage of 10,000 miles, the average car will cost £15 for Road Tax, £25 for Insurance, £10/20 for Service . . . and £90 for Petrol. Molyslip saves petrol. On road tests, after Molyslip was added to the oil of five popular cars, m.p.g. improved by as much as 10%. 10% of £90 is £9. Take away the cost of Molyslip* and you'll still be richer by £6.15.0. And the Molyslip will have cost you nothing. *And* you'll get up to 9.7% more acceleration *and* up to 10% more engine power, also for nothing!

How? By reducing friction. Molyslip 'plates' moving parts with a slippery, Molybdenum Disulphide, anti-friction shield (70% of your petrol is wasted overcoming friction and heat losses). If £90 a year for petrol bothers you add Molyslip to your oil through the hole in your head. It's that simple! From all garages, accessory shops and Halfords. *Molyslip for engine oil costs 15/- and the effects last for 5,000 miles. Molyslip 'G' for gearbox, back axle and steering also costs 15/-, but will last for 10,000 miles.





Men who must have the full facts send for free 24-page Molyslip lubrication manual to: **Slip Products Co. Ltd., Hatfield Road, St. Albans, Herts.**

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FORD MEAN (RALLY) BUSINESS

THE World-wide Ford organisation is known to have embarked on a well-nigh all-embracing programme of participation in competition, with the (temporary?) exception of Formula One racing. MOTOR SPORT outlined their progress to date and forthcoming plans in a special article a year ago.

To look more closely at how Ford of Dagenham are preparing their rally teams we paid a visit, appropriately in a Ford Consul Cortina GT, to their Competition Department at Boreham, in Essex.

Enthusiasts of at least twelve years' standing will recall Boreham circuit where the West Essex C.C. staged some interesting racing. Today, Boreham is a useful test track for Ford's Engineering Division, where private car and commercial vehicle research can be carried on in privacy and safety. It was logical for Ford of Dagenham, with their stepped-up rally programme, to move the Competition Department from the premises of Lincoln Cars on the congested Great West Road at Brentford to the peace and spaciousness of Boreham. They did this last September, building an entirely separate establishment, flanked by a sizeable, white-lined car park, on a 6,000 sq. ft. site.

This single-storey building, with an office block flanking the entrance road and the workshop area behind, was laid out to enable half-a-dozen rally cars to be prepared simultaneously, although in times of stress, Alan Platt, Ford's Competition Manager, and Bill Barnett, the Team Manager, have managed to expand its capacity considerably. What it amounts to, however, is that immediately outside the office block is floor space for six rally cars side by side.

Whereas at Lincoln Cars no test benches were available, except just after the war when routine tuning of Ford V8 engines for Ministry of Supply vehicles during hostilities had left a legacy of such equipment, at Boreham there is a fine test bay housing a brand-new Heenan and Froude DPX-3 water-dynamometer suitable for engines of up to 200 b.h.p. There is also a Heenan and Froude roller brake, so that Jack Welch and his faithful mechanics can discover where the horses recorded on the engine brake have gone to on their intended journey to a car's back wheels. Crypton Electronic apparatus is used in conjunction with the roller brake (see MOTOR SPORT, August 1962) for checking engine tune, and speedometers can be calibrated, b.h.p. curves drawn for power delivered at the back wheels, and all manner of other valuable information can be obtained. Prolonged running on this brake is looked after by a Crypton fan blowing air over the radiator of the static but frenzied car.

Ford mechanics at work in a six bay workshop of the Competition Department.



Fords new Competition Department at their Experimental Centre at the old Boreham Airfield.

Reverting for a moment to the engine test room, for really drastic tests at over 7,000 r.p.m. there is provision for taking the control panel outside, to ensure the safety of the operatives, but old-hand Jack Welch likes, he told us, to be able to listen to the note of a fast-revving engine, as well as read the dials, so mostly you will find him inside the test room.

For the 1964 rally season Ford of Dagenham are relying almost exclusively on Cortina GT 2-door saloons, in various stages of tune as regulations and policy dictate. The bodies are delivered to the Competitions Department ready assembled, and the rally cars built up round them, as this saves labour costs which would otherwise be involved in stripping production cars and rebuilding them by hand to rally standards. General development is undertaken by Ford's engineering staff but otherwise "Competitions" has a free hand, and sometimes suggests worthwhile lines of procedure to the Engineering Development Division.

This season's rally Fords will be red, as people tend to get more readily out of the way of cars of this colour, except for the E. African Safari Fords, where white was logical, to deflect the heat. During our visit the Alpine Rally cars were being built and Henry Taylor came in from some day and night non-stop testing on the road of his Tulip Rally Cortina.

It was interesting to find Cibie lamps, type 22 headlamps and various stone-guarded Cibie spot-lamps, in universal use, the drivers demanding these and the mechanics at Boreham fitting them, thus being usefully conversant with the wiring-run or fuses should they have to be investigated hastily under rally conditions. The new 3-dial instrument panel before the driver is retained, with an additional central panel, and there is naturally an extra fuel tank in the boot, with change-over cock on the side of the body behind the o/s. door, convenient to the driver's right hand. An unobtrusive interior roll-bar protects the occupants in the event of a roll-over. Otherwise, these red Cortina GTs do not look in any way wildly non-standard, apart from minor details such as rubber toggles to hold the boot-lid shut.

Reverting to the equipment in this Competition Department, there is a fine Churchill surface grinder, with magnetic chuck, on which cylinder heads can be very easily planed, to a depth of anything from $\frac{1}{4}$ in. to $\frac{1}{4}$-of-a-thou. This grinder will take a Zephyr block if the magnetic chuck is removed, and it encourages plenty of experiments with non-catalogue compression-ratios. Normally, cylinder heads are planed for this purpose, keeping the head gasket standard; sometimes something is taken off the surface of the block.

Three big Ardrox vats have been installed for washing off engine components, engines are built up or dismantled on portable Churchill stands, and gas and electric welding sets, Raglan lathes, a Fobco 7/eight vertical drilling machine, and a Churchill 50-ton hand press for forming dural-sheet sump shields, figure in the shop's equipment. By raising a car on a hoist each sump shield (they are made for private entrants as well as for the "works" cars) is offered up, to check for correct alignment.

A major problem is cleaning up rally and "reece" cars when

they return to base in a filthy state. This is looked after by a Washmobile car wash plant in a separate bay.

This Ford Competition Department is a happy team, under the captaincy of Alan Platt, who watched the car racing at Boreham circuit in 1951/52 and has been with Ford for many years, and Bill Barnett. It is staffed by eleven mechanics, an electrician, a store-keeper, two janitors and a materials-handler from Dagenham, with four office staff to cope with the inevitable paper work and 'phone calls. Jack Welch not only knows all Ford cars intimately, and how to make them go, but talks nonchalantly of towing a crashed rally car home virtually non-stop from Monte Carlo to Brentford! Pete Ashcroft specialises in engine assembly and other old hands amongst the long-suffering but irrepressibly keen mechanics are "Jolly Jack" Welsh and Norman Masters. Incidentally, these mechanics hold Union cards, unlike their counterparts in the racing world.

Alan Platt usually goes out to the start of a rally in one of the team cars, then flies back to Boreham to be in a position to keep control from the home base and—which is very encouraging—answer the enthusiastic inquiries of the Dagenham Ford Directors as to how his team is faring. Thus, in the thick of battle, responsibility comes first to Bill Barnett and Jack Welch.

The space outside the Competitions Department is strewn with those less fortunate rally cars whose drivers have pressed on a bit too ambitiously, contacting the scenery or dropping them over the side. After salvage, the body shells are scrapped. Even intact out-dated rally cars are either dismantled or passed into factory service—they are no longer handed on to persistent private rally entrants. We did go to lunch in Platt's Monte Carlo Zephyr, but it had been re-bodied and re-equipped, like that axe with new head and divers new handles. . . .

Dagenham's team cars are the only Fords prepared at Boreham; the Falcon team cars and the American Ford engines for Colin Chapman's Indianapolis and sports Lotus and the Lola GT cars do not go through this department, although some paper liaison and, if it arises, practical help in the field, may sometimes occur.

The 1964 Ford Cortina GTs will run on Total petrol (they have a 1,000-gallon storage tank for it at Boreham), Castrol oil, Ferodo friction material, and a variety of Dunlop tyres. Team support cars consist of three Zephyr 6 and a couple of Cortina estate-cars, all of them quite standard apart from equipment-concessions to creature comfort.

The boys at Boreham confessed to a natural feeling of disappointment over the Monte Carlo Rally. For the future—and there are plenty of very tough rallies in the months ahead—they are confident, and well equipped.—W. B.

EVOLUTION OF THE CHEVROLET CORVETTE STING RAY—continued from page 250

the trunk of the 1962 coupé. The steel framing for the convertible's fibreglass shell weighed 82 lb., compared to 48 lb. for the 1962 body.

The original 1953 plastics weighed 357 lb., those of the 1963 convertible 300 lb. Total weights: 1953 = 411 lb., 1962 = 405 lb., 1963 = 397 lb. The big plastic doors, cutting up into the roof, presented problems due to being large doors on very small hinge spans. Their glasses are solid tempered and slightly curved in two directions, with C.V. window, frameless on the convertible, and with normal G.M. door locks.

Colin Chapman (who uses a different and quicker system on the Lotus Elan) may be interested, and B.M.C. (who gave up in despair on the Sprite) take heart from the knowledge that G.M. designed five different mechanisms to operate their concealed (rotating) headlamp clusters, from simple rods-cum-cables to a complicated Rube-Goldberg single-switch system, before arriving at the present two-motor electrical layout that requires two switches "but has no little dogs running on treadmills"! The motors are adaptations of C.V. window-lifting motors, one for each headlamp-cluster door.

The first Corvette presented door sealing problems, since the subject of much attention. That original Chevrolet Corvette had body parts made by the Molded Fiberglas Body Co. of Ashtabula, Ohio, which, in 1952, employed about 85 operatives. The first 300 Corvettes of 1953 were produced practically by hand. Today the same concern supplies the body parts from the St. Louis plant opened in December 1953; it now has some 1,100 employees, and last year Corvette assembly space was doubled.

General Motors claim that Corvette demand now exceeds supply and it is perhaps significant that for three-quarters of those purchased in recent years the 4-speed manual gearbox has been specified.—W. B.

MINIATURES NEWS

Not resting on their laurels with their new "Classics," described in MOTOR SPORT last month, Corgi have added another of their normal miniatures to the Playcraft Toys range. This is a Citroën ID Safari equipped as a tender car for this year's Olympic Games. It has a skier in full competition-rig, who can be fitted with skis from the roof of the model and made to "ski" down a suitable slope. Or he can ride in the back of the Citroën with his skis, sticks and a spare set of these on the car's roof-rack. The model, which is 4¼ in. long, has remote-control folding rear seats, opening rear door, and Olympic Games emblem on the bonnet. No. 475 in the Corgi Toys series, it sells for 6s. 9d. complete. For commercial vehicle enthusiasts Lesney have a Matchbox King Size "Hoveringham" Foden 8-wheel tipper truck (K-1) and, in the same series, a Taylor Jumbo crane (K-14). The former, to a scale of 69 : 1, is 4¼ in. long and retails at 5s. 6d.; the latter is to a scale of 58 : 1, 5¼ in. long and cost 4s. 6d. Another clever new Corgi miniature is Hopkirk's Monte Carlo Rally-winning Morris Mini-Cooper S, complete with roof spot-lamp (which actually rotates) and No. 37 on its doors, although the many front spot and fog-lamps that shone a way for the Irish driver do not appear on the model. Naturally, this 2⅞ in.-long Mini carries rally-plates front and back and is in the correct colours. No. 317 in the Corgi range, it was on sale only six weeks after Hopkirk's victory, price 4s. 6d. Corgi also had another model out last month—a Commer ambulance, 3½ in. long, costing 5s. 3d. No. 463, this is just the job for standing beside a model race layout.

The latest Solido release is a wire-wheeled Ferrari sports/racing car, selling for 9s. (10s. post free), from Auto-Models Ltd., 70, Finsbury Pavement, E.C.2.—W. B.



Which one's this? Hopkirk's, Aaltonen's or Baxter's? Not on your life—it's the Corgi miniature of the Monte Carlo Rally-winning Cooper-Mini S. Who pinched the extra lamps?

ASIDES

According to *Model Maker*, Sqd. Ldr. J. Crampton, one-time enthusiastic owner of a 2.9-litre Maserati, spent his last summer holiday attempting the Solent crossing with his Taplin Twin-powered, R.E.P. radio control, Keil Kraft *Sea Commander* model boat.

* * *

Last December, "D. S. J." referred to the £77 B.R.S.C.C. round-trip to the Daytona 500-Mile Saloon Car Race as taking the prize for "the most expensive race visit." This has been surpassed by the B.R.S.C.C. "Indianapolis Tour," which costs £196 10s., and a contemporary's trip to the same race, at £265. The former includes a visit to the New York World Fair, Niagara Falls, and the Ford factory at Detroit, and is "led by Stirling Moss himself," however. So Indianapolis looks like being as much an "English Colony" as Le Mans.

* * *

Lotus type numbers for their latest batch of cars are as follows: Lotus 30, 1964 sports/racing car; Lotus 31, 1964 F.3 car; Lotus 32, 1964 F.2 car; Lotus 33, 1964 F.1 car; Lotus 34, 1964 Indianapolis car.



Why does the Triumph TR4 separate the men from the boys?

For about the same price as a TR4 you can buy a pretty tourer with a take-off roof and a couple of bucket seats.

Fair enough: your mother will find it nice for the shopping.

Or you can buy a TR4. A tough, lusty and very fast sports car. A man's car that has been proved over the world's most punishing rally courses.

The TR4 will sprint from 0-50 in 7.8 seconds and go on sprinting to a top of 110 mph. It gets its steam from a 2.2 litre, 4-cylinder engine with twin carbs. It is very fast and very potent.

To curb this abundant energy, front-wheel disc brakes are a standard fitting. However hard you stop a Triumph TR4 it stays on the straight and narrow. Convincingly. Reassuringly.

Inside, the TR4 is all consideration. The cockpit is king-size. The windows wind up. The seats hug your back with comforting certainty. The carpet piles on the luxury. The hood closes oyster-tight. The inner man is well cared for.

There are other virtues. Rack and pinion steering. (The most positive way there is of changing direction.) Full-width doors. (For easy come and easy go.) A snug windproof hood. (No need to let the speed go to your head.)

Your Standard-Triumph dealer can tell you more. Ring him and arrange a test drive. Twenty minutes in a TR4 will show you just what a *real* sports car can do for a man. And vice versa.

Triumph TR4 £906.16.3
Hardtop model £949.2.1

STANDARD TRIUMPH

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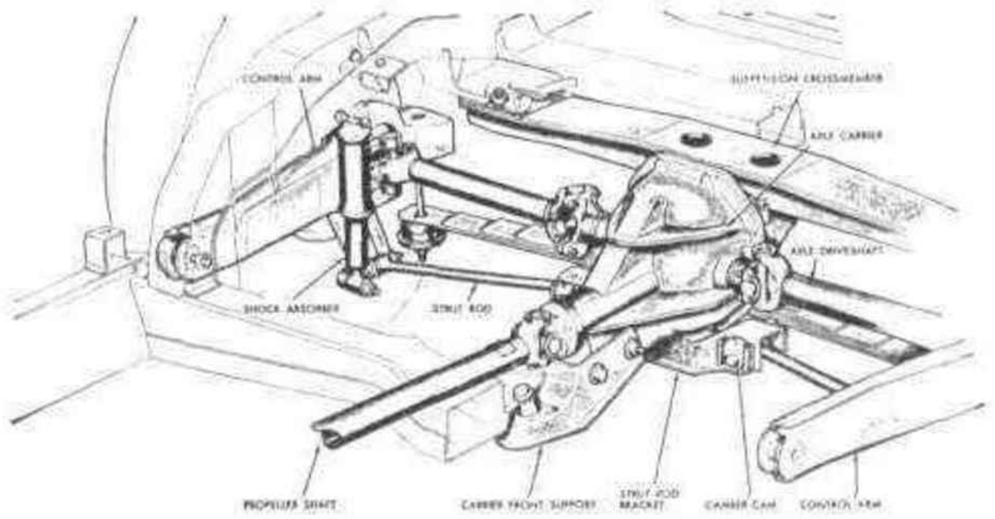
ROAD TEST

THE EXCITING Chevrolet Corvette Sting Ray

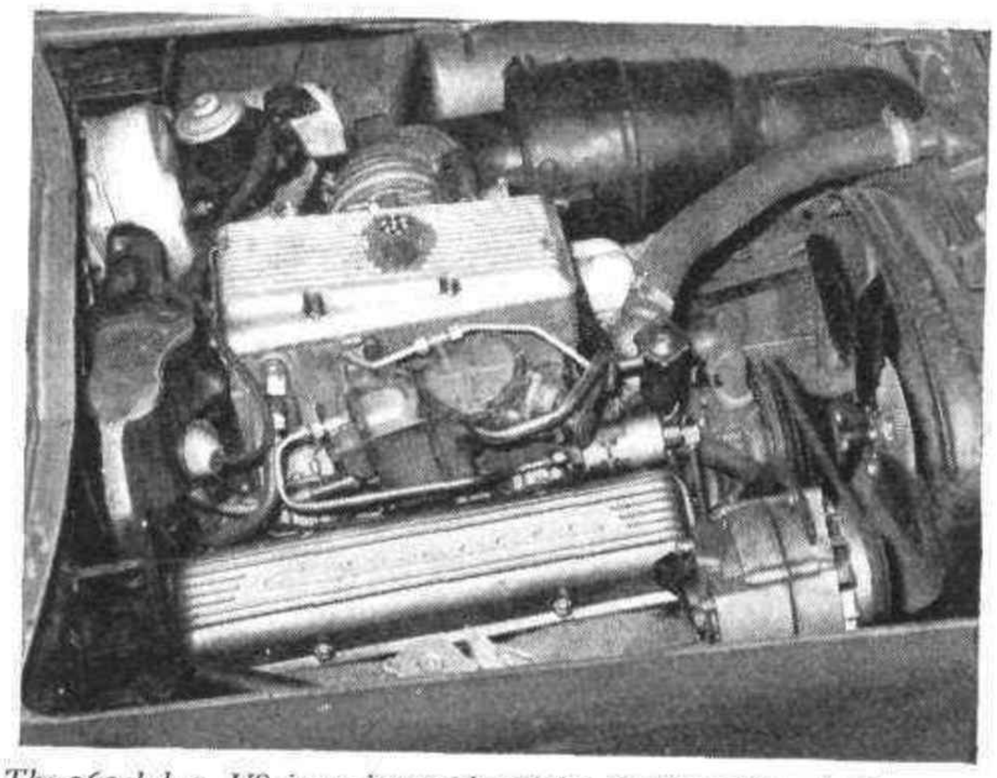
IN distinct contrast to Ford of America, General Motors make little effort to sell their U.S.-built cars in Britain, so we entertained no hopes of ever testing the Chevrolet Corvette Sting Ray. But, much to our surprise, Vauxhall Motors called us up three or four months ago and offered a Sting Ray for road test. This offer was naturally accepted and before long a staff member was driving a bright red Sting Ray away from the Lendrum and Hartman workshops in London. Unfortunately, he had not gone very far out of London before one of the drive shafts broke at the outer universal joint, the flailing shaft clearing away some of the undertray, the brake pipes, the shock-absorber and sundry other bits and pieces. In addition, the wheel fell drunkenly inwards as the drive shaft acts as the upper locating member. The car was luckily brought to a stop with no great drama and it was towed ignominiously back to Lendrum and Hartman, where it languished for many weeks while parts were obtained from G.M. in Detroit. Eventually it was in one piece again, and this time a different staff man went to collect the car as the previous driver had suddenly decided he didn't want to drive the Sting Ray any more!

However, this time nothing untoward happened and we were able to put over 1,000 miles on the speedometer of this interesting car. The interesting development story of the Sting Ray can be found on page 250. The Sting Ray features a box-section frame, although it was originally intended to be tubular, but this was found to be uneconomical with a projected output of over 20,000 cars a year. The front suspension is by double pressed steel wishbones with coil-spring/damper units, while the rear end uses a transverse leaf-spring with single lower links, pressed steel radius arms and the unsplined drive shafts acting as upper locating members. Finned drum brakes of 11 in. diameter are fitted all round and steering is of the recirculating ball type. The engine is the typical Chevrolet V8 of 5.3-litres capacity, which is available in 250, 300, 340 and 360-b.h.p. versions. Much to our surprise, when we lifted the bonnet we found we had the most powerful model with the Rochester fuel injection. With this engine one must have the Borg-Warner 4-speed gearbox and the Positraction limited slip differential as this engine is a bit too much for the standard set-up. Other options on our test car were sintered iron brake linings, larger anti-roll bar, stiffer shock-absorbers, larger-than-standard tyres, and electric winding windows.

Naturally, the emphasis of the Sting Ray is on performance, and perform it certainly does. Despite the fact that the 7.60 × 15 in. Firestone Super Sports tyres on the rear wheels had used up most of their tread, our performance figures are some of the best we have ever obtained. We covered the standing-start ¼-mile in 14 sec., with a terminal speed of about 98 m.p.h., without ever straying into the red section of the rev.-counter which commences at 6,500 r.p.m., and from a standstill to 100 m.p.h. occupies only 14.3 sec. The Positraction limited slip differential prevents wheelspin unless the clutch is banged in with over 3,000 r.p.m. on the rev.-counter, and then the car departs very rapidly with large black tyre marks, clouds of smoke and bags of opposite lock correction for the driver. In actual fact, while this impresses bystanders, acceleration times do not benefit greatly from this technique, and as the expensive tyres wear down very rapidly indeed, owners will not start in this fashion very often. However, it is not on the test track that the performance is best appreciated, but on the road, where the staggering performance is shown up to its best advantage. Other cars which are travelling quite quickly disappear to a dot on the horizon in an incredibly small space of



The transverse leaf-spring i.r.s. of the Sting Ray.



The 360-b.h.p. V8 is an impressive sight, the finned box in the centre being the Rochester fuel-injection unit.

time once the Sting Ray is past, and there are very few cars which can attempt to hold the Sting Ray for any length of time. Within a few seconds of leaving a built-up area it can be cruising at 100 m.p.h. at a modest 4,500 r.p.m., and at this speed the car feels like most other cars do at 50 m.p.h., for engine and wind noise is kept to a minimum. So confident does one become in the Sting Ray that 100 m.p.h. is used between lorries on short stretches of main road, and the Motorway speed is limited only by bravery and common sense, although with the test car the accent was on bravery for there was a violent transmission vibration which came in at speeds of over 120 m.p.h., and this caused us to desist from determining the car's maximum speed, which should be well in excess of 140 m.p.h. It is unlikely that this vibration is present in other Sting Rays and was probably a legacy of our original drive-shaft breakage. In addition, an irritating gear-lever rattle, equal to anything inflicted on owners of B.M.C.'s Mini, often caused us to drive one-handed, holding the gear-lever with the other hand, or if a passenger was being carried press-ganging this luckless individual into the job.

We expected that the fuel injection engine would be temperamental but it behaved perfectly, starting instantaneously from cold and warming up very rapidly indeed. The rich mixture control on the fuel injection ensures a first-time start and the engine runs cleanly at all times except that it would occasionally stall if the car was braked heavily. If necessary, the car can be left in top gear all the time except for dead stops, and under these conditions the engine showed no sign of temperament at all, while the top-gear acceleration is sufficient to see off most other cars on the road. Indeed, there can be few people who would willingly go back to a " buzz-box " after sampling the torque of a big V8. The unit is not at all noisy except when running near its rev. limit, and in this respect is undoubtedly quieter than the E-type Jaguar's twin-camshaft engine, although, strangely enough, the American V8 is not as smooth in its delivery of power as the venerable straight-six of the Jaguar.

The gearbox is quite superb, having a great similarity in its feel to the gearbox of the small English Ford range, with short, quick, notchy mechanical movements between the gears. This box cannot be likened to the " knife-through-butter " variety but it has that slight mechanical " clunk " as the gears engage which is, in fact, preferred by many drivers. Reverse is selected by lifting a catch on the gear-lever and moving it beyond 1st gear position, while the other gears are in the normal H-pattern, all of them having synchromesh. First gear is rather high, being able to encompass 65 m.p.h. at 6,500 r.p.m., while 2nd gear will only take in a further 20 m.p.h. Third gear is good for 110 m.p.h., which is about the same as the E-type Jaguar achieves in 3rd gear. If it were not for the gear-lever rattle the gearbox would be very quiet indeed for there is very little gear whine. The same cannot be said of the final drive, which emits loud clonks on occasions, especially when turning sharp corners, and unless the car is cornered with a fair amount of throttle there is some judder from the final drive. This is fairly commonplace with limited slip differentials, and is also noticeable when going forward after a spell of reversing.

It is inevitable that comparisons will be made between the Sting Ray and the E-type Jaguar for they are the only two cars capable of real high performance which are sold in any numbers. One could cite the Aston Martin DB5 or the Ferrari 250GT but these sell in such minute quantities and cost so much that they are not really comparable. In any case we have no experience of them. The E-type and the Sting Ray compete on fairly level terms as regards price in the States, the E-type coupé costing about £1,900 while the Sting Ray lists at £1,400. However, a fairly long list of extras is required on the Sting Ray to bring it near E-type performance, handling and braking, etc., so the cars work out fairly evenly in the long run. In this country there is a colossal difference for the Sting Ray costs nearly £3,500, and not even those enthusiasts who walk around with stars and stripes in their eyes can say that the Sting Ray is worth two E-types. This is probably why there are only one or two Sting Rays in Britain, for even our test car was a left-hand-drive example imported specially from Belgium for a series of road tests.

Fortunately for British enthusiasts who may be regretting the price of the Sting Ray, the car falls short of the standards set by the E-type in respect of handling, steering and braking. The ride is on the firm side, which is not unduly worrying on smooth main roads as any minor undulations are taken quite well and, indeed, under these conditions the floating sensation imparted by the suspension gives the impression that it is too soft, but as soon as rougher roads are reached the ride becomes rather choppy and directional stability becomes affected. We would have liked to have tried the car on a different tyre, like Dunlop RS5 or R6 racing tyres, for the Firestones were badly affected by road surfaces



The Sting Ray's basically clean lines are spoiled by dummy vents, imitation tin knock-off hub-caps and various other bits and pieces.

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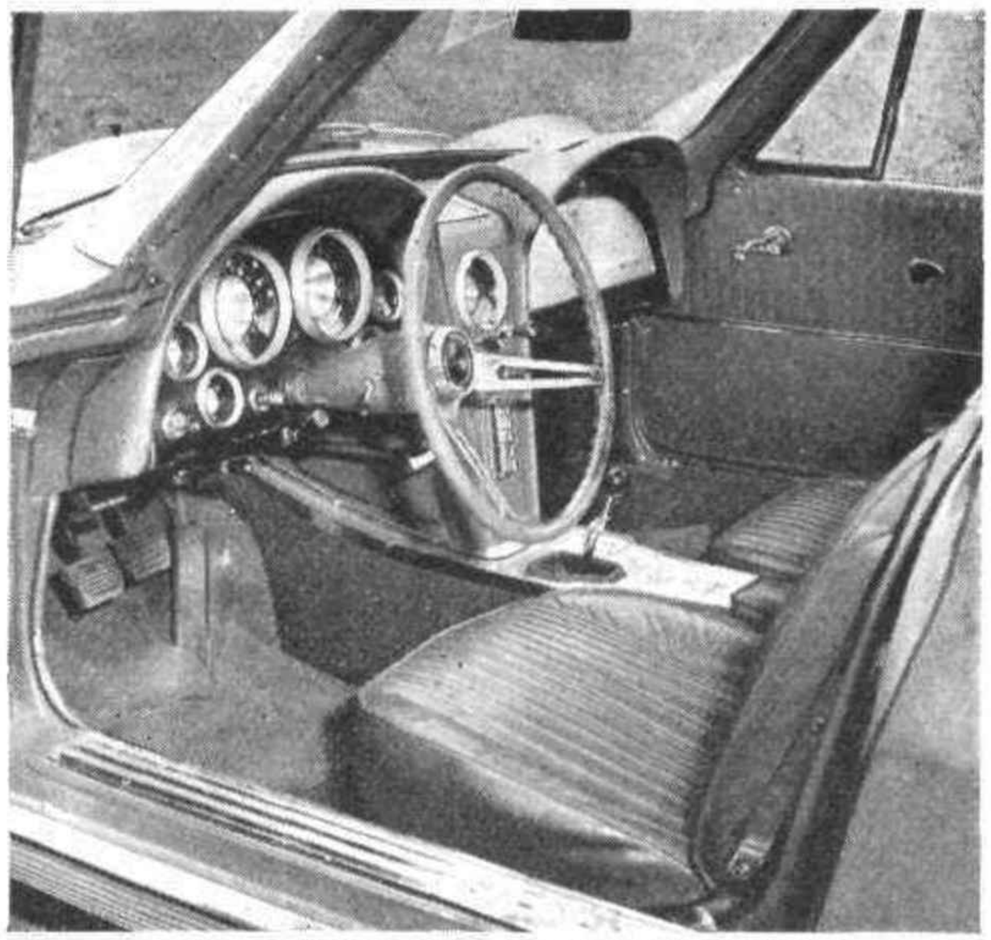
and any longitudinal road imperfections caused the tyres to flick over them laterally. This was especially noticeable on centre white lines and cats-eyes, which produced audible thumping from the suspension. This harshness and wandering tendency is not so pronounced at the lowest recommended tyre pressures of 24 lb. all round, but with the 10 lb. additional pressure recommended for high-speed work the suspension is very firm indeed and at high speed the driver has to concentrate pretty carefully to keep the car on a straight course.

On smooth, dry roads the handling can be quite exhilarating and after practising on the test track we felt more confident in the car than we had in our previous experience on the road. There is quite strong understeer, which is especially noticeable on the lower tyre pressures, and fast driving on winding roads could well become tiring. With 360 b.h.p. available little effort is needed to provoke the tail to come round, and with practice corners can be taken in gentle tail slides. However, care has to be taken with the throttle for even as little as ½ in. too much throttle can turn an expert slide into an ignominious spin! This technique must be used with care on the roads, for an unexpected bump on the apex of a corner can send the car off line easily. The car is not too keen to corner on a trailing throttle or light throttle opening and when the driver opens up after so doing the tail tends to swing. On wet roads, with our near-bald tyres, we set off on trips with some reluctance, and it was necessary to drive very gingerly indeed for the tail would slide quite easily even when the car was travelling in a straight line.

The recirculating ball steering is commendably light for a non-assisted layout but of course it cannot compete with rack-and pinion for lightness and precision. It does not suffer from the rack-and-pinion's tendency to kick back and is, in fact, a very good compromise. It is geared 3.4 turns lock-to-lock but the steering arms have two attachment points for the tie rods and by remounting the rods the ratio is reduced to 2.9 turns. The slowest ratio is quite adequate for most normal uses but with a car having the power of the Sting Ray you can hardly have too quick steering. Power assistance is an optional extra. The steering column is not adjustable for length and most tall drivers felt that they could do with the wheel a little farther away. This could be easily organised as the present wheel is deeply dished and a replacement wood-rimmed wheel would give another 2 in. reach.

The brakes are still of the drum variety and one can only assume that this is because the disc brake is a virtual British monopoly, for the drums have little to recommend them. Despite having the optional sintered iron linings the brakes seldom reacted consistently and if used harshly without warming them up gently beforehand they would grab to one side or the other, and whilst it was difficult to provoke fade they never felt 100% efficient when driving hard on winding roads. A vacuum servo gives light, progressive pedal pressure.

The fuel tank in the tail of the car holds 20 U.S. gallons, which is approximately 16½ Imperial gallons, and a racing option is a 36 U.S. gallon tank. With a car weighing 1½ tons and a claimed output of 360 b.h.p. we expected the consumption to be ruinous, but we achieved an overall consumption of 15 m.p.g. and averaged nearly 17 m.p.g. on a cross-country trip using plenty of acceleration and a top speed of 100 m.p.h. However, it is a sobering thought that it costs over £4 to fill the tank of this car, which will suffice for only 220-240 miles.



The rather ornate interior of the Sting Ray.

It is the external appearance and internal layout of the Sting Ray that the British enthusiast will find most distasteful, for it is as vulgar and over-ornamented as the E-type is simple and functional. The basic shape of the car is quite pleasing but it is completely spoiled by dummy louvres in the bonnet, and false vents in the front wings and body sides, while various insignia are scattered over the body announcing that the car is a Sting Ray, has fuel injection and is made by Chevrolet; in addition, the opportunity is taken several times to place crossed flags in prominent places, including the large petrol tank flap. The surface finish of the car is the best we have ever seen in glass-fibre and many people would not believe that it wasn't steel until they had tapped it with their knuckles. It is impossible to tell from the under surface whether it is glass-fibre for there are none of the straggling bits and pieces normally seen on glass-fibre bodies. The test car was actually a 1963 model but the 1964 models have slight modifications, including the deletion of the central dividing strip in the rear window, which allows some measure of rearwards vision.

The interior was trimmed in a rather lurid red plastic, matching the bright red bodywork, the facia being arranged in two symmetrical cowls with a central console. The driver is plentifully supplied with instruments, including speedometer, tachometer, oil-pressure, water-temperature, ammeter and fuel gauges. A large and erratic electric clock is mounted centrally, while the passenger merely has a glove locker, above which is a grab handle.

Continued on page 276

CHEVROLET CORVETTE STING RAY SPORTS COUPE



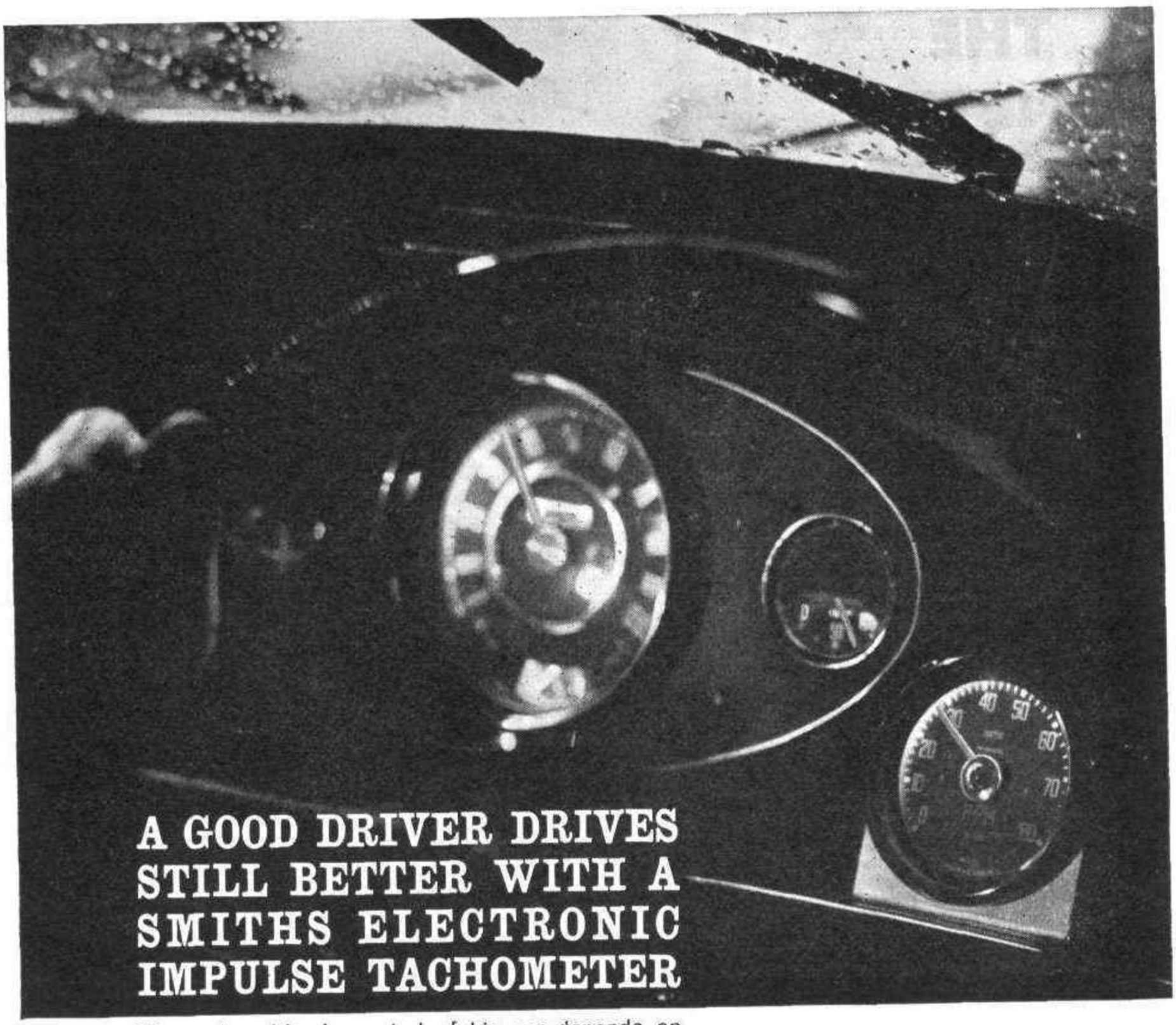
Engine : Eight cylinders, 101.6 × 83.5 mm. (5,363 c.c.). Push-rod-operated overhead valves. 11.25-to-1 compression ratio. 360 b.h.p. (gross) at 6,000 r.p.m.
Gear ratios : 1st, 8.15; 2nd, 6.06; 3rd, 4.85; top, 3.70.
Tyres : Firestone Super Sports : front, 6.50/6.70 × 15 in.; rear, 7.10/7.60 × 15 in.
Weight : 1 ton 9 cwt. 0 qtr. 5 lb. (without occupants but with 10 gallons fuel).
Steering ratio : 3.4 turns lock-to-lock.
Fuel capacity : 16½ gallons. (Range approximately 230 miles.)
Wheelbase : 8 ft. 2 in.
Track : Front, 4 ft. 8¼ in.; rear, 4 ft. 9 in.
Dimensions : 14 ft. 7¼ in. × 5 ft. 9½ in. × 4 ft. 2 in. (high).
Price : £2,750. Total with tax, £3,323 9s. 7d. (Prices of extras not available.)
Manufacturers : General Motors Corporation, Detroit, U.S.A.

Performance Data

0-30 m.p.h.	2.5 sec.	(2.4 sec.)
0-40 m.p.h.	3.5 sec.	(3.3 sec.)
0-50 m.p.h.	4.6 sec.	(4.5 sec.)
0-60 m.p.h.	6.0 sec.	(5.9 sec.)
0-70 m.p.h.	7.9 sec.	(7.9 sec.)
0-80 m.p.h.	9.7 sec.	(9.5 sec.)
0-90 m.p.h.	12.2 sec.	(12.1 sec.)
0-100 m.p.h.	14.3 sec.	(14.3 sec.)
Standing-start ¼-mile ..	14.0 sec.	(14.0 sec.)

(*Figures in parentheses are best times*)

Speeds in gears : 1st, 65 m.p.h.; 2nd, 85 m.p.h.; 3rd, 110 m.p.h.; top, 145 m.p.h. (estimated). *See text.*



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THE GINETTA G4 1500

On the road with a 120 m.p.h. version of this excellent kit car



ONE of the most pleasant features of the British Motor Industry is the number of small firms supplying cars for the individualist which still manage to stay in business in spite of the many adverse factors which work against small companies in our present economical situation. One of these is Ginetta Cars of Witham in Essex, who make the attractive little car which we have recently had the pleasure of testing once again. The last time we tried the Ginetta was in 1962 (September issue), when we found the car very much to our liking, and ever since then the firm has been turning out several cars a week and have completed the necessary 100 cars for homologation purposes. It is homologated with the 997-c.c. Ford Anglia engine, but the car we tested had the 1,500-c.c. Cortina GT engine.

The basic layout of the car has changed little since 1962 and it still features a multi-tubular frame of 1 in. × 18-gauge steel tube, with the centre glass-fibre body section bonded into the chassis, complete with bulkheads, floors, tunnel and foot-wells. The chassis side rails are lowered at the door openings and fairly deep double-skinned glass-fibre doors are fitted. The front body section is hinged at the front and attached by spring clips, while the rear body section is quickly detachable. This tail section has been modified since our previous test to dispense with the small tail fins and lengthen the bodywork by 8 in. to give more boot space. The front suspension remains basically unchanged, with double wishbones, coil-spring/damper units and an anti-roll bar, but the spring mountings have been re-located. The earlier car used a Ford rear axle but present models have a B.M.C. axle which is located by trailing arms and an "A"-bracket with near-vertical coil-spring/damper units. Steering is by rack-and-pinion and drum brakes are fitted all round, although front discs are an optional extra.

The Ginetta sells as a kit of parts and the basic kit with Ford 105E engine and gearbox sells for £499. An extra £18 secures the Cortina 1,200-c.c. engine, and for only £26 extra the 1,500-c.c. engine and gearbox can be obtained. Unless the owner contemplates racing at National or International level where the 997-c.c. engine would be obligatory, the 1½-litre engine seems to be the best choice, for it is so much more flexible and gives much greater performance than the 105E.

Our test car was fitted with a Cortina GT engine further modified by Ginetta to give around 95 b.h.p. with modified cylinder head, alloy rocker cover, single downdraught Weber double-choke carburetter on a new inlet manifold, and a chrome-plated exhaust manifold, while internally the oil pump capacity has been increased to give better lubrication. This work adds £99 10s. to the price, or, if desired, the engine can be fitted with two sidedraught Weber 40 DCOE carburetters on a suitable manifold, and this engine costs a total of £110. This may seem a lot but Weber carburetters cost £24 each!

Numerous other extras are available and our test car was fitted with just about every available extra and would cost a total of £748 to buy. The kit comes with a windscreen but without hood, which costs an extra £22 12s. 6d., complete with sidescreens, but our car was fitted with the new glass-fibre hard-top, which costs £49 10s. The normal screen must be removed to fit the hard-top as it is supplied complete with its own integral laminated screen. If the hood is not required the £7 10s. cost of the normal screen is deducted. Perspex side windows to go with the hard-top cost £9 a pair. The hard-top can only be fitted with the latest Series 2 bodywork which costs £15 extra, the old-shaped rear end being included in the basic cost of the kit. The car was also fitted with Girling 9-in. disc brakes at the front costing £25, and the car was completed with an electric cooling fan at £5 19s. 6d. and a rev.-counter at £9 15s. This brings the total cost of our test car to £748 14s. 6d., although, of course, nearly £100 of this is accounted for by the modified engine.

The car was virtually brand new when we took it over and we had to complete the running-in period before commencing serious testing, so that we were able to put over 1,500 miles on to the speedometer in the space of a fortnight. Even while running-in it was obvious that the Ginetta was going to perform very creditably indeed for it would burble along at 4,000 r.p.m. in top at around 68 m.p.h., and was obviously eager to go much faster. The test car had the highest available axle ratio of 3.7 to 1, against the normal 4.2 to 1, giving 17 m.p.h. per 1,000 r.p.m. in top gear. As the engine loosened off we began to extend it more and more, and when it had done about 1,200 miles we took our performance figures which are listed in the data panel. The car could probably have done with a few more miles before taking the figures but the presses were waiting! Even so, the figures are quite interesting and they put the Ginetta up with some of the fastest cars on the road for a 0-60 m.p.h. time of 9.4 sec. and a standing-start ¼-mile in 16.3 sec. are sufficient to make owners of Porsches, TR4s, M.G.-Bs, Jaguar 3.8s and other fast cars start looking at their hand-brakes to see if they have left them on! We used 7,000 r.p.m. for testing, although this unit is fairly safe to 7,300 r.p.m. with the standard con.-rods before they want to see daylight outside the block. In the gears the G4 is capable of 35, 52, 88 and 117 m.p.h., with over 120 m.p.h. coming up under favourable circumstances. The gearbox of the test car had the standard ratios, so that the large gap between 2nd and 3rd gears was very apparent, but with a close-ratio gear cluster the performance should be even better.

Whilst the Ginetta will comfortably out-perform many so-called high-performance cars it should not be compared with them as a road car, for the Ginetta is best regarded as a dual-purpose road and competition car with the accent on competition, although we found little inconvenience when driving it on the road. The only really comparable car is the Lotus Seven, which suffers somewhat in comparison with the Ginetta as far as road use is concerned for the G4 is very well equipped and, most important, it is wind- and water-proof.

Getting in and out of the Ginetta poses something of a problem for the space-frame obstructs entry to some extent, but once the technique is learned it is not too irritating. The occupants sit on foam rubber cushions and lean against an upholstered one-piece back-rest. The prop.-shaft tunnel is high and the driver is located nicely between this and the space-frame, although some padding over the tubes would make them more comfortable. There is no method of adjusting the seating position but we heard no complaints from our staff men, who range in size from the 5 ft. 3 in. of Denis Jenkinson to the 6 ft. of Mike Twite, although the thin seat cushion can become painful after a long journey. The steering wheel is a nice Derrington alloy 3-spoke type with a leather rim, and the facia is stocked with all the necessary instruments supplied by Smiths and A.C., including speedometer, tachometer, oil pressure, fuel contents and water-temperature gauges. Standard equipment includes windscreen wipers, washers, winking direction indicators, horn and a full set of lights. A Smiths recirculatory heater can be fitted in the passenger compartment if required, and demisting slots are provided on the upper edge of the facia. The interior of the test car was trimmed with carpeting but this is not provided with kits as it has been found that most owners like to trim the car themselves.



The cockpit of the G4, showing the chassis members along the door opening.

The Ginetta is particularly pleasant to drive as it has a good driving position, the excellent Ford gearbox which can be whipped from gear to gear with a minimum of effort, very light steering, and a good pedal layout, although those with large feet may tend to get tangled up on occasions as the brake and throttle are set close together. To achieve a satisfactory ride on a lightweight car is very difficult but that found on the test car was a good compromise. The ride is firm but well damped on all but the worst surfaces, when the rear suspension could bottom with only the driver on board, but with two occupants this seldom occurred and, indeed, the car seemed to ride better with two-up. One advantage with the space-frame construction is that no scuttle shake becomes evident and the car feels very solid and rigid with only one or two rattles becoming apparent. Although the doors do not have particularly refined catches they always remained shut and had an excellent fit. One minor annoyance is that the doors can only be opened by reaching through the windows, and no means of locking is provided.

The handling is very good indeed and is of a standard that very few sports-car owners will have sampled before, for there is no roll to speak of and the car can be flung through corners at incredible speeds, with just a trace of understeer showing at high speed. The car can be put off line by bumps on corners but the quick steering catches any movement almost before it has begun. Virtually no kick-back is felt through the steering, which is unusual for rack-and-pinion, and with 2½ turns lock-to-lock the Ginetta can cope with any emergency. Dunlop R6 "Green Spot" racing tyres were fitted on our car as an experiment and, although we only used 18 p.s.i. all round for road use, the traction and cornering power given by these tyres both in the dry and on wet roads was nothing less than phenomenal. Naturally these cost extra but the customer is left free to choose whichever type of tyre he requires.

