Vol. XXXVIII No. 6 TWO SHILLINGS June 1962

MOTOR SPORT

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GET IT RIGHT WITH BELCO BRILLIANCE

A tiny scratch—but enough to start rust eating away metal under all the surrounding paint! Check your paint regularly, and put defects right at once with Belco brilliance—you'll save pounds in the long run!

Easy-to-use Belco, in a good range of modern car colours, provides a hard, brilliant, mirror-smooth protection that *lasts*.



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The brush is in the lid, charged with paint, ready to use. Can't be lost, needs no cleaning. Keep a tin of Touch-In Belco in the garage, ready for immediate use before rust starts its deadly work! In ¼-pint tins—5/3.



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If it's more than a touch-in job, use Brushing Belco in the wide-mouth tins. Brush on quickly and freely, and brush-marks disappear. In ½ and ¼-pint tins.

For the bigger painting jobs, ask your dealer for free instruction leaflet, telling you how to use Brushing Belco and the following—

BELCO PRIMER SURFACER Primer and undercoat in one, dry in an hour! In ½ and ¼-pint tins.

BELCO RUBBING COMPOUND The quick-cutting compound for a super-smooth finish. In ½ and 1-lb. tins.

BELCO CELLULOSE PUTTY For filling dents. In ½ and 1-lb. tins.

'STAG' Brand JOINTING PASTE

For engine joints and protective sealing insist on 'Stag' brand—finest you can buy. Anti-corrosive, proof against petrol, oil, water. Always plastic, lasts indefinitely. In handy economical tubes and tinlets.



KEEP IT BRIGHT WITH BRILLIANT No.7 POLISH TOO!

No. 7—an astonishing polish—at an astonishing price! See how No. 7 brings back the sparkle and brilliance to *your* car colours—and save money doing it! Get a tin of this quick and easy-to-use ICI polish and try it this week-end. You'll never use any other!

SAFETY FOR YOUR PAINT

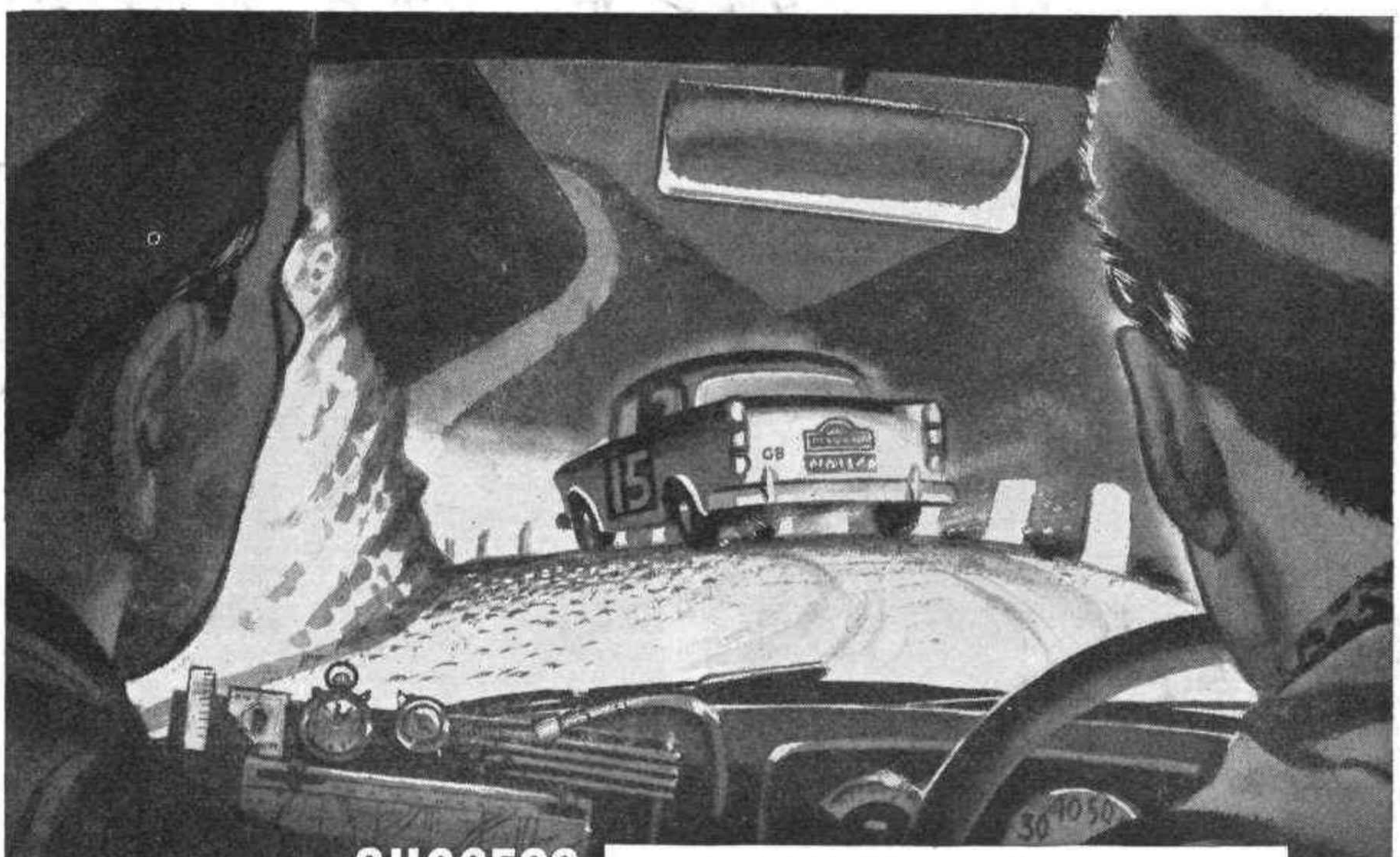
Here are two tips. Never use polish as a cleaner. Mud, dust and grit are abrasive—to rub polish on dirty paint is like sandpapering it! To preserve your paint, *wash it frequently*, easing away dirt by gentle hosing or sponging with plenty of water. And when the shine begins to go, polish with the *best* polish—No. 7.