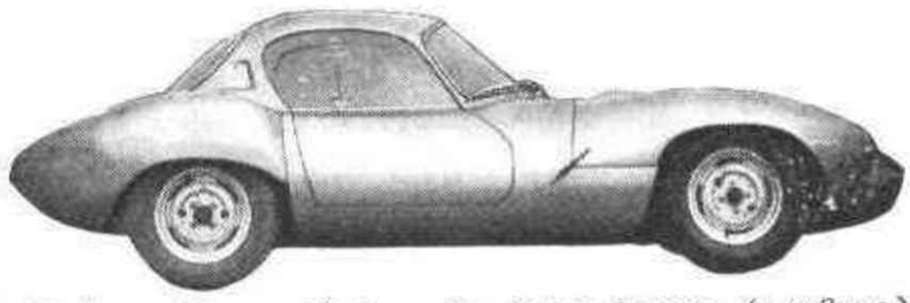
The brakes had a pretty easy time coping with this lightweight (10 cwt.) car and although we wouldn't claim that it can stop in its own length, it certainly feels like it, and they gave us tremendous confidence. The lack of servo assistance for the front discs was not noticed at all. The hand-brake is mounted to the driver's right on the space-frame and held the car on all gradients.

The test car was not particularly quiet, due entirely to the engine and exhaust system, which combined to give a very "rorty" exhaust note which at some periods in the rev. range tended to make a booming noise which reverberated off the hard-top. The exhaust pipe and silencer run along the near-side of the body, exhausting just behind the passenger's door, which no doubt helps to aggravate the noise level. At speed, however, there was very little wind or road noise and the car is probably less fatiguing at 100 m.p.h. than at 30 m.p.h. in town. With less highly-tuned engines the car should be reasonably quiet as sports cars go.

The fuel tank holds about 5 gallons and with the Series 2 tail section the filler is outside the body. We averaged 27 m.p.g. overall, which is remarkaby good bearing in mind the performance but it is planned to increase the fuel tank capacity soon, as the range is not really enough for touring or long-distance racing. The spare wheel lives in the boot along with the fuel tank and battery, which leaves room for one large or two small suitcases and numerous other squashy items. The doors have small pockets and there are several other spots where small things can be stowed.

The G4 1500 is undeniably an attractive proposition for anyone just taking up competition motoring who cannot yet afford to run a road car as well as a competition car, for the Ginetta can acquit itself well in Club racing and still be driveable on the road, and it is priced low enough to compete with most of the factory-built sports cars. As the Walklett brothers, who run Ginetta, say, "For a small manufacturer to keep alive he must have a product which doesn't compete with the big boys, is attractive to look at and drive, and, above all, is competitively priced." The Ginetta certainly meets these conditions and in our opinion far exceeds them.—M. L. T.

GINETTA G4 1500



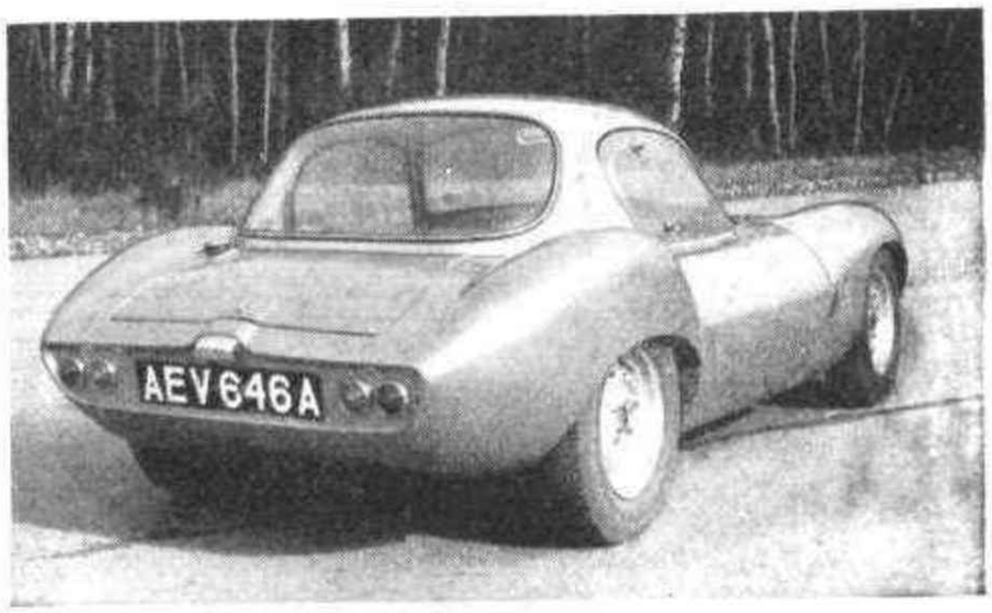
Engine : Four cylinders, 80.96×72.65 mm. (1,498 c.c.). Push-rod-operated overhead valves. 95 b.h.p. (approx.).
Gear ratios : 1st, 13.82; 2nd, 9.34; 3rd, 5.51; top, 3.73; reverse, 15.46.
Tyres : 5.20×13 in. Make to choice.
Weight : 10 cwt.
Steering ratio : 2½ turns lock-to-lock.
Fuel capacity : 5 gallons. (Range approximately 130 miles.)
Wheelbase : 6 ft. 8 in.
Track : Front, 3 ft. 11½ in.; rear, 3 ft. 11½ in.
Dimensions : 11 ft. 8 in.×4 ft. 8 in.×3 ft. 8 in.
Price : In kit form, from £499. As tested, £748 14s. 6d.
Makers : Ginetta Cars Ltd., West End Works, Witham. Essex.

Performance Data

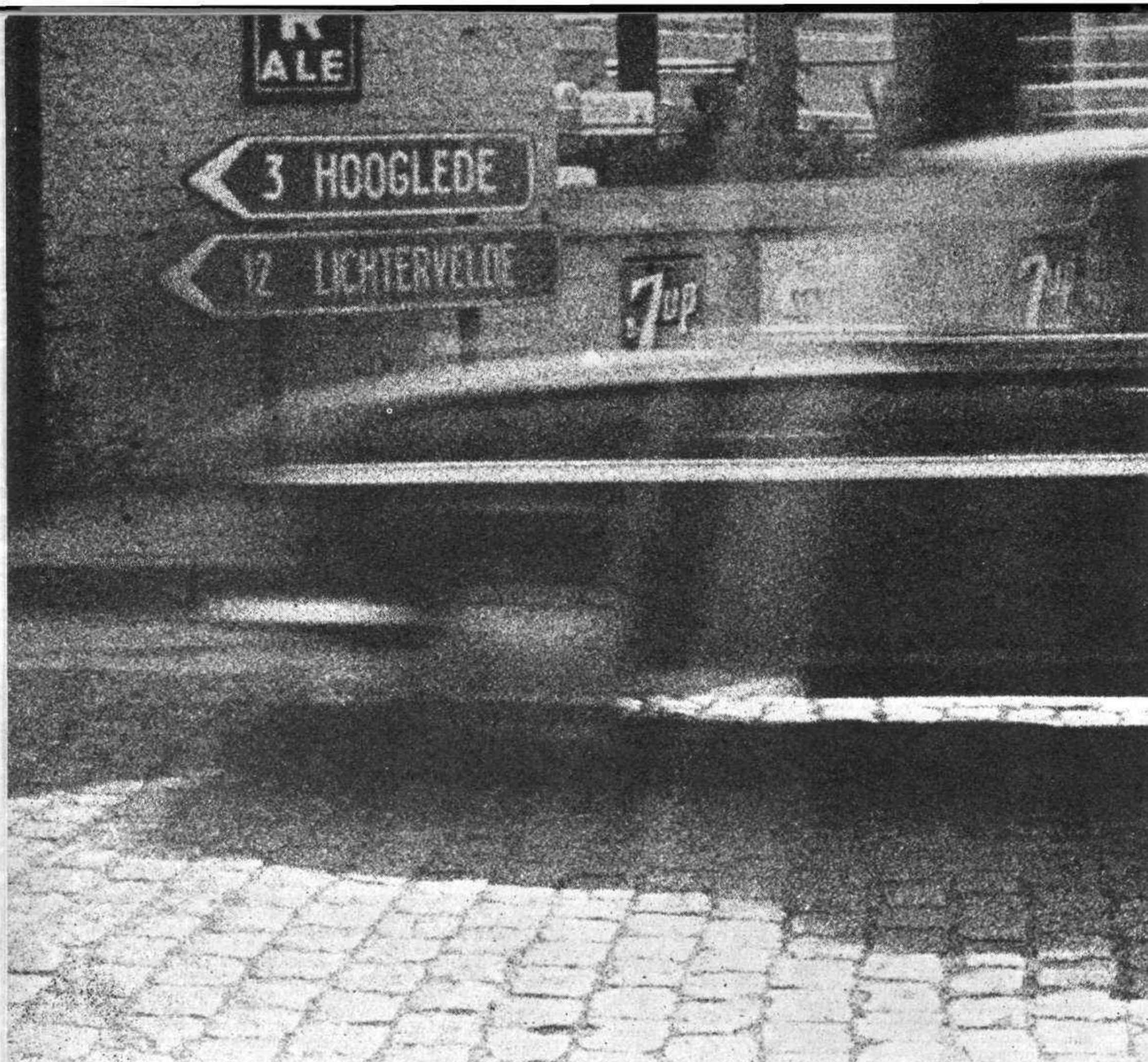
0-30 m.p.h.	2.8 sec.	(2.7 sec.)
0-40 m.p.h.	4.9 sec.	(4.9 sec.)
0-50 m.p.h.	6.8 sec.	(6.7 sec.)
0-60 m.p.h.	9.4 sec.	(9.4 sec.)
0-70 m.p.h.	12.1 sec.	(12.0 sec.)
0-80 m.p.h.	15.4 sec.	(15.2 sec.)
0-90 m.p.h.	20.6 sec.	(20.4 sec.)
Standing-start ¼-mile ..	16.3 sec.	(16.2 sec.)

(*Figures in parentheses are best times.*)

Speeds in gears : 1st, 35 m.p.h.; 2nd, 52 m.p.h.; 3rd 88 m.p.h.; top, 117 m.p.h.



A rear shot of the pretty hard-top version of the Ginetta.



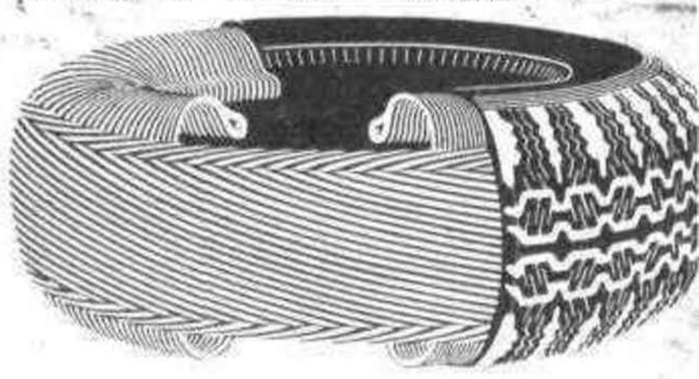
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New 970-c.c. and 1,275-c.c. Engines for the B.M.C. Mini-Cooper S

THE British Motor Corporation is naturally anxious to perpetuate the Mini-Cooper S victory in the Monte Carlo Rally. With the European Saloon Car Championship in mind they have introduced a new " oversquare " 70.64 × 61.9 mm. 970-c.c. engine for this car (Type 1000), and to give competitors so mounted a better chance in the British Saloon Car Championship, they have also introduced a 70 × 81.3 mm. 1,275-c.c. engine (Type 1275). The existing 70.64 × 68.26 mm. 1,071-c.c. Mini-Cooper S engine remains in production.

We were able to drive both the new Mini-Coopers round Chalgrove Aerodrome last month. The 1,275-c.c. car would exceed an indicated 100 m.p.h. along the straight, and both it and the 970-c.c. version were so docile they would pull away in top gear from 20 m.p.h., the 3.7-to-1 top gear offsetting the smaller engine, as the " big Min " had a 3.4-to-1 top ratio. We also did a few laps in Aaltonen's Monte Carlo Rally car (wearing Hopkirk's winning No. 37—shades of the Mercedes team after the 1914 French G.P.!), and Baxter's rally car was also going round. This felt quite close-to-standard and extremely safe. Hopkirk himself was doing his adhesion-defeating manoeuvres in the rally cars, so that we hastily moved our parked Ford Cortina GT to a safer position, especially as Paddy was at the wheel of one of these Dagenham-eaters!

The prices (with p.t.) are : £567 17s. 6d. for a normal Mini-Cooper, £695 7s. 1d. for the " S," £671 3s. 9d. for the new Type 1000S, and £755 15s. 5d. for the new Type 1275S—and what fine, safe, accelerative little 100 m.p.h.+ cars these " minibrics," or mechanised matchboxes, the last-named are! The tables should make more clear than words the engine specifications and choice of gear ratios.—W. B.

MINI-COOPER S TYPE — DETAILS OF ALTERNATIVE POWER UNITS

	1,071 c.c.	970 c.c.	1,275 c.c.
Bore	2.781 in. (70.64 mm.)	2.781 in. (70.64 mm.)	2.781 in. (70.64 mm.)
Stroke	2.687 in. (68.26 mm.)	2.4375 in. (61.91 mm.)	3.2 in. (81.33 mm.)
Cubic capacity	65.35 cu. in. (1,071 c.c.)	59.1 cu. in. (970 c.c.)	77.9 cu. in. (1,275 c.c.)
Compression ratio	9 to 1	9.75 to 1	9.5 to 1
B.H.P. standard	68 at 5,750 r.p.m.	65 at 6,500 r.p.m.	75 at 5,800 r.p.m.
B.H.P. gross	70	68	78
Maximum torque	62 lb./ft. at 4,500 r.p.m.	55 lb./ft. at 3,500 r.p.m.	80 lb./ft. at 3,000 r.p.m.

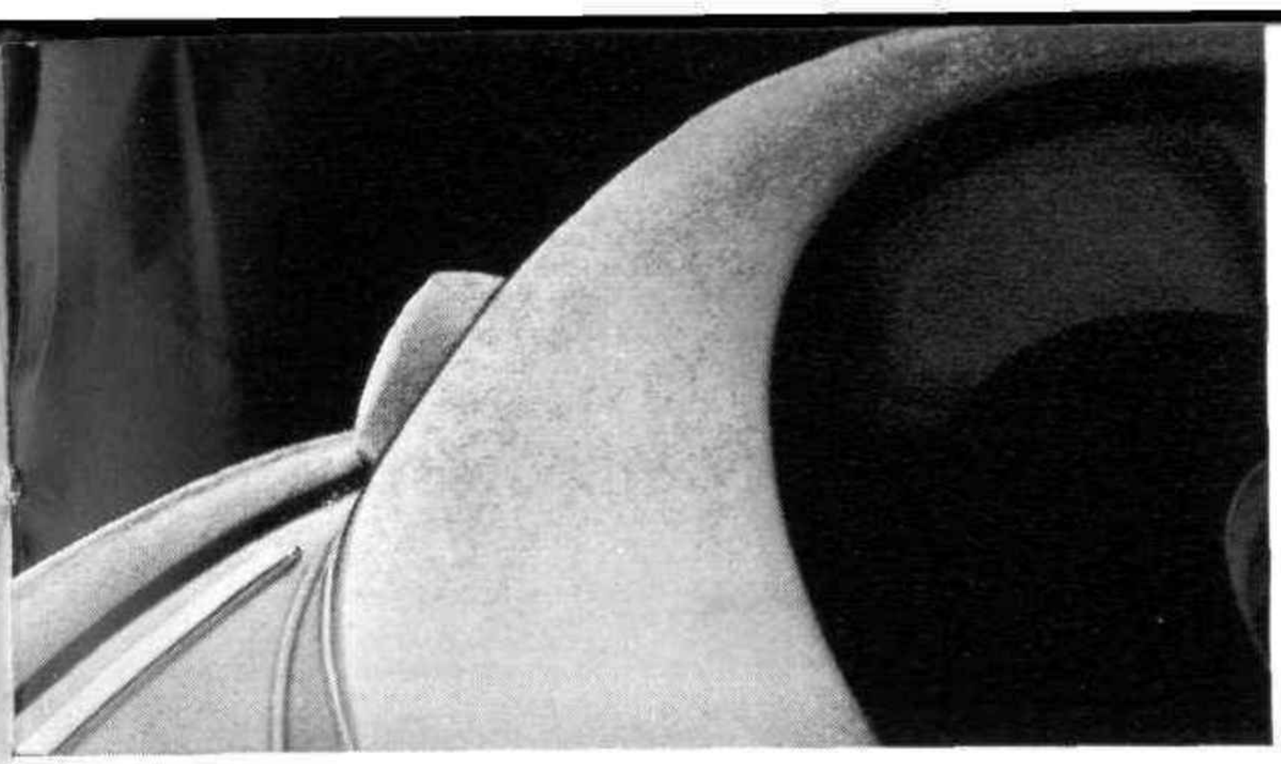
The fuel system consists of two HS2 S.U. carburetters with combined air cleaner and silencer with two paper elements and hot air intake tube. Other engine details are common to all three units and are identical with those of the existing 1,071-c.c. engine.

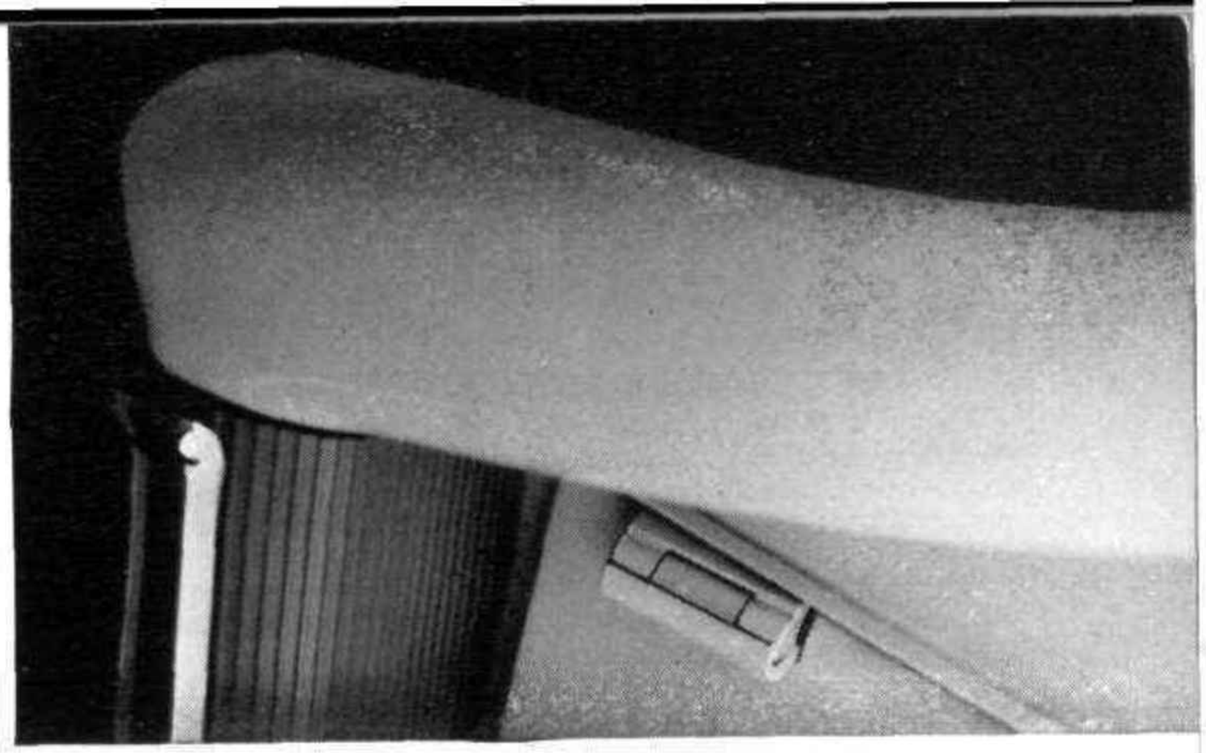
GEARBOXES AND FINAL DRIVE RATIOS FOR MINI-COOPER S WITH 970-c.c. ENGINE

Gear Ratios	3.765 : 1 (17/64) Standard Final Drive		3.938 : 1 (63/16) Alternative Final Drive		4.133 : 1 (62/15) Alternative Final Drive		4.267 : 1 (64/15) Alternative Final Drive	
Standard Gearbox	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**
Reverse 3.20 : 1	12.05 : 1	–	12.60 : 1	–	13.27 : 1	–	13.65 : 1	–
1st 3.20 : 1	12.05 : 1	4.59	12.60 : 1	4.39	13.27 : 1	4.19	13.65 : 1	4.05
2nd 1.92 : 1	7.21 : 1	7.67	7.54 : 1	7.33	7.92 : 1	6.99	8.18 : 1	6.75
3rd 1.36 : 1	5.11 : 1	10.38	5.34 : 1	10.33	5.61 : 1	9.86	5.79 : 1	9.54
Top 1.00 : 1	3.765 : 1	14.70	3.938 : 1	14.06	4.133 : 1	13.4	4.267 : 1	12.96
Optional Gear Ratios	**3.765 : 1 (17/64) Standard Final Drive**		**3.938 : 1 (63/16) Alternative Final Drive**		**4.133 : 1 (62/15) Alternative Final Drive**		**4.267 : 1 (64/15) Alternative Final Drive**	
Optional	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**
Reverse 2.57 : 1	9.66: 1	–	10.12 : 1	–	10.61 : 1	–	10.90 : 1	–
1st 2.57 : 1	9.66 : 1	5.73	10.12 : 1	5.48	10.61 : 1	5.22	10.90 : 1	5.05
2nd 1.78 : 1	6.70 : 1	8.26	7.02 : 1	7.90	7.35 : 1	7.54	7.61 : 1	7.29
3rd 1.24 : 1	4.68 : 1	11.84	4.89 : 1	11.33	5.13 : 1	10.81	5.30 : 1	10.43
Top 1.00 : 1	3.765 : 1	14.70	9.938 : 1	14.06	4.133 : 1	13.40	4.267 : 1	12.96

GEARBOXES AND FINAL DRIVE RATIOS FOR MINI-COOPER S WITH 1,275-c.c. ENGINE

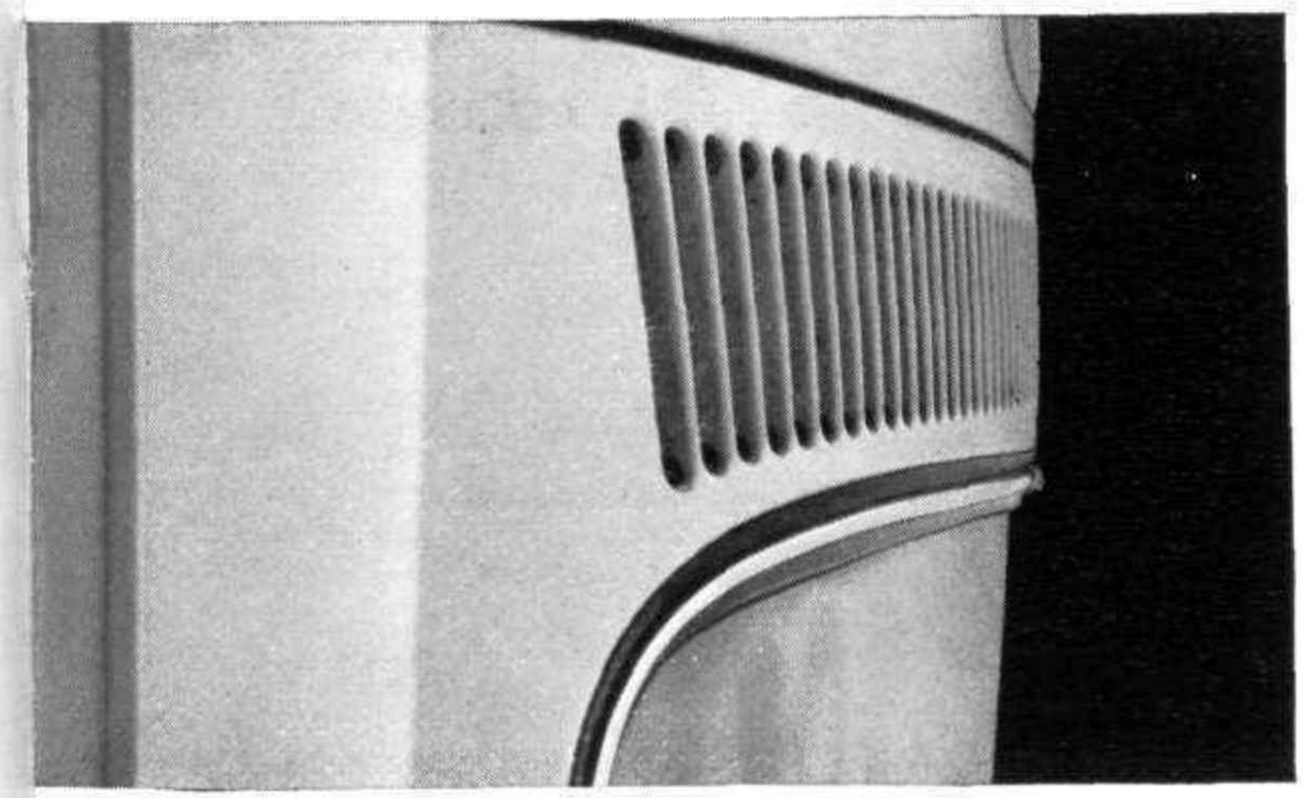
Gear Ratios	3.44 : 1 (62/18) Standard Final Drive		3.765 : 1 (64/17) Alternative Final Drive		3.938 : 1 (63/16) Alternative Final Drive		4.133 : 1 (62/15) Alternative Final Drive	
Standard	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**
Reverse 3.20 : 1	11.02 : 1	–	12.05 : 1	–	12.60 : 1	–	13.27 : 1	–
1st 3.20 : 1	11.02 : 1	5.02	12.05 : 1	4.59	12.60 : 1	4.39	13.27 : 1	4.19
2nd 1.92 : 1	6.60 : 1	8.39	7.21 : 1	7.67	7.54 : 1	7.33	7.92 : 1	6.99
3rd 1.36 : 1	4.67 : 1	11.84	5.11 : 1	10.83	5.34 : 1	10.33	5.61 : 1	9.86
Top 1.00 : 1	3.44 : 1	16.07	3.675 : 1	14.7	3.938 : 1	14.06	4.133 : 1	13.40
Optional Gear Ratios	**3.44 : 1 (62/18) Standard Final Drive**		**3.765 : 1 (64/17) Alternative Final Drive**		**3.938 : 1 (63/16) Alternative Final Drive**		**4.133 : 1 (62/15) Alternative Final Drive**	
Optional	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**	**Overall**	**Road Speeds at 1,000 r.p.m. (m.p.h.)**
Reverse 2.57 : 1	8.84 : 1	–	9.66 : 1	–	10.12 : 1	–	10.61 : 1	–
1st 2.57 : 1	8.84 : 1	6.25	9.66 : 1	5.73	10.12 : 1	5.48	10.61 : 1	5.22
2nd 1.78 : 1	6.13 : 1	9.02	6.70 : 1	8.26	7.02 : 1	7.90	7.35 : 1	7.54
3rd 1.24 : 1	4.27 : 1	12.92	4.68 : 1	11.84	6.89 : 1	11.33	5.13 : 1	10.81
Top 1.00 : 1	3.44 : 1	16.07	3.765 : 1	14.70	3.938 : 1	14.06	4.133 : 1	13.40

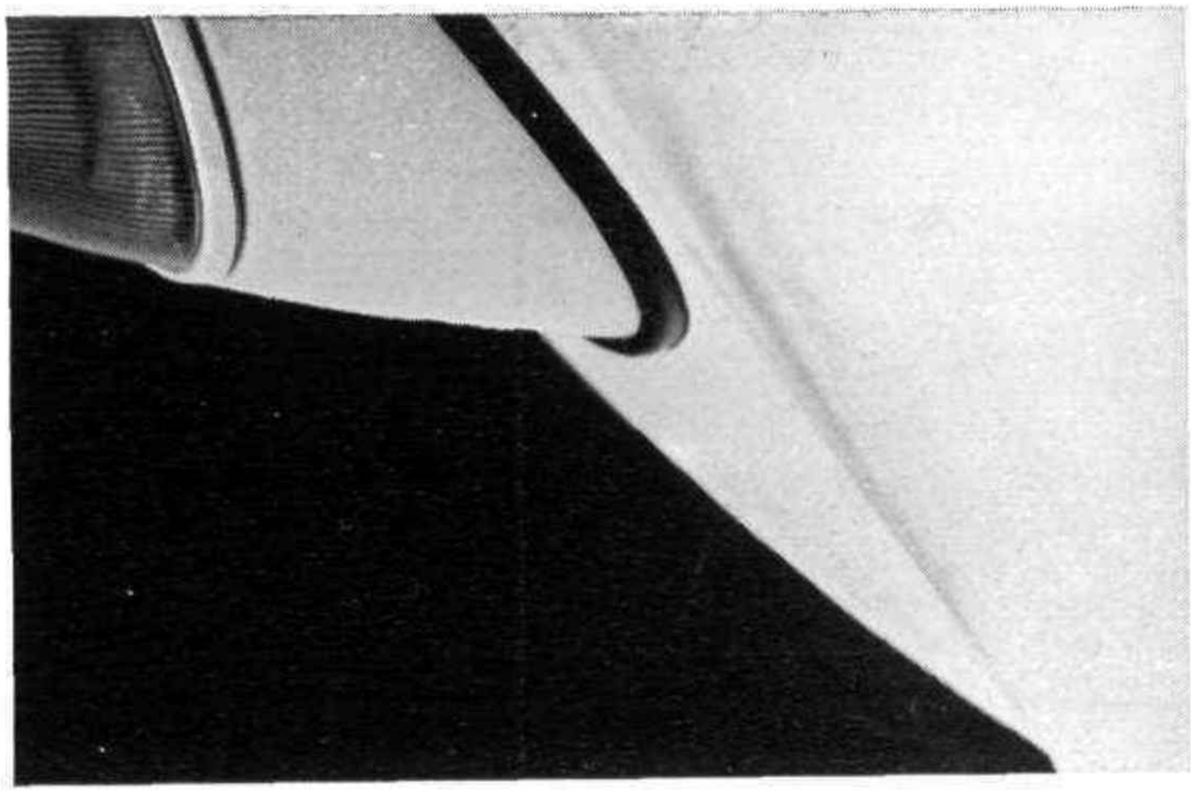




what stays out...

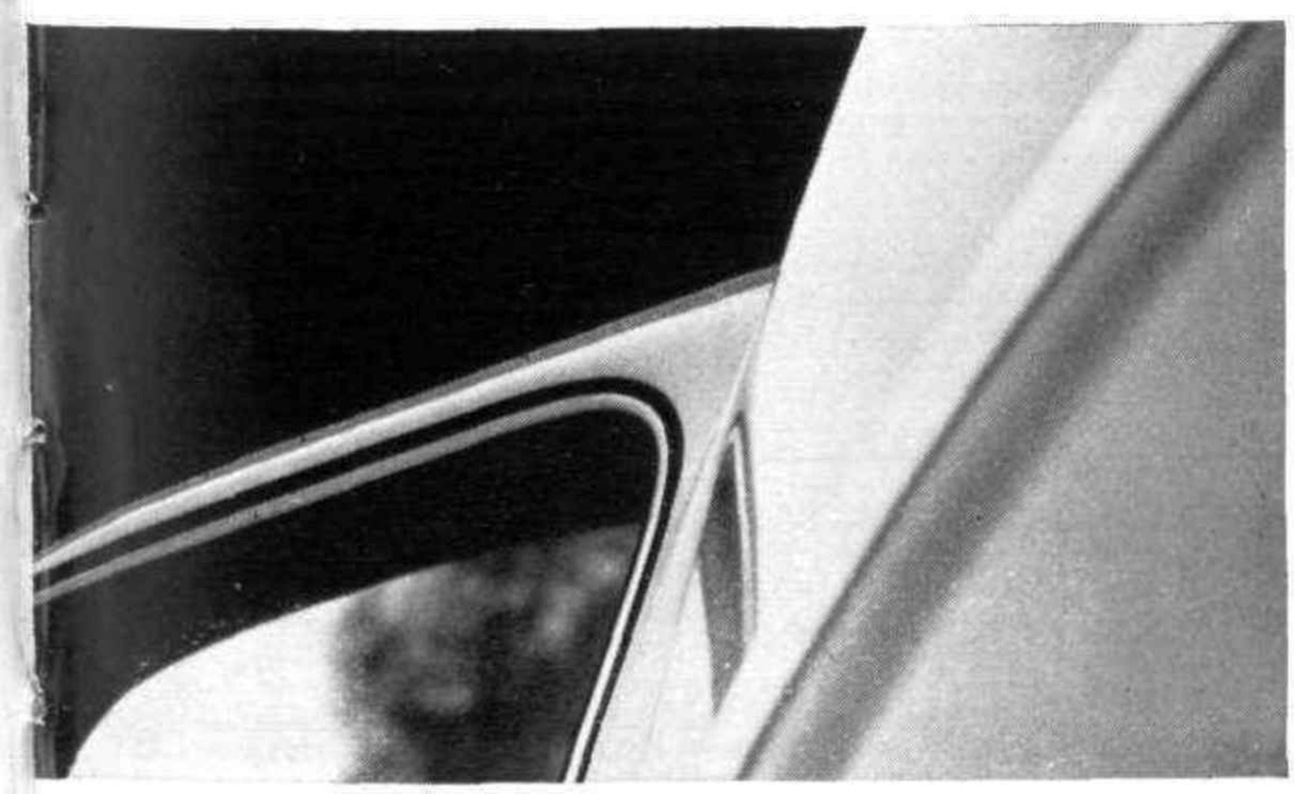
all day...

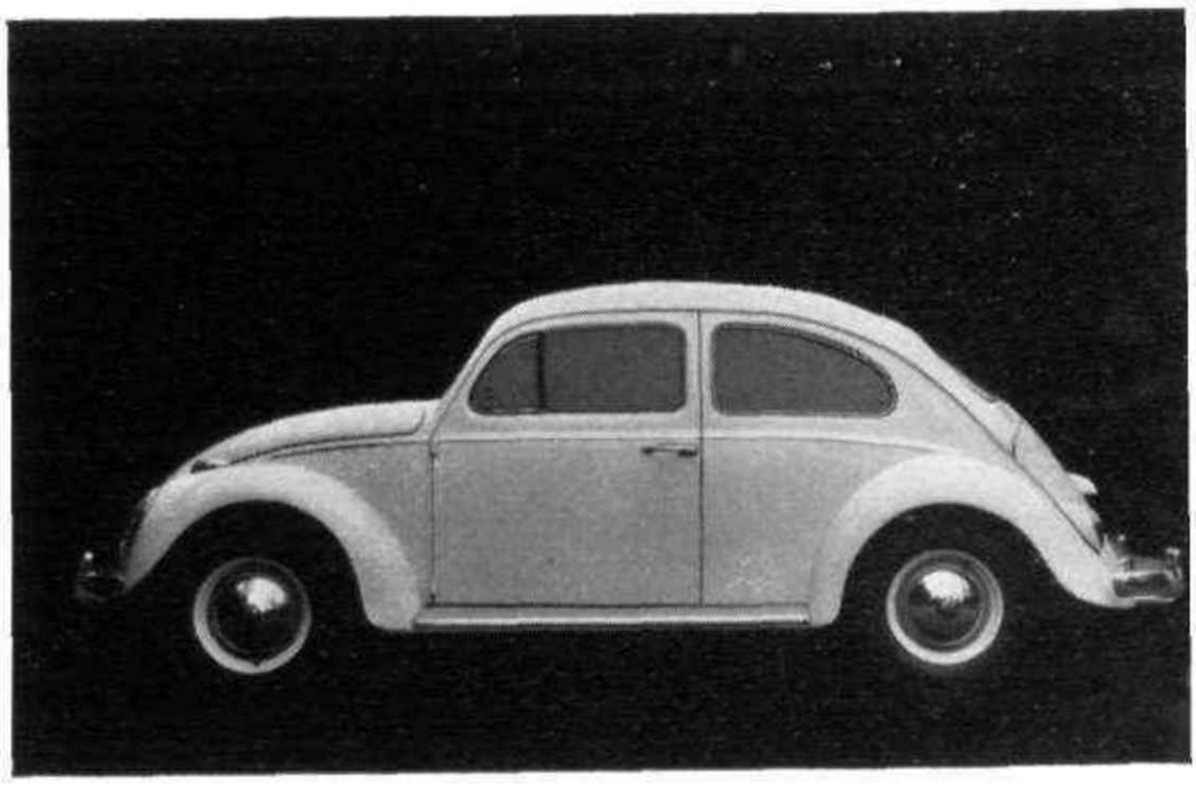




all night...

summer & winter...





yet doesn't grow old?

VOLKSWAGEN

WEST END SHOWROOMS: 34 DOVER STREET LONDON W.1 TEL: HYD 1881 HEAD OFFICE: ST. JOHN'S WOOD ROAD LONDON N.W.8 TEL: GUN 8000

Winter Races

THE AUSTRALASIAN CHAMPIONSHIP

This winter the regular series of races run in New Zealand and Australia were held to a new Formula limiting engine capacity to 2½-litres, which meant that all competitive machinery was powered by Coventry-Climax 4-cylinder engines, producing racing not unlike that experienced in Europe in 1959-60. Bruce McLaren took out two special Cooper cars, built for this season, and Jack Brabham took out a special Brabham with 2½-litre Climax engine, this car adding to the collection of Brabham's already out in Australia. Chris Amon took out one of the Parnell Lola-Climax 4-cylinders and sold it to Tony Shelly half-way through the season, while Graham Hill went out to Australia for some of the races, driving the Brabham-Climax owned by David McKay. The Championship proved a win for McLaren with his special Cooper, but the series was marred by the death of Tim Mayer, who crashed during practice for the Longford race. He was driving McLaren's second Tasman Cooper and was due to be No. 2 in the Cooper Grand Prix team.

Results :

VIC HUDSON TROPHY—January 4th—Levin Circuit—50 km.

1st : D. Hulme (Brabham-Climax 4-cyl.) .. .. .. 24 min. 36.8 sec.
2nd : T. Mayer (Cooper-Climax 4-cyl.) .. .. .. 25 min. 02.2 sec.
3rd : B. McLaren (Cooper-Climax 4-cyl.) .. .. .. 25 min. 05.8 sec.
Fastest lap : D. Hulme (Brabham-Climax), in 50.3 sec.

NEW ZEALAND G.P.—January 11th—Pukekohe Circuit—177 km.

1st : B. McLaren (Cooper-Climax 4-cyl.) .. .. 1 hr. 14 min. 20.7 sec.—142.396 k.p.h.
2nd : D. Hulme (Brabham-Climax 4-cyl.) 1 hr. 14 min. 25.1 sec.
3rd : T. Mayer (Cooper-Climax 4-cyl.) 1 hr. 14 min. 36.4 sec.
Fastest lap : D. Hulme (Brabham-Climax) and F. Matich (Brabham-Climax), in 1 min. 26.2 sec.

LADY WIGRAM TROPHY—January 18th—Christchurch—164 km.

1st : B. McLaren (Cooper-Climax 4-cyl.) .. .. 1 hr. 05 min. 00.8 sec.—149.830 k.p.h.
2nd : J. Brabham (Brabham-Climax 4-cyl.) .. .. 1 hr. 05 min. 08.8 sec.
3rd : D. Hulme (Brabham-Climax 4-cyl.) 1 hr. 05 min. 24.0 sec.

TERETONGA TROPHY—January 25th—Invercargill—121 km.

1st : B. McLaren (Cooper-Climax 4-cyl.) .. .. .. 58 min. 24.5 sec.
2nd : T. Mayer (Cooper-Climax 4-cyl.) .. .. .. 58 min. 24.6 sec.
3rd : J. Palmer (Cooper-Climax 4-cyl.) .. .. .. 58 min. 35.6 sec.
Fastest lap : D. Hulme (Brabham-Climax), in 1 min. 05.7 sec.

AUSTRALIAN G.P.—February 9th—Sandown Park, Melbourne 193 km.

1st : J. Brabham (Brabham-Climax 4-cyl.) .. .. 1 hr. 15 min. 19.2 sec.—155.270 k.p.h.
2nd : B. Stillwell (Brabham-Climax 4-cyl.) .. .. 1 hr. 15 min. 31.1 sec.
3rd : J. Youl (Cooper-Climax 4-cyl.) .. 1 hr. 15 min. 34.1 sec.
Fastest lap : J. Brabham (Brabham-Climax), in 1 min. 09.5 sec.

INTERNATIONAL "100"—February 16th—Warwick Farm, Sydney 161 km.

1st : J. Brabham (Brabham-Climax 4-cyl.) .. .. 1 hr. 13 min. 45.1 sec.—132.337 k.p.h.
2nd : B. McLaren (Cooper-Climax 4-cyl.) .. .. 1 hr. 13 min. 45.5 sec.
3rd : T. Mayer (Cooper-Climax 4-cyl.) 1 hr. 13 min. 56.9 sec.
Fastest lap : B. McLaren (Cooper-Climax 4-cyl.), 1 min. 37.4 sec.

LAKESIDE RACES—February 23rd—Brisbane—159 km.

1st : J. Brabham (Brabham-Climax 4-cyl.) .. .. 1 hr. 06 min. 46.4 sec.
2nd : J. Youl (Cooper-Climax 4-cyl.) .. .. .. 1 hr. 07 min. 01.4 sec.
3rd : B. McLaren (Cooper-Climax 4-cyl.) .. .. 1 hr. 07 min. 31.1 sec.
Fastest lap : J. Brabham (Brabham-Climax), in 58.7 sec.—147.73 k.p.h.

LONGFORD RACES—February 29th—Tasmania

1st : G. Hill (Brabham-Climax 4-cyl.) .. .. 1 hr. 00 min. 25.8 sec.
2nd : B. McLaren (Cooper-Climax 4-cyl.) .. .. 1 hr. 00 min. 35.1 sec.
3rd : F. Matich (Brabham-Climax 4-cyl.) .. .. 1 hr. 01 min. 03.3 sec.
Fastest lap : B. McLaren (Cooper-Climax), in 2 min. 23.3 sec.—113.05 m.p.h.

AMERICAN RACES

Starting with a 500-mile race for saloons in California the American International racing scene followed with the Daytona Speed Week, which include a race for sports and prototype cars and a round in the GT Championship on the road circuit, and the series of high-speed races for stock saloons on the banked track culminating in the 500-mile race for saloon cars, run at an average of over 154 m.p.h., including all stops for fuel and tyres. During the race lap speeds of 175 m.p.h. were recorded.

In South America a series of races were run to a "closed-shop" Formula Two to which British drivers were not invited, only Continentals and Argentinians being permitted to start, which is one way of stopping British drivers winning all the races. Most of the winning was done with British cars and engines, however, which made this revival of the "Argentine Temporada" a bit of a washed-out affair compared with the seasons of a few years ago.

Results :

RIVERSIDE 500 MILES—January 19th—California—Stock Saloons

1st : D. Gurney (Ford V8) .. .. 146.699 k.p.h.
2nd : M. Panch (Ford V8)
3rd : G. Roberts (Ford V8)

AMERICAN CHALLENGE CUP—February 15th—Daytona Sports and GT Prototypes—402 km.

1st : A. J. Foyt (Scarab-Chevrolet V8) 2 hr. 21 min. 47.6 sec.—170.892 k.p.h.
2nd : G. Roberts (Ford Falcon V8) .. .. .. 4 laps behind
3rd : E. Hugus (Lotus 23B) .. .. 4 laps behind
Fastest lap : D. Gurney (Lotus 19-Ford V8), 177.158 k.p.h.

2,000 KILOMETRES—February 16th—Daytona GT Cars, Groups I, II, III

1st : P. Hill/P. Rodriguez (Ferrari GTO 1964) .. .. .. 12 hr. 40 min. 25.8 sec.—158.087 k.p.h.
2nd : D. Piper/L. Bianchi (Ferrari GTO 1963) .. 4 laps behind
3rd : R. Grossman/W. Hansgen (Ferrari GTO 1963) 8 laps behind
4th : D. Gurney/R. Johnson (A.C. Cobra V8) .. 16 laps behind
5th : U. Norinder/J. Cannon (Ferrari GTO 1963) .. 16 laps behind
6th : D. Wester/H. Linge/J. Bonnier (Porsche Carrera) 16 laps behind
Fastest lap : D. McDonald/R. Holbert (A.C. Cobra coupé), 2 min. 08.2 sec.

500 MILES—February 23rd—Daytona—Stock Saloons

1st : R. Petty (Plymouth V8 .. .. 3 hr. 14 min. 23.0 sec.—248.375 k.p.h.
2nd : J. Pardue (Plymouth V8) .. .. .. 1 lap behind
3rd : P. Goldsmith (Plymouth V8) .. .. .. 2 laps behind
4th : M. Panch (Ford V8)
Fastest lap : R. Petty (Plymouth V8), 281.790 k.p.h.

ARGENTINE F.2—February 16th—Buenos Aires

1st : S. Moser (Brabham-Ford) .. 1 hr. 10 min. 53.7 sec.—132.382 k.p.h.
2nd : B. Deserti (Lotus-Ford) .. .. 1 hr. 12 min. 05.5 sec.
3rd : K. Foiteck (Lotus-Ford) .. .. 1 hr. 12 min. 59.3 sec.

ARGENTINE F.2—February 23rd—Rosario—48 km.

1st : S. Moser (Brabham-Ford) .. .. 22 min. 25.1 sec.
2nd : B. Deserti (Lotus-Ford) .. .. 22 min. 31.1 sec.
3rd : C. Manfredini (Wainer-Ford) .. .. 22 min. 42.0 sec.

ARGENTINE F.2—March 1st—Cordoba—130 km.

1st : S. Moser (Brabham-Ford) .. .. .. 1 hr. 13 min. 36.8 sec.
2nd : J. M. Bordeu (Brabham-Ford)
3rd : F. Dorfliger (Lotus-Ford)

ARGENTINE F.2—March 8th—Buenos Aires—94.139 km.

1st : S. Moser (Brabham-Ford) .. .. 46 min. 31.6 sec.
2nd : K. Foitek (Lotus-Ford) .. .. 46 min. 48.5 sec.
3rd : J. M. Bordeu (Lotus-Ford 27) .. .. 46 min. 49.6 sec.

PORSCHE CLUB OF GREAT BRITAIN

The British Porsche Club held a social weekend at Stratford-upon-Avon on February 29th/March 1st and over 50 Porsche cars were present, ranging from a 1952 model 1,300 c.c. to the latest 1964 SC model. Count Carel Godin de Beaufort was guest of honour, and the Club also welcomed Dutch, German and French Porsche owners and their cars. Saturday was given over to social activities, and on Sunday there were driving tests, reaction testing, model-car racing and a film show, all interspersed with meals at the appropriate times.

B.M.W. CAR CLUB

Among readers who found pleasure in the photographs of 328 B.M.W. sports cars in recent issues, was the Press Secretary of the B.M.W. Car Club. He reports that the Club, which caters for *all* B.M.W. cars, has 22 members who own 328 models in this country, and 21 overseas, in addition to owners of every other model of B.M.W. built, as well as Bristol variants.

Secretary : R. J. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14.

NOW YOU KNOW

A reader in Portsmouth writes to ask the definitions of the various grades of motoring events. Briefly, according to the R.A.C. Year Book, they are as follows: *Closed.* events confined to members of the organising or joint organising clubs. *Restricted:* events confined to those clubs who have accepted the invitation of the organising club but, except in special circumstances, the number of clubs participating is limited to 10. *National British:* events open to any holder of a competition licence issued by the R.A.C. valid for the event. *National Open:* events open to any holder of an unrestricted competition licence issued by any national automobile club under the F.I.A. *International:* events open to any holder of an unrestricted competition licence under the authority of the F.I.A.

PICTORIAL REVIEW

DAILY MIRROR TROPHY, SNETTERTON

FIRST F.1 RACE of the season.—At Snetterton on March 14th the Daily Mirror Trophy opened the F.1 season in appalling conditions which caused the race to be cut from 50 laps to 35. The new "dummy grid" start was used for the first time but this was not successful as several drivers managed to gain places at the start. As the picture shows, Phil Hill in the B.R.M. on the left of the picture and Jo Bonnier (Cooper, No. 20), who are supposed to be in the third row, have joined Jack Brabham and Bruce McLaren in the second row.





FINE DEBUT.—Peter Arundell made an excellent start to the 1964 season when he took over the lead after Graham Hill crashed on lap eight of the Daily Mirror Trophy at Snetterton, but he retired on lap 23. ▲



▲

SPACE MAN.—Graham Hill wore a new type of face mask over his goggles at Snetterton. An aluminium frame is fixed to the helmet and a plastic disc with small vanes on the front is fixed at its centre and is free to revolve. As the car speeds up the disc spins and the water is thrown off.



◀

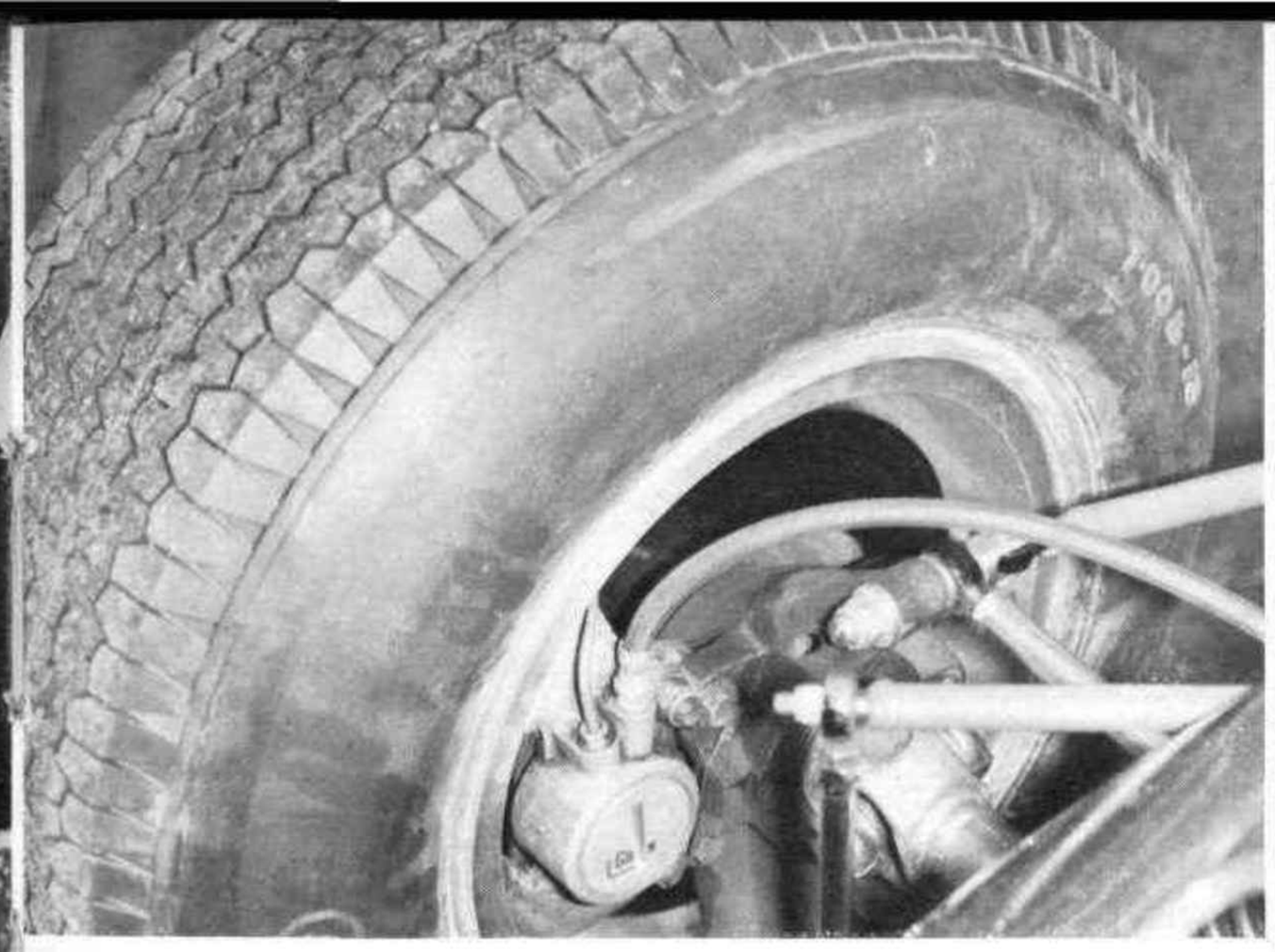
GOOD START.—Innes Ireland, making his return to racing after his crash in America last year, took the lead at Snetterton on lap 25 and went on to win the race. It also marked the first win for the B.R.P. monocoque.

GALAXIE AGAIN.—The Ford Galaxie started what must be yet another triumphant season at Snetterton, for in appalling conditions Jack Brabham averaged 80.05 m.p.h., nearly 2 m.p.h. faster than the G.P. cars. However, under the new Appendix J rules several cars, including Brabham's are likely to be disqualified. ▼

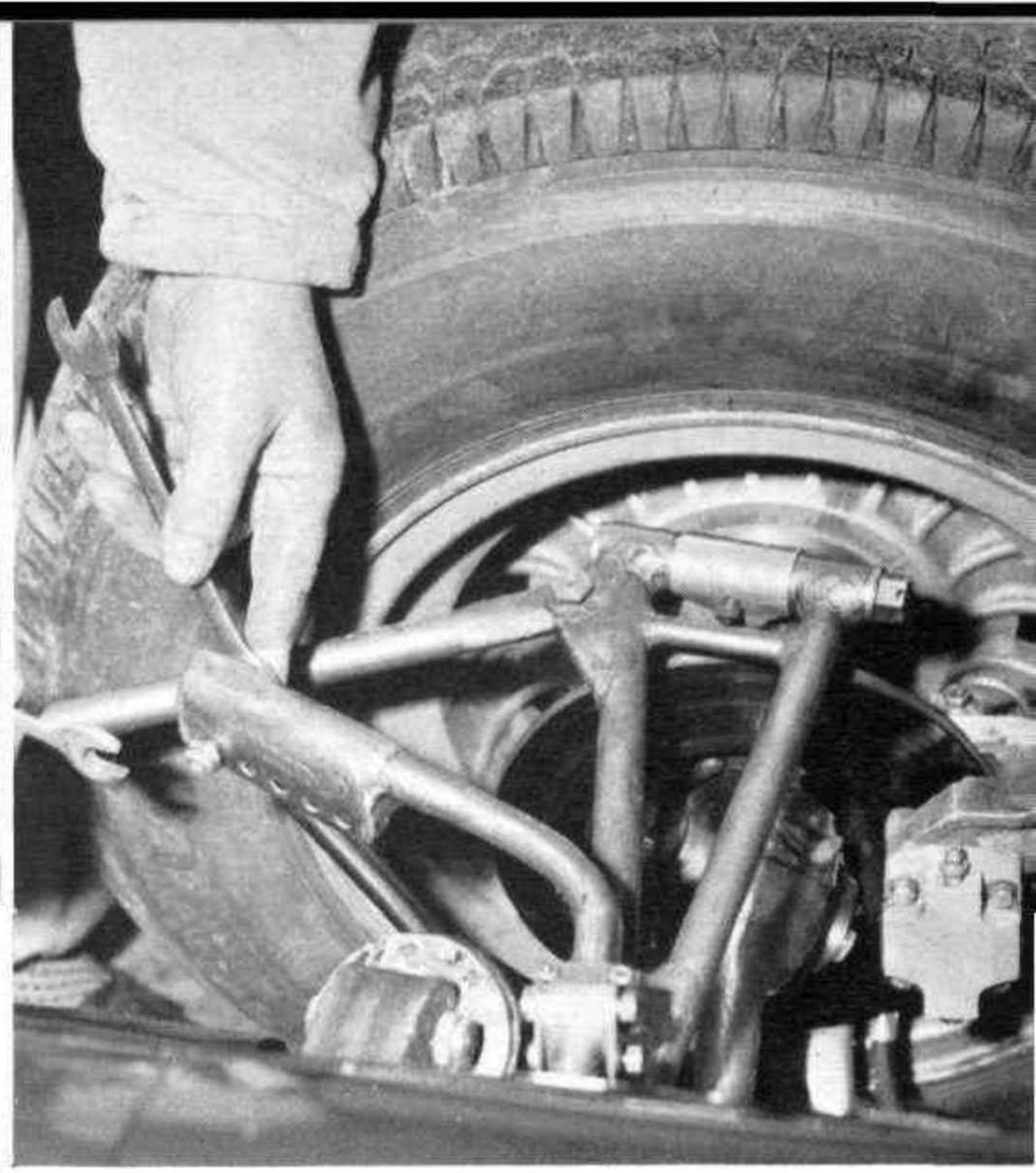
UNLUCKY.—Graham Hill led the Daily Mirror Trophy for seven laps in the new B.R.M. monocoque, then spun off on the soaking wet track. The car was badly damaged but Graham was unhurt.







JIM CLARK's Lotus used the new 13-in. Dunlop tyres at Snetterton, on new wheel castings which bury the disc brake right inside the wheel. The new tyres appeared ineffective in the wet and Clark never looked like getting into the lead.



B.R.M. have reverted to outboard springs on the new B.R.M. monocoque with double wishbones, radius arms and a new type of anti-roll bar which permits rapid adjustments.



FAST FITZPATRICK.—Although only using a 998-c.c. engine, John Fitzpatrick had no difficulty in leaving the S-type Coopers to win the Slip Molyslip saloon car event at the B.A.R.C.'s opening meeting at Mallory Park.

GOODWOOD

THE FIRST MEETING of the B.A.R.C. at Goodwood was held in torrential rain. Dave Beckett, here seen at the wheel of his Lister-Jaguar, took second place in the Formule Libre race.

MALLORY PARK

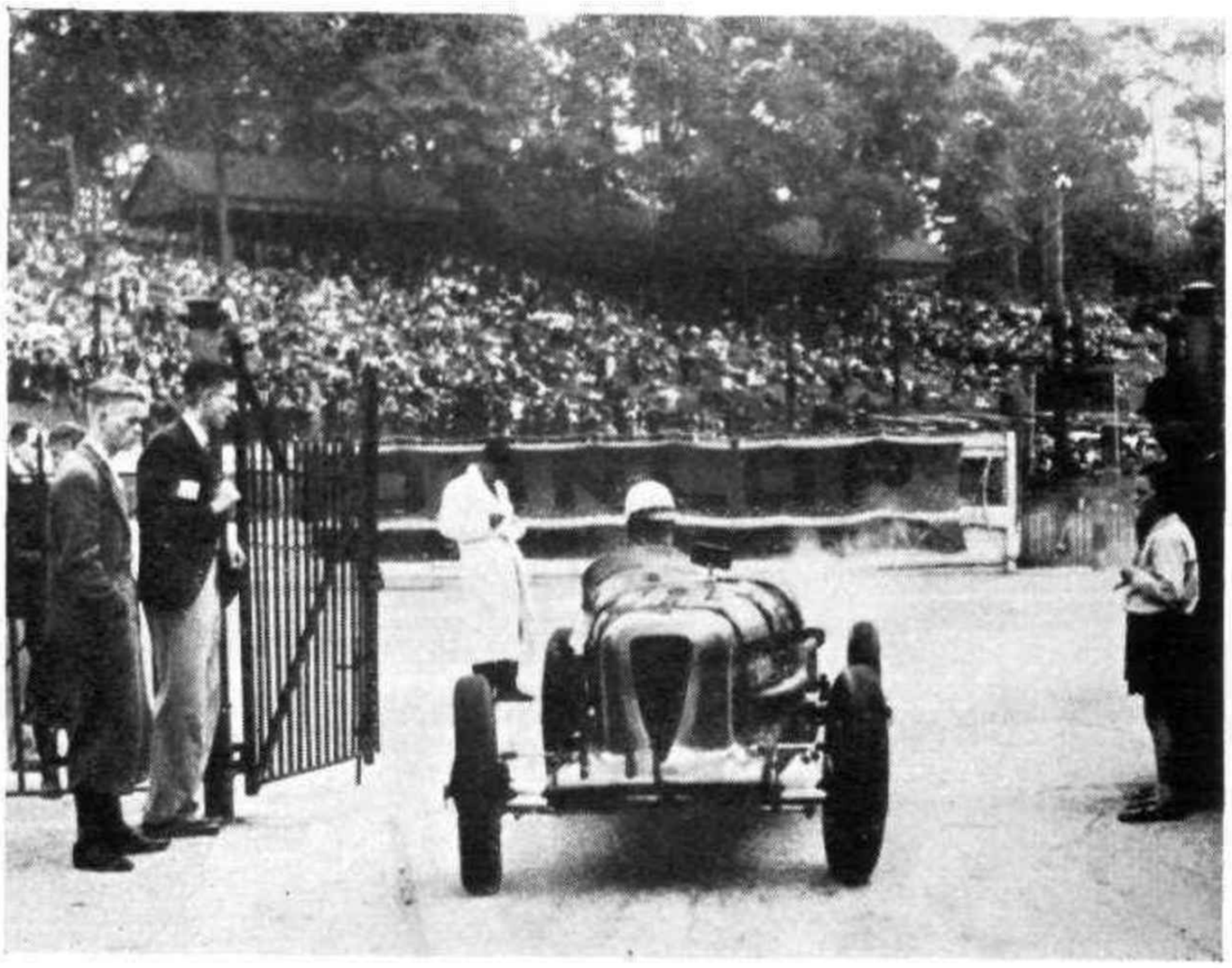
THE LOTUS ELITE, now one of the longest produced GT cars, still seems to hold its own, as demonstrated by Chris Ashmore's excellent win in the Grand Touring race at Mallory Park, when he easily beat J. Carden's Lotus Elan and D. Cunningham's E-type.





A Competition History of the O.M.

[This competition history of a rare Italian car is the work of Ivor Linsdell of the O.M. Register, who wrote it in conjunction with the well-known O.M. driver R. F. Oats, others who helped with data and in checking facts including T. A. S. O. Mathieson, Douglas Ward and Keith Hainsworth, while I corrected parts of the Brooklands data. We are indebted to the Fiat Register, for whose magazine it was intended, for foregoing the pleasure of publishing it.—ED.]



Above: RETURNING TO THE PADDOCK.—R. F. Oats coming through the famous gates at Brooklands Track after winning the one-lap Sprint Race at the 1931 August Bank Holiday meeting in the straight-eight O.M., covering a standing start lap at over 100 m.p.h.

Below: The O.M. team for the 1928 Essex M.C. Six-Hour Race posing for the photographer in a London Square. From left to right, the personnel are: Clark, Nicolls, a mechanic, R. F. Oats, his mechanic Dunkeley, a uniformed "me—too," Upton, Wilkinson and Robins.

APART from a few newsworthy performances, such as the first three places in the 1927 Mille Miglia, the class win in the 1928 T.T. and the Rudge Whitworth Cup win at Le Mans 1926, little is generally known of the extent to which O.M.s were raced during the period 1920-1934. That the O.M. performances have tended to be overlooked is no doubt due to the fact that, apart from a brief excursion into Grand Prix design, the *marque* confined its competition activities to sports-car racing. This is especially true of the Continental races in which O.M.s took part.

In this country O.M. racing history is very much a story of two cars modified for racing at Brooklands by R. F. Oats, of which more anon.

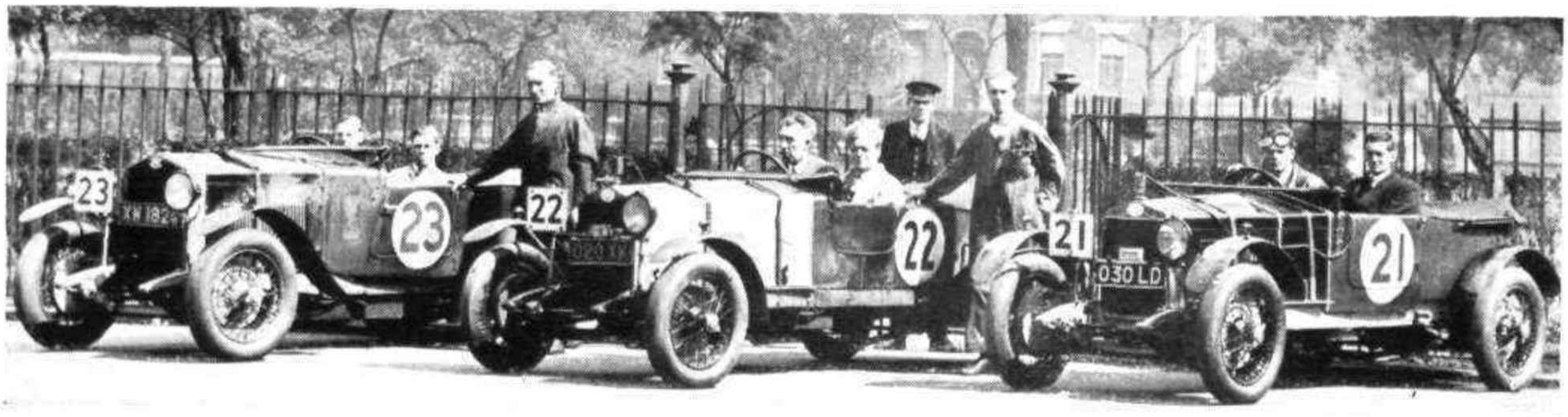
Much of the information so far obtained about O.M. competition history provides only the bare facts of placings, information in any detail, especially of the Continental races, being very difficult to obtain. Even so, the total participation and the degree of success were sufficiently impressive to warrant the compilation of this history.

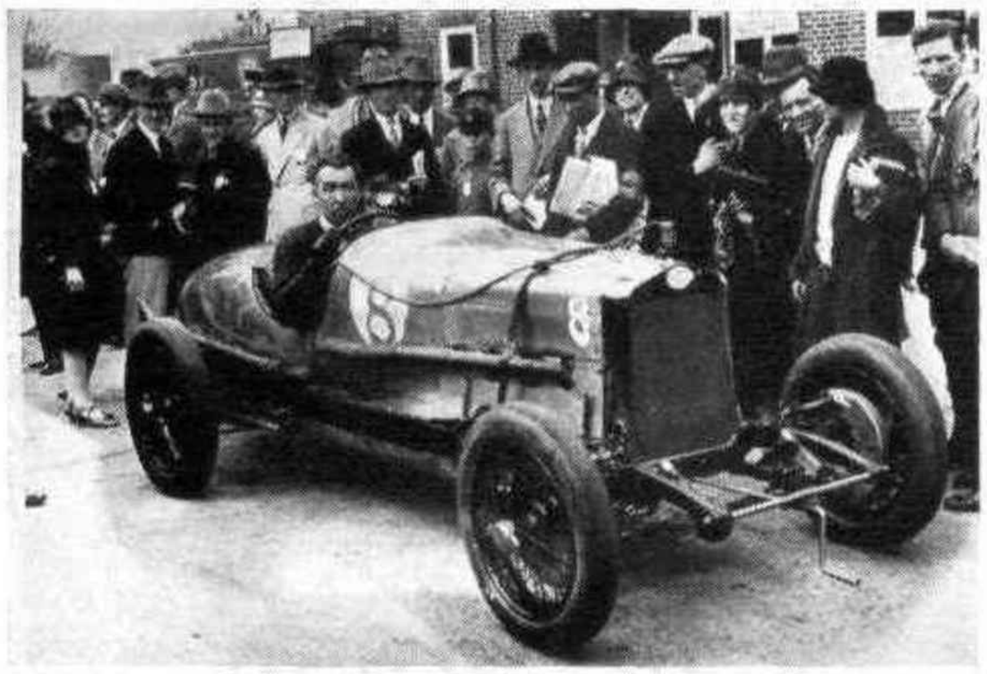
In 1920 O.M. started their motor sporting activities with a 1,500-c.c. 4-cylinder side-valve car, the Tipo 469. Four years of competitive motoring with this model provided the experience which enabled the Company to produce a successor to the 469, the Tipo 665, a 6-cylinder side-valve 65 × 100 mm. unit. This engine was to be the staple power unit (except for the G.P. cars) for all O.M.s from then (1924) until production of cars ceased at the O.M. works in 1931. Alterations to this design were slight and logical. The bore was opened out to 67 mm. and the stroke lengthened to 105 mm. (2.2 litres), and then, for the Mille Miglia cars of 1930, bore and stroke became 67 × 110 mm. (2.3 litres) and a Roots blower was used.

In this country R. F. Oats, working for L. C. Rawlence & Co. Ltd., the O.M. concessionaires, designed an o.h.v. push-rod conversion for the 1,991-c.c. engines. Six of these conversion sets were made, four of which survive to this day.

Using the o.h.v. unit, Oats built an Outer Circuit special O.M. which really looked the part with its long pointed tail and which turned out to be a most successful Brooklands car. The best flying lap that Oats managed with this car was at 103 m.p.h.

Chassis development by the O.M. works was minimal; even the three Grand Prix cars had ordinary tourer frames, suitably shortened and lowered. These G.P. cars first appeared in 1927. They were "one-and-a-half-seaters," the engines of which were straight-eight twin-overhead-camshaft 1,477-c.c. 1½-litres, supercharged by Roots blower blowing through the carburetter. The big-end bearings were roller, the mains ran on ball bearings. Triple valve springs were used. The cylinder blocks were made in two fours (someone had been looking at a Bugatti!) and were





R. F. Oats in the Brooklands O.M., surrounded by an admiring crowd in the Paddock.

completely fabricated from welded sheet-steel. The cylinder-head bolts passed right through the block and into the crankcase; this, it is reported, necessitated four days' hard labour if any work had to be done on the head. The camshafts were driven by gear train at the front of the engine, and gears at the rear of the block drove the Bosch magneto, which lived on top of the gearbox.

The car which came to England was first fitted with a normal Roots blower, then, later, it was modified to take four twin-choke R.A.G. carburetters. This was quite a successful modification but the peak performance came when Oats fitted a Jamieson-Villiers blower in 1931.

The engine of the 8-cylinder car peaked at 6,500 r.p.m., useful power being developed at about 6,000 r.p.m. The final b.h.p. figure was 117. The car weighed 12 cwt., quite a percentage of which was attributable to the lead which Oats poured into the inverted U-section frame forward of the scuttle in a desperate but successful attempt to improve the road-holding.

A 3-speed gearbox was used, this being adequate for Brooklands (90 m.p.h. in 2nd gear) but which would have handicapped the car had it been developed for road racing.

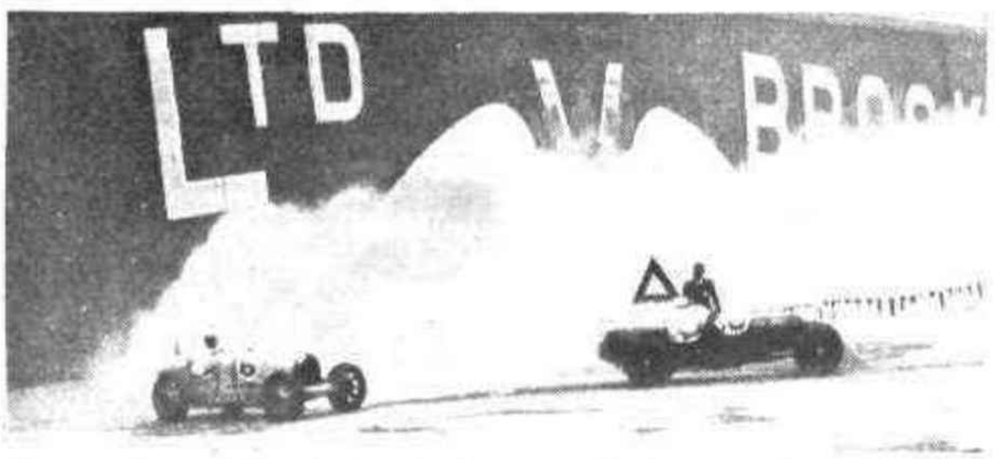
The three 2.3-litre cars which came to this country were all supercharged by a Roots blower driven from the front of the crankcase. On the 2.2-litre cars the blower was optional but was usually fitted. These cars had "sloper" radiators to accommodate the blower, and the chassis cross-members were taken under the torque tube to lower the seating arrangements.

The 1½-litre straight-eight cars were but a brief excursion into Grand Prix design and it seems that O.M. sensibly valued simplicity and reliability rather than high speed produced by expensive complexity. However, despite their mundane specifications the sports O.M.s managed to put up some creditable speeds on occasion, as a perusal of the following notes will show.

Brooklands, 1925-1934

1925

This year saw the first appearance of an O.M. at Brooklands. One was entered for the J.C.C. High-Speed Trial. It is not known how the car fared as it did not appear in the place list.



The straight-eight O.M. laying an effective smokescreen which caused it to be flagged off during the 1927 200-Mile Race. About to pass is Sir Malcolm Campbell's Bugatti.

1926

R. F. Oats, racing his o.h.v. Outer Circuit special 1,991-c.c. O.M. for the first time, came second in the Easter 75 Long Handicap, with a best lap at 84.13 m.p.h.

At the Whitsun meeting Oats, lapping at 90.22 m.p.h., won the 75 Short Handicap.

The Summer meeting saw Oats placed third in the 75 Short Handicap, with a best lap at 85.87 m.p.h., the car aluminium and red with black wheels. Clark entered a 4-cylinder Tipo 469 O.M. for the J.C.C. Production Car Race but it blew a gasket and retired. Another O.M. also failed to finish.

An entry of R. F. Oats, Minoia and Morandi for the J.C.C. 200, using the 8-cylinder 1½-litre car for the first time, caused some speculation but, like many a "prima donna" car before and since, it non-started.

Things brightened up at the Essex M.C. October meeting. Oats won the Junior Long Handicap at 83.42 m.p.h. and came second to Parry Thomas in the Thomas Special in the 50-Mile Handicap. He used the 8-cylinder car and lapped at 100 m.p.h.

Ten races were entered by O.M.s in 1926, and they were placed (first, second or third) in five.

1927

Oats got off to a cracking start for the season at the Easter meeting. Driving the o.h.v. car, he won the 75-m.p.h. Short Handicap at 86.98, with a best lap of 91.89 m.p.h. The winter tuning session had not been in vain!

Oats came 11th in the Essex M.C. 6-Hour Race, and at the Whitsun meeting, with the o.h.v. car, he took third place in the 75 Short Handicap at 88.46 m.p.h., following this with a second place in the 90-m.p.h. Long Handicap, but retired from the "Gold Star" Handicap after four out of the nine laps. A month later Oats won the Surbiton M.C. 50-mile Handicap at 92.4 m.p.h., using the 8-cylinder car.

During the Autumn meeting Oats retired the o.h.v. car during the 50-Mile Handicap, and a broken piston in the straight-eight caused his retirement from the J.C.C. 200-Mile Race, after the car had laid a dangerous smoke screen.

Eight races were entered during 1927; O.M.s were placed in four.

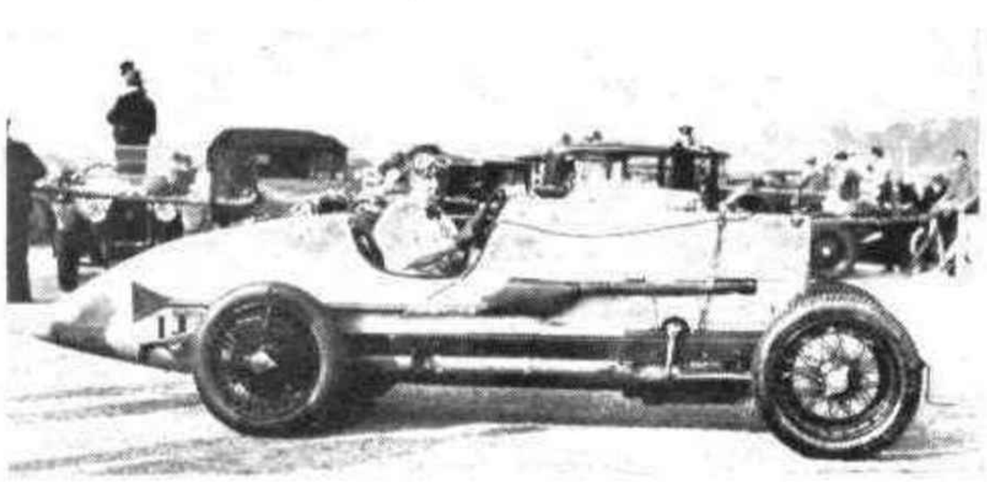
1928

This was to be a short racing season for the O.M.s but nevertheless a successful one for the sports cars.

At the East meeting R. F. Oats in the 8-cylinder car lapped at 103.11 m.p.h. in the 90 Long Handicap but was unplaced. By now the battle of wits with the handicappers had been well and truly joined and, as we shall see, by 1932 the handicappers were to win as far as Oats was concerned, but the car, with other drivers, had the last laugh.

In May R. F. Oats and Clark in 2-litre side-valve sports O.M.s won the class and team prize in the Essex M.C. 6-Hour Endurance Race for production sports cars.

The B.A.R.C. Whitsun meeting was not a good one for R. F. Oats and in the J.C.C. 200-Mile Race he retired the O.M. with failing oil pressure. In the "Gold Star" Handicap at the August B.A.R.C. meeting he collided with a Bugatti which crossed his path, sustaining concussion and losing the front axle of his car. (Dunkeley, Oats', until then, faithful riding mechanic, decided there and then that he would not ride in a race again but would stick to pit-work!) The Brooklands season was rounded off by a couple of resounding wins at the Autumn meeting. Oats was down to drive the 8-cylinder car, now fitted with R.A.G. carburetters, in the 90-m.p.h. Short Handicap but was unable



A full side view of the special o.h.v. O.M. which Oats raced at Brooklands.

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to do so because of a bereavement. Oats telephoned George Eyston and asked him to take over the car, telling Eyston that there was at least one certain win. Eyston agreed to drive and proceeded to win at an average speed of 93.32 m.p.h., with a best lap of 102.06 m.p.h. This set the handicappers furiously to calculate, but Eyston had some speed in hand and went on to win the 90-m.p.h. Long Handicap, lapping now at 107.10 m.p.h.

During 1928 O.M.s were entered for six races and obtained three places.

1929

At the Easter Brooklands meeting Oats was soon in the money, with a third place in the 90-m.p.h. Short Handicap, using the o.h.v. car, lapping at 83.0 m.p.h. The handicappers now had the measure of this combination and imposed impossible penalties, so Oats turned his attention increasingly towards the 1½-litre 8-cylinder car, to good effect as it turned out.

In May O.M.s were to have a great success in a production car race. The J.C.C. ran its first "Double-Twelve" and Rawlence entered a team of two 1,991-c.c. o.h.v. cars and a 1,991-c.c. s.v. car. Team drivers were R. F. Oats, Clark (later that year to be tragically killed in the T.T.) and Wilkinson. These three cars won the Team Prize (the Triplex Bowl and 200 guineas).

Oats drove his O.M. into a creditable sixth place in the B.A.R.C. 6-Hour Sports Car Endurance Race. His average speed was 69.57 m.p.h.

At the Whitsun meeting the 1½-litre car appeared, driven for the first time by A. V. Wilkinson, in a successful attempt to baffle Ebblewhite. Wilkinson clocked up two firsts and a second at the August B.A.R.C. meeting. In the 90 Short Handicap he felt his way round, lapping at 100.61 m.p.h., and came third. Then he won the 90 Long at an average speed of 98.73 m.p.h., with a best lap of 106.19 m.p.h., and before the handicappers could sort him out he won the "Gold Star" Handicap at a rousing 102.69 m.p.h. race average, from the limit mark.

Wilkinson had no luck in the B.R.D.C. 500-Mile Race in October; he retired, the 8-cylinder car overheating.

During this season O.M.s were entered for eight races and obtained four places and a team win.

1930

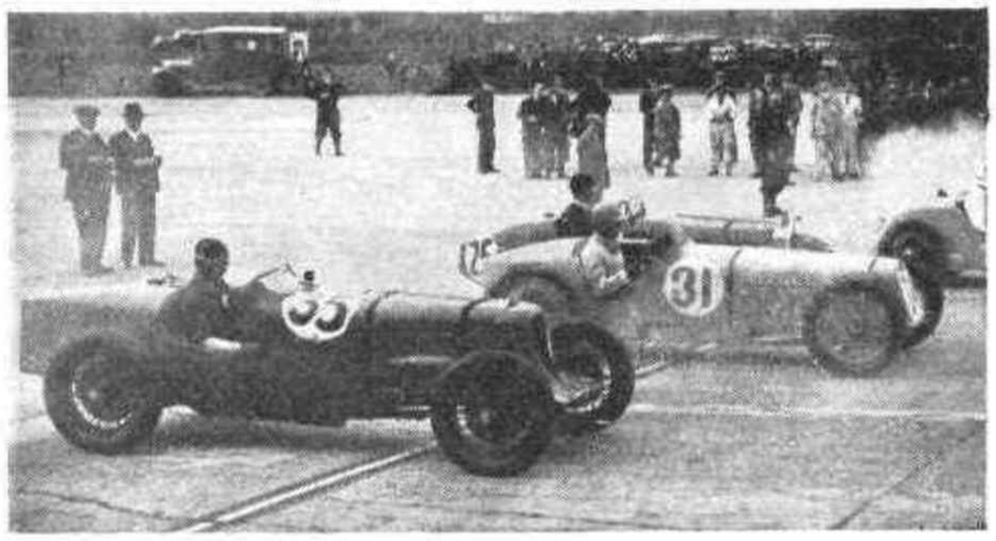
There were only three entries by O.M.s at Brooklands this year. Commitments in Ireland for the T.T. and Phoenix Park races diverted attention from the Weybridge Track.

In March, R. F. Oats was down to drive a blown s.v. 2-litre O.M. in the first "Mountain" race; doubtless this was to be a try-out for one of the T.T. cars, but he non-started. An O.M. finished unplaced in the B.R.D.C. "500." Oats entered for a 1-lap sprint at the end of the 1930 season confident of a win, the car was going well, he had drawn top position (the start was on a banking), and he didn't mind if the car blew up as this was its last race this year. Oats told Malcolm Campbell (who had entered a T.43 Bugatti and who had drawn the worst position low down on the banking) that he, Campbell, hadn't a chance. Oats made a perfect start and dived down the banking, leaving the field behind until, just before the finish, Campbell nosed his Bugatti in front and crossed the line the winner. Oats was perplexed, to say the least, but Campbell sportingly presented him with a silver cigarette case as a consolation prize. There was some talk about a T.51 block on the Bugatti. . . .

1931

Again the main attention of the Rawlence team was directed towards Ireland and the T.T., but during this season Oats in the 8-cylinder car, now of 1,484 c.c., was to register a notable "first time" record at Brooklands.

During the off-season Oats had again worked on the 8-cylinder O.M. and had now fitted a Jamieson-Villiers blower. The first appearance of the car in this guise was in a Mountain Handicap, never a fast race. This enabled Oats to give the car a try-out, winning at 65.07 m.p.h., with several laps at 68.86 m.p.h. This was during the August meeting. The next race was the Lightning Short Handicap and obviously the warm-up during the "Mountain" race had proved satisfactory, because Oats won, lapping at 107.34 m.p.h., an improvement of several m.p.h. on the R.A.G. carburetter version. However, the real triumph of this meeting was yet to come. The next race was a 1-lap sprint, which Oats won at 100.21 m.p.h.; this was the first time that a 1½-litre car had lapped Brooklands at 100 m.p.h. from a standing start. Three firsts and a lap record made this a memorable meeting for the O.M. driver.



H. Widengren about to leave the starting line in the 50-mile heat before the 1932 British Empire Trophy race in company with Earl Howe's straight-eight Delage and a 6-cylinder Amilcar.

The 8-cylinder car came out again in October. Driven now by H. Widengren, the car still did not like the B.R.D.C. "500" as it was flagged off for excessive smoking, but some hectic work on it enabled Widengren to drive it in the Cumberland Senior Long Handicap at the B.A.R.C. Autumn meeting, which he won at 110.43 m.p.h., with a best lap of 117.19 m.p.h.

During the 1931 season O.M.s entered for five races, taking four first places.

1932

This was to be the last successful year for O.M.s at Brooklands.

Again Oats was out early in the season but the handicappers really put the screws on the 8-cylinder/R. F. Oats combination and, despite Widengren lapping at 113.45 m.p.h. from scratch position in the Norfolk Senior Short Handicap he was unplaced. This was repeated in the Norfolk Junior Short Handicap, again from the scratch mark, and lapping at 109.7 m.p.h. the car was unplaced. Oats never raced this car again at Brooklands but, surprisingly, the handicappers had still not got the measure of Widengren, who was to have a most successful season with the 8-cylinder car.

T. A. S. O. Mathieson took his own blown 2.3 O.M. to the Easter meeting and won the Norfolk Senior Mountain Handicap at 59.66 m.p.h., lapping at 61.58 m.p.h. Then Widengren came out with the 8-cylinder car for the Lightning Long Handicap, coming in third, after lapping at 111.42 m.p.h. Widengren came second in the 50-mile heat which preceded the British Empire Trophy Race, at 103.34 m.p.h.

At the Autumn meeting Widengren, again in the 8-cylinder car, came second in the Yorkshire Senior Short Handicap, lapping at 113.45 m.p.h., and second in the Yorkshire Senior Long Handicap, lapping at 115.82 m.p.h.

During this season the O.M.s were entered for seven races and were placed in five.

1933

The decline now set in. Production of O.M. cars ceased at the Brescia works in 1931 and although a few were in the "pipeline" for sale until about 1933, Rawlence naturally ceased to promote O.M. racing activities in this country. R. F. Oats' contract with Rawlence expired and the Company took up an Oldsmobile agency and also sold Latil horseboxes. Widengren bought the 8-cylinder car in 1932 and continued to race it, with no success, during 1933.

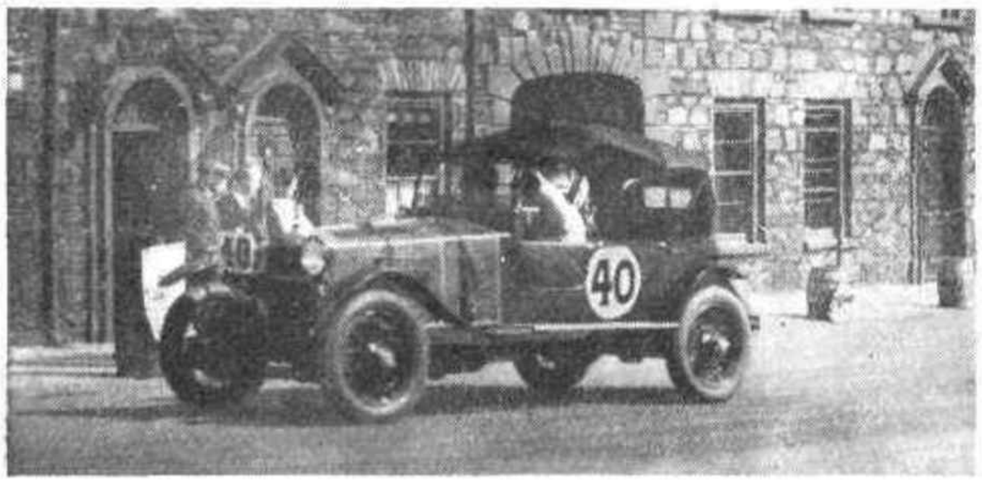
Widengren entered the 8-cylinder car for the Addlestone Mountain Handicap in March but failed to finish, and again the B.R.D.C. 500 in the Autumn eluded him and he finished unplaced.

1934

It remained perhaps justly in view of the fact that the O.M. fortunes were founded on sports-tourers as sold to private customers, for the last O.M. entry at Brooklands of which I have a record to be a car driven by a private owner. G. C. Dugdale drove his o.h.v. 2-seater in a 700-yard sprint, which he won.

Ireland

In August 1928 R. F. Oats drove his 2-litre side-valve O.M. as a lone entry in the Ulster T.T. Driving in Class E (1,500-



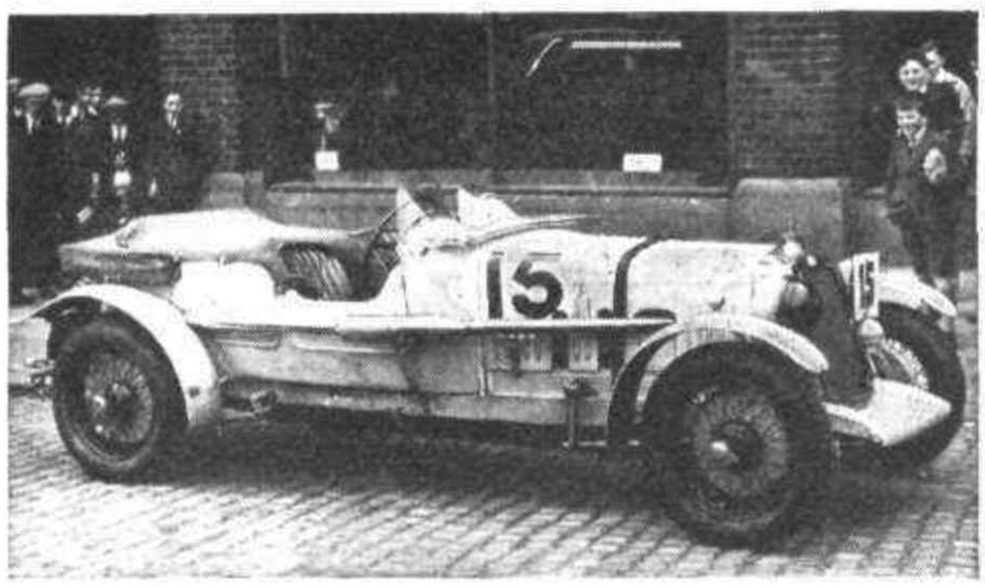
Oats' O.M., during the early stages of the 1928 Ulster T.T. with one of the side-valve O.M.s. The mechanic having difficulty in keeping the hood in place.

2 000 c.c.), he had a credit of two laps and carried 264 lb. of ballast.

During the race, when going very well in third or fourth place overall, Oats received urgent pit signals to come in. He could see nothing wrong but stopped next time round. Rawlence told him that he needed more fuel, but Oats' reply to this information was to slam into gear and drive off. The stop cost him at least three places and, of course, Oats knew that his fuel situation was all right for a time. The pit staff had done their sums wrong, but, even so, Oats came in first in his class and seventh overall, at an average speed of 59.68 m.p.h.

In the 1929 T.T. on the Ards circuit, Oats drove the same car, now fitted with dural. rods in his o.h.v. conversion engine. Another o.h.v. car was driven by Clark. Poor Clark must have had a premonition of impending disaster when he found that he was unable to comply with Oats' orders which were that Clark was to do the first two laps very fast; in fact the second lap was to be " a scorcher." But Clark pulled in at the pits and reported that the car was not handling too well. However, he went off again, only to run off the road into a sandbank. Whilst inspecting the damage he was hit by a Triumph which inflicted fatal injuries. Meanwhile, about halfway through the race Oats noticed that his clutch was slipping and so he nursed the car until it was time for a refuel. At the pits Oats complained to his mechanic Dunkeley, about the slipping clutch. Dunkeley refused to believe it, so Oats told him to jump in and see for himself. Against his better judgment but certain that Oats was right and therefore could not go too fast, the mechanic climbed in. Oats went away in a cloud of Ferodo smoke and before long the clutch began to grip. He really got going then, and Dunkeley suggested that as there was nothing he could do he would get off next time round at the pits. Oats' reply to that was, " Put your goggles on, boy; you are staying here! " But not for long was the mechanic to suffer. Undoubtedly, Oats had over-revved the engine when the clutch slipped and one of the dural. rods popped out of the crankcase near Newtonards, and so they sat the race out there. Oats amused himself by looking for the piston which had emerged but he never found it!

The 1930 T.T. saw the O.M.s out in force but without Oats, who was ill. His place was taken by Fronteras, in a 2-litre o.h.v. supercharged car. Ramponi and Minoia drove two of the three



A later version from the O.M. stable, the supercharged o.h.v. 2.3-litre, as used in the 1930 Mille Miglia and T.T. races.



Oats in the pits at Phoenix Park in one of the side-valve supercharged 2.3-litre O.M. cars. The lady in the passenger's seat is Miss R. H. Gastin, who is believed to have had a financial interest in L. C. Rawlence & Co. There would appear to be no connection, however, between the passenger and the name " Elizabeth " on the car's bonnet.

2.3-litre blown s.v. cars, one of which Ramponi crashed in practice. These were the Mille Miglia cars.

The start was an embarrassing one for the O.M. team for, after rushing to the cars in the Le Mans-type start, they were last away, long after the pack had disappeared from view. However, they must have motored to good effect once they got going because Ramponi came fourth in his class, at 66.30 m.p.h., behind the Talbot team, taking 15th place overall. Minoia came fifth in Class D. Both the Italian drivers reported faulty Autovacs in their cars, which frustrated any attempts to go faster.

O.M.s ran twice at Phoenix Park, Dublin, in 1930 and 1931. In the 1930 race Minoia, Fronteras and Ramponi drove the works 2.3-litre blown cars and Oats drove the 2-litre o.h.v. T.T. car entered by M. C. Morris of R.A.G. Carburetters. In the race Minoia crashed and Oats embedded his car in a sandbank when the brake linings, which had been fading fast, eventually disappeared. The linings were a new type, on test, and it was found, on removing the front drums, that not even the dust remained to show that there had ever been any linings on the shoes! The O.M.s did not feature in the place-list.

In 1931 Oats had a class win using the o.h.v. car.

During the early 'thirties a few O.M.s were privately entered in International Rallies but few facts are available as to how they fared. W. Blackstone entered his 1,991-c.c. o.h.v. car, UL 91, in the 1933 Alpine Trial but crashed.

Oats and the O.M.

The story of O.M.s in competitive motoring in the British Isles is very much the story of R. F. Oats and two cars, the o.h.v. 1,991-c.c. Outer Circuit special and the 8-cylinder blown 1½-litre car.

Oats' skill as a driver and development engineer were well known and respected at Brooklands during the late 'twenties; he was known as " a finisher " and only major derangements of the car would induce him to stop. It was very much a case of the right man for the car.

He lives now in Penzance and is still involved with motor cars, managing, on occasion, to do some high-speed motoring in Jaguars. His attitude to competitive motoring is still fiercely professional. I asked him if he would like to drive my o.h.v. T.T. replica O.M. on a race track; perhaps, I suggested, we might arrange a run round between races at a vintage race meeting. He did not think much of that idea, saying that he would much rather race it!

Dunkeley, Oats' mechanic, lives near Penzance, and their friendship, born of shared thrills, successes and failures, is a firm one. In fact, Dunkeley did act as riding mechanic quite often after the crash at Brooklands, despite his " resignation," but he proved to be of such value to the team as a mechanic that he spent most races in the pits, of necessity rather than—although he would modestly deny it—choice.

Continental Races

It is difficult to obtain background material for many of the Continental races in which O.M.s took part but, as was suggested earlier, on total participation alone one can obtain a good idea of the quality of the *marque*.

Apart from Monza, the differences between the British races in which O.M.s featured and their Continental equivalents were, in many ways, extreme. In England most of the races took place at Brooklands, the cars driven by professional or semi-professional drivers. Whilst it may be tempting to imagine that the " gay 'twenties " enjoyed long hot summers, no doubt statistics would prove that rain was more often the weather prevailing at race meetings. But in Italy the cars were raced over dirt roads with generous pot-holes, through Alpine passes and across arid plains. The roads were only occasionally closed to local traffic, donkeys, pigs, dogs and bambini, and the drivers were likely to be wealthy amateurs using motor racing as a means of self-expression rather than for a livelihood.