ASTONISHING VALUE—ONLY 2/6 per 8 oz. tin!

(or 4/- for double the quantity)

ICI

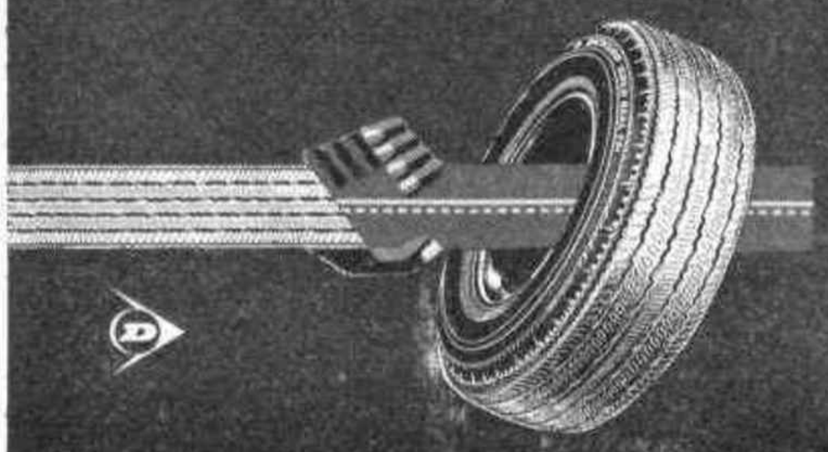
Obtainable from garages, motor accessory dealers and HALFORDS branches.



SUCCESS IN RALLIES HELP DUNLOP BUILD SAFER TYRES FOR YOU

Dunlop tyre quality leads the world in the great international rallies as in Grand Prix racing. Year by year Dunlop use this fierce laboratory of road and track to develop ever better, *ever safer* tyres for the everyday motorist. The new Dunlop 'Gold Seal C.41' is the latest example of Dunlop leadership. With its surpassing wet-weather road-holding and new steering control, the 'C.41' is the finest standard tyre yet produced.

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TULIP RALLY WON ON DUNLOP!

1st MISS PAT MOSS
MRS. ANN RILEY
MORRIS MINI-COOPER

ALSO

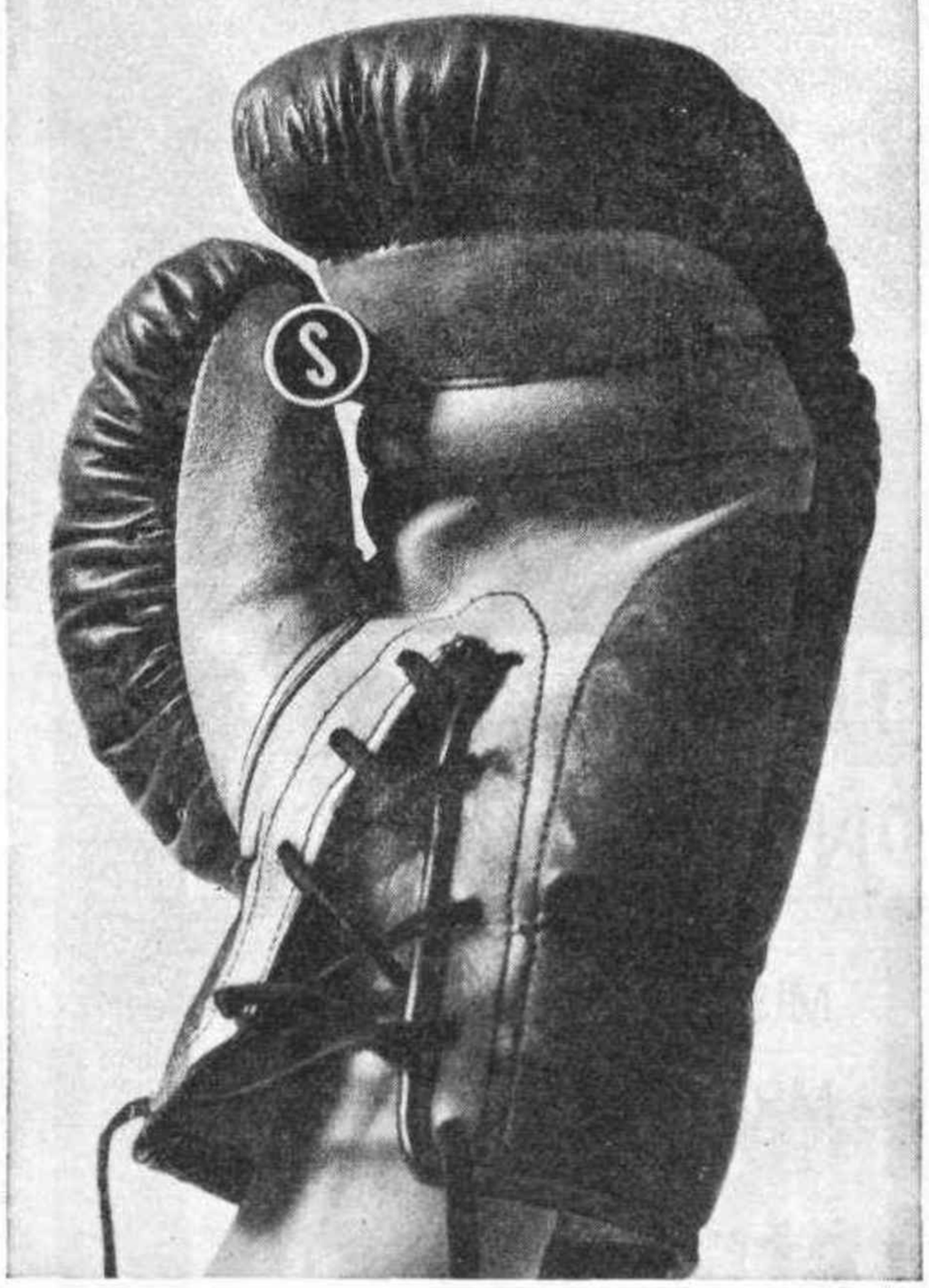
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Want to start something?