In **1920** an O.M. (it would have been a Tipo 465) won the Coppa del Garda on the road which winds round the Lake of the same name.

In **1921** Gisler came ninth in the Coppa delle Alpi, covering the 2,306 km. of the course in 50 hr. 36 min. 16 sec., at an average speed of just over 46 k.p.h. It is a pity that no more details of Gisler, the event, other competitors and so on are available as it sounds like a marathon and an average speed of around 30 m.p.h. would not discredit a modern car over a 2,000-km. course of present-day Alpine roads.

In the Circuit of Brescia that year, Count Iliprandi came second; first, third and fourth places were taken by 1½-litre Bugattis. At the same venue Minoia (who became No. 1 works driver and who stayed with the Company throughout its racing days) drove an O.M. in the Gran Premio d'Italia for sports cars. He came fifth. First, second, third and fourth places were taken by 1½-litre Bugattis.

1922 was a busy year for O.M.s. They came first, second and third in their class in the Coppa del Garda, with Tarchini's car second in the race; th enat the Circuit del Migello (Florence) they came first in the 1,350-c.c. class, driven by Morandi, and third in the 1,500-c.c. class, driven by one of the Danieli brothers.

The Brescia circuit this year saw O.M.s take first and second places in the 1,500-c.c. class. The leading O.M., driven by Minoia and Masperi, came third in the race. A hill-climb near Turin, the Susa-Moncenisio, provided some exercise at this branch of motor sport and gave Minoia a chance to win the 1,500-c.c. class.

In Leghorn, at the Circuit del Montenero, Balestrero appears in the drivers' list for the first time. He came second in the 1,350-c.c. class.

Count Iliprandi drove an O.M. in the Coppa delle Alpi this year and came fifth in a time of 56 hr. 14 min. 41.2 sec., over a distance of 2,770 km. Apparently the organisers lengthened the course to sort out the men from the boys!

The last event in which the O.M.s took part in 1922 was the Coppa del Garda. This year it was run as a rally and Masperi in his O.M. came first in the 2,000-c.c. class of the hill-climb and Danieli came third in the Cup event.

A full racing season started, in **1923,** with Danieli and Masperi driving their O.M.s in the Circuit di Cremona. They took first place in the 1,500-c.c. class and came third in the race, respectively.

Count Iliprandi, Minoia and Coffani drove their O.M.s to a first, second and third 1,500-c.c. class walk-over in the Coppa delle Alpi, and down at the Circuit of Montenero (Leghorn) Balestrero in his O.M. came second in the 1,500-c.c. class. At the circuits of Mugello and Latium O.M.s took both first places in the 1,500-c.c. class.

Again, this year, the Coppa del Garda was a rally and the O.M.s of Sandonnino and Bernardi took first and second places in the 1,500-c.c. class.

In **1924,** at a race meeting held at Garda, Masperi and Morandi came second and third in the 1,500-c.c. class, and in the Coppa del Garda Sandonnino and Bernardi improved on the previous year's performance by obtaining outright first and second places.

Balestrero, driving a 2-litre O.M. over the 180-km. course of the Circuit del Montenero came first in his class and third in the race. The rest of this season's list of O.M. successes reads as follows :

Coppa delle Alpi : First and second in class and race (2,000 c.c.), Coffani and Minoia. First, second, third and fourth in 1,500-c.c. class and first, second and third in the Military class (it is not known just what the Military class was—perhaps competitors in this class had to travel over a rougher section than the others!). The distance this year was 3,800 km.; the casualty figures are not known. O.M.s were to achieve these mass finishes in two later Mille Miglias.

Monza : 48-hour record for 1,500-c.c. cars.

Circuit del Mugello : First in 2,000-c.c. class and race—Morandi. Second in class and race—Balestrero.

Tigullio Cup: First in class. Perugia Cup: First in class. Savio Cup: First in class. Tre Venezie Cup: First in class.

1925. This year saw the Italian O.M. team getting beyond their own borders with some fine performances being put up at Le Mans, Tripoli and San Sebastian.

At Le Mans two O.M.s were entered, both of them 2,005-c.c., driven by the Danieli brothers Tino and Mario and by Foresti and Varsiaux. The O.M.s finished equal fourth in the general classification, having covered 1,280.29 miles at an average speed of 53.345 m.p.h.

At San Sebastian the O.M.s had a class win in the Internazionale di Turismo 12-hour race, and across the Mediterranean Balestrero drove his O.M. to victory in the Tripoli Grand Prix at an average speed of 58 m.p.h. The same driver came fourth in the Circuit di Pescara, third in the 2,000-c.c. class in the Targa Florio, and second in class (fourth in race) in the Circuit di Montenero. A busy season for Balestrero.

The Coppa delle Alpi saw the O.M.s take first, second and third places in the Military class. Perhaps no one else bothered to enter!

1926. Back in San Sebastian for the 12-hour race Minoia drove his O.M. into first place, beating a works team of three 33/180S Mercedes.

At Le Mans, Minoia and Foresti supported by the Danieli brothers collected the Rudge-Whitworth Cup and fourth and fifth places overall. The cars were 1,990-c.c. side-valve, unsupercharged. Minoia and Foresti averaged 59.827 m.p.h. for 1,446.305 miles and the Danieli brothers averaged 58.572 m.p.h. for 1,405.7 miles.

In a minor event in Italy, the Coppa del Perugina, Nicola managed a third place in the 2-litre class with his O.M. and Balestrero crops up again, this time on the Susa-Moncenisio hill-climb-cum-race, in which he took first place in the 2-litre class and came sixth overall.

At Monza a 1,990-c.c. " Superba " O.M. settled down for a successful tilt at the 1,500-km. record, averaging 103.568 k.p.h. for 144 hours or, in English, six days and nights at 64 m.p.h. A steady trot!

Minoia took one of the new 8-cylinder G.P. cars to Avus that year but he non-started as the track was wet and the car handled dangerously. It must have been very dangerous because Minoia was certainly not short of courage. R. F. Oats recalls that on a visit to Brescia to advise on preparation for the Mille Miglia cars, Minoia took him up into the mountains in an O.M. Not being used to acting as riding mechanic, Oats was quite terrified as Minoia hurled the car round blind corners with loose gravel for a surface. On turning one corner, Oats saw, with horror, that the road ahead had collapsed into the lake hundreds of feet below and that the peasants had placed a few boards across the gap for foot traffic. There was no stopping now; Oats closed his eye and waited for the long silence, but Minoia hurled the car at the boards and somehow it slithered across. Minoia amused himself by completing the downhill run using no brakes at all, doing all his slowing by using the gearbox. It may have been just an ordinary test run for Minoia but it was an education for Oats!

1927. From now on the tendency was for O.M.s to compete mainly in races of International status, with just a few " pot-boilers " in the provinces to keep the local enthusiasts happy.

Minoia had a class win at Nurburgring and in the 1927 Grand Prix of Europe at Monza he and Morandi drove the 1½-litre 8-cylinder cars into fourth and second places, respectively. This was to be the last appearance of these cars in Continental races.

In the 1927 Mille Miglia, using English pistons in their cars, Minoia and Morandi came first, T. Danieli and Balestrero came second, and M. Danieli and Rosa came third. The winners averaged 48.27 m.p.h.

The **1928** Mille Miglia was to be the setting for an astonishing class walk-over by O.M.s. Rosa and Mazzotti came second in the race and first in the 2-litre class, and the next seven places in this class were filled by O.M.s.

In the Coppa Internazionale delle Alpi—note the enhanced status of this event now—a team of three O.M.s entered and won the team prize. The event was shortened this year to 1,761 km.

Rosa went down to Leghorn, to come third in his class and fourth in the race in the Coppa Lavorano, and in the Coppa Principe di Piemonte Morandi came third in the race and O.M.s

took first, second and third places in the 2-litre class.

In the Coppa Messina Bassi came second in the 2-litre class, and also came sixth in the Coppa Etna, with a third place in the 2-litre class. This was a racing car event. Two other amateur drivers got into the placings with O.M.s Pirandella won the Circuito di Rimini and Georgini came third in the race (first in 2-litre class) in the Coppa Sila.

Morandi and Rosa drove their O.M. into fourth place in the Premio Romano del Turismo, a 20-hour race.

During **1929** the O.M.s seem to pause for breath, as they confined themselves this year to Italian "second division" races.

Successfully dodging the bandits, Rosa and Foresti came first in the Circuit di Sicilia—a 975-km. hair-raiser of a circuit—and Morandi came second. Whilst in the south, Morandi won the Coppa Messina and Rosa took second place.

North again went the O.M. team, to compete in the Circuit del Mugello (Florence). Morandi came in second in this race but he won the Coppa Principe di Piemonte, the Circuit di Avellino, the Coppa Tre Province and the Coppa della Sila. Definitely Morandi's year.

1930. The Mille Miglia was again to be the most outstanding event of the year for the O.M.s In this race Rossi and Gazzabini came fifth overall and first in the 3-litre class. Second place in the class was taken by Rosa and Coffani, and third place was taken by Borniglia and Balestrero. Five other places in this class were taken by O.M.s, making this the second time that O.M.s had taken the first eight places in the 3-litre class in the Mille Miglia.

In the Targa Florio Morandi came sixth overall, Minoia 10th overall. Ruggeri and Balestrero retired their car. The cars used for this race were 2.2-litres unsupercharged.

Whilst in Sicily, Rosa and Morandi won the Giro di Sicilia, with Gasperi and Guidotti, two local drivers, in second place. Rosa then had four races in which he was placed: the Circuit di Casserta, second; the Circuit del Sud (Naples), second; the Coppa Principe di Piemonte, third; and the Coppa Sila, third. Obviously, Rosa was trying to emulate Morandi's winning season the previous year. Not so successfully, as it turned out, but a noble effort.

In the Coppa Castelli Romani Count Luigi Castelbarco appeared and drove his O.M. into second place in the race.

The Coppa Tre Venezie was won this year by an O.M.

1931 was the last year in which O.M.s get mentioned in publications dealing with motor competition on the Continent. The factory had ceased, or was about to cease, production of private cars and doubtless was content to rest on the laurels won by O.M.s during the eleven years in which they competed.

Only one O.M. featured in the places in the Mille Miglia. Morandi and Rosa drove their car into first place in the 3-litre class and came third overall. They do not seem to have been backed up by the flocks of O.M.s at the 1928 and 1930 races.

Rosa and Morandi won the Giro di Sicilia and Morandi puts the full stop at the end of O.M. competition history on the Continent with a fourth place in the Coppa Principe di Piemonte.

Conclusion

During the period 1920-1934 O.M.s on the Continent and in the British Isles entered for a total of 124 races and obtained 118 first, second or third places in race or class. Also O.M.s won the Rudge Whitworth Cup at Le Mans, and set up two long-distance records at Monza.

It is infuriating that so few of the competition cars still exist. R. F. Oats' 1,991-c.c. o.h.v. Outer Circuit car was broken up and the engine went into UL 91, owned by W. Blackstone. The 1½-litre 8-cylinder car went to Jersey for sand races and it is believed that the engine of it may still exist. Of the T.T. cars, the one crashed by Ramponi in practice for the 1929 T.T. may be the 2.3 blown car reported in the Manchester area some years ago. Another T.T. car, a 2.3 blown model which, again, may have been Ramponi's car, is being restored by Keith Hainsworth. It is hoped that this car will appear in 1965.

G. C. Dugdale, whose O.M. won a Brooklands sprint in 1934, still has his car. He took the car to a rally in America pre-war and reports that it got a great reception. A few years ago the car was savaged by hooligans whilst it stood in the street near Earls Court. Mr. Dugdale proposes to have it rebuilt.

The o.h.v. car owned by W. Blackstone went missing during the late 'thirties but within the last few years another o.h.v. car turned up—BXW 404. This car had all the evidence of having been a team car but was rebodied in a rather heavy manner. Unfortunately this car has "gone missing" again, believed abroad.

The O.M. which should have been one of the liveliest of the lot but which never really got going, was the 2-litre o.h.v. supercharged car driven by Fronteras in the 1930 T.T. This car is now in Serge Pozzoli's museum.

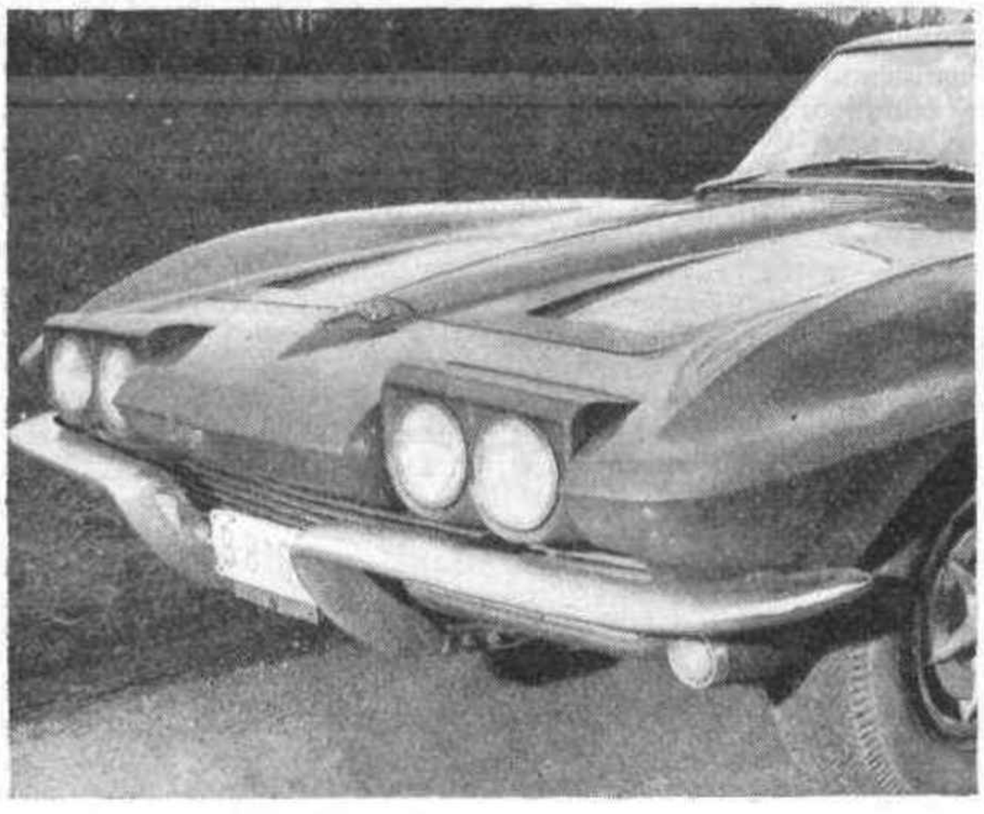
Four out of the original six o.h.v. cars have been seen in one piece (more or less) since the war and are almost certainly still in existence, although one wishes that they were not so shy and appeared more often.

Vintage O.M.s are practically non-existent in Italy, only two or three museum-bound specimens remain.

Only about 31 or 32 O.M.s can be accounted for today, a dismally low survival rate for a quality *marque* with such a splendid racing history.

STING RAY ROAD-TEST—continued from page 258

The minor controls are fairly conventional. The 2-speed wipers tend to lift off the screen at over 80 m.p.h., while the washers prefer to spray passing cars rather than the screen. The hand-brake is an umbrella type under the facia, which isn't much use on a sports car but has a flashing warning light to remind the driver that it is on. The headlights are hidden behind flaps normally and these are raised by a switch under the facia. This takes a long time so daylight flashing is out of the question unless the lamps are permanently raised. A normal push-pull switch and foot dipper controls the excellent lights. The two switches for the side windows are on the central tunnel and, while we normally class electric windows along with automatic transmission, it must be admitted that it takes much of the fag out of raising and lowering the windows. A good fresh-air heater is fitted and cold air vents are also supplied. The test car was fitted with a radio, which failed during our test.



The headlights are raised rather slowly by electric motors.

The seats are quite comfortable but are not of the true bucket type. They have a good range of fore-and-aft adjustment and six-footers can make themselves comfortable. The standard rake of the back-rest is rather upright but small adjustments can be made. The driver has an excellent view but gains the impression of sitting on the car rather than in it as with most sports cars. The seat backs fold forward to gain access to the large rear compartment. Seats could be fitted for small children in this compartment but an adult would be very uncomfortable. It is somewhat difficult to load large items into the space behind the seats.

Despite its various shortcomings it is impossible to ignore the appeal of the Sting Ray for it offers tremendous performance even by American standards, and while it falls below the ideal in respect of ride, handling and braking, it is still an impressive piece of machinery by any standards. As a status symbol in Europe it is unsurpassed for you are hardly likely to meet another, and wherever we went people stopped us and questioned us closely, and even asked if they could take photographs. At present Jaguar have little to fear from the Sting Ray but in America development seems to go ahead very rapidly and next year's Sting Ray may well be a vast improvement. Now if only Jaguar had that engine and gearbox!—M. L. T.



BP LONGLIFE

leaving ordinary oils behind

the new **double mileage motor oil**

BP Visco-static LONGLIFE is good. Very good. So good that you can now double your normal mileage between oil changes.

How is this possible? Because BP Visco-static LONGLIFE is compounded in a completely new way. Its additive formula includes a new *dispersant polymer*.

What does this do? The *dispersant polymer* wraps a film around the particles of dirt that will, inevitably, form in *any* oil, holds them in suspension, and absorbs them. In this simple, but quite extraordinary way, the oil's lubricating power can remain effective over a far greater mileage—double the mileage.

That is why BP Visco-static LONGLIFE is good. Very good. So good you can now double your normal mileage between oil changes. You can get it at all garages that sell normal BP 'Visco-static' oil. And that means just about everywhere.

How do you change to BP Visco-static LONGLIFE?

Drain Because, for best results, BP Visco-static LONGLIFE *shouldn't be mixed with ordinary oils.*

Change the oil filter.

Refill

And remember—always—to top-up regularly.

Note: *Cars on a normal 5/6,000 mile oil change period—change BP Visco-static LONGLIFE at 10,000 miles. (And no car should exceed one year between changes.)*

AUTOMOBILE ACCESSORIES REVIEWED

TIMING CARS AND MOTOR RACES

The present interest in car performance and motor racing means that, more than ever before, stop-watches are in great demand. We were invited recently to visit Louis Braham Ltd., of 143-149, Gt. Portland Street, W.1, and inspect a range of Breitling time-pieces which they have decided to import from Geneva after careful investigation into the quality, accuracy and reliability of these watches. Emphasis was on stop-watches, of both the wrist and pocket variety. Breitling of Geneva make the proud claim that they are the only company whose watch has orbited the earth, a Breitling Navitimer being chosen for this purpose in May 1962. This make of watch is also well known to the World's air-line pilots.

The 17-jewel Navitimer, which costs £42 in this country, embraces a chronograph calibrated with logarithmic scales of an aerial navigation computer, a movable bezel, 12-hour recorder, 30-minute register and flyback stop-watch, on a luminous dial. The Chronomat, also 17-jewel, so much used by air-line pilots, is notable for its slide-rule bezel which can be used to solve complicated mathematical and engineering problems, and is also a conventional and compact $\frac{1}{8}$-second stop-watch. It costs £36 in this country, and after using one to time motor races and road-test cars we intend to say more about it at a later date. The Navitimer is the official time-piece of the Aircraft Owners' and Pilots' Association and the value of this and the Chronomat to rally navigators and drivers is obvious.

Apart from these two notable watches, Breitling make a fascinatingly wide range of watches incorporating stop-watch mechanism, such as the Copilot, with unique 15-minute register for close timing and easy-to-read dial, the less-complicated Chronograph, or the Superocean, specially created for deep-sea exploration, in normal and self-winding versions. Another Breitling watch much used by professional pilots is the Transocean, in super water-tight case, with or without calendar. Prices range from £18 10s. to £53.

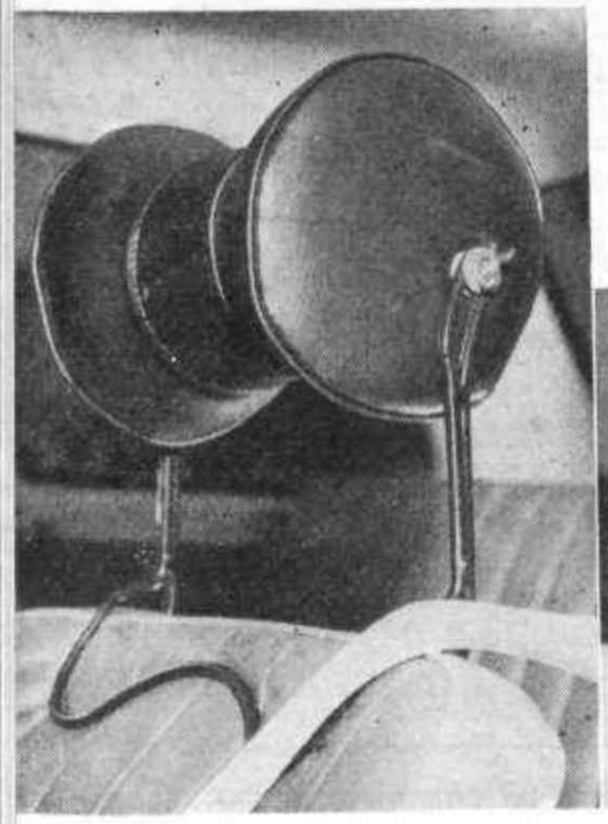
Besides these well-known and very high-grade watches, Breitling list a big variety of normal stop-watches, priced from £7 10s. to £18, with choice of six dial forms, of 54 mm. diameter to fit comfortably in the hand, in dust-, water- and acid-proof cases, with unbreakable glasses. Every timer is antimagnetic, regulated with electronic machines and tested at different temperatures, and they undergo severe endurance tests. These Breitling stop-watches are supplied with 1, 7, 11 and 17 jewel movements, for timing to $\frac{1}{8}$th, $\frac{1}{10}$th, $\frac{1}{50}$th, or $\frac{1}{100}$th second, and with 10 sec., 3, 10, 15, 30 and 60 min. records and sectors to suit all manner of sports, from water-polo and ice-hockey to yacht racing, with either normal or split-second hands.

Breitling dashboard clocks are found in most types of air-liner, from Boeing 707 to Douglas DC8 and Caravelle, and such clocks should be of great interest to those responsible for equipping rally cars. Messrs. Braham do not supply these watches direct but will be pleased to show them to any reader who calls at their showrooms, and to give advice on the choice of a watch. The name of the nearest jeweller who stocks Breitling watches, and catalogues, will be supplied on application, and mention of MOTOR SPORT.

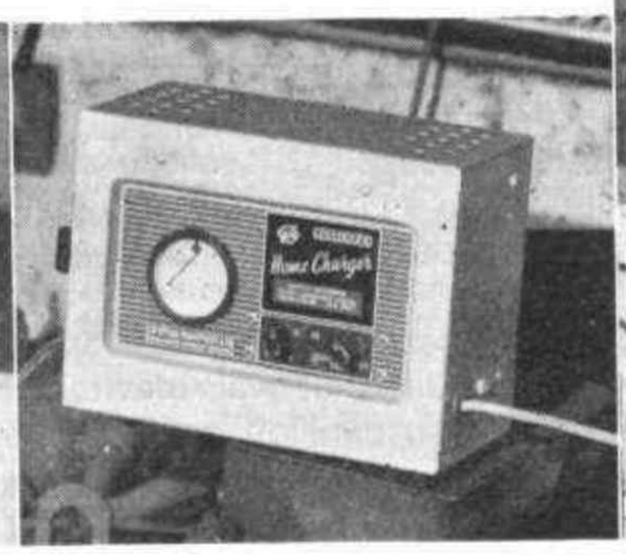
"JOLLOP"

By far the greatest proportion of items that come into the office for test consists of bottles of "jollop" for curing the various maladies which afflict the motor car. Many are useless, or expensive variants of some easily obtained product, and are not worth recommending. However, some items seem to be worth considering. One is STP, which means Scientifically Treated Petroleum, and this is a petroleum-based additive developed in Germany now marketed by the Chemical Compounds Division of the Studebaker Corporation in the U.S.A. and sold in Britain by Oversea Buyers Ltd., Monotype House, Fetter Lane, London, E.C.4. It is a 100% petroleum product with the addition of the following elements: barium 0.001%; calcium 0.00001%; chlorine, bromine, iodine, total 0.003%; magnesium 0.0001%; nitrogen 0.01%; phosphorus 0.0001%; silicon 0.006%; and zinc 0.00001%. STP is sold in 10-oz. tins costing 12s. 6d. each, which are suitable for treating engine sumps up to 8 pints capacity; above this capacity a 10% solution is recommended. Two staff cars were treated with STP, which is very thick at low temperatures and difficult to pour from the can. One car had an engine in good condition with normal oil pressure of 50 p.s.i., but the other was in poor shape with sagging oil pressure which dropped to 20 p.s.i. at normal running temperature. Little difference was noticed on the first engine but on the latter unit the oil pressure rose to 40 p.s.i. soon after the treatment, and stayed there for many weeks, gradually falling slightly until a fresh tin of STP revived it after two months. During the intervening period only 30 grade oil was added to the sump, so the pressure rise could not be attributed to the use of thicker oil. The regular driver of this car commented that the engine felt smoother after the STP treatment, but otherwise no other changes were found. STP is also recommended for coating engine parts during assembly, and it is interesting to note that the use of STP in this way is authorised by American aircraft companies such as Lycoming. It is also used in all new Studebaker cars and was used in the supercharged Avanti which gained a number of speed records recently. The STP Division of Studebaker is also sponsoring the four-wheel-drive Novi-Ferguson car for Indianapolis, so you may like to feel you are helping to run a racing car!

Three products come from Trico-Folberth Ltd., Great West Road, Brentford, Middlesex. These are an anti-freeze solvent for screen washer bottles priced at 7s. 6d., a de-icer at 7s. 6d., and an anti-smear windscreen treatment at 6s. 9d. The first is useful in cold weather as the water bottle does not freeze up and the water sprayed onto the screen does not freeze. The solvent is claimed to be harmless to rubber, paint and metal. The de-icer is sprayed onto iced-up screens and seems to work quite effectively, although a scraper will do the same job only slightly slower.









Left: *The Restall head-rest, priced at £2 19s. 6d.* Left, Centre: *The various bottles of "Jollop" described in the text.* Right, Centre: *The Crypton "Home Charger" battery charger.* Right: *The Assistant Editor wearing his Mendac car coat.*

Trico obligingly sell a combined scraper and squeegee for 5s. The anti-smear liquid is sprayed onto screens from an atomiser which is not very effective and managed to squirt most of the liquid over our hands, but the solvent seemed able to remove the oily film which often clogs the screen and wiper blades.

Latest from Holts is Chrome Wax at 5s. and Engine Clean at 5s. 6d. Chrome Wax is a protective film for chrome and not a polish, and seems to be quite effective but it is difficult to obtain a smooth finish as the aerosol can does not spray evenly and it is very difficult to remove if a mistake is made. Engine Clean is for spraying on oily engines, after which the filth can be brushed or hosed off. The main constituent seems to be paraffin and we imagine that plain paraffin and a soft brush would be cheaper and just as effective.

From Newman Kimberley Enterprises Ltd., London, W.1, comes Hide Food at 9s. 6d., a product supplied in an aerosol can for polishing leather upholstery. We have no staff cars with leather seats so we tried it on a briefcase, which seemed to improve with the treatment, although the smell of the cleaner is not as pleasant as that of leather.

Motor mechanics have long been wise to the value of such products as Swarfega and Dirty Paws, which clean even the dirtiest hands. Dirty Paws is now available in small tins at 1s. 9d. and 3s. 11d., and this pink jelly with the antiseptic smell quickly removes ingrained oil and dirt. Many people rub it into their hands before starting work on the car and this undoubtedly helps when the time comes to wash it off.

MENDAC CAR COAT

Most car coats tend to be bulky, expensive and of limited use, but the Mendac coat is relatively cheap at £3 9s. 6d. and can be used at all times. The coat is made from showerproof poplin treated with Phobotex, which ensures that it is washable and water repellent. Inside it is padded and quilted but not too thickly, so that it can be worn over a jacket without feeling too bulky. Two large side pockets are fitted, as are adjustable side vents, and the cuffs can be buttoned-up if required. The front is fastened by four buttons, which quickly came loose on our test coat, and a small button at the neck to close the collar. Available only in a dark brown colour, the Mendac coat is sold in chest sizes 38, 40, 42 and 44 in., and is available from Mendac Shirts Ltd., Hipley Street, Old Woking, Surrey.

RESTALL HEAD-REST

Car seat designers are becoming increasingly aware of the advantages of head-rests and the day may not be too far distant when all car seats will incorporate integral head-rests. Not only are they useful for passengers who wish to sleep but they are a means of protection for the neck in collisions from the rear, as painful neck injuries can result when the head snaps backwards suddenly. One of the best-known head-rests is made by Restall Bros. Ltd., of Floodgate Street, Birmingham. This head-rest, which is shaped like a cotton reel, has a sponge rubber interior covered with black P.V.C., and is mounted on a plastic covered metal frame which slips over the seat back-rest. The head-rest swivels concentrically as well as moving up and down, so that everyone can find a comfortable position. The metal frame is available in two sizes, one to fit up to 2 in. thick back-rests and the other for the 2-in. to 4-in. sizes. Both sizes cost £2 19s. 6d.

CRYPTON "HOME" BATTERY CHARGER

Better known for their large array of electronic testing equipment for the garage trade Crypton Equipment Ltd., of Bridgwater, Somerset, make a battery charger for use in private garages. Known as the "Home" charger it sells for £3 19s. 6d. and is mounted in a compact, well finished box which can be affixed to the garage wall. It has a 1¼ amp output, can be used over a range of 200 to 240 volts and is quickly adjustable for charging both 6 and 12 volt batteries.

THREE NEW B.M.C. SPORTS CARS

THE British Motor Corporation, as the World's largest producer of sports cars (in the past 18 years they have made nearly 350,000 Austin Healey and M.G. sports models, exporting nearly 90% of these, mainly to N. America, where their sports-car earnings total approx. 400-million dollars), naturally wish to keep these models of their wide range up to date. They have, therefore, recently revised the popular M.G. Midget and Austin Healey Sprite, introducing these, respectively, in Mk. II and Mk. III form, and given even more power to the rally-winning Austin Healey 3000, which is also now in Mk. III form.

It would seem that the smaller B.M.C. sports models have been chased by a Spitfire, because the revisions embrace wind-up windows and hinged quarter-lights, in lieu of the former awkward sliding windows. By endowing the A-type 1,098-c.c. twin-carburetter engine with a larger diameter (2 in.) crankshaft and the M.G. 1100 cylinder head, 59 (net) b.h.p. is developed at 5,750 r.p.m.—61 gross b.h.p. The old ¼-elliptic rear springs have been replaced by ½-elliptics, with bump-stops, as used on the M.G.-B. So, with Fiat also abandoning ¼-elliptics the last link with Roesch and Bugatti is severed, although the 3.8 Jaguar and 2½-litre V8 Daimler have short cantilever back springs which could be classed as ¼-elliptics.

Other alterations to the small B.M.C. sports cars include a curved windscreen, push-button external door handles, provision for locking both doors, adjustable rear-view mirror, and revised instrumentation with speedometer and tachometer angled slightly, each towards the driver. Dunlop Gold Seal tubeless nylon tyres are standard. Curiously, you have to pay extra for a headlamps' flasher. The latest Austin Healey Sprite Mk. III costs £610 15s. 5d., the new M.G. Midget Mk. II £622 17s. 1d., inclusive of p.t.

I was able to drive a Mk. III Sprite a few miles. It remains the jolly, safe-handling, rather toy-like little 2-seater with light, "quick" steering. But it remains a very porous car, the gaps between screen pillars and doors that are a feature of an earlier staff Sprite and let in draughts and rain, being only too evident in the new version I sampled.

The Austin Healey 3000 convertible has a new, more luxurious, interior with highly-polished veneer facia, but is something of a wolf in sheep's clothing, as although externally it looks like the Mk. II, this Mk. III version develops 150 (gross) b.h.p. at 5,250 r.p.m., against 136 b.h.p. at 4,750 r.p.m. of the older model. This power increase is accomplished by a new high-lift camshaft giving longer periods of valve opening, and the use of 2-in. HD8 S.U. carburetters instead of 1¾-in. HS6 S.U.s. The silencing system has also been redesigned. A top-gear speed range of 15-130 m.p.h., with 0-80 m.p.h. in 15½ sec., is claimed, and if the Laycock overdrive (an optional extra) is ordered, 100-m.p.h. cruising is possible at not much more than 4,000 r.p.m. To cope, servo-assisted 11-in. Girling brakes (disc at the front) are fitted as standard. The price is £1,106 3s. 9d., with p.t.

B.M.C. have sold over 110,000 Midgets and Sprites since the introduction of these models in 1958 and 1961, respectively, 85% having been exported. During last year, 91.5% of Austin Healey 3000 production was sold overseas, mostly in N. America. The Sports Car Division of B.M.C. at Abingdon now produces over 1,000 cars a week, exports in 1963 totalling 43,661 sports cars, of which 84.39% were exported, including 23,895 to the U.S.A., 2,075 to Germany, 2,001 to France, 1,811 to Canada, and 1,273 to Australia.—W. B.



CHASED BY A SPITFIRE?—The latest M.G. Midget now has wind-up side windows and a revised cockpit with angled speedometer and rev.-counter. The engine now gives 61 (gross) b.h.p. and rear suspension is by ½-elliptic springs.

LETTERS FROM READERS

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

ROVER'S REPLY

Sir,

My attention has been drawn to the Editorial of the February issue. As you pointed out, we were of course mistaken in claiming that for the first time in history a motor magazine has elected "The Car of the Year," and I enclose a revised copy of our Press Release. However, the rest of the Press Release is a straight translation by the Birmingham Chamber of Commerce of the article which appeared in *Auto-Visie*. The Rover Company has no desire to overstate the case but as it had no hand in the preparation of the *Auto-Visie* article it did not seem to us to be immodest to quote it in full as a statement of someone else's opinion.

While on the subject of the 2000, may I refer to your article "Rover Re-cap" in the January issue, and point out that the reserve tap is operated by an orthodox pull-push cable without any electrical nonsense.

WILLIAM MARTIN-HURST,
Managing Director,
The Rover Company Ltd.

Solihull.

[I am delighted to publish Rover's explanation of what appeared to us rather unnecessarily blatant publicity for a widely-acclaimed new car. But I am sorry to know that I should have had to repair a cable, not merely replace a fuse, to make the 2000's petrol-reserve work.—ED.]

* * *

THREE MERCEDES AND A LANCIA

Sir,

For 20 years, in India, I drove a succession of large Americans; after the last war a pre-war 6-cylinder Hillman, in 1948 a Citroën Light 15, 1951 a Zephyr, 1955 an Austin 90, and in 1959 a used (16,000 miles) Mercedes 220S in lovely condition. The Mercedes' seats, having softened, were very comfortable, it handled beautifully and, after the Austin—admittedly half its price—was a real delight. I did 90 miles on the Milan-Venice *autostrada* at over 100 m.p.h., when the engine temperature never shifted a point, and on the appalling surfaces in North France could hold 70-75 comfortably. Its *forte* was its 3rd gear and its balance over all road conditions.

After two years I traded it for the, then, new Mercedes-Benz 220SE. I was very proud of it, its looks, extra power, etc., but I was never happy with it. The seats were board hard and they always gave me cramp. The car was too big . . I don't say in inches, but it drove much bigger than the 220S. I was still running it in, when after 3,000 miles I swapped it for a 190 Mercedes SL, soft-top. I was delighted with this. It drove beautifully in one piece, was as handy as a cat, and for me (5 ft. 8 in.) the epitome of comfort. The top, when up, was completely draught and noise-proof. The engine was too noisy but had a sparkling performance, and on the Munich-Salzburg *autobahn* reached 120 m.p.h. . . . when we were having a dust-up with another exactly similar white, red trim job. So far so good. Where the car failed was if she was fully loaded for touring, on the aforesaid surfaces in, say, North France, she lost her form completely. She pitched into every pot-hole, the steering became erratic and the ride so uncomfortable that one had to pull back to 50 m.p.h. or so. We drove it abroad for two years and finally I had a strike on my hands . . . I loved to drive it with the top down and my wife hated the gale down her neck, and, true to say, whenever one topped 70 this was considerable. My wife is a mad keen motorist, but "fair dos" . . . she does a lot for me and I had had it!

We were in Rome in 1962, and there I saw the Lancia Flavia coupé. A friend of mine had a saloon. Prior to this he had owned a Rover, Bentley, Bristol, etc., and he maintained that getting him to and from his race meetings (he is a trainer) the Lancia did the journeys quicker and with less effort than any of his previous cars. Further, he had a friend who had a Flaminia. Each drove the other's car and both, he told me, agreed that the Flavia was the better car of the two. He drives like the devil, and I was impressed. I was further impressed when I drove and saw the lines of the coupé. I traded in the 190 for the coupé in March last year and I could not be better pleased. I have never heard of a bad Lancia and this one is a corker. It is on the noisy side, but don't all GT makers let through that extra Bruuuumph to underline that it is GT? I think so.

Its performance matches that of the 190SL; it is as comfortable; it corners better by some 5 m.p.h.; and it pulls better at low revs, and, here is the point, one can load it fully and drive it over any surface at any speed. Last year, through Spain and back through France, the car floated effortlessly over the worst of roads and held a perfect line at 80 m.p.h. or more. Only a 300 Merc. passed us. It isn't that it is faster than my Mercs. but its springing, road-holding, steering and brakes are so perfect that one does in fact drive faster than in the other cars, and of course it takes up very little room on the roads. Its only superior, I would say, for my purpose is the Flavia fitted with the 1800 engine. As our roads get more and more congested, nothing would induce me to own a large car. With its ability to carry touring luggage this small superlative quality car seems to me to stand alone.

What else? Porsche . . . you can only pack a toothbrush; E-type . . . ditto; Alfa 2600, Healey, Rover 2000, M.G. . . . not the quality and less luggage room. Jags generally . . . well, I just don't trust them; my owner friends have had too many "experiences" with them for my peace of mind. As a member of a motoring journal test staff said to me: "Well, you see, they really offer too much for too little money."

I expect that enthusiasts, having read this, will be licking their pens.

Newmarket. DENZIL HOLDER (Lieut. Colonel).

* * *

THE OTHER SIDE OF THE R8 COIN

Sir,

Having driven a Renault R8 for nearly 12,000 miles now, I was very interested to read Mr. Dixon's letter in your February edition. However, there is one very important point he omitted to mention and that is the handling at high speeds.

The weight distribution is nearly 70% rear–30% front, so it is hardly surprising that directional stability suffers. Progress down the M 1 in a strong cross-wind is alarming, and even with 1 cwt. of solid weight in the front boot matters are not greatly improved.

If only Renault would put the engine and transmission where they belong! With the superb 5-bearing engine and now 1,100 c.c., plus those front seats, it really would be a world beater.

As for me, it will have to be Issigonis next time!

Chesham. G. H. ARKELL.

* * *

ARMSTRONG SIDDELEY SERVICE

Sir,

So often I have read about the poor service British car makers give that I felt I must place on record the "after sales service" which Messrs. Armstrong Siddeley Motor Cars give to members of the public. Finding myself in need of spares for a motor car which is no longer in production, I was amazed at the attention and the great detail given to my request for assistance.

Being a regular reader of your splendid magazine and for some long time taking note of the disappointed owners of English products, I felt it only fair to point out that English manufacturers *can* be efficient and courteous; regrettable that few of us ever bother to admit this, or, show our appreciation.

Stretford. J. E. TAYLOR.

* * *

RALLY ADVERTIS ING

Sir,

The Reliant advertisement on page 73 and the results of the Welsh Rally on page 81 of the February issue prompt me to comment on the rather doubtful value of class wins as advertising material.

Reliant are probably justly proud of their achievement, but the fact remains that their cars were beaten by at least ten others (how many were there?), all of smaller engine size and one being only one third as big.

This is not a personal attack on the company in question; other manufacturers adopt the same methods; but if they choose to do so, let us get their claims, true though they are, into the right perspective.

Workington. D. W. BLACKLOCK.

[And not long ago we saw the Skoda advertised as the car that won the Monte Carlo Rally.—ED.]

CITROEN COMMENTS

Sir,

I have just received my copy of MOTOR SPORT for March, and I am delighted to see that you are the first to test the Citroën DW, and that you liked it so much.

After that truly dreadful road test of the DS last year by you-know-who, it is so refreshing to find someone who really appreciates our lovely motor cars.

I notice that you mention in particular the wind roar at speed caused by the frameless windows. There is a low-pressure area at the rear of the car, and if the near-side rear window is left open about ⅛ to 1 in. it will be found that the car becomes almost completely silent and the annoying wind whistle you complained of entirely disappears. There is no draught. It is a complete cure.

May I say how much I enjoy your journal, which I have read without a break for over thirty years.

Please use your influence with M. Garbé to persuade the inscrutable Quai Javel to introduce all-in-a-line gear selection on the DS, with a foolproof synchromesh between 1st and 2nd. Perhaps a 5-bearing crankshaft for good measure, set below a modern over-square motor, keeping the same cylinder-head design and twin-choke Weber.

Beyond these modest requests I have nothing to ask, the car is so near perfection.

Lytham. E. O. WANLISS.

* * *

A MATTER OF FINANCE

Sir,

In case you and your readers have recently seen in the daily papers that the insurance companies have "lost" nearly £6 million on motor insurance, and you are feeling less bitter about paying increased premiums, may I prompt second thoughts?

The published loss does not take into account interest earned on the £345⅛-million premiums collected in advance. This interest, although received by the insurance companies, does not have to be disclosed to conform with Board of Trade requirements. I do not know the figure but I would venture to suggest that it practically offsets their alleged loss.

Potters Bar. BRIAN L. HILL.

* * *

REALLY!

Sir,

As one blessed with the good fortune of having owned several Rolls-Royces and destined, I hope, to sit behind a few more "Parthenon radiators" in the years to come, it is with great distress that I must reveal a *design fault*, that all may know and be warned.

For the public good and without fear of the consequences I must expose this mistake for the sake of truth. It is this: *that the bonnet clouts the "Silver Lady" sharply on the behind when you open it!*

True worshippers, of course, have come to accept the ritual of turning her into a respectable sideways position before inspecting "the masterpiece," but one can't help wondering whether any other manufacturer could have got away with it.

Manchester. PETER D. HARPER.

* * *

THE WATER-COOLED VW MODEL

Sir,

Having been an enthusiastic beetle owner for some 10 years, and 150,000 miles, covered in two cars, I felt that the time had arrived when I could profitably carry out certain maintenance and servicing functions myself. I therefore obtained a copy of P. Olyslager's manual on the Volkswagen, published by the *Sunday Times* and revised in 1963. This manual is, let me make it quite clear, devoted *only* to the Volkswagen, and mentions no other make or type of car.

Imagine then, my surprise, on turning to page 137, which is devoted to engine faults and rectification, and reading the following:

K. Engine overheats	
Cooling system:	
Lack of water.	Top-up and check for leaks.
Radiator clogged by insects.	Clean.
Cooling system clogged internally.	Clean with a cooling system cleaner of a reputable make and flush out according to maker's instructions. Inspect radiator hoses and replace if in bad condition.

In the preface, on page 1, I am told that "the manuals were described, after considerable research by the International Commission on Automobile Documentation as 'The best automobile documentation so far in the world' and can therefore be confidently recommended for accuracy, precision and thoroughness."

Is any further comment necessary? I think not, save to warn other readers of the folly of following too slavishly such misleading rubbish!

Hertford. MICHAEL HART.

* * *

THE GROWTH OF MOTORING

Sir,

The record for the smallest number of vehicles to be registered by any one authority in England and Wales is held at present by the Borough of Bootle (12,900), followed by Rutland (13,150). These figures are approximate and apply to the turn of this year. Both these authorities, for some unaccountable reason, have started issuing the new system of numerals with the suffix B, denoting 1964.

Radnorshire and the Borough of Merthyr Tydfil follow with 14,000 and just over 14,000, respectively. The next Welsh authority (I believe this includes England too) is Merioneth with approximately 17,900. They too have now started the new numeral system (the only example from Wales I have seen). There is a 1910 Maudslay automobile on show in Coventry Art Gallery, EJ 79. Only 79 vehicles registered in Cardiganshire up to 1910!

Nailsea. HUGH E. M. JOHNSON.

Sir,

Your correspondent A. G. Richardson (February 1964, page 115) brings out a number of interesting points in his letter but where, oh where, did he get his information about Leith registrations? This registration (WS) did not have 30 years of use prior to being adopted by Edinburgh but rather less than 17. It was in abeyance between 1920, when the Edinburgh Boundaries Extension Act brought about the amalgamation of city and burgh, and June 1934, when Edinburgh's then existing two-letter registrations became exhausted.

To the nearest whole number Leith registrations averaged 146—not 16—per year, the last issued number being 2401. WS 2402 to WS 9999 were issued as Edinburgh numbers between June 1934 and July 1936, in which year the total registrations were over the 4,000 mark. Last year there were some 11,000 registrations and there is every sign of the 1964 figure topping 12,000. Contrasting the figure of 4,000 with 12,000 gives perhaps as accurate an indication of the growth of motoring over the last 30 years as is likely to be arrived at along the notoriously unreliable road of statistics.

If Mr. Richardson is interested in the slowest rate of registration—which certainly never belonged to the Port of Leith—he might care to explore the situation in Bute County (SJ) where the 3,000th registration seems likely to be recorded only during 1964. I do not want to dispute his total figure of registrations in Scotland and Ireland up to 1932, but I believe he may have a surprise in store when he investigates this question further. Total Edinburgh registrations up to this time were around 43,000.

C. S. MINTO,

Edinburgh. City Librarian, Edinburgh.

* * *

BELTING-UP

Sir,

I was extremely interested to read your comments on car safety harnesses in both the February and March issues of your excellent journal. The remark which interested me most was your comment on being burnt alive.

I heard an experienced motorist tell me once how he had crashed his Lotus Elite. He himself was knocked unconscious and thrown clear, but the Lotus was burnt out. Now, had he been wearing a safety belt he would have most certainly been burnt alive.

This story may only illustrate a very weak example for an argument, but I feel that many people who daily risk their lives by, say, smoking, ought not to criticise people who slightly risk their lives by not wearing safety harnesses in motor cars.

Sheffield. MICHAEL A. FAULKNER.

Sir,

May I, as one who appreciates both wit and a sense of humour, congratulate you on your comments regarding the use, or otherwise, of seat-belts.

In this modern world of motoring, the wearing of these harnesses is one of the few things left to the motorist's own discretion.

My husband and I prefer driving our car in the " old-fashioned " way, and accepting our fate without the restraining influence of straps, etc., as so many others have done since the era of the motor vehicle began.

Alloway. PATRICIA H. DICKIE (Mrs.).

* * *

THE COST OF RACE SPECTATING

Sir,

Regarding the high prices referred to by Mr. Huddleston (March issue), it is interesting to reflect that Brands Hatch is owned by the same company that owns Oulton Park, Mallory Park and Snetterton. Let's hope that higher prices will not be charged at these circuits too.

I, for one, find that the prices for Aintree/Silverstone G.P. meetings are high enough, and many others agree. This results in an ever increasing number of people leaving the big meetings to those who can pay the high prices, whilst themselves enjoying the unchanging atmosphere of the small club meetings.

Finally, keep up the good work as outspoken editor. I have taken your magazine for 15 years and I would hate to find it changed, either now or in the future.