Don't let's fight about it. When you want to start your car you'll start it that much better with a petrol that is perfectly blended for your engine. And that's exactly what National fuels are. Every one is the product of a go-ahead research organisation that aims at improving your petrol and your motoring. So if you really want to start something, first time every time, the name you want is National Benzole.

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B.S.I. APPROVED



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PROTEXA Safety Belts are engineer designed, B.S.I. approved and combine maximum safety with minimum cost. The PROTEXA is the only belt with so many features at such a low price — just look at this list.

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Please send me urgently ..... PROTEXA Safety Belt(s). I enclose £ s. d. in full payment.

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ADDRESS .....



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This is the formula to save lives and prevent injuries in road accidents. B.S.3254 is the British Standard for car safety belts. The name Bri-nylon is an additional assurance of safety. Safety belts made by specially selected manufacturers carry the name Bri-nylon when, in addition to satisfying British Standards, they pass further safety tests carried out in the British Nylon Spinners' Laboratories. For the right nylon for safety belts, look for the name Bri-nylon.

FIT BRI-NYLON SAFETY BELTS TO YOUR CAR, AND . . .

- Enjoy maximum protection at all times—accidents happen more often close to home than on fast motorways.
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PEUGEOT WINS AGAIN!

(Results subject to official confirmation)

CLASS 'E' (1,601-2,000 c.c.)

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Z. Nowicki and P. B. Cliff

2nd PEUGEOT 404
J. J. Feeney and A. E. Bengry

3rd PEUGEOT 404
J. H. Lionnet and I. Philip

4th PEUGEOT 404
P. R. Davis and F. T. Steele

TEAM PRIZE

1st PEUGEOT 404
Z. Nowicki and P. B. Cliff
J. J. Feeney and A. E. Bengry
J. H. Lionnet and I. Philip

GENERAL CLASSIFICATION

2nd PEUGEOT 404
Z. Nowicki and P. B. Cliff

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The quality and outstanding reliability of Peugeot has been proved *again* in the gruelling East African Safari Rally. Ask your dealer for a demonstration drive today!

403 Saloon £1,066 12 9
403 Estate £1,190 7 9
404 Saloon £1,259 2 9



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1957 FORD 1,172-c.c. Mayo Special. An exceptionally good little car built by the knowledgeable enthusiast whose name it bears. It is fitted with a well tuned twin carburetter engine with Aquaplane manifold and high compression head. Michelin " X " tyres, special hard-top, etc. **£195.**

1961 AUSTIN Mini-van. 15,000 miles. Heater, washers, Silent Travel. Unlettered and in excellent order. **£315.**

1954 HEALEY Abbot foursome drophead coupé. Fitted with the robust and well proven Riley 2½-litre engine giving vivid performance with a maximum around 100 m.p.h. Beautifully finished in grey and cherry red, with red upholstery and red vynide folding head. **£295.**

1934 ROLLS-ROYCE 20/25 Hooper landaulet. A most imposing post-vintage Rolls in excellent condition. **£165.**

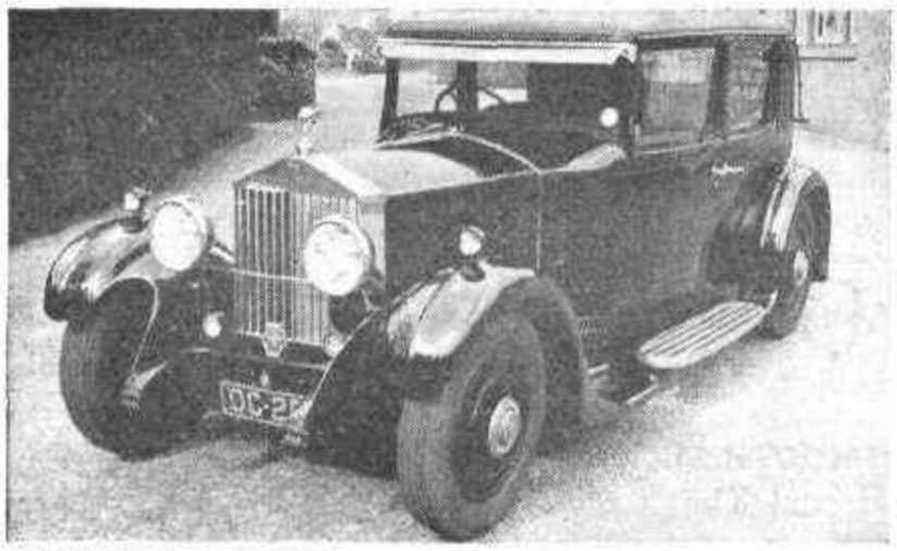
1959 SUNBEAM RAPIER drophead coupé. Radio, heater, overdrive, etc., 16,000 miles in the hands of one careful owner. Available shortly.

1955 TRIUMPH TR2. B.R.G., exceptional order. **£365.**

1959 VOLKSWAGEN de luxe, available shortly.

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1930 ROLLS-ROYCE 20/25 owner-driver saloon by Thrupp and Maberly. This is one of the prettiest vintage Rolls-Royces we have seen and the condition can fairly be described as MINT. Two owners from new. Genuine 96,000 miles. Complete with original fitted suitcase, tools, handbook, etc. **£395.**

1957 AUSTIN-HEALEY 100/6 2/4-seater. Black with red interior. Heater, wire wheels, etc. Exceptional condition. **£545.**

1958 AUSTIN-HEALEY 100/6 2/4-seater. Cream with red interior. Heater, luggage carrier, fuel tonneau, etc. In fine order throughout. **£545.**

1958 AUSTIN-HEALEY Sprite. Ivory with red upholstery. Reconditioned engine recently fitted. Heater and every extra. **£365.**

1946 H.R.G. 1500 aerodynamic 2-seater. Fitted with the Singer 1500 engine giving 30 m.p.g. and some 85 m.p.h. A rare model. **£195.**

1950 M.G. TD 2-seater. Cream with green interior. Luggage carrier, badge bar, Spotlight, etc. **£245.**

ANY MAKE OF NEW CAR SUPPLIED

SPORTS AND VINTAGE CARS URGENTLY REQUIRED



6-cylinder TRIUMPH VITESSE

THE SMOOTH SIX 6-cylinder energy in a 17-cwt car! That's the Triumph Vitesse, the only car of its class in the world to have a 6-cylinder engine. The brand-new 1596 cc engine gives you a top speed of over 90 mph. And you sprint through the gears from 0 to 60 in 17.1 seconds.

THE SUPPLE SIX The Vitesse has all the mechanical magic of the Herald. Independent suspension front and back, and the Herald turning circle of only 25 ft.

THE SMART SIX Vitesse beauty is in the *concours d'elegance* class. And she's smart under the surface, too. Clever design virtually eliminates greasepoints to cut servicing down to just once in 3,000 miles.

THE SAFE SIX 4-eye vision at night, solid steel chassis, front-wheel disc brakes. Take out a new Triumph Vitesse, and recapture the joy of driving a car designed to make motoring the pleasure it should be. Any Standard-Triumph dealer will be pleased to arrange it for you. You'll be under no pressure to buy, but be warned. The Vitesse is a temptress.



VITESSE saloon £837.0.3 *inc. p.t.*



VITESSE convertible £893.7.9 *inc. p.t.*

Duotone paintwork £9.12.6 extra

STANDARD TRIUMPH

A member of the Leyland Motors Group

VOL. XXXVIII No. 6 ROAD TEST REPORTS ON VAUXHALL VX 4/90, FORD ZODIAC III & RENAULT 4L JUNE 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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MATTERS OF MOMENT

THE EAST AFRICAN SAFARI RALLY

No emphasis can be too great when it comes to the severity and car-testing make-up of the East African Safari Rally, success in which has an enormous impact on car sales not only in East Africa, but around the World, especially in places where the going is tough and cars are judged by reliability and their ability to get through, rather than on pretty lines and gimmickry.

MOTOR SPORT's critics, in a minority but pernicious, who spend their time writing to tell us we are misguided in our enthusiasm for the Volkswagen, cannot any longer deny the ability of the ubiquitous "beetle" to win the World's most formidable rally, which, said the experts, was tougher than ever this year. The outright victory of Tom Fjastad and Bernhard Schmider in a Volkswagen was no fluke—VW won the Safari Rally outright on three earlier occasions.

There are really only two things that matter about the Safari results—the outright winner and who gets the Team Prize. VW convincingly showed all other entrants the way, while the Team Prize was won by three Peugeot 404s, with a VW team second, Saab third. This performance of Peugeots is the more creditable because they were entered by the local Concessionaires and not directly by the factory. Out of ten team Peugeots so entered, nine finished the 3,000-mile course.

The overall placings were: 1st: 1,192-c.c. Volkswagen; 2nd: Peugeot 404; 3rd: Saab 96. Sales of these three makes cannot fail to benefit very materially.

Let us be fair about the Safari results. There will be those people who will point out that Pat Moss' Saab would have won had it not hit a buck, which damaged the water-cooling arrangements. But a VW does not rely on water to cool its cylinders, so such a collision would probably not have put it out of the running. . . .

"Ifs" and "buts" have no place in current motor racing and rally results, and class wins are of far less moment than Volkswagen's outright victory, although we are pleased to record that Saab, Ford Anglia, Volkswagen, Hillman Minx, Peugeot 404, Fiat 2300 and Ford Zodiac III came top of their respective classes.

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Front Cover Picture: TYPICAL TARGA FLORIO SCENE.—The winning Ferrari, driven here by Mairesse, who drove the first three laps, begins to wind its way up into the Sicilian mountains. Spectators get a really close-up view of the drivers in action. Away from the pits and villages, the police are friendly and let the crowds move about freely so long as they are off the road by the time a car arrives.

THE POLICE EXPERIMENT IN BUCKINGHAMSHIRE

We made brief comment last month on the lenient attitude which the Bucks. police of all ranks were instructed to adopt towards offending road users, on the instructions of their Chief Constable, Brigadier J. N. Cheney. This campaign, aimed at building up better feeling between road users and the Police, has been in operation for a month and is to continue throughout June.

The Editor of MOTOR SPORT attended the Chief Constable's Press Conference in Aylesbury and came away very impressed by the fairness, and extent, of Brigadier Cheney's bold experiment. The Bucks. Police will warn motorists of such dangerous misdemeanours as bad driving, bad signalling, overtaking in the wrong place, cutting-in, driving with defective lights and many other things. But this campaign is by no means aimed at motorists alone; pedestrians stepping onto crossings without regard for a vehicle's ability to stop instantly, or taking chances by walking amongst traffic, cyclists riding more than two abreast or failing to drop to single-file in narrow roads, these, too, would receive equal attention. Moreover, the Chief Constable made it clear that he is not against speed as such, but speed in inappropriate places. "A driver is likely to get into trouble at 28 m.p.h. through Slough rather than at higher speeds on deserted roads," he implied (unlike Anne Edwards of *The Sunday Express* who, composing a stunt piece of journalism so that she could cash in on Stirling Moss' crash, stated dogmatically that "speed is an acknowledged killer and motorists in this country will be checked to 50 m.p.h. on most roads for the whole of the summer," thereby reducing her status as a thoughtful, well-balanced writer in the eyes of all modern-thinking road-users).