Fillongley. JOHN WARD.

Sir,

I am somewhat surprised at the letters concerning admission prices at Brands Hatch. I am only surprised in that the letters come from motor-racing enthusiasts. Had they come from ordinary folk, well it's quite understandable, as it seems to be the modern trend of the general public to expect everything to be priced at what they would *like* to pay.

One nearly always finds that the biggest moaners will drink and smoke the price of anything they are complaining about, often whilst they are telling you about it.

The fact is that the Grand Prix at Brands Hatch is well on the way to being sold out as far as grandstand tickets are concerned, and that surely is undisputable proof that prices are right.

Even a student can save the price of a grandstand ticket at less than a bob a week from one year to another, and a bob a week is less than one cigarette a day or one fluid ounce of beer!

If Brands Hatch is more money than Silverstone, what of it? Silverstone must be the worst spectator circuit in the country. The best circuit for spectators is without doubt Oulton Park, though stand accommodation is so limited that I suppose it would not make enough money for a Grand Prix. Aintree is not bad; far and away better than Silverstone.

Let us remember that Grand Prix racing is very expensive to put on, and let us be thankful that only by *us* paying (and not by moaning) will it continue in the healthy state that it is in at the moment.

Perhaps your correspondents do not remember the first British Grand Prix when the entry consisted of three invincible Delages (with the rest nowhere) and odd British entries that could only have been accepted in order to make the starting line look like a race.

Harrogate. JOHN HARDY.

* * *

LANCIA HISTORY

Sir,

Mr. Foeman's " History of the Lancia," published in your March issue, is so breathtaking in its scope, detail, and general accuracy, that any criticism seems churlish. Nevertheless, because of its excellence and because it has been published in MOTOR SPORT, the article is bound to be quoted as an authority for many years to come, and so I hope that the following observations will be accepted in this spirit.

Mr. Foeman says that Vincenzo Lancia set up on his own as a car manufacturer in 1908. In fact the company of Lancia & C. was legally incorporated on November 29th, 1906, in the office of a Turin notary, Ernesto Torreta. The capital was 100,000 lire, half of which was put up by Lancia's partner, Claudio Fogolin, who managed the commercial side of the business. They rented the old Itala workshops on the corner of Via Ormea and Via Donizetti, and spent the next year developing prototypes and dealing with the results of a serious fire in the workshops. The first cars were shown at the Turin Motor Show in January 1908 : three Alfas and one Di-Alfa (the latter, with a black limousine body by Locati and Torretta, was bought by Felice Nazarro).

Mr. Foeman passes over the years 1908-1913 rather superficially but in fact the following models were produced in this period :

1909, Beta; 1910, Gamma; 1911, Delta and Di-Delta (racing model); 1912, Epsilon and Zeta; 1913, Eta; 1914, Theta.

In 1908, a Lancia Alfa won the International Light Car Race, at Savannah, Georgia, and in 1909 a Lancia Beta, driven by Guido Arroldi, came third in the Fourth Targa Florio. In 1910, a Lancia Gamma, driven by Vincenzo Lancia, established a class record at the Modena Speed Trials, covering the measured mile in both directions at an average speed of 113.576 k.p.h. This, in fact, was Vincenzo's last appearance in competitive motoring.

In the same year a Lancia Gamma won the 305-km. " Tiedeman Trophy " race at Savannah, Georgia, at an average of 58.48 m.p.h.

I can add to the price information of the Edwardian models. The 1912 catalogue prices the Epsilon at £495 (chassis), the 1913 Eta chassis sold at £380, whilst in 1914 the Theta chassis sold for £575.

Mr. Foeman quotes the top speed of the Di-Lambda as slightly under 80 m.p.h. In fact, the advertising slogan for this remarkably flexible car was " From 9 to 90 in top," and the car could be started and run at a walking pace in top gear and do well over 90 in this ratio in favourable conditions.

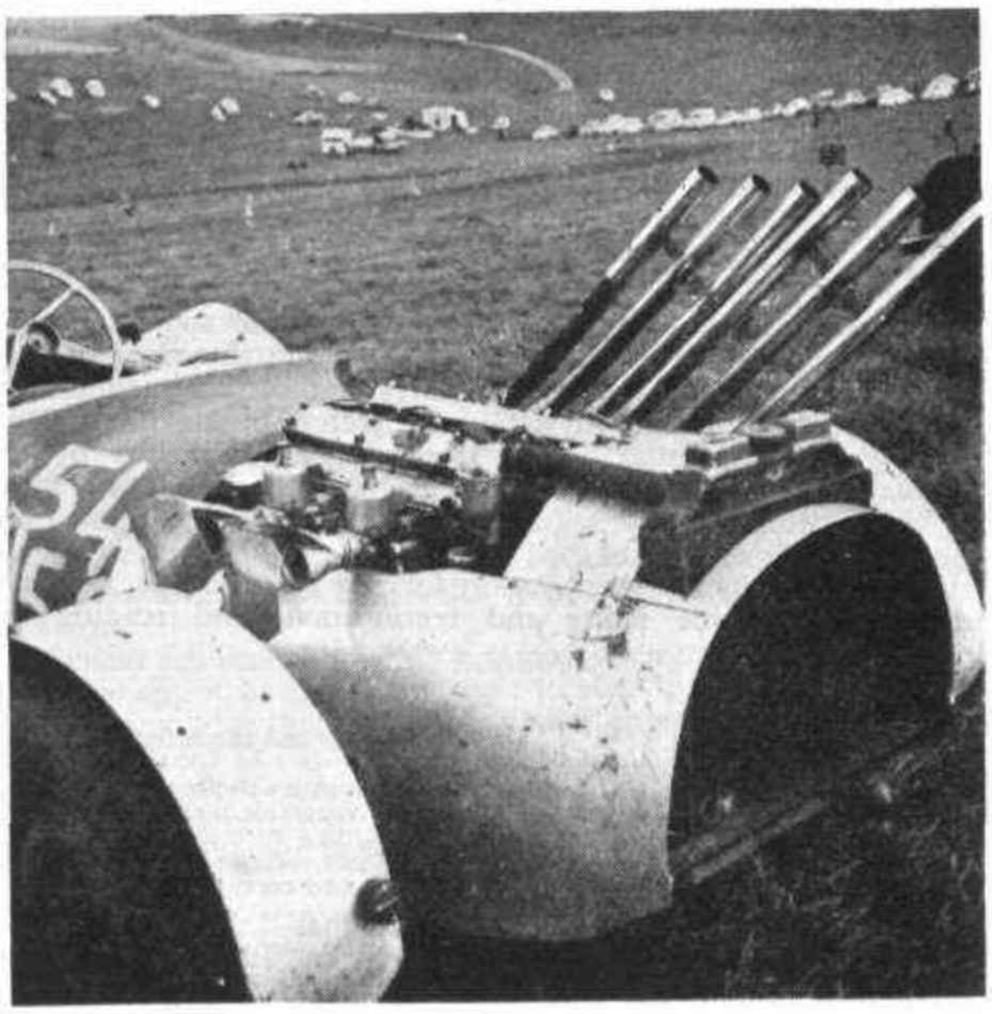
In his description of Lancias of the nineteen-thirties, Mr. Foeman omits any reference to the Ardea. Produced in 1939, this model looked like a miniature Aprilia, but had semi-elliptic " cart springing " at the rear. The engine, of 903 c.c., developed 28.5 b.h.p. at 4,600 r.p.m. The Ardea was never well known in Britain but continued in production until 1953, when it was replaced by the Appia. Later models of the Ardea had a 5-speed gearbox.

Mr. Foeman refers to the abortive V12 Lancia of 1919. He says that a few engines were produced, but in fact a complete chassis and engine were exhibited at the Paris Salon in that year. The chassis was remarkable for a most complicated and ingenious rear suspension system consisting of a combination of cantilever and semi-elliptic springs with cable connections between the axle and the end of the cantilever. If Mr. Foeman is interested, I have a detailed description of this car and photos of the engine, as well as a good deal of detailed information about the Edwardian models, which I should be glad to show him.

Finally, congratulations to Mr. Foeman and to MOTOR SPORT for a massive and valuable contribution to the bibliography of one of the world's most consistently advanced and successful motor cars.

Send. JOHN BORTHWICK,
Editor, *The Lancia Motor Club Journal*.

TAILPIECE



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FOR SALE

LAGONDA 2-LITRE 1928 vintage open tourer. M.O.T., taxed. £75 o.n.o. 121, Copers Cope Road, Beckenham. Tel.: 9316. [0973

M.G. PA, 1934. Good condition, hydraulics. Reasonable offers or exchanges. Jennings, 46, Walsworth Road, Hitchin, Herts. [0974

SHORROCKS SUPERCHARGER KIT as new, for 105E, 2,000 miles, extras. £45 o.n.o. Box No. Y.975. [0975

1935 RILEY KESTREL NINE. One owner, many spares. Offers. 4, Brendon Avenue, Weston-super-Mare. [0976

A.C. 2-LITRE, 1951. Splendid mechanical condition. One owner last eight years. History includes maker's refit. Offers. Hooper, 28, High West Street, Dorchester. [0977

DELLOW, immaculate condition, new weather equipment, electrics, many extras. £145. Tel.: Southend 74314. [0978

AUSTIN HEALEY 100/6. Ice blue/ivory, very carefully maintained in specimen condition throughout. Many extras. £400. Foster, Newcastle Street, Worksop. [0979

LAGONDA RAPIER. Reconditioned engine, clutch, brakes, steering, new tyres, battery. £75 o.n.o. Box No. Y.980. [0980

1930 AUSTIN SWALLOW. Very rare car in beautiful condition. Over £80 spent on complete mechanical overhaul last year. Excellent tyres. M.O.T. November 1964. £75 Mrs. Hodgetts, The Old Mill, Mill Lane, Compton, Wolverhampton. Tel.: 52470. [0991

TR2, 1954, RED. Hard-top, sliding sidescreens, overdrive, good mechanical condition, recent respray. £225 o.v.n.o. Cornerlays, Willesley Road, Ashby-de-la-Zouch, Leics. [0992

ALVIS TA21. One engineer owner till Dec. 1963. Silver grey with red hide upholstery, Lucas P.700 headlamps and driving lamps, H.M.V. twin-speaker radio, badge bar, etc. All chrome fittings renewed last month. This machine is outstanding. £175. Terms may be arranged. Carter, Whirlow Cottage, Ecclesall Road South, Sheffield 11. Tel.: 366922. [0994

BENTLEY SPARES, 1934-37. Complete reconditioned engine and gearbox, manifold and carburetters, starter and *dynamo. Also radiator core and chrome cowl. Offers.* Carter, Whirlow Cottage, Ecclesall Road South, Sheffield 11. Tel.: 366922. [0995

PACKARD 1937 HARD-TOP coupé Straight Six. 20 m.p.g., hydraulic brakes, i.f.s., anti-roll bars, new tyres, heater, spotlight, dicky seat, new battery. £47. Tel.: Bow 9654 evenings and weekends. [1014

SPECIAL BUILDERS. A40 Devon engine and g/box and all accessories. Excellent running order. £25. Box No. Y.015. [1015

M.G.-PB, GOOD CONDITION. Spares, taxed and M.O.T. August. £110. 4, Charlecombe Road, Westbury, Bristol. Tel.: 628760 (home). [1017

JAGUAR 2.4, 1958. Beautiful condition, specially finished in Monza red with black interior. Fitted Variflow shock absorbers, 3.4 twin pipe exhaust system. No insurance loading on this model. Nearest offer £495. Fisher, 26, Longdown Lane North, Ewell, Surrey. Tel.: Ewe 6561. [1018

M.G. TA, 1936. M.O.T., taxed, red. Excellent condition, recently overhauled, new hood. £150. Fletcher. Tel: Gipsy Hill 2433. [1019

CITROEN DS19. Maroon/cream, good condition throughout, 1957. £335 for quick sale. Tel.: Redhill 5976. [1020

A.C. 16/60 1937 COUPE. Mechanically sound, M.O.T. January 1965. New hood and tonneau, front seats tatty. Only one garage therefore best cash offer secures. Tel.: Billericay (Essex) 427. [1021

TRIUMPH VITESSE, 1937. Good, M.O.T. £35 o.n.o. Spare engine. 119, The Ride, Enfield. Tel.: How 3315. [1022

MINI ENGINE/GEARBOX. Lightened flywheel, balanced crankshaft, gas-flowed head, etc. £45 o.n.o. 131, Thorndon Avenue, West Horndon, Brentwood. [1023

B.M.W. 501 LEFTHAND DRIVE saloon (6-cyl.), 1957. Registered March 1961. Fitted Becker Auto radio, Webasto roof. 26 m.p.g. Best offer over £275. P.X. considered. 1, Lynwood Grove, Heaton Chapel, Stockport, Cheshire. Tel.: HEA 1355. [1024

ALVIS SPEED 20, 1932 saloon. Body and mechanics very good. Three new tyres and batteries. £80. Cook, 117, Downham Road, London, N.1. Tel.: AMH 2283, ext. 13. [1025

CLEARANCE SALE: M.G.-TA fitted XPAC engine, gearbox, £125. Lea-Francis estate car, 1952, gen. low mileage. £50. Alloy body on Austin A40 chassis. £20. MacArthur, Blairmore Farm, Dunoon, Argyll. [1026

1935 3½-LITRE LAGONDA tourer. M.O.T. to 1965. Reluctantly offered for sale. £225 o.n.o. Box No. Y.027. [1027

M.G.-Y TYPE, 1950. New superb mechanics, maintained regardless of cost. £200 spent in last year. £160. Meaghan, 19, Granton Avenue, Upminster, Essex. Tel.: Hornchurch 43415. [1028

VOLSWAGEN, 1949. All mechanical parts renewed last three years. Interior shabby—body sound but needs attention. Drive away, complete spares list, from 122d, Maple Road, Surbiton, Surrey, for £50 o.n.o. [1029

JAGUAR XK120 roadster, 1951. Hard- and soft-tops, excellent bodywork in ivory. New tyres 130 m.p.g. £165. Barron, Pilgrims Rise, The Avenue, Gosport, Hants. Tel.: 81577. [1030

LEA-FRANCIS ESTATE, 1949. M.O.T. May 31st. £25. Warne, 24, Huggins Lane, North Mymms, Hatfield (tel.: 3151), Herts. [1031

FOR SALE—*continued*

1923 BULLNOSE MORRIS COWLEY 4-seater tourer in fine original condition. M.O.T. Offers around £200. D. Laxton, 36, Grove Road, Ilkley. Tel.: 1448. [1032

ALFA ROMEO GIULIETTA SPRINT coupè. Imported, registered, overhauled 1963, 1958 model, faultless. £635 o.v.n.o. 198, Haslucks Green Road, Shirley, Solihull, Warwicks. Tel.: SHI 5499. [1033

CONCOURS 1172 SPECIAL. Buckler spaceframe, Ballamy suspension. Michelin "X"s. Hot E93A engine. Bills £650. Best offer over £100. Knight, 74, The Alders, Heston, Middx. [1034

RILEY FALCON, 1935. Excellent condition, full history. £135. Moulton, Prior Park, Ashby-de-la-Zouch. Tel.: 2069. [1035

HEALEY SILVERSTONE E-TYPE. Excellent condition throughout. New weather equipment. £270. Goode, Stone House, Wilbarston, Leics. Tel.: East Carlton 336. [1036

A.C. ACECA, 1956, *beautiful metallic maroon.* Engine completely reconditioned and still running in. Overdrive, four new Cinturas, belts, washers, Heater, etc. £550. Follows, 60, Tachbrook Street, London, S.W.1. Tel.: TAT 6606. [1037

XPAG-TF, M.G. ENGINE just overhauled. Earnshaw, 46, Barsbank Lane, Lymm, Cheshire. Tel.: 1054. [1038

1929 AUSTIN SEVEN Wydoor saloon. Original. Re-roofed, Re-wired. Excellent tyres. "Brassy." Almost M.O.T. £45. 84, Mill Lane, Chadwell Heath, Essex. [1039

IMMACULATE RED 1250 TF. 72 b.h.p., very fast; can be seen in Maidstone, Bournemouth or N. Wales. £350. K. W. Douglas, c/o 2, Haddon Villas, Vicarage Road, Yalding, Kent. [1041

£295. A.C. SPORTS TOURER. 1,991 c.c. 4-seater. Buckland all-aluminium coachbuilt body, pale ivory, 1953 engine just completely reconditioned, bodywork perfect, also completely reconditioned; all weather equipment. Full history, enthusiast maintained. For discriminating owner, will remain in sound condition for many years; extensive spares; open any survey. Harbage, 36, Lemon Street, St. Truro, Cornwall. Tel.: Truro 3337. [1043

RILEY 2½ ROADSTER, 1951. Excellent throughout; tonneau cover, heater, spots, mirrors, belts. Tested, taxed. £140. Sharpe, 134, London Road, Gloucester. Tel.: 24313. [1044

MUST BE CHEAPEST Mini Cooper offered. Immaculate appearance. Undersealed. Low mileage. Mechanically sound. £350. 39, Clifford Road, Barnet. Tel.: 6535. [1045

LAGONDA 2-LITRE 16/80 special Six tourer. Completely rebuilt, including new tyres. Must be one of the best examples in the country. Reluctant sale due to increasing family. £300 o.n.o. 64, Southernhay, Eastwood, Leigh-on-Sea, Essex. [1046

EXCITING OPPORTUNITY to acquire unique Bristol 400, with ex-works team engine and c.r. gearbox (F.N.S. 1/5). This car is beleved to be ex-Lurani, and is in French blue with interior-stored spare wheel, tubular bumpers, heater, radio, Michelin "X"s, etc. Much work and mods. executed of late by Anthony Crook Motors (bills available). £245 (offers). Enquiries, etc., please tel. Bourne End (Bucks.) 342. [1047

LINCOLN COSMOPOLITAN saloon, 1948. V8, good body, overdrive, power operated windows, good tyres. M.O.T. £90. Also B.M.W. 328. Very good condition. £175. Tel.: CHOrlton (Manchester) 1840. [1048

AUSTIN HEALEY SPRITE, July 1963, 1,100 c.c. Discs, one lady owner, 4,700 miles, heater, s'washers, hard-top, soft-top, tonneau, cover, luggage rack. B.M.C. guarantee. As new. £485. Terms. Tel.: Halesowen 1432. [1049

M.G. TF. Recent respray, engine overhaul. New tyres, good hood, heater, wireless. £300. Charrington, The Croft, Farringdon, Alton, Hants. Tel.: Tisted 200. [1051

750 SPEEDEX. Usual modifications completed 1964. Reconditioned throughout, full weather equipment. £180. Humphries, 37, Lyndworth Road, Stirchley, Birmingham, 30. [1052

ALVIS SILVER CREST, 1939. 17 h.p. saloon; mechanics and tyres good, body sound, wings need attention. Taxed December. £80. Tel.: Weybridge 47033. [1053

TURNER CLIMAX, 1,098 c.c. Stage II, works built, c.v. box, wire wheels, discs, low mileage. £450. Dr. Bradwell, Addenbrooke's Hospital, Hill's Road, Cambridge. [1054

BENTLEY, 1937 MODEL. 4¼-litre Park Ward Continental sports saloon; over £800 spent on this vehicle last 18 months. Bodywork outstanding and unique. Engine perfect, only just run-in. Bargain. £345 cash or will accept small car or van part payment. Tel.: Nottingham 82327. [1055

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ALVIS 4.3 SPEED 20 chassis, Charlesworth body saloon. Mechanically excellent, body fair. £100 but no reasonable offer refused. Lord, Scotchman Lane, Morley. [1056

MORRIS MINI DE LUXE, 1960. 950 engine, new tyres, first class. £285. Terms arranged. 20, Witley Avenue, Halesowen Worcs. [1050

AUSTIN SHEERLINE, 1950, ex-Consulate Car, stored since last October. Complete with handbook and spares. £125 o.n.o. Box No. Y.057. [1057

METROPOLITAN CONVERTIBLE, 1958. Green/white, excellent condition, radio, heater. M.O.T. certificate. £260. Brentwood, Essex. Box No. Y.058. [1058

SUPERB CITROEN TOURER, 1925. M.O.T. £185. 17, Bracebridge Road, Sutton Coldfield, Warwickshire. [1059

ALVIS 1948 TA14 saloon; radio, heater, spot, good tyres, starter rebuilt, good running order, needs repaint. 28 spares if required. £85 o.n.o. Worth, High Street, Navenby, Nr. *Lincoln. Tel.: 275.* [1060

K1 ALLARD 1948 2-seater sports. First class order. Property of Owners' Club member. Last 500 miles: reconditioned engine, clutch, exhaust system. Last 18 months: new batteries, master cylinder, brakes. All bills shown. Fitted electric pump, vacuum gauge, radblind. Excellent hood, sidescreens, tonneau, tyres. Two-tone blue with attractive K2 radiator cowl. Taxed and tested. Absolute reliability, character, performance for £150, including complete spare engine, gearbox, many other spares. Stephen Lane, Marthwaite, Casterton, Westmorland. Tel.: Kendal 136 (during office hours) [1061

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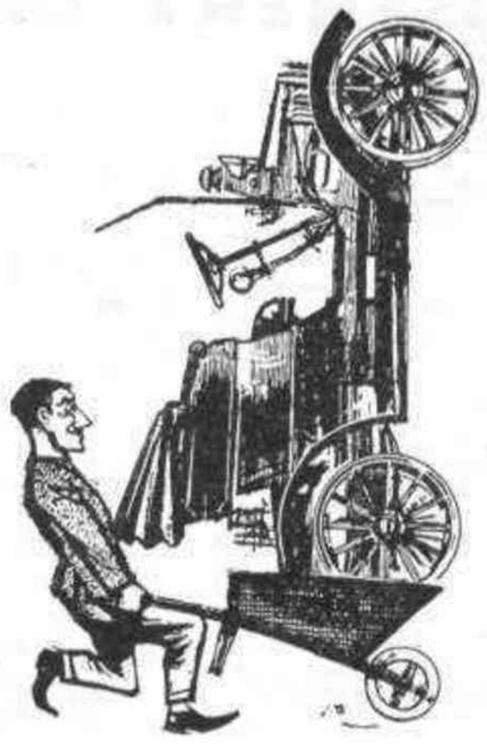
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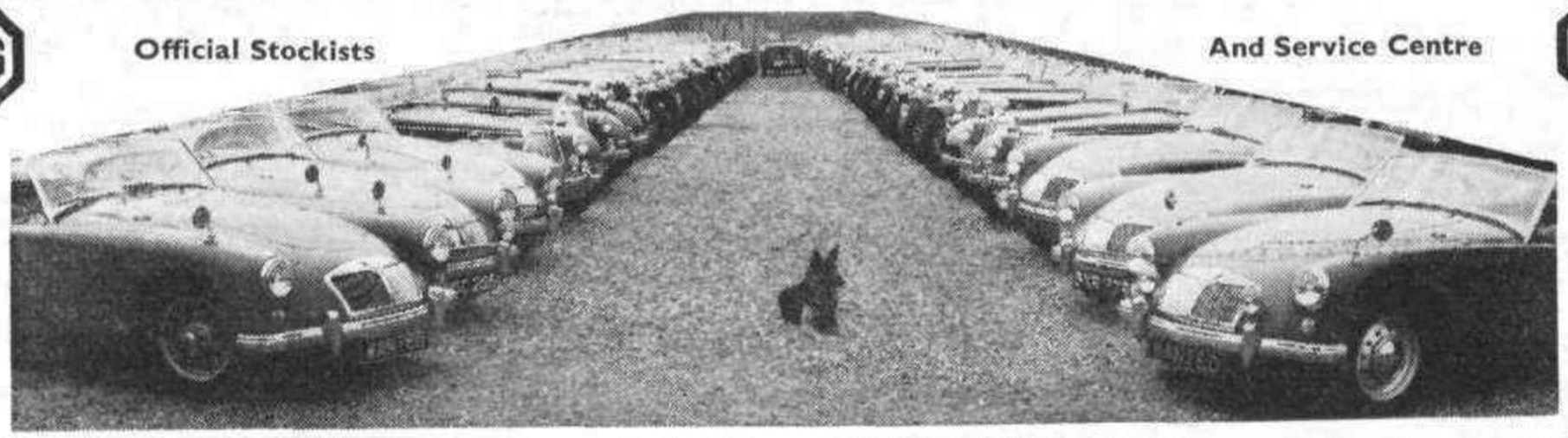
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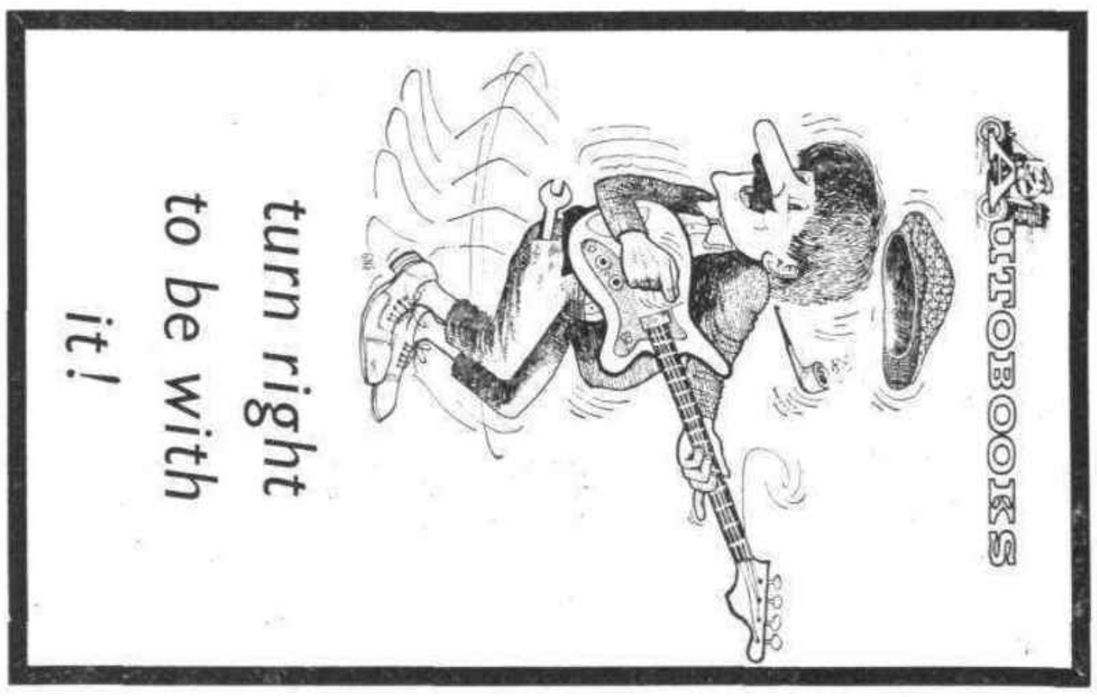
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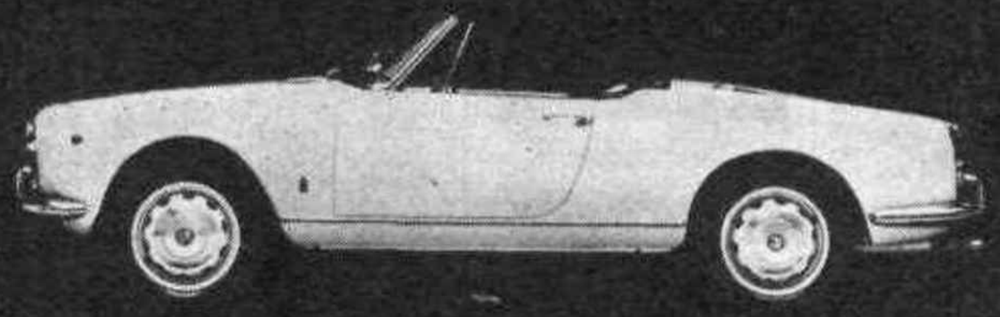
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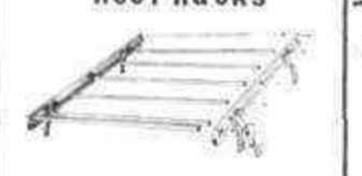
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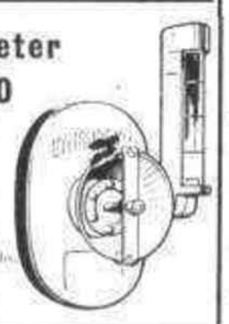


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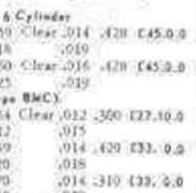
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Your own cam's can be reground for £14.10.0. (4 cylinder), £21.0.0. (6 cylinder) but delivery is 10/12 weeks. Popular cams A type BMC and Ford 105E can be had on exchange at clean prices.

PSW SU CARB TOOL KITS



Designed to fit all S.U. Carburettors to test and adjust:
1) Piston for free movement 2) Centering the jet 3) Synchronising 4) Mixture strength 5) Fuel level. Twin Carb set (WS 502D) £1. 17. 6.
Triple Carb set (WS 503D) £2. 8. 6.

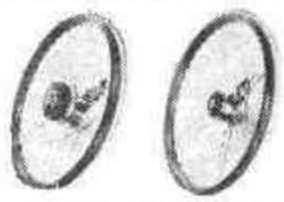
S.P.Q.R Major Change Remote Control Gearshift



This has been designed to suit the transverse mounted gearbox of the Mini. Fitted above the central floor tunnel in a rigid alloy casting, the whole assembly is insulated on rubber bushes. Combined with built in neutral locating device it ensures positive action, free from noise and vibration. Standard Model with black plastic knobbing and remote-control rod, chromed gaiter ring and gear lever £13. 12. 3.
De Luxe Model as Standard but with knobbing in special quality black vynide ... £16. 12. 3.

You may use the coupon on the opposite page for ordering any item shown here

FORMULA DE LUXE WOODRIMMED STEERING WHEELS



The best value for money in the world. Mahogany rim, shaped to fit the hand. Three white spokes to be seen and handled as to appreciated. (Midland agent: Messrs. 88 Coventry Street, Kidderminster).

Austin A40	15" Dished, 3 spoke	£10. 0. 0
Austin 7/Mini Minor/Cooper	15" Dished, 3 spoke	9. 0. 0
A/H Sprite	15" Dished, 3 spoke	9. 0. 0
A/H 100/6 – 5000 Adjustable	16" Flat	3 spoke	11.15. 0
A/H 100/6 – 5000 Non Adjustable	16" Flat	3 spoke	11. 0. 0
B.M.W. 700, 700S	15" Dished, 3 spoke	9.10. 0
Chevrolet Corvair	16" Dished, 3 spoke	11.15. 0
Ascender 30/250 Adjustable	16" Flat	3 spoke	12.15. 0
Fiat 600	15" Dished, 3 spoke	10. 0. 0
Ford Anglia 105E	15" Dished, 3 spoke	9.15. 0
Ford Cortina	15" Drilled, 3 spoke	9.15. 0
Ford 105E	16" Dished, 3 spoke	9.10. 0
Ford 105A (6/10)	15" Dished, 3 spoke	9.10. 0
Hillman Imp 1/67 Drilled, 3 spoke	9.15. 0
Hillman Minx (New)	15" Dished, 3 spoke	9.15. 0
Jaguar Mk. I, II, XK 140, XK 150 (2.4, S.4, S.8)	16" Flat	3 spoke	10.15. 0
Lotus 7	15" Flat	3 spoke	9.10. 0
M.G.A. 1600	16" Dished, 3 spoke	10. 0. 0
M.G.B.	15" Dished, 3 spoke	9.15. 0
Mini Minor/Cooper	15" Dished, 3 spoke	9.10. 0
Morris 1000	15" Dished, 3 spoke	9.15. 0
Metro/M.G. 1100	15" Dished, 3 spoke	9.10. 0
N.S.U. Prinz/Sport Prinz	15" Dished, 3 spoke	9.10. 0
Porsche 356/90 etc. wheel closed	16" Dished, 3 spoke (Less Horn)	8.10. 0
Renault Dauphine	15" Dished, 3 spoke	9.10. 0
Renault Floride/Caravelle/S	42" Dished, 3 spoke	10. 0. 0
Riley 1.5	15" Dished, 3 spoke	9.15. 0
Singer Gazelle	16" Dished, 3 spoke	9.15. 0
Standard 8/10	15" Flat	3 spoke	9.10. 0
Sunbeam Alpine	15" Dished, 3 spoke	9.15. 0
Sunbeam Rapier	16" Dished, 3 spoke	9.15. 0
Saab 95/96	16" Dished, 3 spoke	10. 0. 0
Triumph Herald/Vitesse/Spitfire	15" Dished, 3 spoke	9.10. 0
Triumph Herald/Vitesse/Spitfire	16" Dished, 3 spoke	10. 0. 0
Triumph TR2/3	16" Dished, 3 spoke	10.10. 0
Triumph TR4	16" Dished, 3 spoke	10. 0. 0
Vauxhall Vx 490	16" Drilled, 3 spoke	11. 0. 0
Volkswagen 1099/62 and 1500	15" Dished, 3 spoke	10.15. 0
Volvo 122S/PV 544	16" Dished, 3 spoke	11.15. 0
Wolseley 1500	15" Dished, 3 spoke	9.15. 0

Packing & postage 4/6d.

Black wheels without horns available on request.
Horns no longer sold separately.
TRADE SUPPLIED and wheels designed and made to manufacturers requirements.

MamBA DE LUXE GEAR KNOBS



25'9

Finest mahogany with car insignia under a clear dome. Currently available for:–

ALFA ROMEO	M.G.
AUSTIN	MORGAN
AUSTIN HEALEY	PORSCHE
A.C. SPORTS	TRIUMPH
FERRARI	VOLVO
FIAT	VOLKSWAGEN
FORD	MORRIS
HILLMAN	SUNBEAM
JAGUAR	SPITFIRE/GT6
LOTUS	

Maserati trumpet horns



Made by an accessory division of Maserati at Modena, they are ready to fit and can be painted. Note are covering button or ring. These compressor driven trumpet horns are in an unbreakable plastic on a cast base. The spare parts are 6 tone, long and wide, and 8 tone including mounting, the Normal parts, the same but for a greater length of 8 tone. The compressor is 4½ ins tall, 3 ins diameter. Price for either Series is Normal £7.7.3.

NOW AVAILABLE IN TWIN TRUMPET FOUR NOTE VERSION WITH LARGER TRUMPETS AND COMPRESSOR £ 10.7.0.



Walpres Mirrors

Continental Speed Mirror with streamlined back to prevent buffeting. Approx 3½" diam. Flat or Convex. Two models available. RACEMASTER (super light anodised aluminium) 16/9
SUPERMASTER, chromed 21/9

Overseas orders welcome

Personal callers welcome

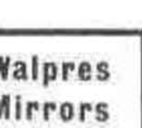


BLACKWELL CALCULATORS

An extremely well known range with models catering for casual or advanced Rally and Race drivers. Now available:

Mk I – Standard Rally Model	15/-
Mk II – Racing Model (Lap speeds, Index of performance etc.)	28/-
Mk IV – Distance Model (Combining Race and Rally needs)	56/6
Mk V – Regularity Model (For advanced Rallying)	36/-
Mk IR – (Illustrated)	15/-

MAP MEASURERS



No. 101	– Nickel plated with ring handle, + universal 1" diam.	11/3
No. 102	– As 101 but with long handle	13/3
No. 101/CP	– Combined with Magnetic Compass, ring handle	12/1
No. 106/PP	– Similar to 102, but with compass and propelling pencil instead of long handle	14/3
No. 107	– Combined with compass and magnifier, 1" diam.	14/3
No. 125/PT	– Combined with compass and plotting curve	15/9
No. 108/395	– Self registering odometer (up to 195 miles) combined with compass and ring handle	17/3

The HULL Car Compass



Essential to all Rally drivers and a most useful accessory for general mounting on unfamiliar grounds. The makers have been established for 25 years and have these two models available:
MODEL 500 in Grey or Jet Black with mounting bracket. 75'3
MODEL 600 as above but illuminated 88/-

HELPHOS Spot Lamp



71'3

Frame to enable all models readily removable suction pad from which lamp shell can be removed for searching under seats, peering under bonnet etc. A very flexible and highly recommended accessory for all motorists.

Isky T shirts



Made from only top grade material. Re-inforced collar retains shape indefinitely. Silk screened both front and back with attractive and attention getting designs. 19/6

MOON Equipped

They're here! T Shirts and Transfers carrying this famous trade-mark.
The Moon Eyes T-Shirts are available in three sizes, large, medium and small price, 13/-
The Moon Eyes Decals, each transfer sheet containing two pairs, are in three measurements:

3½"	1/-
4"	1/-
10"	15/6

BELL SAFETY HELMETS



Air flow connection for your head. Top safety marks from C.S.A. Smooth rugged outer shell of laminated fibreglass. Non resilient, energy absorbing lining of expanded polystyrene of a special density, determined by years of full-crown testing. Additional padding for a comfortable fit. Protects your head in bumper zones which other helmets do not cover.
BELL 500TX. A new standard in safety, complete with peak, £22.
BELL MAGNUM. With an additional lining to absorb low energy blows. The absolute maximum protection, complete with peak, £25.

Sizes available 6¾–7¾ inclusive.



SPRINT SILENCER

An orthodox expansion chamber filled with glass fibre, with a clear spare fuel way along, giving a two stage effect, to the basis of the new Sprint Silencer. A pipe leads from the exhaust before and after the silencer, and this is pinched in, according to the requirements of each car to which the silencer is applied. It has a balance effect which may be compared with that of the balance pipe which connects the throats of twin carburettor installations.
Available for – BMC Minis (Inc Coopers) Austin Healey Sprite, Ford 105E, Ford Cortina, Morris 1100, MG 1100, Triumph Herald, Triumph Spitfire. £4. 10. 0.

SILK SQUARES



We now have highest quality pure silk squares with attractive Mini motifs, as illustrated here. Measuring 27 ins. they are available in olive, buff, gold, navy, maroon and brown. 49/3

OCTOPUS Goggles



A fine quality range to suit all purposes.

026	De Luxe model backed throughout with foam rubber	18/6.
026AB	As above, lined with smoked Triplex Lenses	28/-.
024	Junior Champions	36/-.
024AB	As above, lined with smoked Triplex Lenses	39/6.
040	Senior Champions	90/-.
040AB	As above, lined with smoked Triplex Lenses	96/-
017	Spectacle wearers model	34/-.
017AB	As above, lined with smoked Triplex Lenses	36/6.

Spare lenses and headstraps are available for all models.

Chris Lawrence Gloves



41'9d.

Beautiful quality in the soft cape hide, sewn with "Lycra" (reinforced cord). Short cuff-ribbed wrist. Available in several colours in sizes 7, 7½, 8, 8½, 9, 9½, 10, 10½, 11.

BELL SAFETY HELMETS

As first connection for your head. Top safety marks from C.S.A. Smooth rugged outer shell of laminated fibreglass. Non resilient, energy absorbing lining of expanded polystyrene of a special density, determined by years of full-crown testing. Additional padding for a comfortable fit. Protects your head in bumper zones which other helmets do not cover.
BELL 500TX. A new standard in safety, complete with peak, £22.
BELL MAGNUM. With an additional lining to absorb low energy blows. The absolute maximum protection, complete with peak, £25.

Sizes available 6¾–7¾ inclusive.

CUD GEAR KNOBS



26/6

Solid brass knobs that have been oxidised and chromed to give a mirror like finish, and an impressive distraction to your car. Available to fit:– AC, ANGLIA MARINA AUSTIN A35/A40 or FLYING "A", AUSTIN HEALEY (and SPRITE), COMMER, CORTINA, DAIMLER, FORD (in red or black or screw), HILLMAN (also 1949), JUNIOR DIAMOND or SCEPTRE or SNIPE, JAGUAR HEAD (in cream or red or red and black), JAGUAR (E-TYPE), LOTUS, MG (in brown and cream or black and white), MG "B" (in red), MORGAN, MORRIS, RILEY, ROVER, SINGER (Bonnet or Gazelle), STANDARD, SUNBEAM (not ALPINE), TRIUMPH Globe in HERALD or TR or TR4, VAUXHALL, WOLSELEY.
Others available for American and Continental usage.

PLASTIC LETTERING

604 GBH

For making up number plates and a host of other jobs. Good quality, easy strip backing paper, easy to fix.
¾" White letters & nos. 9d. ea.
Square or oblong Black background 5/3 ea.
1¼" Motorcycle or Kart racing numbers 6d. ea.
POST and PACKING 1/- per set.

DUBLTEST... checks compression and tyres



FITS 18 M.M. AND 14M.M. COVERS 20–130 LBS. – 240 LBS. ONLY 5.1/8 INS. LONG. COMPLETE WITH SCREW CAP CONTAINER AND TIPS 20/-

BENDIX ELECTRIC FUEL PUMPS



Without doubt the best fuel pump on the market. Now being supplied to Cooper Cars Ltd., Lotus Components Ltd., Elva Cars Ltd., Lola Cars Ltd., Brabham Racing Developments Ltd., John Willment Automobiles Ltd. Argos sealed, no vapour locks, minimum number of working parts, easy to mount. This is for people who want maximum reliability in competition or general motoring.

Weight 1 lb. 13 oz.
Max. Delivery 30 gph
Price £10.13.0.

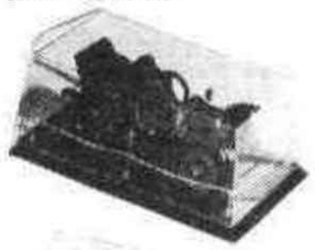
POTI ILLUMINATED MAP MAGNIFIER



61'3

Good enlargement over a wide area, with cut out to allow map marking etc. This excellent aid carries a built in bulb in the frame for dash and night work, complete with flex and plug attachments. Finished in grey with black rubber trimming.

KAR KASES



DISPLAY CASES for showing off your models. Keep them height, clean and free from dust.
LARGE CASE has black platform base for taking models up to 10" long by 5½" wide. Accessories include Stanchions, gold cord, tools, fire extinguisher, large reflector for improving underside, and an angel stand for identification. 21/6 complete
SMALL CASE has a clear platform and will take models up to 8¾" long by 3 5/8" wide. There are no accessories with this size, but even on its own it makes a handsome display for your models. Minimum order of 3 if to be sent by post. 9/9 each – 2/- p.p.

pactra paints for models



Soft Spray Enamel in 0 oz widget cans, especially for models are now available in the following colours:

Gloss Black	Candy Apple Red
Flat Black	Metallic Blue
Gloss White	Metallic Green
Flat White	Metallic Burgundy
Royal Blue	Candy Pagan Gold
Flat Red	Candy Parisian Green
Leaf Green	Candy Orient, Purple
Copper	Candy Sapphire Blue
Insignia Red	Candy Tahitian Orange
Lemon Yellow	Candy Underseal Gold
Aircraft Grey	Candy Underseal Silver
Satin Brown	Hot Red Primer
Chrome Silver	Candy Wild Cherry
Gold Leaf	Candy Indian Turquoise
Orange	Candy Lime Green
Mint Tan	Metallic Bronze
Clear	Metallic Heather
Molten Pink	Metallic Red
Sky Blue	

7/6d each

We also have PEARLESCENT enamel spray 'Mixed' also in widget 0 oz cans in:

Pink Pearl	Green Pearl
Orchid Pearl	Natural Pearl
Gold Pearl	Turquoise Pearl

10/6d each

One Step Lacquer



The latest development from America. The Harris One Step Kandy Lak lacquer avoids the necessity of undercoats, and is mixed ready for use. Available in quarter tins and 14 oz aerosol containers, in six colours. Kandy Red, Oriental Blue, Mint Green, Wild Cherry, Pagan Gold, Tangerine and also Krystal Klear. Quarter tins 37/3 Aerosol Cans 23/3.

GIFT VOUCHERS



GIFT VOUCHERS will delight all your motoring friends who can exchange them at our showroom to suit them for ordering through the post. Available at 10/- and 20/- and 40/-. Greetings cards from 6d. Please add 3d. for postage.

Rio Models



Here is just one of this range of models, scaled to 1/43 actual size. Ask for full list. £1.12.6 each.

BIG DEUCE KITS



1/8 SCALE! A new Monogram Series from U.S.A. Illustrated is the Super Show ROADSTER, with full fender and running board assembly, custom top, folding windshield, wind wings, spare tire, stock bumpers, custom headlights and all the usual detail that goes with every Monogram kit. Available with RED or YELLOW body. 19/3.
Also available: THE HIGHBOY 19/3.
THE BIG 'T' 16/9.
THE BIG DRAG 16/9.
THE BIG BOSS 16/9.
THE BIG TUB 16/9.

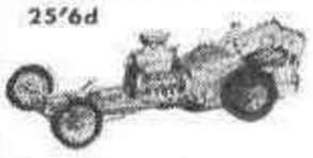


A.M.T Trophy Series Kits

1929 MODEL A FORD ROADSTER ("AUA-AAR") Double Kit, 25/3. This is a new kit available for the first time in this country. We have previously had the rest of this fabulous series, listed below, but have hesitated to advertise them because we only have one to many of some of you but we feel we can no longer keep these kits secret. We feel sure that if you are unlucky you will not mind waiting until further supplies arrive.
Dragster/Flat (double kit) 25/3 1940 Ford Coupe 20/-. 1939/40 Ford Tudor Sedan 20/-. 1932 Ford V8 Coupe 20/-. 1932/40 Ford Tudor Sedan 20/-. 1936 Ford Coupe 20/-. Model T Ford/Dragster (double kit) 25/3

Model DRAGSTER

25'6d



Monogram Customising Dragster. 90 plastic parts make up this amazing model from the famous Monogram range. A gleaming monster in amazing detail – can be made up into your choice of six possible models, all necessary parts contained in the one kit.

JUST ARRIVED

NEW OLYSLAGER MANUALS FOR:–
STANDARD 8 AND 10 (1953–1962) 9/3
MORRIS 1100 (From 1962) 9/3
ROVER 60-75-90 (PI 1949–1959) 11/3
THE 1500 MODEL VOLKSWAGEN OWNERS HANDBOOK 21/6
CORVAIR PERFORMANCE HANDBOOK 8/6
MODEL "A" HANDBOOK 8/6
KIT OF 1907 BMC. A Metal kit from Airfix models, comprising 70 parts. 1/24 scale makes up to length of 6 inches. Full details available. 51/3
LARGE MONOGRAM KIT OF 'E' TYPE JAGUAR. Limited supplies of this 12 inch wheelbase model are due here in August – from U.S.A. ASK FOR DETAILS AND ORDER AS SOON AS POSSIBLE. (1/8 SCALE) 141/-
COBRA LEATHER LACE ON STEERING WHEEL GLOVE, Real leather, Foam backed, available in BLACK OR TAN. Size A fits 15" – 16" O.D. WHEEL. Size B fits 16½" – 18" O.D. WHEEL 35/6

(Cash with order, please)

Please send me the goods described below & your Catalogue (2/-). I enclose £.....

Goods _____

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Name & Address _____

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MS464

Motor Books & Accessories TEMPLE BAR 5376
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CAMDEN SPORTS CARS

LAKE STREET, LEIGHTON BUZZARD, BEDS.

PHONE 2041 (5 LINES)

A.C. Greyhound, 1961. This model always seems to us to cater so completely for the gentleman who relishes high performance in the refined rather than the "hairy" manner and must have 4-seat capability. In this case power comes from the admirable 2.2-litre Bristol plant through overdrive, equipment is complete, radio, etc., and the appearance much enhanced by chrome wire wheels. Silver grey, red leather. Specimen car **£1,499**

MERCEDES 300SL roadster, 1957 (registered here 1961), in dark blue. Magnificent machine, concerning which more details will be available in good time for the appearance in print of this advertisement **£1,299**

MERCEDES 219 saloon, 1958. A superb vehicle in moss green with rexine upholstery. R.H.D. Separate Reutter reclining front seats, expensive Blaupunkt push-button radio, heater, washers, twin spots, seat belts, excellent Continental tyres; history of maintenance. **£749.** Also in stock a 1960 **190** saloon, an exceptional **180B** (1960), a **180D,** a **300D** and a **220A** (1954).