The intention, explained Brigadier Cheney, is to advise rather than prosecute during the period of his experiment. Few motorists will dispute the wisdom of the following pronouncements made by this progressive Chief Constable: "The main factors that will lead to a reduction in accidents are more policemen on patrol (in Bucks. they tend to favour Jaguars, augmented by more

Continued at foot of next page

Motoring Sport Events for June

★ **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*
June 2nd ..	The Eight Clubs	Silverstone	Towcester	Race Meeting (*C.*)	11.30 a.m.
,, ..	N. Midland M.C.	Ricall Aerodrome	Selby, Yorks	Sprint (*R.*)	2.00 p.m.
June 2nd/3rd	B.A.R.C. (Yorks)	Kilburn	N. Yorks	Scarborough Rally (*R.*)	11.00 a.m.
,, ..	Preston/Chorley A.C.	Preston New Road	Salmesbury, Nr. Preston.	Preston Trophy Rally (*C.*)	10.30 p.m.
,, ..	Warrington & Dist. M.C. ..	Oakmere Service Station	Nr. Oulton Park	June Night Rally (*C.*)	8.00 p.m.
June 3rd ..	A.C. DE MONACO	MONTE CARLO	—	MONACO G.P. (*INT.*)	2.30 p.m.
,, ..	MIDLAND A.C.	SHELSLEY WALSH	WORCESTER	HILL-CLIMB (*N.O.*)*	12.30 p.m.
,, ..	Thames Estuary A.C.	Brands Hatch	Farningham	Speed Trial (*R.*)	12 noon
,, ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.30 p.m.
,, ..	Surrey Sporting M.C.	Swanborough Farm, Kingston	Lewes, Sussex	Driving Tests (*R.*)	2.30 p.m.
,, ..	Southsea M.C.	Castle Field	Southsea	*Concours d'Elegance*	3.00 p.m.
,, ..	B.R. & S.C.C. (N.W.)	R.A.F., Wilmslow	Wilmslow	Driving Tests (*R.*)	2.00 p.m.
June 9th ..	B.R. & S.C.C. (Northern) ..	Rufforth Airfield	York	Race Meeting (*R.*)	2.00 p.m.
,, ..	B.R. & S.C.C.	Castle Combe	Chippenham, Wilts	Race Meeting (*R.*)	2.30 p.m.
June 10th ..	Romford Enthusiasts' C.C. ..	Snetterton	Thetford	Sprint (*R.*)	2.30 p.m.
,, ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
,, ..	E. Yorks C.C.	Hutton Cranswick Airfield	Driffield	Sprint (*R.*)	1.45 p.m.
June 11/15th	R. SCOTTISH A.C.	R.S.A.C. H.Q.	Glasgow	SCOTTISH RALLY (*INT.*)	—
,, ..	NOTTINGHAM S.C.C. ..	MALLORY PARK	LEICESTER	RACE MEETING (*INT.*)	1.30 p.m.
June 11th ..	B.A.R.C.	CRYSTAL PALACE	LONDON	RACE MEETING (*N.O.*)	1.30 p.m.
,, ..	B.A.R.C.	GOODWOOD	CHICHESTER	RACE MEETING (*N.B.*)	1.30 p.m.
,, ..	Racing Car Club	Snetterton	Thetford	Race Meeting (*R.*)	1.45 p.m.
,, ..	DOWTY M.C.	STAVERTON AIRPORT	CHELTENHAM	SPRINT (*N.B.*)	12 noon
,, ..	West of England C.C.	Wiscombe Park	Honiton, Devon	Hill-Climb (*C.*)	2.00 p.m.
,, ..	Chorley A.C.	Leigh House Farm	Tarpleton, Preston	Autocross (*R.*)	1.00 p.m.
June 13th ..	Hagley & Dist. L.C.C.	Bobbingdon Airfield	Enville	Driving Tests (*C.*)	7.00 p.m.
,, ..	V.S.C.C. (Chiltern)	Little Abbey Hotel	Gt. Missenden	Social Meeting	7.45 p.m.
June 16th ..	Notts. S.C.C.	Silverstone	Towcester	Race Meeting (*R.*)	2.00 p.m.
,, ..	Enfield & Dist. V.V.S.	Forty Hill	Enfield, Middlesex	Veteran Vehicle Display	2.30 p.m.
June 16/17th	Morgan 3-Wheeler Club ..	Knutsford, St. Albans, Woking, Andover	and Bristol	Malvern Rally	11.30 p.m.
June 17th ..	R.A.C. DE BELGIQUE ..	SPA-FRANCORCHAMPS	SPA	BELGIUM G.P. (*INT.*)	—
,, ..	N. Staffs M.C.	Loton Park	Shrewsbury	Hill-Climb (*R.*)	1.00 p.m.
,, ..	Lagonda/A.C. O.C.	Brands Hatch	Farningham	Sprint (*R.*)	12.30 p.m.
,, ..	Bean Register	Esso House	Abingdon	Vintage Meeting	12 noon
,, ..	Fleet Carnival Committee ..	Views Meadow	Fleet, Hants.	*Concours d'Elegance*	2.00 p.m.
,, ..	750 M.C.	Cross-in-Hand	Heathfield, Sussex	Autocross (*C.*)	10.30 a.m.
June 20th ..	Maidstone & Mid-Kent M.C. ..	Invicta Barracks	Maidstone	Driving Tests (*C.*)	7.00 p.m.
June 22nd/23rd	PLYMOUTH M.C.	PLYMOUTH, LONDON, B'HAM, BRISTOL & S'H'PTON		PLYMOUTH RALLY (*N.B.*)	6.01 p.m.
June 23rd ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*R.*)	2.00 p.m.
,, ..	B.A.R.C.	Aintree	Liverpool	Racing Meeting (*R.*)	2.00 p.m.
,, ..	LOTHIAN C.C.	BO'NESS	EDINBURGH	HILL-CLIMB (*N.O.*)*	2.30 p.m.
,, ..	B.A.R.C.	Longleat Mansion	Bath	Midnight *Concours d'Elegance*	10.30 p.m.
,, ..	Weston-super-Mare M.C. ..	Beach Lawns	Weston-super-Mare	*Concours d'Elegance*	1.30 p.m.
,, ..	V.S.C.C.	Oulton Park	Tarporley	Race Meeting (*C.*)	1.00 p.m.
June 23rd/24th	A.C. DE L'OUEST	LE MANS	LE MANS (Sarthe)	LE MANS 24-hr. RACE (*INT.*)	4.00 p.m.
June 24th ..	EVESHAM A.C.	LONG MARSTON	STRATFORD-ON-AVON.	SPRINT (*N.B.*)	2.00 p.m.
,, ..	Newcastle & Dist. M.C. ..	Ouston Airfield	Newcastle-u-Tyne	Race Meeting (*R.*)	1.30 p.m.
,, ..	750 M.C. (Yorks)	Riccall Aerodrome	Selby	Sprint (*C.*)	1.30 p.m.
June 30th ..	R. SCOTTISH A.C.	REST-AND-BE-THANKFUL	ARROCHAR	HILL-CLIMB (*N.O.*)*	2.30 p.m.
,, ..	M.C.C.	Silverstone	Towcester	High-Speed Trials (*R.*)	10.30 a.m.
,, ..	B.R. & S.C.C. (N.W.)	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.

* *Qualifying events for the R.A.C. Hill-Climb Championship.*

MATTERS OF MOMENT—continued from previous page

motorcycle patrols) *and a better understanding between the public and police.* We often hear the word "persecution" used in connection with police action against road-users. This campaign is an effort to disprove these allegations and I am sure that everyone concerned will respond wholeheartedly. Finally, I say quite firmly that *the real answer to the reduction of accidents is the construction of better roads.*

To announce the campaign discreet notices have been erected on main roads leading into Buckinghamshire (how much nicer than those "Plain-clothes Police are Patrolling these Roads" notices favoured by the adjacent county of Oxfordshire!) and thousands of posters and leaflets have been prepared, not necessarily by the Police. Every Tuesday morning figures are issued showing the numbers of persons cautioned or advised during the preceding week, and for what infringements, and at the end of each month the number of accidents will be compared with those in the corresponding period of 1961. If the findings are encouraging we hope Brigadier Cheney will be able to extend his experiment or even make it permanent. The only road in his area to which it doesn't apply is M1, where standard patrolling is the rule.

The A.A. saw fit to grab some publicity out of this Buckinghamshire Road Courtesy Campaign by issuing their own yellow leaflets, and during the Press Conference an A.A. spokesman made the childish suggestion that all drivers should tie a length of yellow ribbon to their steering wheels to remind them of good intentions. "Why *yellow* ribbons?—Why not *blue* ones?"—retorted the Editor of MOTOR SPORT, who would hate this very genuine effort to promote better driving and happier relations between motorists and the Police to be swamped in a sea of self-publicity by outside organisations.

STIRLING MOSS

What can we add to what has already been written about Stirling Moss, still in hospital after his Goodwood crash? Except to join our readers in wishing him the speediest possible recovery to health and happiness. . . .

NEW STANDARD-TRIUMPH MODELS

Since Leyland took over Standard-Triumph they have effected commendable improvements in the design, manufacture and servicing of their cars. Now further new models are announced to supplement the sports TR4. Very promising is the Triumph Vitesse, in effect an improved Herald, with chassis and suspension replanned for more power, and a body styled by Giovanni Michelotti, with four headlamps paired in what are described as "Chinese style". A 6-cylinder 1,596-c.c. engine developes 70 b.h.p. at 5,000 r.p.m. and the claimed performance is a top speed of 90 m.p.h., an easy cruising pace of 80-plus, and 0-60 m.p.h. in fractionally over 17 sec. Disc front brakes, all-round independent suspension, close-ratio 4-speed gearbox (overdrive an optional extra), 25 ft. turning circle, 72 different driving-seat adjustments, a minimum of lubrication points and extensive use of bright anodised aluminium, and extruded bumper bars of this corrosion-proof material.

This Triumph Vitesse 6 costs £837 0s. 3d., p.t. included in saloon form, £893 7s. 9d. as a convertible. The Standard Ensign saloon has been revised, with a TR4-size 2,183-c.c. 4-cylinder engine developing 75 b.h.p. at 4,100 r.p.m.—W. B.

WHAT FUN!

HOW PRACTICAL!

THE RENAULT 4L



THE RENAULT 4L in its natural habitat, at work on the farm.

THERE is beginning to appear on our roads a rather queer-looking, lofty, small saloon—reminiscent of those illustrations labelled "a motor car" in the less meticulous children's books—and bearing the Renault badge. This is the Renault 4L. It follows closely Citroën's concept of a people's car of an earlier decade, inasmuch as its simple gear-change, comfortable seats, "go anywhere" suspension and spacious interior are an obvious "crib" of the 2 c.v. Like the Citroën, the new Renault 4L is front-drive; unlike the 2 c.v. it has a water-cooled 4-cylinder-in-line engine.

This mechanical recipe adds up to a vehicle you either hate or crave. After 700 miles' driving in this elementary but essentially practical Renault I confess to being a convert. Admittedly the 4L is no status symbol. Whereas the "corrugated" 2 c.v. was "funny—ha, ha!", the 4L is ugly-funny or "funny-peculiar," but as a motoring maid-of-all-work it is remarkably good fun, and essentially practical.

To be honest, as always, let me say that I tend to associate the "phutter-phut" of a flat-twin with this sort of basic motor car and had such a power unit been employed there could have been even more space within the 4L's body envelope and back doors the same size as its front ones. On the other hand, it would have been uneconomical of Renault to have designed and produced such an engine when they had at hand the well-tried "four," which, in 747-c.c. 26½-b.h.p. form, certainly imparts the smoothness, quietness and performance expected of a normal small car to this fascinating new vehicle for farmers and other non-snobs. Where this largest of French automobile manufacturers has been so clever is in endowing this well-known engine with sealed water-cooling (the next best thing to air-cooling!), entirely eliminating chassis lubrication points, and using the front-drive and supple springing already so successfully employed for their small 848-c.c. *camions* and 'buses. Indeed, Renault have the best of both worlds, for they show no inclination to discard the rear-engine location for their Dauphine, Floride and newer models yet to be announced, while using *traction avant* for their down-to-earth creations.