M.G.-B, 1963, 2/4-seater in white with red leather; fitted heater, tonneau, seat belts, expensive-type hood, oil-cooler; on excellent Cinturas **£749**

M.G.-A Mk. II, 1961, in pale blue; one owner only; fitted heater, luggage grid, tonneau, washers, wing mirrors; 28,000. Excel. car **£589**

M.G.-A Mk. I, 1960, 1,588-c.c. engine; red with black weather equipment and trim; luggage rack, heater, washers; one owner, 29,000; unscratched example **£469**

M.G.-A f.h. coupé, late 1958, registered, in blue, with radio, heater, etc. A good choice for the closed-car enthusiast; clean and smart and no sluggard **£399**

M.G.-A, 1957, roadster in red, owned by enthusiastic "do-all-the-maintenance-myself-and-know-its-properly-done" type and consequently in much better shape than is usual ... **£329**

LOTUS Seven sports, 1960, with B.M.C. "A" series twin S.U. engine, factory-replacement gearbox assembly, Michelin "X" tyres, modified head; sparkling performance **£359**

T.V.R. Grantura, 1961, with 105E engine and 4-speed gearbox, wood-rim steering wheel, wire wheels; first-class bodywork in royal blue **£449**

SUNBEAM Rapier convertible, Series IIIA, with Alexander High-Performance Conversion and overdrive, in magnificent order with barely a mark on it; metallic grey finish, red trim, heater, etc. Exceptional by any standards **£699**

TRIUMPH TR4 coupé hard-top with heater and rear seat, pale blue; low mileage; specimen car **£849**

VAUXHALL VX4/90, 1962/63 series, in grey, red flash; low mileage and like brand new; fitted radio **£679**

JAGUAR Mk. IX, 1959, out of the top drawer; a magnificent specimen in green with tan upholstery. Automatic, push-button radio; just over 20,000 indicated **£439**

JAGUAR XK150S fixed-head coupé, 1959, in Racing green; overdrive and wire wheels, Pirellis, spots; with quite a wonderful performance and excellent appearance—a comparatively unusual combination **£629**

JAGUAR XK150 fixed-head coupé, 1960, in black; overdrive. Superlative car acquired for stock by direct purchase entirely on a condition basis **£679**

JAGUAR 3.8 saloon, September 1960, in pearl grey with red leather; Automatic; Roadspeeds. This car has been known to us for 18 months, the mileage is not great, and the standard of preservation unusually good **£799**

JAGUAR 2.4 saloon in B.R. green with Automatic box and radio; £125 engine overhaul last November: excellent bodily, fitted disc brakes. A safe, sure, investment in top-quality Jaguar motoring **£449**

SUNBEAM Alpine hard-top, 1963, in white and black; rear seat, heater, etc.; 5,000 miles and "as brand new" **£819**

SUNBEAM Mk. III drophead coupé, 1954, with overdrive and heater; unusually good specimen and well worth the money **£249**

SAAB 96 saloon, 1962, in white with grey upholstery; heater, washers, mud-flaps, mirrors, seat belts. One knowledgeable owner ... **£569**

CITROEN Safari estate car, 8-seater, 1961; one owner, low mileage vehicle in duo grey; heater **£949**

BORGWARD TS coupé, 1959, with radio, heater, etc.; very pleasing lines; a car quite on its own and extraordinary good value for money **£599**

ASTON MARTIN DB2/4, 1954 series, in blue, fitted radio and heater, wire wheels; extremely fine appearance; Vantage engine ... **£499**

ALVIS 3-litre Park Ward 2-door saloon, 1960, finished in grey; manual transmission with overdrive, heater, etc. Superb machine ... **£999**

ARMSTRONG SIDDELEY Star Sapphire saloon, 1959, in immaculate condition, black with beige leather; Automatic transmission, radio and heater; in fact, all extras. Almost like a new car, history known, speedo. 30,000 ... **£649**

AUSTIN HEALEY Sprite Mk. I, 1961, in red with excellent tyres, weather equipment and new battery; one owner. Tuned engine provides speed with smooth bottom-end performance, absolutely quiet and handleable **£329**

CITROEN ID, 1962, with a low mileage, complete with radio; superb car really worthwhile **£879**

Many other Citroens in stock providing a full range of **ID** and **DS** models from 1958/1963.

TURNER Mk. II sports, 1963 series, with twin S.U. B.M.C. 997-c.c. engine, wire wheels, discs; absolutely like new, 11,000 miles. Neat machine in flawless order **£469**

VOLKSWAGEN 1200 saloons. For the many remaining faithful to the indomitable VW we keep a range from 1958-1963 and can invariably supply your ideal from stock.

DAIMLER SP250, 1962, hard-top in green; indicated 15,000 miles and, with even the mats trim and upholstery unsoiled, quite unsurpassed **£979**

Insurance, tax, exchanges, hire purchase, On the spot—Drive away

Always over 60 sports cars in stock

★ HIGH PART EXCHANGE PRICES
★ INSURANCE ARRANGED ON ALL
★ H.P. 1/5 DOWN, UP TO 36 INST.
★ CHOICE FROM 600 SALOONS AND FAMILY CARS AVAILABLE

Low Mileage Cars Purchased for Cash

To: SALES DEPT., CAMDEN MOTORS LTD., LEIGHTON BUZZARD, BEDS.

I am interested in .....

.....

I have for part exchange a .....

..... **for which I require £** .....

Name .....

Address .....

..... **Tel. No.** .....

MOTOR SPORT.

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

FOR SALE—*continued*

CAREFULLY RESTORED 327/1 B.M.W. Sports coupé, 1938. Centrelocks, free-wheel, one-shot lubrication. Eligible V.S.C.C. events. £175, no offers or exchanges. Ashton, 98a, Stanley Road, Cheadle Hulme, Cheshire. Tel.: Hulme Hall 3040. [1140

DS19 CITROEN. £345. 42, Cambridge Road, Sawston. Tel.: 3366. [1142

SHORROCKS SUPERCHARGER complete for 1200 Herald, low mileage. £35. Warren, Edington, Bridgwater. [1145

DEEPER BREATHING for Herald 1200. Complete Shorrocks blower kit. £30. M. Rapoport, 25, Upfield, Croydon, Surrey. [1146

ROLLS-ROYCE 4-DOOR SALOON, 1939. Mechanically very good, tyres and battery good, fitted heater. Coachwork by Youngs, fair condition, colour beige. £225. G. Worsfold, "Brendon," 43, Sugden Road, Thames Ditton, Surrey. Tel.: Emberbrook 3038. [1147

T.V.R. AUGUST 1962—1625 M.G.-A engine, H.R.D. cross-flow head, bal. engine, special pistons, rear double shock. Genuine 8,000 miles. Never raced, immaculate condition. Works built. £775. A. Hill, 605, Preston Road, Clayton-le-Woods, Chorley, Lancs. Tel.: Preston 85198. [1148

DISMANTLING 750 SPECIAL (never used). Ashley body, hard-top, screens, A.7 strengthened chassis, Bowdenex brakes, 4-branch manifold, etc., OR sell complete. Rayner, 67, Frinton Road, Holland-on-Sea. Tel.: 2205. [1150

DISMANTLING RILEY 1½, 1950. Good body and engine. Or sell complete, £45. 1, Albert Road, W.5. Tel.: ALPerton 2203. [1151

"AUTOCAR," bound volume 22 (1909). 32 copies *Speed,* 1935-8. "Motors of Today" (Thornton Rutter), 5 vols. "Aurelia" spare parts catalogue. Offers for these and many other vintage/modern motor books, magazines. 27, York Road, Cheam, Surrey. [1153

TONNEAU COVER for Austin Healey 3000, 2/4-seater, £5. Tel.: Leeds 657461. [1155

RARE 1925 O.H.V. Singer, 10-26 h.p. tourer in first-rate condition. Absolutely original and complete, including all weather equipment and accessories. Price £120, but no offers, this is fair. White, High House, Hadlow, Kent. Tel.: Hadlow 518. [1156

TR3, JUNE 1957, cream with black interior. £125 spent on new parts in last two years, bills shown, including new clutch, axle, rear springs, radiator, wheel bearings, brake shoes, rear shock-absorbers, battery and silencer. Good engine, gearbox, instruments; fitted Laycock overdrive. Tonneau cover. Slight twist on front chassis; needs attention to front wings, grille, one headlamp, one door, and radiator. Bargain for spares or repair, £85. 31, Brook Drive, Astley, Tyldesley, Lancs. [1157

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M.G. TB. Immaculate black. Over £200 spent, bills. Write or call for full enthusiastic description of this rarish car. Genuine sale. Some history. £185 o.v.n.o. Coker, 101, Swaby Road, S.W.18. Tel.: WIM 7861. [1159

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1951 MERCEDES-BENZ 170S, black saloon/sunshine roof. Impeccable condition. Four new tyres, brakes relined, new exhaust system recently. Fun to drive, but too big for a Nursing Sister as I. Taxed until July. Price £110 o.n.o. Cronin, 10, Havelock Road, Bromley, Kent. [1161

1930 ALVIS Silver Eagle saloon. Engine, clutch, wheels complete overhaul. Brakes, tank, radiator renewed. Professionally rewired. Two starter motors. Five brand new 550/20 tyres and inner tubes. Kenlowe radiator fan. Three carburetters. £520 spent. Taxed, insured, M.O.T. cert. Needs painting. Offers. Greenlees, 1, Lyndhurst Avenue, Hazel Grove, Cheshire. [1162

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1957 AUSTIN HEALEY 100-6, 14,000 miles. Tonneau, heater, belts. Red/grey. In good condition and well maintained. £340. 26, Marsh Road, Pinner. [1164

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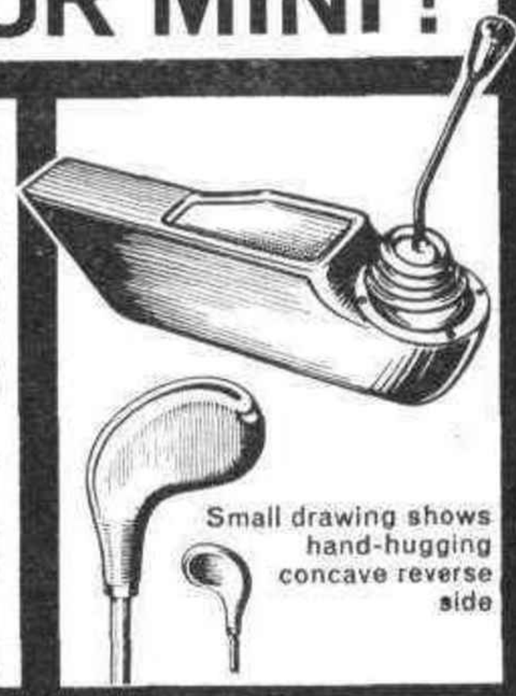
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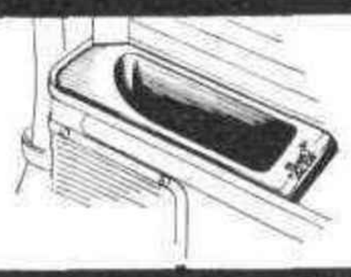
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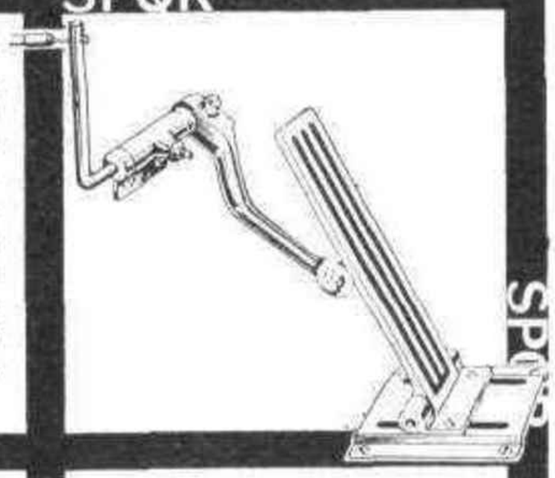
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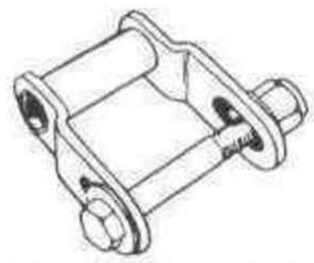
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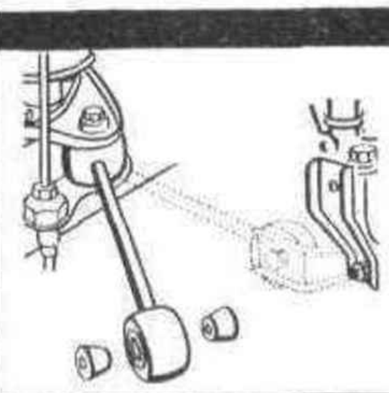
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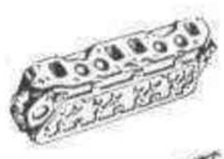
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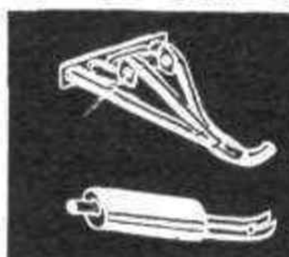
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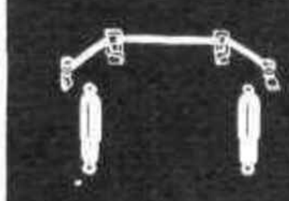
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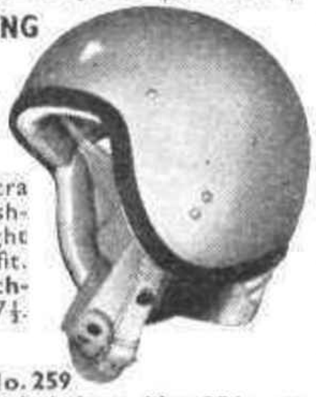


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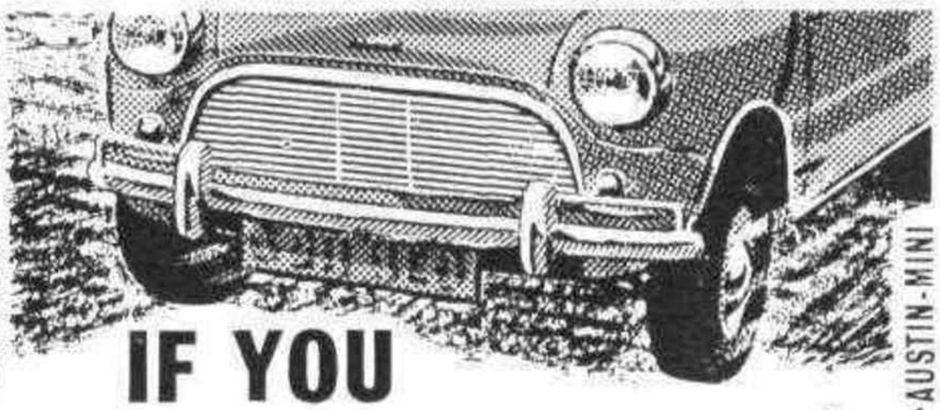
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	0-70	27.5 sec.	17.7 sec.
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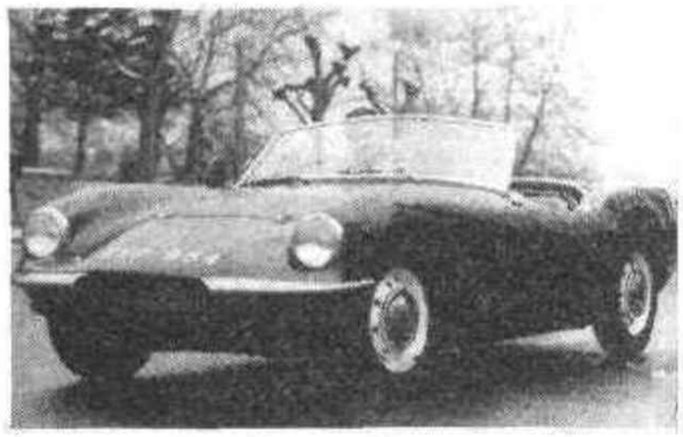
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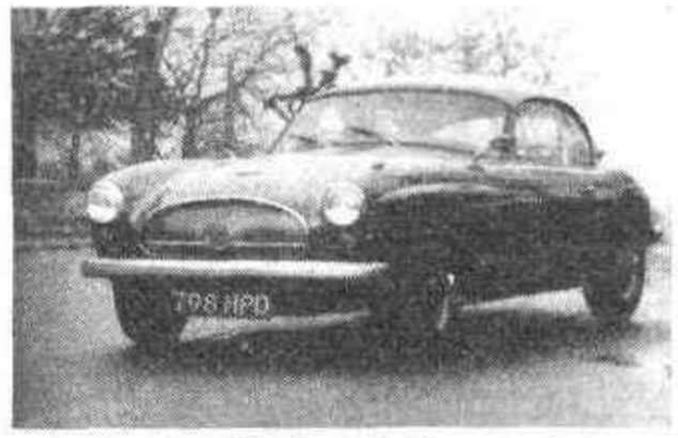






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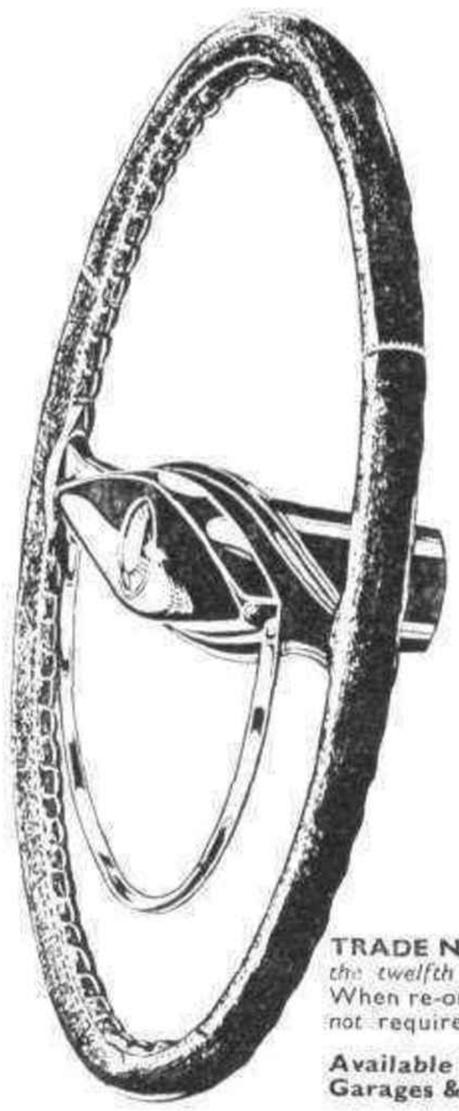


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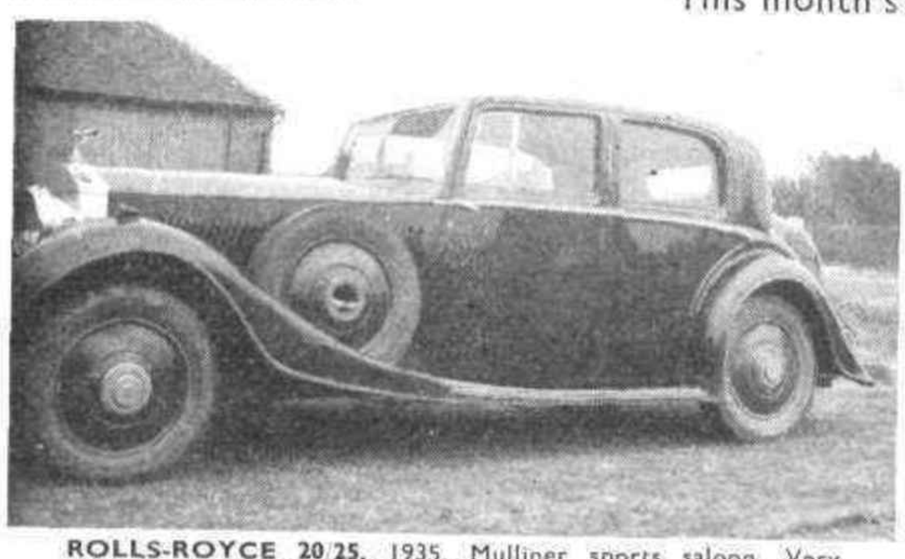
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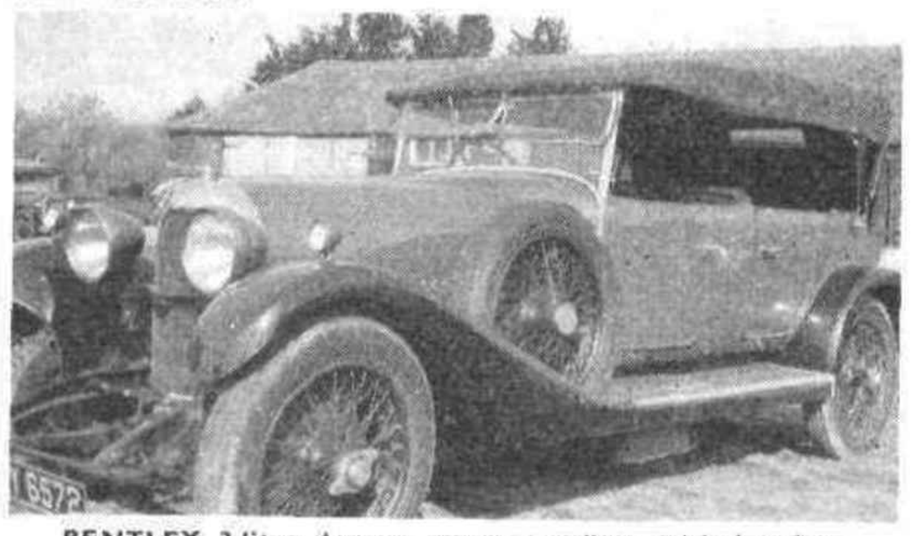
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LAGONDA, 1933, 16/80. Excellent, M.O.T. £110. Watson, 40, Wentworth Avenue, N.3. Tel.: FIN 3139. [1253

TR3A, 1959. H/s.-tops, tonneau, heater, o/d., " X "s. £460. Stent, 75, Nottingham Road, London, E.10. [1254

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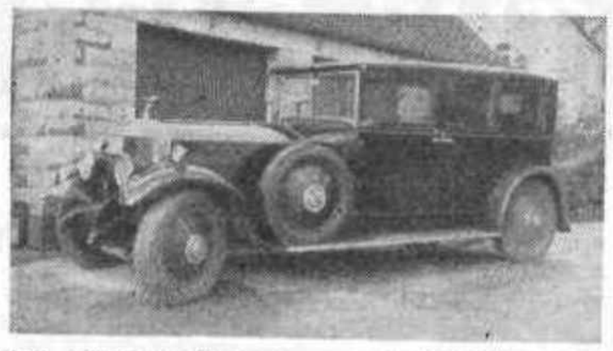
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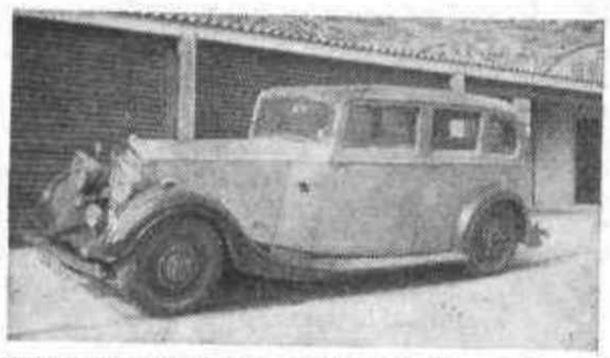
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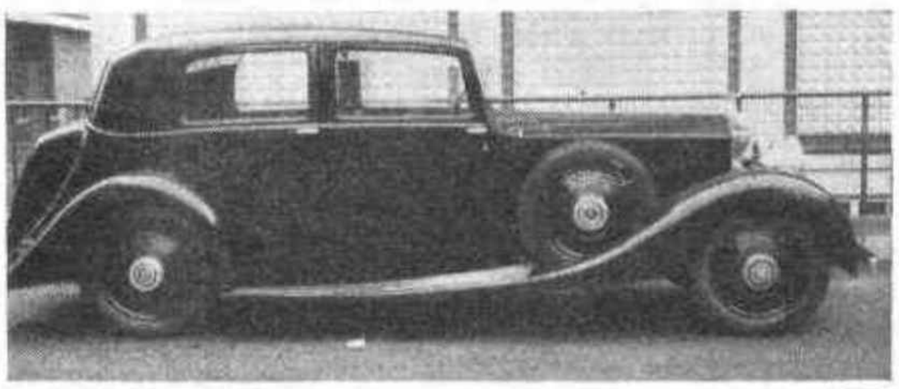
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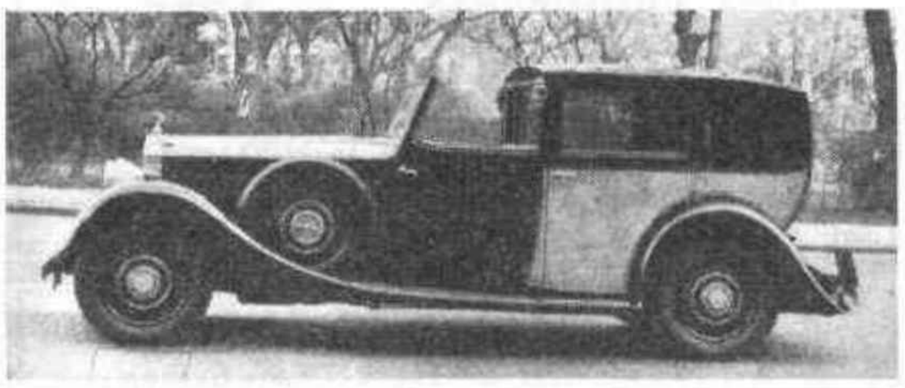
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MORGAN PLUS 4, 1956. Family too large for 2-seater. TR3 engine. One previous owner, low mileage. Excellent condition throughout. Engine, gearbox, recently overhauled. Heater, tonneau, grid, etc., good " X "s. £240. A. B. Street, 50, Kelston Road, Westbury-on-Trym, Bristol. [1533

1932 RILEY MONACO 9, 42,000 miles only, excellent body. Little work would make best existing example. £85 o.n.o. 14, Meole Walk, Shrewsbury. [1534

M.G. TD, 1953. Red, Immaculate condition throughout. Recond. engine. " X "s, many extras. Getting married—must sell! £280 o.n.o. Tel.: Bedford 5125 (after 6 p.m.) C. A. King, 6, Winifred Road, Bedford, Beds. [1535

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TR3A, 1958, BLUE. Wire wheels, radio, rear seat, tonneau, luggage rack, screen washers, new " X "s, 40,000 miles only £395—bargain for private sale. 3, Ivor Close, Guildford, Surrey. Tel.: Michael Brawn, KIN 1020 (business). [1546

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LAGONDA 16/80 TOURER. Goes. Minor work required to put on road. £120. 2-litre wanted. Cherfold, Chiddingfold, Surrey. [1552

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TA GEARBOX—RECONDITIONED. Also part dismantled engine, complete. Offers. Wanted: TC inlet manifold. Marriage, 4, Bakers Lane, West Hanningfield, Chelmsford, Essex. [1558

M.G. TF, 1954, RED. Bodywork and hood perfect condition, chrome immaculate. Wire wheels, new rings, brake linings, battery, tonneau. M.O.T., taxed September. £345 o.n.o. Farrap, Marsh Horse, Bentley, Farnham, Surrey. [1559

MORRIS COOPER, Regd. 23rd November, 1962. 7,800 miles, undersealed, belts, seat covers, unmarked. £440. Tel.: Enterprise 5838. [1560

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ROVER 75, 1948. Marriage forces sale of this very smart car. " Silbeam " lights, w/mirrors, w/screen washers, radio, new battery. Regularly serviced. Taxed to September. £95. Photo. Neill, St. John's Vicarage, Worksop, Notts. Tel.: 2595. [1562

ROLLS-ROYCE MASCOT—first cheque £15. Turner, 35, Abbots Wood, Holywood, Down. [1563

12/4 VINTAGE AUSTIN. Fabric saloon, Dismantled. Spares or complete. Offers. Tel.: Sevenoaks (Kent) 61367. [1564

M.G. TA, 1938, GOOD CONDITION. New hood/s-screens. Spare engine. £90 o.n.o. Weekends: 46, Heal-y-Bryn, Rhiwbina, Cardiff. Mid-week: Tel.: Bristol 627116 (evenings.) [1566

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AUSTIN-COOPER, 1963 MODEL. Grey, excellent condition. £385. 7, Mapleton Grove, Hall Green, Birmingham 28. Tel.: Halesowen 1485 evenings. [1568

1930 HUMBER 16/50 drophead coupé. Good condition. £65. 13, St. Heller's Road, Blackpool, Lancs. [1569

FAMILY HEIRLOOM. Rare 1936 Riley close coupled Continental touring saloon. With family since new. Fine condition. £120 o.n.o. Weekends to Davis, Tawnies, Sandford Manor, Near Reading. Tel.: Hurst 8. [1570

LANGONDA 2.6 SALOON, 1952. Excellent condition, many extras, new tyres. £250 o.n.o. Write Traveller, 29, Cypress Close, Thorpe Road, Clacton. [1571

£120 HAIRY H.R.G. 1948 Aero body, 1,1500 c.c. Excellent condition throughout. B.R.G. New hood, regd. No. GWY 1, chassis W.116. 4, Croxteth Hall Lane, Liverpool, 11. [1572

SUNBEAM RAPIER IIIA saloon. September 1961, unmarked. Superb engine. £530 or P.X. cheaper car. H.P. available. Tel.: Emberbrook (Surrey) 6034. [1573

LANCIAS: 1937 Aprilia saloon, good condition all round, some spares. £100 o.n.o. 1930 Lambda, 8th Series Weymann saloon, not running, requires work on body. Large quantity of spares. Offers. Details: Tipper, 239, St. Albans Road, Hatfield, Herts. Tel.: Hatfield 3189 (evening). [1574

BENTLEY, 1935, Hooper sports saloon. Two-tone grey with red interior. Mechanically perfect with immaculate bodywork. Three owners from new and chauffeur driver until three years ago. Original handbook and two spare tyres (one new). A beautiful example. £290. Smith, 2, Hewitt Crescent, Washerwall, Werrington, Stoke-on-Trent, Staffs. Tel.: Ash Bark 246. [1575

FABULOUS MORGAN SPECIAL, 90 m.p.h., 40 m.p.g. Lotus licker. Cost £700. 2/4 body identical Healey 100. Faultless throughout, fantastic motor. Sell nearest offer £195. Consider exchange and cash to £400 car. 8, Ashley Drive, Blackwater, Camberley, Surrey. [1576

IMMACULATE 1949 ALVIS 14 h.p. sports saloon. £162. overhaul. Open to reasonable offer. Box No. Y.577. [1577

1951 DAIMLER, Barker drophead, 47,000 since new, very good condition. £120. Johnson, Gregory Farm, Flemingston, Cowbridge, Glamorgan. [1578

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Bristol gearbox (near new). Tonneau covers, TD, TC, J2, TF. Luggage rack, fit TD, TC, TA. One only (almost new) Dunlop racing tyre, also three partly used 520 × 18 Dunlop racing tyres. Reconditioned steering boxes for J2, TA and TC. Bluemels spoked steering wheel for J2, PA, TA. TA Tickford body, 18/80 body—would fit 3-litre Bentley chassis. High-ratio axle nosepiece for TC. Petrol tanks for J2, PA, NA, TA and TC. Road wheels, 19 in. o/l (four only). TD body, P-type body, and a salvageable TA body, also one in v.g.c. J2 crankshaft. TA cylinder head, Laystall Lucas cylinder head—fit TF, TD, TC. An M-type salvageable for spares or sell complete, also NA similar. Two Twin-Cam 15-in. road wheels. J2 and PA chassis frames. Luggage rack, fit Rolls Bentley. Bench-type seats, fit TA and TC, also pair for NA, PA. Bristol engine (dismantled). Two headlamp conversion sealed-beam units for TA, TC. Pair of swept wings, fit J2, PA. Set (4) of 12-in. brakes assemblies, fit J2.

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M.G.-A TWIN CAM, 1960, red tourer in excellent condition. Economical and reliable. £415 or exchange Alpine Series II (with cash adjustment). Tel.: Redhill 4474. [1582

1934 RILEY MONACO. £45 o.n.o. Good engine, body. Harper, Hatfield Drive, Glasgow, W.2. [1583

ROLLS TWENTY TOURER, 1926. Superb mustard yellow, artillery wheels, klaxon, mascot, instruction book. Unknown but distinctive body, ready to use, excellent runner, everything works including clock, 18 m.p.g. Admired wherever she goes, regretfully parting after seven years. £465, price cannot fail to appreciate. Swait, Kinsham, Tewkesbury. Tel.: Bredon 222, (8 p.m.-10 p.m.). [1584

M.G.-A 1600 COUPE, November 1960. 24,000 miles only, numerous extras, radio and heater included. £460 o.n.o. Must sell, stork troubles. 35, Stonehouse Lane, Coventry. [1585

1956 JAGUAR XK140 F.H.C. W/w, overdrive, new Michelins, Good condition. £230 o.n.o. Jennings, 32, Warminster Road, Bathampton. Tel.: Bath 88562. [1586

RILEY MONACO 9, 1934. ex-Register, twin S.U., Scintilla, Wilson box aluminium body sliding roof. Reliable. Tested taxed August. Not tatty. £50. Details (working hours) tel.: WAT 7999 ext. 2518 or Box No. Y.587. [1587

1963 SAAB 60 sports saloon. Rally version of the 96 4-speed box over 90 m.p.h. hordes of extras 14,000 miles only. As new. Cost £950 new. Accept £695. Consider Exchanges. B. Scotney, Swineshead, Boston, Lincs. [1588

LAGONDA 2-LITRE TOURER. Completely rebuilt. £200 o.n.o. Selwyn, 22, Archfield Road, Bristol, 6. [1589

M.G.-A TOURER, 1956. Good cond., Cinturas. M.O.T. £235 or exchange estate. Reason for sale: no room for pram. Gibbons, 73, Station Road, Blackpool. Tel.: 46245. [1590

TR2, RED. Overdrive, w/wheels, heater, fog/l., " X "s, washers, aerial, reground c/shaft. £240 o.n.o. Balshaw, 36, West Lodge Avenue, Acton, W.3. [1592

WOLSELEY HORNET SPECIAL, 1934. open sports body by Eustace Watkins. £85 o.n.o. Tracy 15 Rothmans Avenue, Great Baddow, Chelmsford, Essex. [1593

1959 SPRITE, 28,000 MILES. Radio, hard-/soft-tops, tonneau, wheel discs. £315. Morley, 158, Renfrew Road, Ipswich. [1594

JAGUAR XK140 F.H.C., 1955. Battleship grey, 50,000 miles. Excellent condition, new Roadspeeds. £350 o.n.o. Box No. Y.595. [1595

1961 LOTUS 7. Flared wings, Sprite engine, unraced. £320 o.n.o. Sedgwick, Holgate House, Cononley, Near Keighley, Yorks. Tel.: Cross Hills 2362 (evenings). [1596

CREAM DREAM! M.G. TC, 1949. M.O.T., taxed. Superb condition throughout. Black Vynide hood, excellent tyres, reconditioned engine, clutch, etc. Bargain at realistic price £150. Tel.: Wolverhampton 23895. [1598

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ALVIS 3-LITRE SALOON, 1951. Radio, heater, twin spots. Mechanically very good, body/interior fair. £85. Also Bristol 400 2-litre saloon, late 1950. Excellent body/interior, new " X " tyres. £215. 1, Post Office Cottages, Ollerton, Knutsford, Cheshire. [1600

BRISTOL 400, EXCELLENT CONDITION. Urgent sale, going abroad. First reasonable offer. Tel.: ACO (Birmingham) 1975 (evenings). [1601

ALVIS TA 14 SALOON, 1950, in very good condition. New battery, exhaust system front wings, road springs and brakes overhauled. Sell at £130 o.n.o. or p/e for late SP.25 or 4.3 D.H.C. with cash adjustment. Champion, 53, Jobs Lane, Tile Hill, Coventry. Tel.: Tile Hill 66991. [1603

1935 LAGONDA RAPIER 4-seater tourer, 1,100 c.c. In good condition bodily and mechanically. A few spares. £130. Write or call Mr. Wold, 55, Elmsleigh Gardens, Bassett, Southampton. [1604

M.G. TD Mk. II, Immaculate, 260 gns., no offers. Write: Praat, Highcroft, Chipperfield, Herts. [1605

SAAB, JUNE 1962. White. Seat belts, w/mirrors, plus original heater and washers. £520, H.P. if necessary. Tel.: Maidstone 83850. [1606

RILEY M.P.H., 1934, 2-seater. Resprayed red, rechromed throughout. Engine, gearbox, back axle and radiator rebuilt as new car. £380 o.n.o. Clark, 143, Haynes Road, Hornchurch, Essex. [1607

1954 LIGHT FIFTEEN, low mileage, two owners. £135. Exchange smaller car considered. Tel.: Petworth 2158. [1608

SUNBEAM SUPREME Mk. III, 1955, convertible, outstanding mechanical and appearance. Radio, spots, " X "s. Director's car, works maintained since new. £295. Tel.: BUC 4937. [1609

RILEY, 1954, 1½-LITRE. V.G.C. £220 o.n.o. Reddington, 50, Glendyke Road, Liverpool, 18. [1610

1948 ALLARD 2-seater tourer. Body in very good condition. New hood. Mechanically sound. Fitted with Mercury engine. Good tyres. £85. Tel.: Manchester CHOrlton 1840. [1611

RILEY 2.5 saloon, 1950. Silver cloud/Tudor grey. R. and h. Immaculate condition. 80,000 miles. Will require reconditioned engine in another 2,000 miles. £110 o.n.o. D. H. McLucas, Manor Cottage, Noke, Nr. Oxford. Tel.: KID 3141 (after 6). [1612

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S.S. A VINTAGE sports, in mint condition, new tyres, new hood. Must be seen to be appreciated. £125 o.n.o. Tel.: CAS 4324 (after 6 p.m.). Laffey, 9, Ermington Crescent, Castle Bromwich, Birmingham. [1395

SPORTS CARS. Frazer Nash coupé, Bristol engine. Jaguar XK140. Both superb in all respects. Jaguar 2.4, 1957, one owner. Exchanges considered. Full details/prices from private advertiser at 12, Copland Avenue, Wembley, Middlesex. Tel.: Wembley 4020. [1398

SUPERB SPECIMEN 1934 20/25 Park Ward Rolls-Royce. Two-tone grey with black trunk. Original carpets and lining indicate condition of car. Genuine four-owner motor car with engine in first-class condition. Hire purchase arranged if desired. £400 or near offer. Ripper, Crossways, Hedingham, Essex. [1399

AUSTIN HEALEY 100, 1954. Overdrive, heater, tonneau. Excellent condition mechanically and bodily. £245 o.n.o. 24, Eskrett Street, Hednesford. Tel.: 68. [1400

RILEY 1½-LITRE, 1948, needs slight attention. M.O.T. £50 o.n.o. Also new, unused, wiring harness for 1945-52 Rileys, £5. Box No. Y.401. [1401

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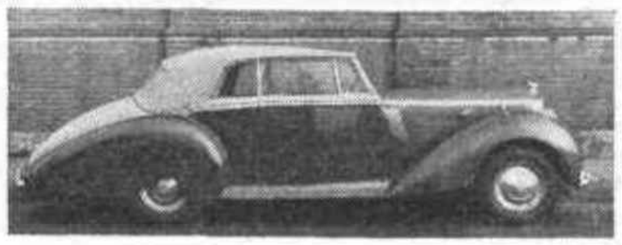
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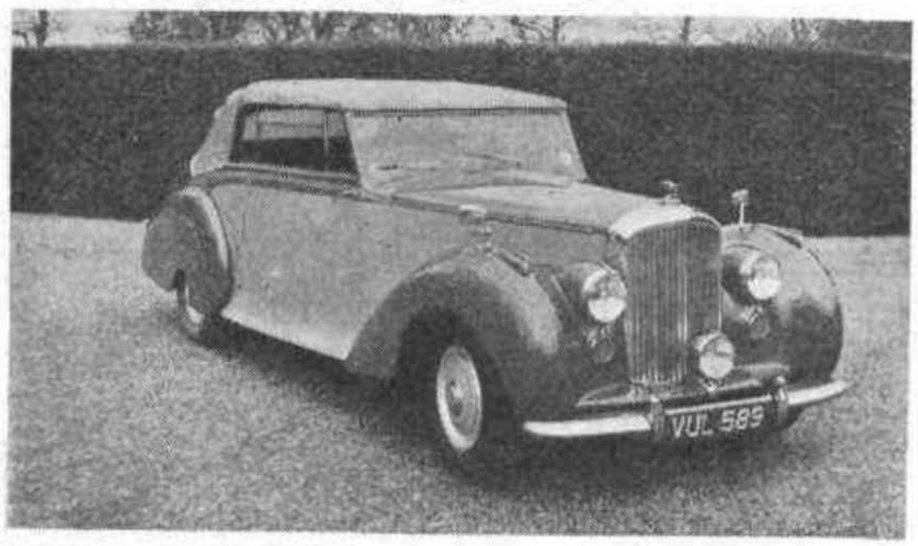
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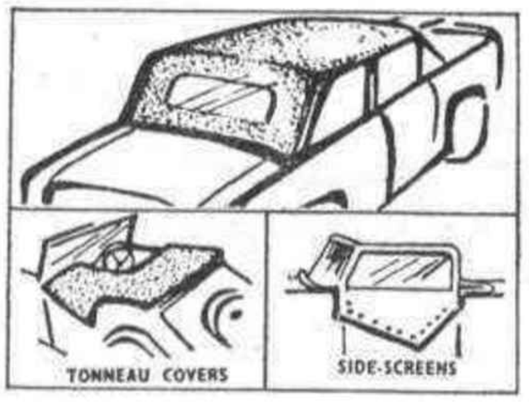


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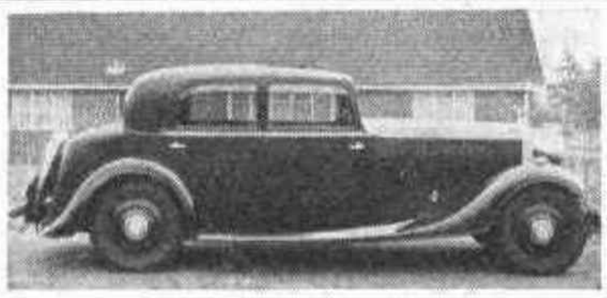
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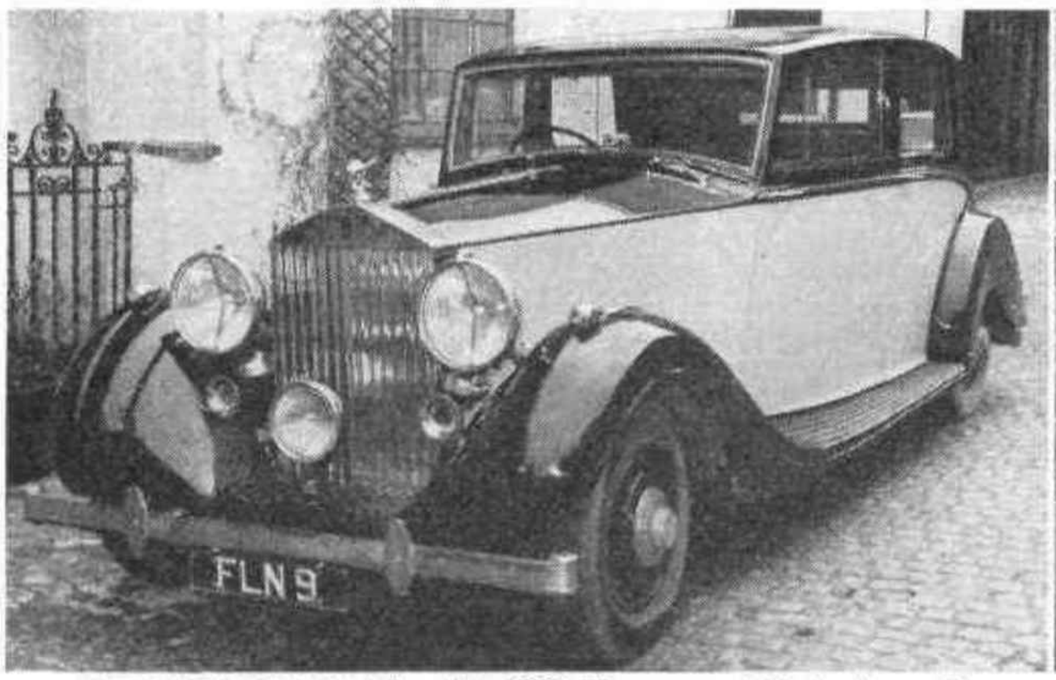
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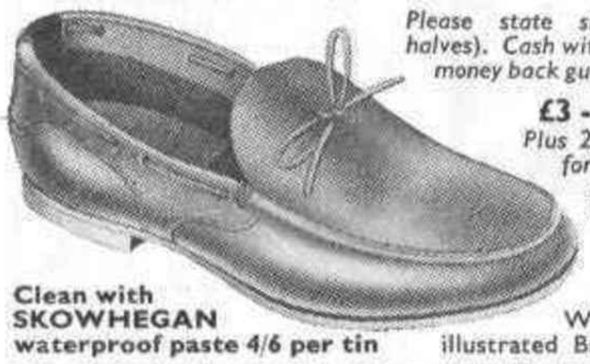
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M.G. SALOON, 1939. Excellent condition. Maroon. £175 o.n.o. Tel.: SHI 6187 for further details. [1324

RENAULT FLORIDE fixed-head. First registered May 1963. Jamaica red, whitewall tyres. Radio fitted. Tip-top condition. £685. Keeble, Glencrea, Hungerdown Lane, Lawford, Essex. [1326

96 "MOTOR SPORTS," 1952-60 (except 1957), £4 10s. Delivered 20 miles. Rose, 101, Gloucester Road, Chesterfield. [1327

VINTAGE! 1934 HILLMAN 10-h.p. saloon. M.O.T. cert. One owner. Vintage condition. Box No. Y.328. [1328

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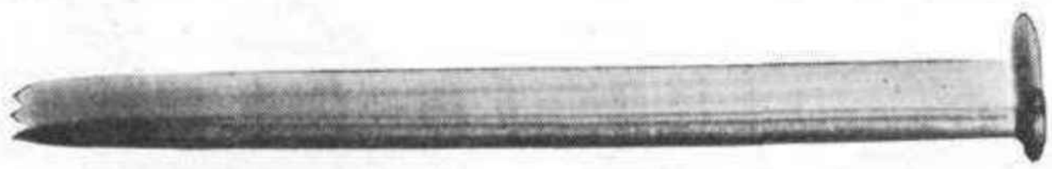
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FOR SALE—*continued*

COOPER ZEPHYR, 1953, 2-seater, 2,262 c.c., Stage III aspiration. £200 o.n.o. S.A.E. for details. Tel.: Harlow 2061 (day). Gilbert, 1a, Brampton Road, N.15. [1329