In this clever Renault 4L, then, you have the simple car *par excellence*. Torsion-bars suspend the vehicle so that there is some 9 in. of movement of the front wishbones and perhaps 12 in. of the rear trailing links, which, in conjunction with 8-in. unladen ground clearance, renders the 4L impervious to unmade surfaces and rutted lanes.

Indeed, such freak motoring is luxuriously comfortable, for this tolerant springing is abetted by crude but effective bench seats consisting of light tubular metal frames upholstered, hammock style, in cloth over rubber, of great resiliency. Four people are thus accommodated in real comfort, although the centre member of the framework would render uncomfortable three-abreast travel. The front seat adjusts easily and both seats are readily removable, when they are ideal for picnics, or for supplementing a sparsely furnished flat. These seats are truly excellent if of somewhat different design to the 2 c.v.'s. The back of the front-seat squab is rolled over, while that of the rear seat is formed as a lifting handle.

With the back seat removed there is no less than 50 cu. ft. storage space and even with this seat in place 17 cu. ft. of space remains, ideal for carrying all but outsize canine friends. The upholstery of the body sides and roof is in washable plastic and the floor and rear-wheel arches are covered in rubber, so the inside of a 4L is readily washable. The rear compartment mat tended to tear away from its press-studs.

Access to this roomy body, which follows the vintage concept of Jowett instead of the present-day genius of Issigonis, is through four trailing doors, wide at the front, with a rear panel hinged along the roof for full access to the luggage compartment. This rather weighty panel locks automatically as it falls, which is something of a bore, but does ensure that the load, or dog, is safely immune from sudden ejection onto the road. There is a manually-fixed prop to hold it up.

The light doors lack "keeps" but are otherwise practically contrived. The front ones have half-sliding windows that function impeccably, being released by pulling the knob inwards. The rear doors have fixed windows but the rearmost pair of the six side windows open slightly as extractor panels. All three doors can be locked from inside and slammed shut, leaving only the driver's to lock by key, there are childproof safety locks for the rear doors, and the interior handles consist of metal rods within holes, convenient to manipulate, although when used as "pulls" the crude edges of these holes were painfully evident.

Continued on page 408



This picture of the 747-c.c. Renault 4L shows the luggage carrying and seating arrangements. The spare wheel lives under the floor and is wound down with the wheel-brace.

THE DUTCH GRAND PRIX

An Excellent Win for B.R.M.

ZANDVOORT, HOLLAND, *May 20th*

THE 1962 Dutch Grand Prix was notable for three outstanding things, it was the first round in the World Championship series, it took the title of Grand Prix of Europe, and it assembled a wealth of technical interest not seen for many a year at a Grand Prix race. The cream of the Grand Prix world were present, as well as some of the sour milk, whose presence only the Dutch Royal Automobile Club could justify. All the leading teams were entered, but serious private owners with first-class machinery, such as Lewis and Marsh with their V8 B.R.M.s, were turned down in favour of inexperienced or second-rate drivers in obsolete cars. With the field limited to 20 cars this was entirely unjustified, and should be acted upon by the F.I.A.

Ferrari sent Hill, Baghetti and Rodriguez with 120-degree engined V6 cars, ostensibly as used last year, but with Hill's car having a modified rear suspension giving a wider track, while the gearbox had a new casing for the 6-speed internals. The 4-valve-per-cylinder engine and centrally placed gearbox have yet to be completed. All three cars had dispensed with the transverse struts on the rear suspension, previously used to prevent any possibility of rear-wheel steering. The most outstanding feature of the entry was Colin Chapman's brand-new car, for Clark to drive, this making the Lotus 24 which first appeared at Bruxelles now obsolete, and also making a number of dissatisfied customers. Casting away all thoughts of small-diameter tubes and space-frames, the new Lotus 25 has a chassis formed by two long boxes of riveted construction, made from 16 s.w.g. L72 aluminium sheets. These are spaced just wide enough for the driver to sit between, and are joined by a similar box behind the driving seat, the instrument panel, the undertray and a square-tube framework at each end. These boxes carry petrol so that the chassis and petrol tanks are one and the same thing, the boxes being approximately 10 in. deep by 6 in. wide. The front suspension is bolted to the front and the rear suspension on the back, while the V8 Coventry-Climax engine sits in the cradle behind the driver, readily accessible and not covered by frame tubes or such-like. The "monocoque" chassis also forms the lower half of the body, the top half, with windscreen being merely a cover over all the mechanism and the driver. Front and rear suspensions are identical with the previous Grand Prix Lotus as is the ZF gearbox with its rubber universal-joint drive shafts. This riveted "monocoque" structure, like an aircraft, makes for greater rigidity with less weight and provides improved engine mounting, accessibility and servicing. The V8 Coventry-Climax engine has an improved carburetter layout with the four double-choke Webers mounted transversely and in a row, providing improved inlet passages and simplification of the throttle linkage. With Clark on this new car the previous works Lotus V8 passed to Trevor Taylor, his first outing in such a potent machine. The works Coopers were dull by comparison with Lotus, McLaren having a brand-new car with V8 Coventry-Climax engine, also with the new Weber layout, the chassis being an improved version of the 1961 Cooper, with lighter and smaller chassis frame, modified rear wishbones, incorporating an "anti-steer" strut, and new Cooper 6-speed gearbox/differential unit, using rubber-covered pot-type inboard universals. While everyone else points the two tail pipes of the Climax V8 up in the air, Cooper points his down at the ground. The second Cooper was a 1961 works 4-cylinder for Tony Maggs to drive. Brabham was entered as a private entry with his new V8 Climax-engined Lotus 24, being identical to what used to be the latest works cars, until Chapman produced his "monocoque" car seemingly from-out-of-a-hat. Ireland had U.D.T.-Laystall's number one car, a new Lotus 24 with V8 Climax, as tried out in the Silverstone race by Masten Gregory, this like Brabham's also having the new carburetter layout. As a stop-gap, until their V8 B.R.M.-engined car is completed, Gregory had one of U.D.T.'s old Lotus 18 chassis with 4-cylinder Climax engine.