M.G.-B, SEPTEMBER 1963, 9,000 miles. Immaculate Chelse grey. Heater. £760, or exchange Aston. Trowill, Deli Quay Yacht Yard, Chichester. Tel.: 85403. [1330

HISPANO-SUIZA cabriolet decapotable, 6-cylinder 4½-litre Ballot model, good order, ready for road, licensed. View by appointment, T.C. Motors, 244, Brompton Road. Tel.: Kensington 9463. [1331

RILEY 1½-LITRE, 1951. Heater, s/washers, radiator blind, reversing light. Recent £50 engine overhaul, two new tyres, new battery. Bodywork sound. Haggling commences at £150. Dewar, 136, Brambletye Park Road, Redhill, Surrey. [1332

RILEY LYNX sports tourer, £135. 1936 Special Series 12/4, well maintained, good performance, history, extras. 5, Sollershott West, Letchworth. Tel.: 5889. [1333

AUSTIN HEALEY 3000, 1960, 2/4-seater. Heater, overdrive, discs. £425, can arrange H.P. Tel.: Chalfont St. Giles 2487. [1335

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ROLLS-ROYCE WRAITH. 1939, Mann and Egerton owner-driver with electric division. One previous owner; 75,000. New tyres. Excellent condition. £650. Dawson-Hall, Auchengower House, Cove, Dumbartonshire. Tel.: Kilcreggan 2212. [1338

ROLLS-ROYCE, 1928, 20-h.p. Splendid saloon by Connaught. Three owners. Superb body inside and out; mechanics and tyres very good. Best offer over £300 secures. Rowe, Tel.: Lavenham 447 (Suffolk). [1339

PLAYFORD'S M.G. A unique special, built and raced by Brian Playford. Lancia Augusta front suspension, gearbox and brakes. Scintilla ignition. B.M.C. back axle located by parallel radius arms and Watts linkage. £450 o.n.o. 5, Ruskin House, Selsdon Road, South Croydon. Tel.: MUNicipal 3256. [1340

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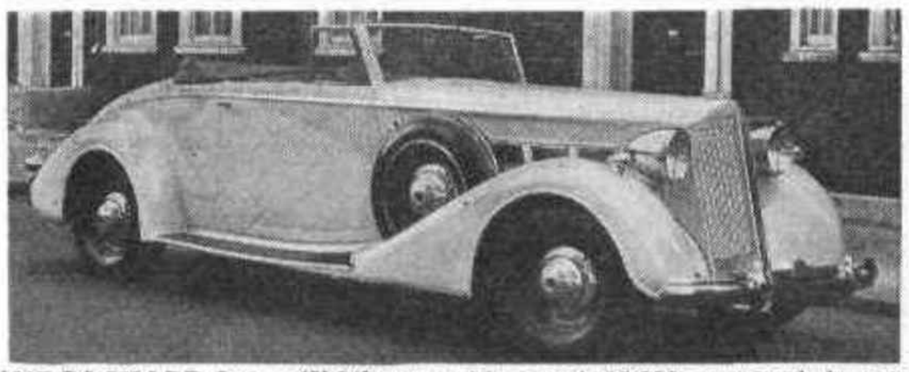
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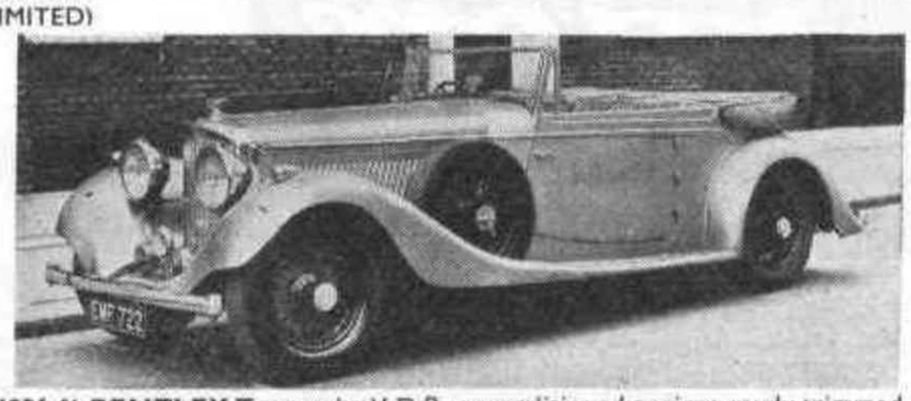
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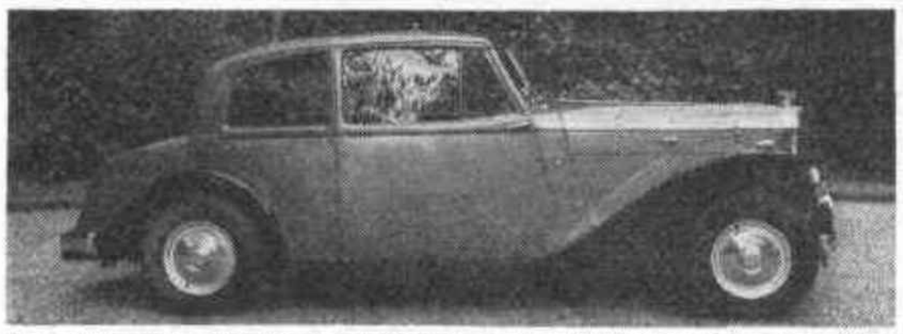
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M.G. J2, 1933, TD engine, hydraulics, rewired, etc. £100. Hingley, 20, Hurgill Road, Richmond, Yorks. [1361

RILEY FALCON, 1936. Recon. engine, well shod, good body, M.O.T., extras, spares. £55 o.n.o. 7, Hylion Road, Leicester. [1472

RILEY BIG FOUR. Good cond., overdrive free wheel, heater. M.O.T. Spares, inc. four doors, gearbox, back axle complete, rad., elec. bits, cyl. head, also set timing gears for 1½. Good condition. £50 the lot. Rippin, 13, Goscote Hall Road, Birstall, Leicester. [1473

CAR FOR THE ENTHUSIAST. Alfa Romeo Giulietta T1, grey, 1963. Michelin "X"s, Motorola radio. Excellent condition. £995 for quick sale. Tel.: Welwyn 4275 (evenings). [1474

1960 AUSTIN HEALEY 3000. Blue/ivory, one loving owner, hard-top, all extras. £550 o.n.o. K. Baker, The Dumble, Long Grove, Seer Green, Bucks. Tel.: Jordans 2351. [1475

1935 BENTLEY 3½-LITRE sports saloon. Black, M.O.T. tested. Good reliable car, but tatty in places, hence realistic price. £220. Can be viewed any time. Mr. David Axe, Towyn House, Kings Road, Chalfont St. Giles, Bucks. Tel.: 3456. [1476

RILEY ROADSTER, 1951. White. Mechanically perfect, undersealed, new roof. Taxed December. £200. Blaine, 70, Halsford Park Road, East Grinstead. Tel.: 487. [1477

M.G.-A TWIN CAM ROADSTER (December 1958), red. An enthusiast's car. Radio, heater, Marchal heads. 5,000 miles since overhaul. £400 or near offer. Tel.: Eversley 2365. [1478

DERRINGTON TWIN S.U. carburetter kit for Mini complete with Mini air filter. Only 800 miles. £18 o.n.o. Box No. Y.479. [1479

M.G.-A 1500. R/engine, Cinturas, brakes relined, V.G.C. £300. Exchange t/cam roadster. Broomhill St. Michaels, Tenterden, Kent. [1480

1947 BLACK PRINCE luxury saloon. Excellent order. Original demonstration model, cost £3,320, but engine dismantled. Best offer over £100. Jackson, 69, Westcombe Park Road, Blackheath, S.E.3. [1482

RARE RILEY for enthusiastic renovator. Both basically sound, little work needed—one must go. 1931 Nine, 4-seater "Hoyal" drophead, or 1938 Big Four "Maltby" saloon/tourer. Reasonable offer. Box No. Y.483. [1483

1936 RILEY MERLIN 12/4. Grey red interior. Maintained in excellent mechanical and bodily condition by lady owner 11 years. Tyres good, new battery, rewired, parts rechromed, twin spots, taxed. £100 o.n.o. 82, Evelyn Avenue, Ruislip, Middx. [1484

1931 LAGONDA 2-LITRE low chassis Speed saloon. Very rakish. Good mechanically and bodily. Much time and money spent. Taxed and M.O.T. £125. Mr. P. Bloor, 28, Mornington Road, Sneyd Green, Hanley, Stoke-on-Trent. [1485

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FIBREGLASS CAR BODY, chassis, various fitments. Write 14, Sulhamstead Road, Burghfield, Reading. [1487

1949 TRIUMPH ROADSTER 2000. M.O.T. Engine and brakes as new. Body good. Offers around £70. Isaac, West House, Macclesfield, Cheshire. [1488

1936 ALVIS SPEED 20 4-door aluminium saloon. A good car in excellent condition, drive away. £125. Holloway, Gill End, Kirkby-in-Furness, North Lancashire. [1489

1962 RAPIER 1,600 c.c. Overdrive, heater, w/mirrors, rev. meter, undersealed, nearly new tyres. Excellent condition. £600 o.n.o. Please write first. 14, Moat Avenue, Green Lane, Coventry. [1490

M.G.-A, 1956, WHITE. Wire wheels, "X"s, luggage rack, sliding screens, tonneau, spotlight, foglight, washers, excellent condition. £300. Tel.: CRE 5979. [1491

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TALBOT 65 SPORTS saloon (1934). Good specimen. £80. Also quantity of spares. Tel.: Reigate 45862. [1494

ASTON MARTIN 1957 DB/24. B.R.G. 80 miles since complete mechanical rebuild. Will require running in. £700 or offer. Durley Hill & Partners, 21, Albert Embankment. Tel.: RELiance 8454. [1495

1932 M.G. MAGNA 12.6 tourer. Offers. Nevill, Forsdicks' Yard, Railway Approach, Wallington. [1496

M.G. J2, 1932. Bills for £50 in last year. Immaculate. £75 o.n.o. Box No. Y.497. [1497

RILEY 1933 6-cyl., 6-branch ex-stone guard, etc. Several parts re-chromed. Not a runner. £25. 3, Holscroft Road, Beltinge, Herne Bay, Kent. [1498

AUSTIN 7, 1937 2-seater convertible. New hood, good tyres, new battery, engine compression very good, paintwork excellent. M.O.T. till December. Taxed June. £70. No offers. Tel.: Hurstpierpoint (Sussex) 2363. [1500

AUSTIN HEALEY 3000, 1960. Black, 36,000 miles. Overdrive, wire wheels, radio, heater, hard-top, etc. Unmarked. £475. Moseley, 153, Coventry Road, Coleshill, Warwickshire. [1501

A.C. 2-LITRE SALOON, 1950. Well maintained (details), body marked. £75. Box No. Y.502. [1502

A.C. 2-LITRE SALOON, 1951. 12,800 genuine miles. £350. No offers. Also 1963 M.G.-B. 11,000. £785. 34, Ashwood Close, Worthing. [1503

BENTLEY SPORTS SALOON, 1936. Body shabby, M.O.T. Suitable restoration or spares. £55 o.n.o. P. T. Pearson, Mayfield, Ludlow Road, Bridgnorth, Shropshire. [1506

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3½-LITRE BENTLEY, 1935 Park Ward sports saloon, black. Mechanically in good condition, bodywork and interior need slight attention. Could be made most attractive with a little time and effort. £190 o.n.o. Tel.: Orpington 23414. [1508

1935 ROLLS-ROYCE 20/25 with division. Very clean condition. Fullest inspection welcomed. Available owing to voluntary termination of hire purchase agreement at the very reasonable price of £290. Offers considered. Northern & General Finance Ltd., P.O. Box 155, 6, Queen Street, Leeds, 1. [1509

JAGUAR Mk. V 2½-LITRE, one of the few remaining good examples. Works maintained 10 years, extras include radio, leopard seat covers, Ace discs, mascot. Recent new tyres, brakes, radiator, carpets. Mechanically sound with good body, paint. Interior woodwork unmarked. £195, including many valuable spares. Robey, 9, Ivanhoe Avenue, Nuneaton. Tel.: 4688 or 4191 (daytime only). [1512

DB.1 ASTON MARTIN cylinder head complete with valves and rocker gear. Price £15. Unused. Tel.: Chalfont St. Giles 2554. [1513

TRIUMPH HERALD 1250, July 1963. Red saloon, black upholstery. Low mileage, one owner. £565. Tel.: Pinner 9505. [1514

BORGWARD ISABELLA, 1960. Excellent condition, many extras. £375 o.n.o. J. S. Lindley, 56a, Kaye Lane, Almondbury, Huddersfield. [1516

1934 BENTLEY 3½-LITRE black tourer. Mulliner, good condition, new tyres. £325. Jane Williamson, Jarvis Carr Villa, Pilling, Near Preston, Lancashire. [1517

1963 MINI-COOPER, Downton conversion, S.P. tyres, belts, etc. £520. 49, Alexandra Road, Sale, Cheshire. [1519

TR2, 1954, 2,138 c.c. ENGINE. Hard-top, new rings, big-ends, back axle. Heater, fog lamp. Very fast, economical. £200. Cartwright, 4, Bellevue, Ilkley. [1520

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JAGUAR 3.4, 1958 model. Overdrive, radio heater, Webasto roof. Excellent in B.R.G. **£498**

RAILTON Straight-Eight Fairmile d.h. coupé, 1946. Beautifully preserved and superbly maintained. With immaculate duo-blue coachwork, with spotless chromium and equally spotless interior. One owner. 70,000-odd miles only. One of the very few post-war Railtons built, and undoubtedly one of the finest examples in existence of this Anglo-American thoroughbred **£295**

AUSTIN HEALEY 3000 Mk. II, 1962, 2/4-seater. Overdrive, wire wheels, radio, heater, etc. Faultless in ice blue. One owner, 20,000-odd miles only **£695**

TRIUMPH TR3A, 1960 model. Quite unmarked in powder blue. Wire wheels, de luxe upholstery, heater, etc. **£485**

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M.G. C-Type Midget, *circa* 1931, fitted new 1100 Sprite engine and gearbox. Body requires tidying, however. A most interesting car, offered at little more than the value of its engine/gearbox **£98**

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ALVIS TA21 (1952). Excellent condition. Reconditioned engine, first-class bodywork and upholstery, new exhaust system. £200 o.n.o. Melville, 9, Harlow Moor Drive, Harrogate, Yorks. [1521

MERCEDES BENZ 220, 1952, registered 1957. Trim, paintwork as new. Tyres, brakes, battery all new. Mechanics excellent. (Yorkshire). Details Box No. Y.522. [1522

1937 ROLLS-ROYCE 25/30. Perpendicular coachwork by Park Ward, dark grey and light grey. Excellent overall condition. £190 o.n.o. Killkenny Cottage, Llangrove, Herefordshire. Tel.: Llangarron 209 (after 6 p.m.). [1524

M.G. PB, 1936. Good condition. M.O.T., taxed. £80 o.n.o. Woodhead, 5, Spencer Grove, Darlington, Co. Durham. [1525

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M.G.-A TWIN CAM roadster, 1959. Red with red interior, complete overhaul. Luggage rack, Michelin " X "s, safety belts. £430, or nearest. Part exchange considered. Also Shorrocks supercharger with fittings for M.G. TD, ZB or B.M.C. 1500. Hughes, Heathfield, Straight Mile, Calf Heath, Shareshill, Near Wolverhampton, Staffs. Tel.: Stanford 494. [1529

MINI-COOPER, 1962. Blue/white, 17,000. Radio, new tyres. £420. Exchange TR3A, M.G.-A. Tel.: Frobisher 2770 (evenings). [1530

ALVIS SPEED 25, 1938, Charlesworth saloon. Mechanically good, but body needs attention. M.O.T., taxed October. £75 o.n.o. Phillips, The Elms, Sutton-on-Trent, Nottinghamshire. [1531

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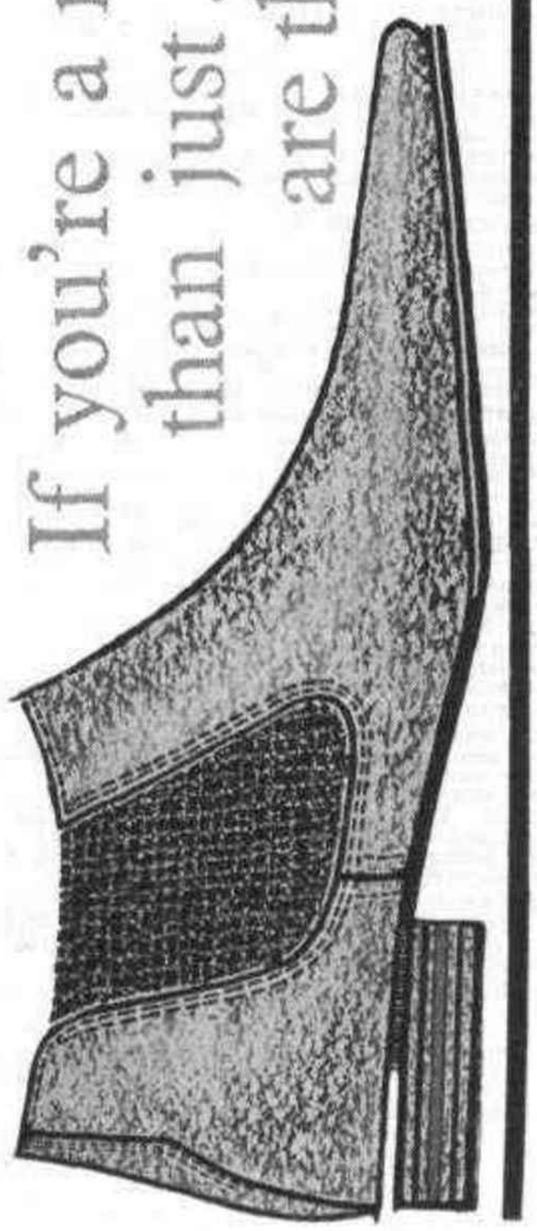
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FOR SALE—*continued*

HUMBER 9/20, 1925, 4-seater tourer, bodily/mechanically excellent. M.O.T. £150. R. W. N. Welton, 40, Laurel Lane, West Drayton, Middlesex. Tel.: West Drayton 2275 (office). [1613

JAGUAR XK150 drophead, 1958, exceptional standard condition; new hood; engine/clutch recently overhauled; new RS5 tyres. £425 o.n.o. Tel.: Uxbridge 36853. [1614

PA M.G. Red. Sound throughout, near original specification. £100. Russell, 195, Franklands Village, Haywards Heath, Sussex. Tel.: Haywards Heath 1167 (evenings). [1615

A40 SPORTS, 1952, B.R.G. Jensen aluminium body. M.O.T. Dec. Half and full tonneaux, heater, spots. Excellent condition throughout. £95. Smith, 75, Southway, Beechwood, Horsforth, Nr. Leeds. Tel.: Horsforth 4493. [1616

FORD DORMOBILE, 1963, 4-berth, four gears; many extras; 8,000 miles. Personal reasons force sale. Cost £950. Offers? Dunning, 6, Thornhill Close, Walton, Wakefield. Tel.: WFD 5327. [1617

SPARES : TA-TC enthusiast completing rebuild has large quantity of spares for sale, all good gear. Tel.: BYR 7376. [1618

T.V.R., 1960, M.G.-A 1600 unit, " X "s, leather trim, wire wheels, Konis. £400 o.n.o. Will consider part exchange. Write Moran, 9, Brookfield Road, Leeds, 6. [1619

M.G. MODEL VA, 1937. £30 recently spent on engine. M.O.T. tested. £25 for quick sale. Tel.: Sedgley 3891/2. [1620

1936 3½-LITRE BENTLEY, completely rebuilt, including major top engine overhaul by Bentley distributors, clutch relined, etc. With open 2/4-seater sports touring body (alloy) by Vanden Plas, dark green. Good tyres, recent new battery. 20 m.p.g., oil consumption negligible. Fine performance and wonderful handling qualities. £450. Depree, Parford, Chagford, Devon. Tel.: Chagford 2221 (evenings). [1621

M.G. TB. Recent engine rebuild. New crank, hood, side-screens. 16-in. rears, spare. Retrimmed; l/rack; rechromed; many extras. V.G.C. £165 o.n.o. Write : Duly, 57, Holmstall Avenue, Burnt Oak, Edgware, Middlesex. [1622

1928 BROOKLANDS RILEY Replica Nine. Dismantled. 16-in. wheels. Special head and manifolds. £50 o.n.o. Write : Duly, 57, Holmstall Avenue, Burnt Oak, Edgware, Middlesex. [1623

RILEY KESTREL 12/4, 1936. Good condition. £85 o.n.o. Pursell, 11, Craigiebield Crescent, Penicuik, Midlothian. [1624

ATLANTIC CONVERTIBLE. Power hood/windows. Exceptional condition. £125 o.n.o. 34, Walcot Avenue, Luton. [1625

LAGONDA 2.6 d.h.c., late 1952, absolutely immaculate original condition, 74,000 genuine miles; one lady owner only from new. Metallescent dark blue/pale grey hide upholstery, seat covers; new RS5s; recent engine overhaul. This car must be one of, if not the most perfect in existence. Cash offers of £385 or near invited. Would consider exchange for Lancia GT 2500 Aurelia, Vintage Yank, XK120/140/150 hard-top in like condition. Calvert, Westgate House, 2, Grattan Road, Bradford, 1. [1626

RILEY 2½-LITRE, 1950. Extensive rebuild, 1962 registration. Mechanics, chrome excellent; resprayed red and silver grey. Fitted wood-rim steering wheel, red leather interior woodwork re-polished. £250 or offer. H.P. possible. Mr. Fuller, Tel.: WIM 8676, ext. 29 (office hours). [1627

1961 AUSTIN HEALEY Sprite, enthusiast's car, 25,000 miles. Modified engine/gearbox/exhaust. Licensed. Hard-top, heater, belts, and many other extras. Exceptional condition. £450. Kinn, 58, Wise Lane, N.W.7. Tel.: MIL 3007. [1628

SHORROCKS SUPERCHARGER for sale. Exhilarating Mini performance. Works reconditioned. £25, cost £70. R. Christie, 65, Canfield Gardens, London, N.W.6. Tel.: Kilburn 2661. [1629

100E MODS. Twin 1½ S.U.s, free-flow manifold, twin exhaust. As new, £20. Tel.: LIV 4302. [1630

M.G., 1948, TC, in good condition throughout. £130. Gilchrist, 90, Carsington Crescent, Allestree, Derby. [1631

T.V.R. Mk. II, 1961, M.G. engine. All extras, c.r. box, discs, etc. £485 o.n.o. Tel.: ENF 2595 (business hours). [1632

1934 ROLLS ROYCE 20/25. Good condition. Tested. Original mascot. £140. Tel.: Gloucester 24552. [1633

XK140 FULL C-TYPE Jaguar engine, 1960, low mileage. Gearbox, overdrive, all accessories. £75. Taylor, 95, Findhorn Street, Dundee. [1634

3½ JAGUAR, 1948. V.G.C. Heater, radio. M.O.T. £75. W.H.Y.? Miller, 31, West Parade, Rhyl. [1635

LANCIA AUGUSTA pillarless saloon, in daily use. Offers. Faulkner, 6, Dovedale Avenue, Prestwich, Manchester. [1636

1957 AUSTIN HEALEY 100/6 BN4 2/4-seater. Radio, heater, undersealed, Avon Turbospeed tyres, overdrive, wire wheels, tonneau cover, screen-washers, wing mirrors. Colour, midnight blue. Licensed July. In exceptional condition. £385, or part exchange saloon. H.P. arranged. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [1637

M.G. TD, 1951. New 1,500-c.c. balanced engine. Resprayed two weeks ago in B.R.G.; all new chrome parts. Also spare 1250 Gold Seal engine. £260 or near offer. 6, Fountain Lane, Hockley, Essex. Tel.: Hockley 766 (evenings). [1638

ABSOLUTELY IMMACULATE XK150 S.E. d.h.c., genuine mileage 30,000. Koni's, new Turbospeeds, disc pads and p.v.c. hood. £625. I.A.M. owner buying Bentley. C. L. Billson, 51, Cadogan Gardens, S.W.3. Tel.: MIN 4678 (office). [1639

RUBY SALOON, 1936. *Concours* condition. Won't take two carrycots. M.O.T. Sept. £50. Tel.: Denham 2513. [1640

JAGUAR XK150 S-TYPE saloon. Ferrari red. Genuine mileage 24,000. Condition as new. Many extras, five Cinturas just fitted. Must be seen. £725. Wolfe, 7, The Green, Westerham, Kent. [1139

BRISTOL 2-LITRE 401 G.T. saloon, new works engine, " X " tyres, immaculate. 19, Wood Lane, Headingley, Leeds. [1651

M.G. TA. Excellent body. Reconditioned engine. Detachable hard-top, heater. £115. 151, Broom Valley, Rotherham. [1653

SS100 2½-LITRE. Black, probably one of the most immaculate original models left in this country. £600 o.n.o. Box No. Y.655. [1655

M.G.-A 1600 roadster, Sept. 1960. One owner, 29,000. Blue cellulose unmarked, " X "s, foglamp electric screenwashers, tonneau, boot rack, reversing lamp, engine immaculate, car as new. £520 o.n.o. H.P. arranged. London. Tel.: Orpington 20653 (after 6 p.m.). [1656

LAGONDA 2.6-LITRE, 1951. Fast and economical. Mechanically overhauled. M.O.T. £130. Tel.: Ashdon (Essex) 248. [1657

BENTLEY 3-LITRE. Rebuilder's opportunity: complete original car, dismantled, *sans* body. Very early model, no f.w.b. (though complete front-braked axle possibly available). Converted 'twenties to A-type gearbox, twin slopers, higher ratio 3.9 axle. Good engine—maker's oil pressure, just fitted sixteen new valves, guides; new X-shaft gears by Hofmann & Burton (bill £64). Original instruments, klaxon, good radiator, foldflat windscreen. £190. No offers, leastways not lower, being saleable spares £200-£250. Pair P100s, £6. Inspectable 10a, Wetherby Mews, London, S.W.5. Tel.: Frobisher 2907. [1658

FOR SALE—*continued*

T.V.R. Mk. II, Sept. 1961. Red, 109E engine, Alexander mods., heater, electric fan, seat belts. £470 o.n.o. Sismey, 33a, March Road, Wimblington, Cambs. Tel.: Doddington 441. [1659

AUSTIN HEALEY SPRITE, 1959. Safety belts, tonneau, new tyres and battery, heater. Clean and in excellent condition. Two owners. £280. 27, Sunnybank, Epsom. Tel.: Epsom 21704. [1660

ALLARD COUPE, 1949. Above average condition. New hood, tyres. £75. Hodgson, 77, High Street, Milton Regis, Kent. Tel.: Sittingbourne 2431. [1662

VOLKSWAGEN 1,131 c.c. ENGINE, complete gearbox, etc. Perfect. Evans, Woodend House, Halewood, Liverpool. [1663

BARGAIN: ex-Works 2.4 Jaguar. £245. Coombe Lodge Flat, Wotton under Edge, Gloucestershire. [1666

ODD ITEMS: 650×18 Pirelli, remould quality, unused, £7. 600×18 Firestone, remould, unused, £6. Two 600×21 inner tubes, 25s. each. One 525×21 inner tube, 15s. 18 in. Bluemel wheel, as new (1 in. centre), £3. 6½ Bentley radiator (Blue Label) flow tested, sheet needs polishing or plating, £12. 4½ Bentley manifold (square flange), metal sprayed, £3. Rare Jaeger (Paris) speedo head (0-75), £3. Three brass bonnet hinges, 3 ft. long, 15s. each. 6½ Bentley steering column, wheel, box, draglink, £5. Carriage extra. Quayle, Martins Bank Limited, Plymouth. [1669

ROLLS-ROYCE, 1935. Thrupp & Maberly 20/25 (partitioned). Excellent condition, engine rebuilt for £100, 1963. New tyres, brakes, battery, etc. Coachwork is good and well maintained. Beige interior, usual Rolls trim. Offers *circa* £200. Box No. Y.671. [1671

SHORROCKS SUPERCHARGER, as fitted to Ford Classic. Excellent condition. Complete. £30. Smyth, Tel.: Imperial 3960. [1672

G.T. BERKELEY, F.I.A. specifications. 60 m.p.g. Superb condition. £290 o.n.o. Watson, 46, Seymour Road, S.W.18. Tel.: VAN 7797. BAT 1159 (day). [1673

RILEY KESTREL. Reconditioned Sprite engine, good mechanically, body shabby. £75. Humphrey, 27, Cornelia Crescent, Belvidere, Shrewsbury. [1674

1958 AUSTIN HEALEY 100/6. V.G.C. New tyres, excellent bodywork, chrome, etc £365. Tel.: Elstree 3826. [1675

M.G. TC, 1949, coachpainted red, beautiful specimen, mechanics perfect, new weather equipment, tonneau. £165. Must sell. 6, Stratford Road, Alkrington, Middleton, Lancs. [1676

LAGONDA RAPIER. Abbott F.H. coupé. Mechanically perfect. Offers around £175. Tel.: Hinckley 2447 (weekends). [1677

HEALEY 100, 1956. Perfect order. 56,000 miles. New engine, 35,000 miles, overdrive. Has been owner's weekend hobby. Seen Bristol or Nottingham. £300 o.n.o. Box. No. Y679. [1679

MARK SIX LOTUS, 1,250 M.G. engine. Fully modded, hydraulic brakes. New front tyres and suspension units. M.O.T. £160 o.n.o. Stephens, 27, Dale Grove, Timperley, Cheshire. Tel.: RIN 5537. [1680

AUSTIN HEALEY 3000, Immaculate B.R.G., 1960. Low mileage. £260, extras. P/e possible cheaper car. £520. 23, Station Crescent, Rayleigh, Essex. [1681

RILEY 9 GAMECOCK, 1932, reasonable condition. Offers to W. F. Wood, Bosworth Farm, Draughton, Northants. Tel.: Maickwell 256. [1682

TR3A FOR £250. Superb condition. B.R.G. Extras. L.H.D., but easily converted to right. Tel.: Luton 53778. [1685

ROCHDALE G.T., Ford 1172 high compression engine, many mods., fast, loads extras. Professional build. £150. Tel.: Sale 4130 (Cheshire). [1687

RILEY 9 LINCOCK. Attractive P.V.T. coupé, recent £200 rebuild. Must go—first sensible offer. Henday, " Pilgrims Rest," Moorlinch, Bridgwater. [1688

M.G. TD, 1952. Immaculate engine reconditioned, new tyres, heater. H.P. arranged. £255 o.n.o. C. Williams, " The Brambles," Glenwood Road, West Moors, Dorset. [1689

SUNBEAM MARK III saloon, 1956. Immaculate condition. Low mileage. Many extras. £285. Mumford, 7, Bibury Road, Benhall, Cheltenham. [1690

29-SEATER BEDFORD, converted to 5-berth caravan, fully equipped. Excellent mechanically. £120 or near. Whittle, Bloxham, Oxon. [1691

CONNAUGHT CITROEN ID19, 1960. Twin solex conversion, brake servo, rev. counter, full gauges and remodelled facia, safety belts, sound-insulated. 33,000 miles. Daffodil and green. Tel.: Chelmsford 4032. [1692

SPRITE DE-LUXE, Sept. '62. White/red interior, heater, tonneau, twin Marchal spots, rev. light. Int. Silent Travel. Underseal. C41 nylon tyres, good condition. All servicing bills available. 30,000 miles, never raced or rallied. Seen Wembley area day, mid-Bucks. weekends. £400 o.n.o. Box No. Y.693. [1693

1529 STANDARD AVON SPECIAL, powered by 1935 Gloria sports engine, reconditioned 1961. Providing hairy motoring for around £50. M.O.T. Logan, Cintra, Haslemere, Surrey. [1694

ASTON MARTIN, 1957, 3-litre drophead. White, new navy blue hood and cover. Radio, Vantage exhausts. Most beautiful car, mechanically excellent. £750. Tel.: Byfleet 45595. [1696

FIAT 600/600D. Servais exhaust, other spares and extras. Send for list. Richards, Allcannings, Devizes, Wilts. [1697

TALBOT BD.75 COUPE, 1936. Completely overhauled mechanically and bodily. Superb appearance and condition. Full details on request. Jarrett, Home Farm, Atherfield, Ventnor, I.o.W. [1698

BENTLEY 3½-LITRE, 1935 2-door pillarless saloon by Bertelli, Green with red interior. Offers. Wright, Uplands, Crockey Hill, York. Tel.: York 77475. [1699

1946 TRIUMPH 1,800-c.c. roadster, good aluminium body, reconditioned engine, 10,000 miles, battery, front road spring, petrol pump and many other parts which total over £100 in last 18 months. Tyres worn. £100 or nearest offer. Apply : 45, Virginia Avenue, Lydiate, Lancs. [1700

BENTLEY 3½ Park Ward, 1935. All very good condition, body and engine, except main bearings gone; one previous owner. Will accept nominal offer. Collins, 2, Hawthorn Villas, Wallsend, Northumberland. [1701

BRISTOL 400. Much above average, extensively reconditioned engine, brakes, etc. £220 o.n.o., or consider p/e. vintagent. O'Brien, Lightbeck, Underbarrow, Kendal, Westmorland. Tel.: Kendal 578. [1702

TR2, 1955. Factory engine, " X " tyres, heater. Mechanically good. Body frayed at edges. Car now too small. Anthony Burne, Idlerocks, Moddershall, Stone, Staffs. [1703

REG. 1951, BROOKLANDS racing chassis, 1½-litre Riley engine, E.N.V. box. Fitted TC body in B.R.G. New hood, tyres; engine 3,000 miles since rebuild. £140 o.n.o. 1958 red M.G.-A, recon. engine 9,000 miles, heater, radio, luggage rack, " X "s, new carpets. V.G.C. £350 o.n.o. (Cheshire.) Box No. Y.705. [1705

1954 TR2, white, soft-top, seat belts. £150 o.n.o. Howard, 17, Market Square, Potton, Beds. Tel.: Potton 223. [1707

1952 JAVELIN de luxe, Series III. Good condition. £35 o.n.o. Tel.: Ripon 988. [1710

LAST CHANCE for restoration. Sound 1929 Morris Oxford coupé. Tel.: Hagley 2113. [1711

FOR SALE—*continued*

ONE OF THREE remaining, Bullnose Morris 11.9 Oxford, 1922, 2-seater. This car has been stripped to the last nut and bolt, renovated where necessary and rebuilt regardless of cost —some parts specially imported from America. Although not yet completely finished, time does not allow completion by owner. W. J. P. Williams, Rose Cottage, Broad Lane, Coventry. Tel.: Tile Hill 66039. [1706

LANCIA ARDEA, 1948, R.H.D. Body, chassis, free of corrosion. Runner. Hand-brake cable needed. £40. Jaguar 1½, 1948, good engine, chassis, body and chrome. Heater, discs. Suede green. £35. Or £70 the two. 40, Alloway Terrace, Dundee. [1709

TR3A, 1958, white. Heater. V.G.C. New clutch, rear axle. 37,000 miles only. £395. Shackleton, Tel.: Whitehall 7007 (day). Flaxman 8879 (evening). [1712

XK120, 1951, red, 140 motor, C-head, twin exhausts, heater, " X "s. £150 o.n.o. Exchange smaller vehicle, suitable learner. 14, Broadacres, High Harrington, Workington, Cumberland. [1713

M.G. TA, 1938. Engine recently rebuilt, bored and resleeved. Stage 1 tuned. New hood and screens. £130. G. Pick, 48, Bushfield Road, Scunthorpe. [1714

16/80 LAGONDA, 1935, 2-door saloon, condition good. £100. Sharp, " Endon," Swanton Close, Dereham, Norfolk. [1715

N.S.U. SPORT PRINZ, 1961, Alfa red. GT motoring at modest cost. Superb throughout. New works engine and gearbox; just run-in. Still under guarantee. Bills shown for over £100 spent this year. Radio, etc. £435, or part-exchange modern family saloon. Bell, 34, Devonshire Park Road, Davenport Park, Stockport. Tel.: Stepping Hill 3384. [1716

LANCIA AURELIA, B10, 1952. 2,000 miles on reconditioned engine. New battery and clutch. Possible part exchange. £?. Tel.: Cosham 79687 (Hants). [1717

RILEY ADELPHI. Take too long restore, will break. Also quantity " 9 " spares. M.G. 18-in. wheel. A.S. P.S. box parts. Smith, 39, Athol Road, Manchester, 16. Tel.: CHO 6156. [1718

BORGWARD HANSA 1,500-c.c. 2-door saloon, 1950. Silver and green. Heater, Blaupunkt radio, all-independent suspension, good chrome and paint; no rot, no dents. Contemporary lines, sound car. Laystall tuned engine, hard liners, lead-bronze bearings, stellited valves. £70 or offer. Tel.: Stourbridge 5080 (evenings). Eveson, Sandy Lane, Norton, Stourbridge. [1719

ASTON MARTIN DB1. A unique motor car in excellent running order. Recently fitted with new hood. Spot and fog lamps. M.O.T. £350 o.n.o. 3 Belford Park Edinburgh. Tel.: DEA 1567 (evenings and weekends). [1720

LOTUS 7, 105E Aquaplaned. Low mileage. W/ws electronic tach. wr./w. weather equip. Cellulosed red. Ex. cond. Very attractive docile. Very fast. £325. Akerman, 34, Castleton Avenue, Wembley, Middlesex. Tel.: Arnold 3935. [1721

GREEN M.G. TF (1954). Good condition. Luggage rack, full tonneau. £290. Thom, Argyle House, Victoria Road, Clevedon, Som. [1723

AUSTIN HEALEY SPRITE, 1959. Well shod; heater, screens, ammeter. £270. 27, Glenball Road, Edgware, Middlesex. Tel.: Stonegrove 8374. [1724

ASTON MARTIN 2-LITRE drophead coupé. Good tyres. Complete and original but requires restoring. £75. 1, Felbridge Place, East Grinstead, Sussex. Tel.: E.G. 703. [1725

£350, LOTUS SEVEN, Nov. 1959, dark blue. Immaculate condition throughout. Full weather equipment; history and specification. 2, Woodbourne, Weybourne, Farnham, Surrey. [1726

1959 M.G. MAGNETTE Varitone, two-tone grey. Michelin " X." Perfect. £375. Hartley, 50, Finkle Street, Cottingham, Yorks. Tel.: 45876. [1727

HAIRY VINTAGE 1172 Minor. Three owners. History from 1931. Also J2 and sealed-beams. New tyres, battery. Reconditioned J2 and hydraulics as spares. £85. Photo. 47, Brookwood Road, Millbrook, Southampton. [1728

1961 SUNBEAM RAPIER, cream, red upholstery. Safety belts. Excellent condition. £495. Steele, 193, Hailgate, Cottingham, Yorks. [1729

MAGNETTE collected by vendor from factory 1956. U/seal, Ridemasters, discs, radio. Good tyres. £235. Tel.: POPesgrove 5507. [1730

TURNER-CLIMAX, 1960. FWA rebuilt 1962 to Mk. III spec. c.r. box, wire wheels, discs, wood-rim, tonneau and hard-top. £475 o.n.o. Cullen, 3, Athelstan Road, Harold Wood, Essex. Tel.: Ingrebourne 42676. [1731

M.G.-A F.H.C., 1958. Mineral blue, immaculate paint and chrome. 7,000 miles on factory exchange engine, gearbox. " X " tyres, oil cooler, wood-wheel, radio, heater, luggage rack, overriders. £395 o.n.o. Would consider car in exchange. H.P. possible. Tel.: Footscray 1974 (Kent). [1732

ROLLS-ROYCE 20/25, 1935, James Young, sage green, red hide. Good history and condition. Elegant. £365. Tel.: Colchester 73854. [1733

ATM 1. VERY PRETTY 1936 Bentley 4½ sports saloon, blue, Salmans body. New engine 1952. Two previous local owners only. Offers. Tel.: Ravensden 442. [1734

PORSCHE 1600 CABRIOLET, 1959. Good condition and history. Details for intelligent investors with about £860 from Shakespeare, 67, Lake Drive, Hamworthy, Dorset. (London, Tel.: WAT 5610). [1735

JAGUAR XK140, 1956, f.h.c. Good example with servo brakes, radio, belts and many extras. £285. Tel.: MIN 1171 (business hours), or write, 16, Seymour Street, London, W.1. [1736

JAGUAR XK120 coupé (1954). Fantastic performance. Genuine reasons for sale. £180. Tel.: CLE 3901. [1737

SINGER 4AD, 1947, M.O.T. Complete engine overhaul, recon. steering box, tonneau, new hood, etc. Plenty of spares; 3-owner car. £70. Tel.: Abinger 33. [1738

M.G. TF, 1954, 1,250 c.c. Metallic green. Bodywork excellent, resprayed. Engine rebored, reground, 5,000 miles. New clutch, camshaft, etc. Heater, rack, tonneau, spot/fog/rev. lights. £290 o.v.n.o. 24, Clifton Road, Welling, Kent. Tel.: BEXleyheath 2625. [1739

JAGUAR XK120 drophead coupé, 1954 series. Heater, washers. Grey interior; Cotswold blue. Spot-lamp, etc. Whole car in nice condition throughout. £195 o.n.o. Tel.: RAV 6295. 102, Newbury Road, Bromley, Kent. [1740

JAGUAR XK140 fixed-head coupé, 1956, C-type competition engine. Heater, radio, washers, safety straps, twin spot-lamps, wheel discs, chrome fire extinguisher. Resprayed court grey, red interior. Whole car in immaculate condition throughout. £325. Tel.: RAV 6295. 102, Newbury Road, Bromley, Kent. [1741

A.C., 1950, 2-LITRE saloon, pretty good shape. Regretfully must part owing to company-supplied car. £120, offers considered. Davis, " Vitor," Wyatts Road, Chorleywood, Herts. Tel.: 3365. [1742

TURNER, 1960. White, black interior. Showroom condition. Many extras. One owner, 25,500 miles. £315 o.n.o. Moore, Hermitage Lane, Goostrey, Cheshire. [1744

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

FOR SALE—*continued*

FREE, FREE, FREE ! M.G. TD, 1953, extras include engine, chassis, wheels, body, etc. Re-upholstered, brakes relined, new bumpers. £235, all offers considered. Tel.: Watford 29863. [1744

VETERAN FIAT COMMERCIAL, about 1914, rough but virtually complete, restorable. £125, no offers. Box No. Y.745. [1745

FORD VAN, 1938, 23.9 h.p. Hydraulics. Runner. Spare diff. springs. £25, or fibreglass dinghy. Zagni, 25, Croft Street, Ipswich. [1748

M.G. TF 1500, 1955. Black, beautifully maintained. New tonneau, screens, rear " X "s. £340, or exchange M.G.-A 1500 tourer. Bowman, 20, Beachcroft Road, Hoylake, Cheshire. [1750

XK140. Twin exhausts, windscreen, wash, radio, heater, " X "s. This XK140 has laid up three years, only 13,500 miles. £300. 12, Dunraven Road, West Kirby, Cheshire. Tel.: Hoylake 7715. [1751

1934 ALVIS SP.20 tourer. Five v.g. tyres; new hood, tonneau, batteries. Body good. £100, will haggle. Pestell, 16, Coronation Close, Ilford. Tel.: CRE 2914. [1752

DEFINITELY THE FINEST Jupiter in the world. Stripped and rebuilt at great expense. Exactly as new. Unused for several years. A car for the enthusiast. Owner's second car. Bargain of all time, £225. Might consider small boat in part exchange. Tel.: Bedford 66027. [1753

RILEY MERLIN, 1937. M.O.T. 1965. New front springs, good tyres, battery; u/s. dynamo. £15. 30, Eastway, Maghull, Lancs. [1754

SUMMER CHARIOT. M.G. PA, B.R.G. M.O.T. Good sound condition. Many spares. £75. Martin, 35, Isleworth Road, Exeter. Tel.: Exeter 58729. [1755

AUSTIN NIPPY, 1939. Engine just rebuilt, recently rewired, re-hooded. New battery, seat covers. Goes beautifully, an excellent little car, only £60. Bates, 42, Abingdon Court, London, W.8. Tel.: WEStern 3067. [1756

1933 AERO MORGAN "Trike." W/c. J.A.P. V.G. cond., well shod. Lots spares. £95. Tel.: Keighley 2234 (Yorkshire). [1757

RETIRING HAGGIS HUNTER offers Mini extras. Weber carb. with banana manifold, £13; w/r. wheel, £3; Crypton tacho., £7; Lucas spot and fog and b/bar, £4; oil and water gauges, £1 each. O.N.O. Fleming, 6, Monreith Road, Glasgow, S.3. Tel.: Langside 5461. [1758

1930 HUMBER 16/50 saloon. M.O.T. A70 engine being removed. Gearbox and remainder available. Six wheels, seven tyres (four good), clock, handbook. Offers. 11, Pondcroft Road, Knebworth, Herts. [1759

FOR SALE : 1928 open 4½-litre Bentley. Le Mans replica (fabric) body. B.R.G. Speed Six rear axle and rods. Balanced and polished engine; hydraulic brakes; fully instrumented. Immaculate condition, only 20,000 miles since complete professional rebuild (in 1960 at a cost of over £1,600). Five new tyres, new aero-screens, tonneau, battery, etc. Photograph on request. £1,550 o.n.o. Box No. Y.760. [1760

1949 M.G. Y 1½-LITRE. Resprayed B.R.G. Five good tyres, heater, extras. Poor engine, therefore only £66. Tel.: MIL 1314. [1761

XK140, 1956, d.h.c. Low mileage. £295, or exchange Cooper. Tel.: Caterham 45140. [1762

ALFA ROMEO GIULIETTA Spring, 1958. Owner must regretfully sell this beautiful little car, which has been the family's " second " for four years, and is in exceptional condition throughout. The car is black with red upholstery, L.H.D., " X " tyres and a joy to drive. Nearest offer to £550. Lunn, Ravenscroft, Blenheim Road, New Romney, Kent. [1763

TRIUMPH VITESSE 14/60. New steering box, kings, bushes, roof, water pump, brakes, battery, rechromed, twin spots. B.R.G. M.O.T. to March 1965. Excellent example. £65 o.n.o. Brown, 57, Bassett Road, W.10. [1765

A.C. ACE, 1958. Engine recently reconditioned, very potent. Detachable hard-top. £580. Hire purchase available. Tel.: Fleet 878 (Hants). [1766

1954 DORETTI. " X "s, w/wheels, Alfins, heater, etc. Hood fair, otherwise good example of this quality sports car. £285 o.n.o. Tel.: Shepton Mallet 2350. [1767

M.G. MAGNETTE ZB, June 1958. Twilight grey. Exceptional condition throughout. Interior as new. Gold Seal engine; heater, etc. £365 o.n.o. H.P. if required. 29, Woodland Grove, Penwortham, Preston, Lancs. [1768

RILEY 1½-LITRE, 1948. Absolutely immaculate black cellulose. Recent Gold Seal engine. New battery and tyres. 12 months M.O.T. £120. " Greenaway," Pulham Market, Diss, Norfolk. Tel.: Pulham Market 309. [1770

LANCIA APRILIA, 1939. Very little rust. Above average specimen all round except engine, due for overhaul. New h.c. pistons, special big-end shells and other spares with car. New battery, good Michelin " X "s. M.O.T., taxed. Around £120. New, Englefield Lodge, Middle Hill, Egham, Surrey. Tel.: Egham 2313, Sunbury-on-Thames 5511 (day). [1771

MODEL-T FORD trembler coils, new, 37s. 6d. each. Hargreaves, Garden Cottage, Trumpet Hill, Reigate. [1772

M.G. YB 1½-LITRE saloon, 1953. Bronze. Total mileage 60,000, replacement engine 12,000 only. Heater, screen-washers, roof-rack, sliding-roof. One previous owner. Excellent condition. £200. Pearce, 16, Bradbourne Road, Sevenoaks, Kent. Tel.: 54371. [1773

1932 FRAZER NASH T.T. Replica. Superb condition. 2½-litre engine. Extremely fast. New chains, good tyres. Tel.: Rudgwick (Sussex) 514. [1776

1926 ROLLS 20 saloon by James Young. All aluminium body. Body and engine in very good order. Jones, Springfield House, Boxford, Colchester. Tel.: Boxford 224. [1778

T.V.R. IMMACULATE Mk. II, 1961, white. M.G.-A 1600 unit, polished head, tuned exhaust. Konis fitted three months ago. James Young black leather interior, special seats, wire wheels, Cinturas, heater, Kenlow fan, laminated screen, washers, wood-rim. 21,000. £495. Tel.: Wordsworth 5400. [1779

RARE VINTAGE CHRYSLER, 1929, 65,000 miles. Good mechanical and bodily condition. Original paint work and upholstery. £130. Nella, 38, Cator Road, S.E.26. Tel.: Sydenham 3055. [1780

EX-DONALD HEALEY 100/Six, 1958. Black. Hard-top, soft-top, tonneau, overdrive, wire wheels, heater, radio, spots. Immaculate. £450. Stewart, 33, Knights Lane, Kingsthorpe, Northampton. [1781

MERCEDES BENZ, 1957, 190 saloon. Petrol. Black. Upholstery grey—as new and new covers. Five new tyres. Garaged for last two years, previously chauffeur driven. Mercedes maintained. Numerous extras. Performance remains as new. Left hand drive. £395 for quick sale. In lock-up near London. Box No. Y.933. [1933

ALPINE, 1960, RED. Overdrive, wire wheels, new Michelins. Immaculate. £460. Goring-on-Thames 2884. [1810

JAGUAR Mk. VII, 1952. Perfect running order, almost new tyres. Body untidy. £55. Offers. Tel.: Molesey 1493. [1934

M.G. TD, 1953, reg. 1963. Good condition. Respray green. Bills for over £100 in last year. £285 o.n.o. Tel.: Romford 45201 (evenings). [1231

RILEY BEAUTIFUL, 1½ RME, 1953. Sensible enthusiastic home sought. Well worth £250. Please write Pyke, 18, Willoughby Road, Hampstead, N.W.3. Would deliver to 100 miles radius [1781

FOR SALE—*continued*

1954 VW STANDARD L.H.D. Excellent condition. Radio, extras, carefully maintained. £135. Tel.: Bayswater 2231 or evenings Park 5292. [1785

HEALEY, 1952, ABBOTT d/h coupé. Reputed £400 spent at Laystalls three years ago plus recent major overhaul of brakes, steering, exhaust, special trailer mounting fitted. Price £225. Heater, twin spots, loose covers. M.O.T., taxed end Sept. Tel.: WIM 6225 anytime. [1786

1951 RILEY 1½, excellent condition; new roof, rear axle. Taxed Jan. 1965. £150. 14, Branscombe Gardens, Winchmore Hill, N.21. Tel.: Palmers Green 1567. [1787

AUSTIN MINI DE LUXE, 1961. Speedwell conv. 20,000 miles. Excellent condition. Must be sold. Best offer accepted around £290. Crick. Tel.: Stansted Abbots 184. Box No. Y.788. [1788

JENSEN INTERCEPTOR CONVERTIBLE, 1952. Finished in most attractive silver blue with black hood. Wonderful mechanical condition, performs and handles really well. M.O.T. Jan. 1965. A touch of class for £165. C/of Beare Green Service Station. Tel.: Dorking 73175. [1790

REGAL 1929 PHANTOM II invalid's touring carriage. Swivelling leather armchair, corner cupboards, removable bed. Medallist 1963 German Rally (Berta Benz Gedachtnisfahrt) during 6,500 mile tour. Fully equipped. Excellent family tourer. Offers. Dr. Fred Richards, 36, India Street, Edinburgh. [1793

QUEEN SALOTE (TONGA) used my 1936 25/30 Rolls-Royce Mulliner Landaulette. Two-owner history. All original except new hand-sewn leather roof. Detachable boot with fitted suitcases. Original handbook. Mascot. Dr. Fred Richards, 36, India Street, Edinburgh. [1794

MINI-COOPER, JUNE 1962. Grey, 17,000, new tyres, H.P. arranged. Costello, 36, Loriners, Southgate, Crawley, Sussex. Tel.: GRO 4261. [1795

M.G. TD, 1953. Grey, red leather, perfect condition—it sparkles! £260 o.n.o. 47, Falmouth Avenue, Chingford, E.4. Tel.: LAR 6163. [1796

TR2 CARBS. ON manifold, c/w rampipes, £6. TR3 inlet manifold, 30s. Tel.: Cardiff 35678 (business). [1797

BENTLEY, 1937, 4½-LITRE saloon. Handsome car. £150. Also Alvis Speed 20 chassis, complete. Offers. 316, Elmsleigh Drive, Southend-on-Sea. Tel.: 524117. [1798

M.G. TD, 1951, IN IRELAND. Engine reconditioned. Black, cream wheels. £165 o.n.o. Write Moran, c/o Johnston, Convent Hill, Bessbrook, Newry. [1799

TR3A, OVERDRIVE, 1960. Very potent. Immaculate condition, Sebring white. Four new Cinturas, heater, radio, etc. Offers around £475. H.P. arranged. W. D. Wilson, 17, Wilfred Street, Newcastle-on-Tyne, 6. [1800

1936 ROLLS BENTLEY, Hooper aluminium body. M.O.T. certificate, but needs brake reline. Absolutely first-rate otherwise. No silly prices or offers. £50. Seen Yorkshire. Tel.: MAR (Birmingham) 2367. [1801

XK140 F.H.C., 1956. This car going at a reasonable price. Immaculate red interior and cream exterior. Mechanically very good. 22 m.p.g. and no oil used. Four new Road Speed tyres fitted. £270 o.n.o. Tel.: Ewell 2104. [1802

1954 MERCEDES 180, L.H. drive, excellent condition throughout. Full history. £225 o.v.n.o. Box No. Y.803. [1803

1960 HEALEY SPRITE, white, low mileage. Tonneau, heater, etc. Excellent condition. £325 o.n.o. Howarth, North Rode, Congleton, Cheshire. Tel.: North Rode 380. [1804

A PORSCHE you can afford to buy and to run. F.H.C. Sound and handsome in silver; fitted recent tuned balanced supercharged VW engine. Radio. Recent bills for £260. Taxed, M.O.T. to 1965. Genuine reason for reluctant sale. £295. Box No. Y.805. [1805

J2 M.G. O.H.C. engine overhauled. Body excellent. £75. 112, Pine Gardens, Eastcote, Middlesex. Tel.: FIE 9811. [1807

TR3A, 1959, WHITE. Immaculate condition, heater, mirrors, " X "s. £425. 43, Benedict Drive, Bedfont, Middx. Tel.: FEL 2281 (office), or 4396 (evenings). [1808

AUSTIN HEALEY, 1957 100/6. 2/4-seater, overdrive, heater, radio, excellent condition. £295. Tel.: Heaton Moor 3551 (Cheshire). [1812

JAGUAR XK150 COUPE SE. Wire wheels, overdrive, white. Good condition, very fast. £420 only. 130+ m.p.h. and 21 m.p.g. Tel.: Goring-on-Thames 2884. [1811

LANCIA AURELIA, 1955. First-class condition. Engine, gearbox, backend, and electrical system completely overhauled. New brakes and tyres. Price £385. Major E. Hindmarch, Craufurdland Castle, Fenwick, Ayrshire. Tel.: Fenwick 316. [1813

FACEL-VEGA " FACELLIA " 1.6-litre, October 1960. Metallic blue 4-seater convertible. Latest engine modifications. All extras. £900. Alvis TB.21 3-litre, 1952 streamlined special sports cream 2-seater. Radio, new tyres. £275. Mr. Fisher, Thorncote Green, Sandy, Bedfordshire. Tel.: Northill 221. [1814

1936 RILEY SPRITE 2-seater. A superb example. £325. Lines. Tel.: REG 6962 (daytime). [1816

1960 SPRITE, BLUE. Heater, tonneau, rev. counter. One owner. No competitions. £335. Tel.: Crayford (Kent) 23831. [1817

SUNBEAM ALPINE, 1955. In beaut. order. F.1/change, o/drive, htr., spots, Mich. " X "s, reversing lights, radio, and other extras. Resprayed in alpine mist. Looks and goes like a dream. Offers. Box No. Y.818. [1818

RILEY 1½, 1954. £160. In good condition throughout. Linfield, Hall Lane, Kelsall, Nr. Chester. [1819

V8 FORD, 22 h.p., 1939. Stored 18 months, not run since £75 engine overhaul. Completely sound, good tyres. Slight body attention reqd. to finish restoration to original. £65. Benton, 6, Lillington Road, Leamington Spa. [1820

FOR SALE: 1919 Lucas headlamps, £15. Sidelamps, 4½ in., £5. 1930 Raleigh engine unit, £25. M.G. J2 differential unit, £7 (5.875 : 1). Rare Rover tourer, damaged, £12. Hornet box, Le Mans box, £5. Ballamy Ford Popular, £85. Will haggle. T. Sargeant, Hope Mill, Goudhurst. Tel.: 327, Kent. [1821

RILEY M.P.H. in the last stages of rebuild. Fitted reconditioned Sprite engine. All parts to complete. Offers. Box No. Y.822. [1822

1928 ROLLS-ROYCE 20 Hooper saloon, good condition. Mascot, handbook, four new tyres. £250 o.n.o. Tel.: Fleetwood 3647, or after 6 p.m. 2743. [1823

M.G. ZB MAGNETTE, 1958. Excellent. Extras. £325. 77, Grove Avenue, Chilwell, Nottingham. Tel.: 254359. [1824

ROLLS-ROYCE 20/25, 1931 Hooper sports saloon. Sunroof, projecting boot. £325. Box No. Y.825. [1825

XK120. Gas flowed high lift cam engine fitted 1959, hardened suspension, front disc brakes, tonneau, twin exhausts. £225. Aylard. Tel.: Mayfair 9371 (office hours). [1826

MINI BARGAIN. Nearest £250. 1963, 16,000 m. Modified head and manifolds, rev. counter. Damaged driver's side (£20) otherwise excellent. Metallic blue and black. Tel.: Goring-on-Thames 2884. [1609

SP250 HARD-TOP, £40. Rear axle, £30. Gearbox, £30. Small mileage. Box No. Y.827. [1827

SPLENDID A.C. 4-seater Buckland tourer, 1952. V.G.C. White. New clutch, steering, etc. £175 o.n.o. Geale, Tel.: LON 1501 (office). [1832

FOR SALE—*continued*

1958 TR3A. Overdrive, discs; radio, heater, spots. Black trim. £360. Tel.: Crescent 9392 (after 7 o'clock). [1828

HERALD 2+2 COUPE, 1962. Primrose/white, black upholstery, S.U.s, export chassis, 12/50 facia. £415. 5, Chylds Court, Allesley Park, Coventry, or Tel.: Knaresborough 3102. [1829

BENTLEY 3½-LITRE pillarless saloon by Van Vooren of Paris. First-class condition. £295. Box No. Y.830. [1830

RILEY 1½. Black 1953 model; 8,000 miles since rebore. M.O.T. Perfectly maintained; unbelievably immaculate condition. £225. Caudwell, Whiteladies, Western Road, Abergavenny, Mon. Tel.: 191 (office). [1831

M.G. TC, 1949. 1,500-c.c. engine. Just completed high-class respray, red; new king-pins, brake linings. Immaculate condition throughout, excellent weather equipment. Luggage carrier and spots. Bargain, £169. Flook, 33, Trevor Drive, Bromham, Bedford. [1833

1927 MORRIS OXFORD. Special bodied saloon with sunroof. This unusual vintage motor will be for sale mid-April after complete engine rebuild, incl. rebore, new pistons, valves, remetalled mains. Interior recently re-upholstered. Needs very little work. Reluctant sale due to loss of garage. £195 o.v.n.o. B. Blatherwick, 14, Whirlowdale Close, Sheffield, 11. [1834

M.G.-A, 1960, hard-top, " X "s, extras; low mileage. £450. Tew, 10, Parkhill, Moseley, Birmingham. Tel.: South 2352. [1835

THREE RAILTONS, 28 h.p. From £15 to £100. Two very good, one needs renovating. Bishop, Danmoor, Heckfield, Basingstoke. Tel.: Heckfield 233. [1836

AURELIA GT SPIDER, 2½-litre. R.H.D. Floor change. Specialist maintained. Excellent. £675 o.n.o. P/exchange considered. Seen Devon and Berkshire. Box No. Y.837. [1837

LOTUS 6. 1961 Ford 1172 fully modified. Stark, fast, very reliable. £175 o.n.o. Pearce, 2, Southview, Manningford Bruce, Pewsey, Wilts. [1838

1952 2½ RILEY, B.R.G. Excellent all round condition. Various extras. Tel.: Gladstone 3574. [1839

SUNBEAM-TALBOT, 1948, 2-litre. Good condition, history available. £65. Tel.: Gladstone 3574. [1840

M.G. TA, TC engine. Good all round. £80 o.n.o. 97, Kiln Lane, Milnrow, Rochdale. [1841

ACETYLENE HEADLAMPS, nickel, one pair. Unused, in original boxes. Three bulb horns, nickel and black, unused, in original boxes. One brass and black oil rear lamp, also unused. £41. Will not separate. Taylor, 49, Wolverhampton Road South, Birmingham, 32. [1842

TR3. Unmarked bodily, mechanically perfect. 3A specification, hard-, soft-tops, tonneau, new carpets, new " X "s. R. H. luggage grid, wire wheels, spot, fog, reversing lights, rad.-blind, washers, Redex Lubrocharger. £375, or offers. Dion, 168, Radcliffe Road, West Bridgford, Nottingham. Tel.: Nottingham 231477. [1843

ASTON MARTIN DB2.4, 1955, Vantage engine. Blue. Two owners. Recent extensive engine overhaul. Good tyres. Taxed year. £500. Tel.: Faringdon 2185. [1856

RILEY NINE KESTREL, 1936, Special Series. Genuine 64,000 miles. £100 o.n.o. Wilkes, 58, Lye Valley, Headington, Oxford. [1857

1953 M.G. TD2. Excellent condition in body and engine; many extras. £210 for quick sale. 142, Kingsway, Heysham, Lancs. Tel.: 51945. [1858

SP250 SPARES : Gearbox, clutch, rear axle complete. Offers. Box No. Y.859. [1859

AUSTIN-COOPER, 1962. No competition. Immaculate. £395. H.P. available. Tel.: Wellington (Shropshire) 3109. [1860

SAAB, 1962 series, exchange engine Feb. 1963, laid-up year. S.P.s. Spotless, white. £450. Tel.: Orpington 31685. Box No. Y.861. [1861

WANTED

BENT M.G.-A 1600 or TR3 wanted. Reasonable price, but please, no write-offs. Evans, 22, Church Road, Stainforth, Yorks. Tel.: 568. [1774

FRAZER NASH. Private buyer requires pre- or post-war Frazer-Nash, or any vintage racing car. Box Y.109. [1108

HISPANO-SUIZA 37.2 water pump wanted. Interested other spares or complete car for spares. Midlen, Fremington, Barnstaple, Devon. [1109

ASTON MARTIN S/C 2/4 Le Mans or Mk. II in sound, original condition. Gregory, 1, Aytoun Court, Aytoun Road, London, S.W.9. [1112

MORGAN PLUS 4, 1961 onwards. Chadwick, Thatched House, High Toynton, Horncastle, Lincs. [1113

HARD-TOP FOR SUNBEAM Alpine Series II. First-class condition only. Tel.: Cunningham 4029. [1115

MORGAN PLUS FOUR, *circa* 1955, preferably TR2 unit 2-seater, good mechanical condition essential. Box No. Y.117. [1117

WANTED : DAIMLER ROADSTER, 1956 or thereabouts, condition immaterial. Box No. Y.119. [1119

WANTED : FOR BIRMINGHAM University Carnival (towards charity), large old car in running condition with shabby or no bodywork. Can only pay nominal price. Box No. Y.124. [1124

PRE-1914 CARS wanted for restoration. Cars from 1914 to 1930 in good condition; also pre-1935 racing car. Only cars in original condition. Send offers with full details and photographs to Box No. Y.141. [1141

WANTED : MORGAN +4, 1960-63, immaculate condition. Cash purchase. Write : Sinclair, Lavender Cottage, Westgate, Tickhill, Nr. Doncaster. Tel.: Tickhill 362 (nights). [1143

WANTED : SET WIRE wheels for 1954 M.G. TF. Good condition, low price. King, 29, Kingsway, Worsley, Manchester. [1154

1910/14 SUNBEAM 12/16 h.p. any spares, particularly engine, Claudel Hobson carburetter, wheels, windscreen, body, hand-pump for pressurising petrol tank. Fowler, " Westfield," St. Margaret's Road, Altrincham. Tel.: 2984. [1171

HUMBER, 1926/8, wanted, complete car or body any type for 9/28 h.p. Also any spares for this car, engine, or back axle. Fowler, " Westfield," St. Margaret's Road, Altrincham. Tel.: 2984. [1172

BUY OR BORROW, with cash security, handbook for Hudson 16.9, 1938/39. Cholmondeley, 23, Goldthorn Crescent, Wolverhampton. [1184

WANTED : CYLINDER HEAD for Austin Healey 100-6. Would consider complete engine, either 2.6 or 3000, if price is right. Box No. Y.194. [1194

SET OF WIRE wheels for Mk. 2 Jaguar, preferably with hubs. Write details to Box No. Y.149. [1149

M.G.-A HARD-TOP and sliding screens. 12, Fraser Terrace Perth, Scotland. [1205

WANTED BY PREVIOUS owner, news of K3 Magnette, chassis No. K3008, engine No. AK27, registered No. AGW 37. Box No. Y.228. [1228

WORKSHOP SERVICE MANUAL for Daimler Conquest D.J. 250. H. J. Brundish, 86, Albion Road, Great Yarmouth. [1230

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

WANTED—*continued*

REGISTRATION NUMBER. TE 1, AEE 1 or low numbers. Price and particulars to Box No. Y.207. [1207
WANTED : TR2, TR3, Morgan +4. Only specimen considered. Birmingham. Box No. Y.232. [1232
AUSTIN CHUMMY WANTED. Must be in first-class original order and not later than 1928. Top price paid for right one. Box No. Y.251. [1251
LOTUS VI or VII. Under £300. Must be in excellent condition. Tel.: Southampton 54668. [1309
2.3S ZAGATO ALFA or similar. Would consider Bugatti. Full details to Box No. Y.322. [1322
ANY REGISTRATION NUMBER between H 1-H 100. Good price offered. Howells, 37, Littleton Road, Harrow, Middlesex. [1334
500-550 x 16 in. TYRES. Also Morgan steel wheels. Pickrell, Tel.: WEM 8777 (9.30-5.30). [1336
WANTED : LOW AW number. Good price paid. Box No. Y.358. [1358
FORD ZODIAC/ZEPHYR Mk. III engine wanted. Martin, 28, Henley Street, Alcester, Warwicks. [1365
MORRIS EIGHT TOURER, preferably 2-seater. Must be in really good condition and completely roadworthy. Will pay well for genuine motor. John Lee, 40, Kensington Gardens Square, W.2. Tel.: Park 4213 (days). [1372
PRE-1935 AUSTIN SEVEN saloon. Good condition essential. Tel.: Kelvedon (Essex) 453. [1379
FIVE WIRE WHEELS for TR3A. Must be in good condition. Waterman, 48, Chandos Road, Newbury, Berks. [1385
REV.-COUNTER, THERMOMETER and clock for Bugatti Type 35—any condition but must be original type. Also wanted, four Dunlop Racing 500-19, used but otherwise without defects. State tread pattern and percentage left. L. W. Haajanen, Bodkaregatan, Broby, Sweden. [1396
FOR MIDGET or Sprite Mk. II 1,098-c.c., boot lid, laminated screen, Shorrocks supercharger. Hardcastle, Rigton Grange, East Keswick, Leeds. Tel.: Collingham Bridge 3205. [1408
RAPIER III HARD-TOP, performance conversions, W.H.Y.? Armstrong, 31, Ickenham Road, Ruislip. Tel.: 2912. [1409
M.G.-A COUPE WANTED. Low mileage essential. Cash. Forshaw, 415, Ringwood Road, Parkstone, Dorset. [1683
ENGINEER REQUIRES CLASSIC Vintage or Veteran car for rebuilding. Dismantled or damaged acceptable. Situation unimportant. Box No. Y.684. [1684
WANTED : M.G.-A coupé windscreen and rear window. Also body panels. Tel.: Luton 53778. [1686
BRISTOL 401/3, 1953, workshop manual (prefer 401). Kelsey, "Daneshey," Birkenhead Road, Hoylake, Cheshire. [1704
MINI WRITE-OFF REQUIRED. Consider damaged Turner, T.V.R., or interesting sports car. Hargreaves, 61, Grey Street, Stalybridge, Cheshire. [1722
PRE-WAR HANDBOOKS, articles, etc., on M.G.s. 28, Ashbrook Road, Old Windsor, Berks. [1747
ROVER 75, WOLSELEY 18/85, M.G. Y, Peugeot 203 or similar. Must be good. Box No. Y.749. [1749
VOLKSWAGEN WANTED, preferably sun-roof, 1955-60 considered. J. Malin, Aberfoyle, Blackwater, Camberley. Tel.: 23157. [1764
LAGONDA 4½, preferably open, sound condition. Kendall, 67, Ferriby Road, Hessle, Yorkshire. [1769
M.G.-A 1600 coupé, wire wheels, black, ivory, B.R.G., iris blue. Earl, 77, Risborough Road, Bedford. [1783
4ED MEADOWS ENGINE complete ready to drop into Frazer Nash. Box No. Y.777. [1777
GOOD TONNEAU COVER for Herald convertible, R.H.D. Brockbank, 17, Alexandra Avenue, South Harrow. [1782
M.G., 1931, C-TYPE Montlhéry Midget : Urgently require quick-action filler caps, supercharger : Powerplus or Cozette crankshaft driven, instruments, C-type or J4 engine, any other parts. W.H.Y.? Send full details and lowest price to Box No. Y.644. [1644
1903/7 DE DION steering column, water pump and bonnet. Seaton, 34, Queens Road, Bournemouth. [1511
Y OR YB M.G. or 2-litre A.C. in good condition. No fancy prices, please. S.A.E. Hepworth, 24, Stewarts Close, Fifield, Maidenhead. [1374
SIMCA VEDETTE ENGINE. Minor 1000 engine. Speed equipment Minor 1000. Electric drill. Box No. Y.646. [1646
J.A.P. 4-STUD 500-c.c. racing engine, also spare crankcase and any spares. Box No. Y.647. [1647
WANTED : SUNBEAM-TALBOT Mk. III, or Alpine, 1955. Must be in good condition. Box No. Y.650. [1650
GRAND PRIX SALMSON. Rear axle wanted, also any other Salmson spares. Vincent, The Square, Betley, Crewe, Cheshire. [1681
1954/58 VOLKSWAGEN, good body, etc., but any condition mechanically. Box No. Y.664. [1664
WANTED PRIVATELY : PORSCHE or Renault Floride. About £450 cash. Details to Heane, 277, New Road, Ferndown, Dorset. [1667
M.G.-A 1500 sports, 1957/58. Excellent condition essential. Cash paid. Details to : Cox, 57, Orsett Road, Grays, Essex. [1678
FIAT 600D ENGINE and gearbox wanted, or consider crashed 600D complete. J. Garratt, 11, Alban Avenue, Townsend, St. Albans, Herts. [1293
CYLINDER HEAD for 1937 4½-litre Bentley. Bucknall, Tall Trees, Semley, Shaftesbury, Dorset. [1499
£50 and £15 monthly offered for M.G.-A, A/Healey, TR2. Private agreement. Cheap. Box No. Y.504. [1504
£100 CASH OFFERED for M.G.-A, TR2, any condition. Ley, 25, King Street, Reading. Tel.: 52965. [1505
CAR RADIO, TRANSISTOR, in good order. Dowdy, Dorrells, Whatlington, Battle, Sussex. [1421
ORIGINAL KESTREL MASCOT for pre-war Riley. Your price paid. Moody, 10, Crown Terrace, Scarborough, Yorks. [1515
BUGATTI T.57 saloon wanted. Can be rough but must be cheap. Box No. Y.528. [1528
CRASHED TR2/3 or 3A in towable condition required by enthusiast. Good price offered. Write to 3, Ivor Close, Guildford, Surrey. [1547
SLIDING SCREENS for Mk. I Sprite. Fair price paid. Collect anywhere within reason. Hyatt, 37, Lindley Road, Walton-on-Thames, Surrey. Tel.: CIT 5020 (9-5). [1549
WIRE WHEELS, HUBS, brake drums, etc., for M.G. TF. Lomas, 361, Hollins Lane, Hollins, Bury, Lancs. [1567
ALTA CONVERSION for Morris Minor. Offers please. 16, Osborne Avenue, Cleveleys, Blackpool. [1591
S.S.100 JAGUAR WANTED privately. Please send details to 40, Court Lane, Cosham, Portsmouth, Hants. [1597
SC SERIES JUPITER wanted, must be mint condition throughout. Details to Goff, 4, Park Road, Sunbury-on-Thames. [1602
WANTED—ROLLS-ROYCE, £900-£1,000. Reply, giving complete description, Box No. Y.642. [1642
UP TO £165 for drophead coupé or open body tourer in good mechanical condition. 1929 to 1939 Bentley, Lagonda, Alvis, Rolls or similar style preferred. Please give complete details and best price. All photos returned if requested. Box No. Y.643. [1643
CHUMMY AUSTIN SEVEN, 1923-28 tourer, original bodily. View anywhere. Ward, Ousterne Lane, Fillongley, Warwicks. [1439

WANTED—*continued*

DELLOW WANTED (preferably in West Country). Pearce, "Sundown," Knole Park, Almondsbury, Bristol. [1444
FOR K-TYPE M.G. : Two-carburetter manifold, magneto and drive-unit, preselector gearbox clock, manual. For NA-type : 2-seat body (1934-5)—consider complete car, mechanical condition immaterial. ENV 75 gearbox with FG or FR number. Alfison, 11, Orchard End Avenue, Amersham, Bucks. [1433
LAGONDA WANTED for sapres. Any model, condition, or location, if cheap. Box No. Y.427. [1427
VANGUARD "SPORTSMAN" ENGINE (tuned Phase III/TR considered). Interested overdrive. Floor-change box. Details : Box No. Y.152. [1152
MANUALS FOR PRE-WAR M.G.s, copies of *M.G. Magazine, Sports Car,* sales literature, publicity pamphlets (*e.g.*, "Luck of the Game"), Barré Lyndon books, and any othe information relating to o.h.c. M.G.s. Hon. Sec., Triple-M Register, M.G. C.C., 11, Orchard End Avenue, Amersham, Bucks. [1432
ASHLEY HARD-TOP and hood : Mk. I "Sprite." 7, Winslow Road, Wingrave, Aylesbury, Bucks. [1665
WANTED: M.G. TC or SS100 Jaguar. Must be in good condition and of reasonable price. 804, Kenton Lane, Harrow Weald, Harrow, Middx. [1935
CRASHED OR DAMAGED TR3s and TR4s wanted, best prices paid, spot cash. Also various TR spares for sale. 431, Upminster Road North, Rainham, Tel.: 2136, Essex. [1815
SUNBEAM 90, 1957, crashed car wanted, also TR oil radiator. Breaking D.K.W. pre-war twin reconditioned crank, suspension, brakes. "Autosport," Vol. 1-16, most copies. Eales, Black Barn, Little Waltham, Chelmsford, Essex. [1917
PEERLESS. Must be in good condition. F. May, Tel.: Abingdon 1600, ext. 477. [1806
1927 MORRIS OXFORD. Crank handle locating casting and bottom hose connection casting or, alternatively, "clapped-out" engine. Box No. Y.844. [1844
LAGONDA RADIATOR for vintage 3-litre. Good core essential, good chrome preferable. Urgent. Box No. Y.845. [1845
PAIR OF HD8 S.U. carburetters, 2-in. bore, manual choke preferred. Urgent. Sinclair, 43, High Street, Mexborough Yorkshire. Tel.: Mex. 3114. [1846
DELLO OR FORD 10 tourer wanted. Good condition essential. Hampshire. Box No. Y.847. [1847
GENUINE ENTHUSIAST REQUIRES M.G. P-type sports car. Airline coupé preferred. Details and price please. Box No. Y.848. [1848
SINGER 4AD SPARES or spare car, also workshop manual. Taylor, Badgers' Green, Harrison Drive, Goostrey, Crewe. [1849
PEUGEOT 203. Really good car or estate. Old Manse, Farr, Inverness. Tel.: Farr 209. [1850
WANTED : OVERSIZE PISTONS for 1928 20 Rolls. G. Kergon, 148, Trimmingham Lane, Halifax, Yorks. [1851
ROLLS-ROYCE MASCOT (standing Silver Lady), for 1939 P. III limousine. 113, Church Road, Urmston, Manchester. [1853
LOTUS SEVEN—road equipped. McClune, Harlam Lodge, Lansdown, Bath. Tel.: 4748. [1854
TR2/3 WANTED for cash, v.g.c. throughout, preferably o/d., L.H.D. would do. Full details and price. 8, Hoo Common, Chattenden, Nr. Rochester, Kent. [1855

EXCHANGES

1960 STAGE ONE Mini, plus extras. Exchange Sprite, etc., or cheaper sports car plus cash. Tel.: WEM 0714. [1179
1953 ASTON MARTIN Vantage saloon. See "For Sale." Tel.: Egham 4773 (evenings and weekends). [1458
M.G. TF, 1,250 c.c., immaculate condition, B.R.G., recent complete overhaul, exchange Rapier or good 4-seater, cash adjustment. Lancashire area. Box No. Y.518. [1518
XK140, 1957, hard-top, o/d., in excellent condition, exchange for saloon. H. Peter, Mintlaw Station, Aberdeenshire. [1016
HAVE GOOD CITROEN DS19 plus cash for 1960 SP250 or 1959/60 Volvo 122. Box No. Y.111. [1111
HYDROPLANE, complete with engine and trailer. Will sell or exchange sports car or W.H.Y.? £95. Box No. Y.128. [1128
1961 FIAT-ABARTH 600. Red, immaculate, 29,000. Require straight exchange for good VW of similar value. Box No. Y.241. [1241
JAGUAR XK120 f.h.c., R.H.D., for L.H.D. 2+2 or 4-seater. See also "For Sale." Tel.: Maidenhead 25437. [1280
JAGUAR AUTOMATIC, 1957, original grey, low mileage, plus cash for Alpine, M.G.-B, Healey 3000. Mrs. Bullock, Tel.: Lymington 3933. [1282
DAIMLER SP250, 1960, 25,000, v.g.c., for small saloon/sports car, plus cash. Sell, £600. "Len's Café," Marina, Bexhill. [1670
EXCHANGE YOUR SALOON for my superb 1962 M.G. Midget. Preferably small, 1961/3, London. Box No. Y.402. [1402
1961 HIGH-PERFORMANCE DAIMLER 4½-litre V8 saloon (*Motor Sport* test report June 1963), 21,000 miles, excellent condition, for Aston Martin convertible saloon considered comparable condition. Box No. Y.579. [1579
ARNOTT SUPERCHARGER for A-type B.M.C., complete, £30. Sprite I tonneau, £2 10s. Volkswagen tow-bar, £3. Or exchange Mini goodies. West, 37, Porth-y-Castell, Barry, Glam. [1868
SERIES II, 1961, ALPINE, all extras except o/d., for DB2/4 or Warwick, cash adjustment. Tel.: Harwich 3633. [1869
JOWETT JUPITER, 1952. Good condition. Heater, flashers, tail rack. £100, or exchange for small Fiat. Tel.: Manchester URM 6307. [1870
A40 FARINA : F.J. modified, fully instrumented. Fast road or track car. Offers or p.e. Cortina GT, VX 4/90, W.H.Y.? Please write : J. S. Davies, 9, Coneygree Road, Tipton, Staffs. [1872
CITROEN LT.15, 1954/55, must be immaculate throughout, wanted in exchange for VW, 1957, cash adjustment according to current s/h. prices. Write or call, Rich, 9, Brook View, Hitchin, Herts. [1873
MAGNIFICENT RILEY ROADSTER. The 2½-litre, 100 horsepower, 100-m.p.h. Continental sports 2/3-seater. Baby Fiat or N.S.U. wanted. Box No. Y.874. [1874
H.R.G. 1500 for smallish "Vintage" or "P.V.T." See "For Sale." Simpson, 30, Grendon Avenue, Oldham. [1905

MISCELLANEOUS

PAGE TOURS programme of details to Continental Motor Races is booking up quickly, so it is inadvisable to delay your reservation much longer. Choose which of the 20 exciting departures attracts you most and persuade your friends too. There are some sensational new editions for Le Mans, and details of these and the brochure, if you don't already have one, can be obtained free by filling in the coupon on page 225. [1262
SYLVIA SMITH offers set of four original ink drawings. F.1 cars. 10 in. × 15 in., unframed, £2, p. and p. extra. Commissions undertaken for oil paintings of all types of car and motor-racing scenes. Prices from £3. Little Oaks, Water End, Hemel Hempstead, Herts. [1507
SMITHS RALLY CLOCK, £20. New Omega Speedmaster, £36, cost £52. Sutcliffe, Elmgarth, 69, Cleckheaton Road, Bradford, 6. [1641

MISCELLANEOUS—*continued*

"MOTOR SPORT" and other motoring magazines, 1958 to 1963. £5 o.n.o. Smith, 3, Marechal Niel Avenue, Sidcup, Kent. [1695
22 DYW, ELITE. Owner please contact Box No. Y.654. [1654
TRAIN FOR A CAREER as a pilot in civil aviation. Prospectus from The London School of Flying, Elstree Aerodrome, Herts. Tel.: Elstree 3148. [1649
"ALLOY WELDING" specialised repairs to blocks, heads, and crankcases; camshafts, rockers, gear teeth rebuilt and hardfaced (Vintage). Liselott Welding Service, 9a, Broadway, Bexleyheath. Tel.: 9831. [1648
VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [1645
EXPERIENCED MORGAN 3-WHEELER owner (male) seeks lively co-driver, either sex, to share exes camping, sunbathing Continental tour, June or July. Meet London to discuss routes, etc. Box No. Y.510. [1510
HEALEY 3000 TONNEAU (navy), unused, £6. Bassett, Briar Cottage, Gunnislake, Cornwall. [1255
BEAUTIFUL ORIGINAL 10 in. × 8 in. drawings of Riley Imp and Brooklands; Austin Healey Silverstone, 100/6, Sprite Mk. I and II; M.G., all the Ts, M and J2; Bugatti 14, 35, 51 and 44; Jaguar S.S.100, XK120, 140, E-type; 1907 G.P. Itala; Lotus 7, Elan, Elite. All for 7s. 6d. mounted or 10s. 6d. in colour, sent post free with money-back guarantee, from Hyatt, 37, Lindley Road, Walton-on-Thames, Surrey. [1550
TR PARTS for sale, cheap. Fibreglass bonnet, wings, doors; wire wheels; RS5s; Koni shockers; steel hard-top. Also breaking 1955 TR2, all bits available. 3, Ivor Close, Guildford (Tel.: 4126), Surrey. [1548
WYE VALLEY. Compact country property, consisting of detached modern spacious 2-bedroomed bungalow with underfloor central heating, all modern conveniences. Garage, 2/3 cars, small workshop and office passed for light engineering, own petrol pump. Stone-built stables and barn. All in 3½ acres freehold land. Price £5,500 for quick sale. Phillips, Penyvan, Narth, Nr. Monmouth. Tel.: Trelleck 291. [1523
JOWETTS—Pre- and post-war. Southern Jowett Car Club. Regional Sections. For membership details, contact the Secretary, 43, Holtspur Top Lane, Beaconsfield, Bucks. Spares and technical information available. [1090
EDY 1 FOR SALE, offers. Also S.S.1, no body, reconditioned engine. Sell complete or break. Midlen, Fremington, Barnstaple, Devon. [1110
POP RIVET GUNS, 32s. 6d., p.p. 2s. Rivets, 5/32 in dia., 7s.6d. 100. Cash or C.O.D. N. Lockwood, 76, Ernest Road, Bedhampton, Hants. [1231
VINTAGE. Rolls Twenty 3-speed gearbox complete. Offers. Mason, 2, James Street, Bamber Bridge, Preston. [1215
BACHELOR REQUIRES young companion/co-driver this summer for tour of Devon. Box No. Y.296. [1296
PARACHUTING AS A SPORT. For full details write to M/S., British Skydiving Ltd., 493, Devon Mansions, Tooley Street, London, S.E.1. [1305
ARE YOU ENJOYING the car of tomorrow today? Enjoy it more by joining the Citroën Car Club. Social and technical facilities galore. Apply R. A. Howe, 32, Lower Road, Fetcham, Surrey. [1277
CLASSIC AMERICAN AUTO CLUB OF GT. BRITAIN. Dedicated to the preservation and restoration of the Classic/Special Interest American car, extant 1919 through 1941, irrespective of *marque*. S.A.E. to Harry C. G. Shell, Costhall, Hunsdon, Herts, for details and enrolment form. [1481
FAMILY DINGHIES built to vintage standards. State requirements. Buccaneers Association, 58, Shirley Avenue, Southampton. Tel.: 71604. [1783
SINGER O.C. for vintage, sports, moderns and H.R.G. enthusiasts. Monthly magazine, spares and technical advice. John Horne, 12, Vale Road, Ash Vale, Surrey. [1791
MAGNETTE ZA-ZB. Set Ace Mercury wheel discs, never fitted. Paid £12 10s., will accept £8 o.n.o. Box No. Y.875. [1875
KONI SHOCK-ABSORBERS, lamp brackets, fit all Cortinas; electric screen-washer; beautiful nude mascot, chrome on bronze. Tel.: Leicester 871064. [1876
FAST MOTORING! Continental touring! Be wise, have a laminated windscreen fitted cheaply, while you wait, by appointment. Minis, 1100, Heralds, etc. Rock bottom price for fellow Spitfire owners. 24-hour service. South-east England (Bromley). Tel.: Ravensbourne 4984. [1877
DIVORCEE, 29, car-mad, seeks interesting, eligible mate with sense of humour and similar mania. Midlands area. Box No. Y.932. [1932

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YOUNG MAN (23), resident S.E. London, seeks part-time job evenings/weekends. Mechanically minded. Clean licence all groups vehicles. Anything considered. Box No. Y.410. [1410
ENGINEERING STUDENT requires employment, in conjunction with studies, during three months' summer vacation. Bias towards motor engineering. Anything, anywhere, considered. Box No. Y.397. [1397
ENTHUSIASTIC YOUNG MAN (20) requires sales position in motor trade where hard work will be rewarded. Yorks or Lincs preferred. Box No. Y.668. [1668
YOUNG MAN, 21, six years motor trade, seeks position with GT racing team. Very keen. Box No. Y.708. [1708
KEEN, CONSCIENTIOUS YOUNG man seeks non-mechanical position in motoring concern, preferably amongst enthusiasts, or firm with sporting connections. Tel.: VAN 8152 [1746
YOUNG MAN, 19, nine O- and two (science) A-levels, pleasing personality and drive. Keen engineer. Seeks employment in motor trade with prospects of promotion. Box No. Y.775. [1775
YOUNG MAN, 25, resident London, technical author, skilled mechanic, seeks interesting position within motor trade. Box No. Y.852. [1852

SITUATIONS VACANT

MECHANIC REQUIRED for company fleet maintenance, with interest in Veteran restoration, preferably resident North London. Tel.: PAL 6739. [1652
YOUNG MAN WANTED for responsible position in small car sales firm, Kingston-on-Thames. Able/willing to do mechanical work, interest in sales. Good pay for right man. Fiat available later. Tel.: Kingston 9292 (6-8 p.m.). [1580
FITTER/TECHNICIAN required for development testing on petrol injection equipment. Candidates should have considerable engine fitting experience, and preferably have attained O.N.C. standard. Please write, giving details of experience, qualifications, age, etc., to the Personnel Officer, Simms Motor Units Ltd., Oak Lane, East Finchley, N.2. [1325
SKILLED FITTER REQUIRED, mainly for sports-car work with castings for performance aids for M.G., Elva, T.V.R., Lotus and Wolseley. Experience and enthusiasm required. 50-hour week. Applicants preferably married, 25-40 years old. Write, giving full particulars, to W. J. Last, Ltd., Grove Works, Grove Road, Woodbridge, Suffolk. Tel.: Woodbridge 890. [1792

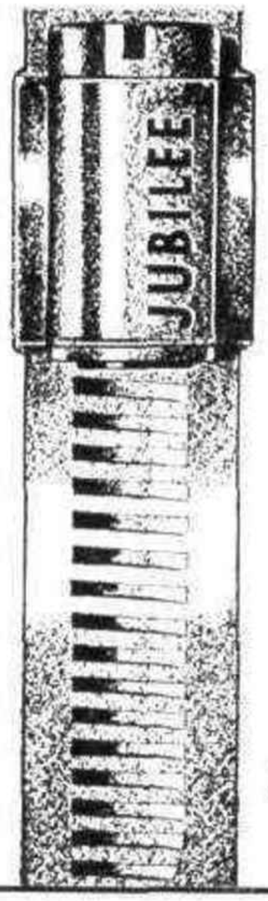
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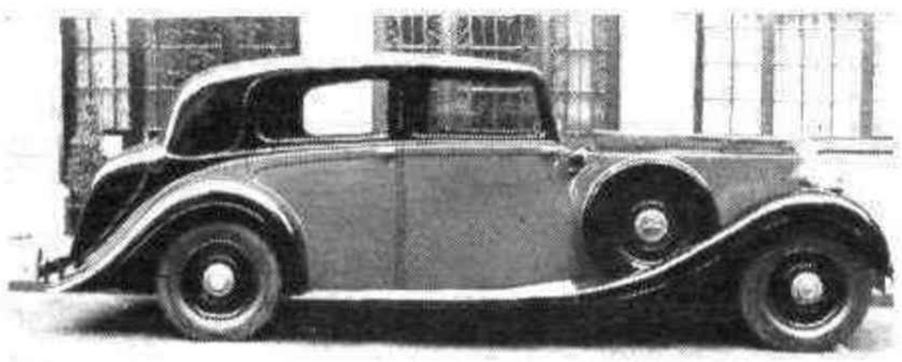
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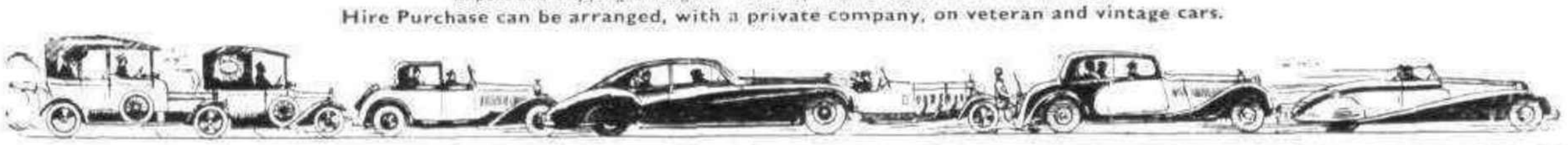
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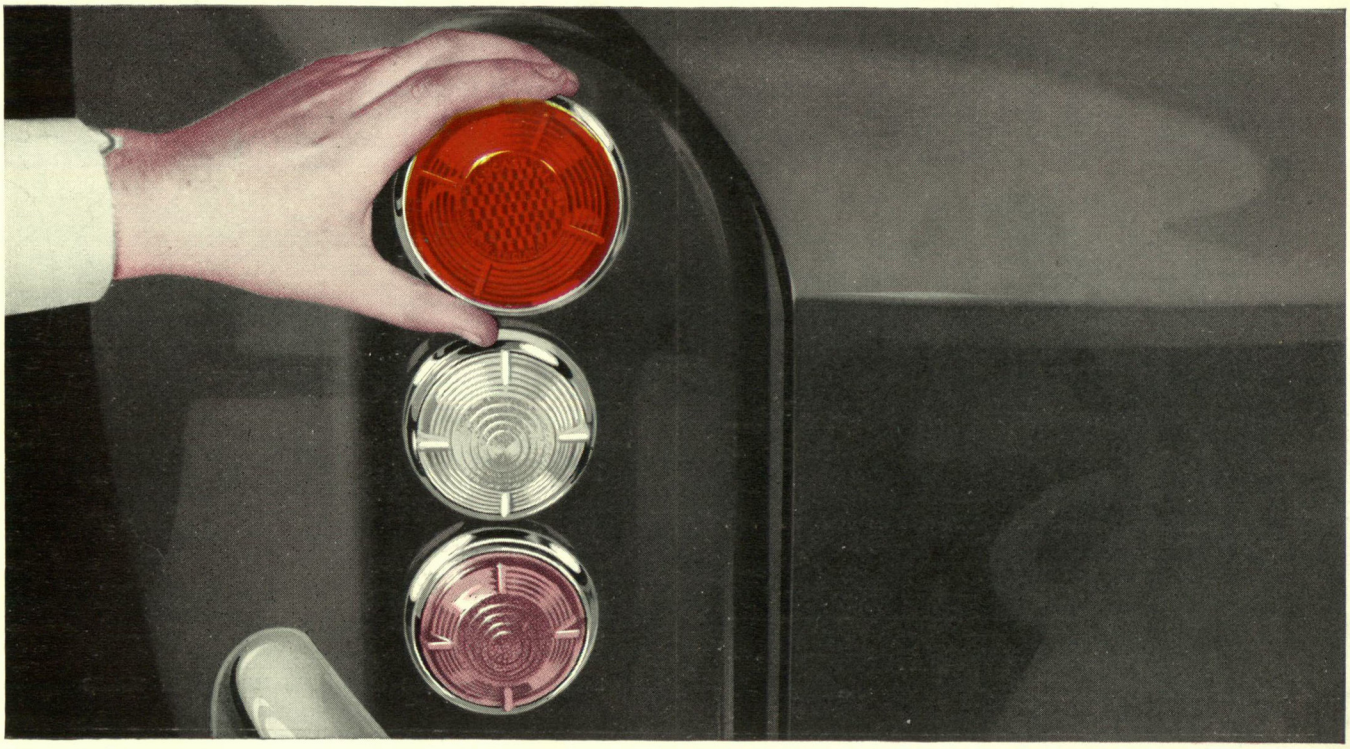
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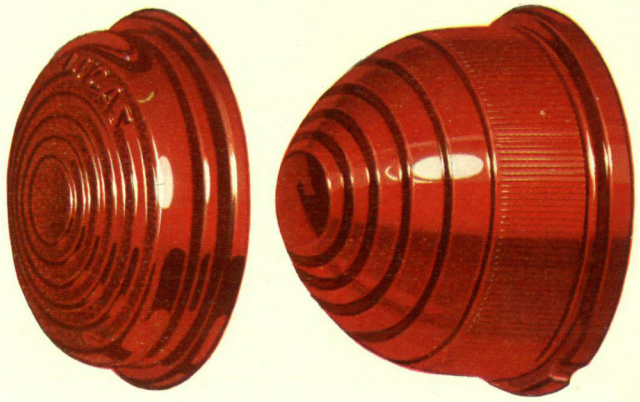


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