Rivalling the Lotus 25 for the lead in technical innovations were the two factory Porsche cars for Bonnier and Gurney. These were the long-awaited flat 8-cylinder air-cooled cars, and while the engine was unchanged from those seen on test last year, they were mounted in entirely new chassis frames. The narrowness of the chassis is dictated by the width of the horizontally opposed 8-cylinder engine, and is a tubular space-frame, cut the suspension brings a new note in that it is by torsion bars. At the front a narrow top wishbone pivots on the chassis and twists a longitudinal torsion bar which is mounted alongside the top chassis tube. The wishbone extends inwards to form a Lotus or Maserati-type rocker arm and the inner end compresses a Koni shock-absorber and is also coupled to a tiny anti-roll bar in pure Lotus fashion. The bottom wishbone is an obtuse triangle not unlike a Lola, while steering is by rack and pinion. At the rear the rather complex double-wishbone layout used on the 4-cylinder cars has been replaced by a very simple double-wishbone layout, with the top one turning a longitudinal torsion bar. All four torsion bars have screw adjustments at their ends, to control the height of the suspension. Porsche alloy bolt-on wheels are retained, and Porsche disc brakes are fitted. The main fuel tank is formed in the shape of the driving seat, and is supplemented by another tank in the nose of the car, alongside the oil tank, while an oil radiator is the most forward mounted unit. The 8-cylinder engine, with its four overhead camshafts is mounted directly behind the driver and is coupled to a 6-speed gearbox that extends out the back of the car. The engine has separate finned cylinder barrels enshrouded in a fibre-glass ducting and a fibre-glass horizontally mounted fan above the engine blows air downwards. From the near-side inlet camshaft a belt drives a small Bosch dynamo mounted within the air-cooling duct, while Bosch coils look after the sparks for the sixteen plugs. Four large-diameter exhaust pipes stick out the back of the car and little attempt has been made to design a body, the aluminium fairings being little more than covers for the mechanism. In addition to the two factory Porsches there were two 4-cylinder cars driven by Dutchmen, de Beaufort having borrowed back his old Porsche from Seidel and Ben Pon having been loaned a factory 4-cylinder Porsche with Bosch fuel injection and horizontal cooling fan. These two were entered by de Beaufort's Ecurie Maarsbergen, as was Seidel who having no Porsche "borrowed" the factory Emeryson-Climax.

Back to the more serious side of the entry, B.R.M. had two cars, the 1962 V8 which Graham Hill had been so successful with at Goodwood and Silverstone and a 1961 chassis modified to take

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
1	P. Hill	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-speed	Ferrari 1962	Red	Wide rear track.
2	G. Baghetti	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-speed	Ferrari 1962	Red	As previous races.
3	R. Rodriguez	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-speed	Ferrari 1962	Red	As previous races.
4	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-speed	Lotus 1962	Green	First appearance, new car.
5	T. Taylor	Team Lotus	Lotus 24	Climax V8	ZF 5-speed	Lotus 1962	Green	Ex-Clark car, Aintree, etc.
6	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-speed	Cooper 1962	Green and white	First appearance, new car.
7	A. Maggs	Cooper Cars	Cooper	Climax 4	Cooper 5-speed	Cooper 1961	Green and white	1961 works car.
8	J. Brabham	Brabham	Lotus 24	Climax V8	Colotti 5-speed	Lotus 1962	Bright green	As used Silverstone.
9	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-speed	Lotus 1962	Pale green	As Gregory at Silverstone.
10	M. Gregory	U.D.T.-Laystall	Lotus 18	Climax 4	Colotti 5-speed	Lotus 1960	Pale green	As used 1961.
11	J. Bonnier	Porsche Eng.	Porsche	Porsche 8	Porsche 6-speed	Porsche 1962	Silver	First appearance, new car.
12	D. Gurney	Porsche Eng.	Porsche	Porsche 8	Porsche 6-speed	Porsche 1962	Silver	First appearance, new car.
14	G. de Beaufort	Maarsbergen	Porsche	Porsche 4	Porsche 6-speed	Porsche 1960	Silver	As used 1961.
15	B. Pon	Maarsbergen	Porsche	Porsche 4	Porsche 6-speed	Porsche 1960	Silver	Works experimental car.
16	W. Seidel	Maarsbergen	Emeryson	Climax 4	Colotti 5-speed	Emeryson 1961	Green	Emeryson works car.
17	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-speed	B.R.M. 1962	Dark green	As previous races.
18	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-speed	B.R.M. 1961/62	Dark green	1961 car mod. for V8.
19	J. Surtees	Bowmaker-Yeoman	Lola	Climax V8	Colotti 5-speed	Lola 1962	Green and white	As previous races.
20	R. Salvadori	Bowmaker-Yeoman	Lola	Climax V8	Colotti 5-speed	Lola 1962	Green and red	First appearance with V8.
21	J. Lewis	Ecurie Galoise	Cooper	Climax 4	Cooper 5-speed	Cooper 1961	Green and white	As used in 1961.



OULTON PARK

B.A.R.C. SPRING MEETING—7th APRIL

FORMULA JUNIOR RACE	1st
GRAND TOURING CAR RACE (1,001-2,000 cc)	1st
GRAND TOURING CAR RACE (Up to 1,000 cc)	1st
GRAND TOURING CAR RACE (Saloon Car Class)	1st

SNETTERTON

INTERNATIONAL LOMBANK TROPHY MEETING—14th APRIL

LOMBANK TROPHY RACE FORMULA ONE	1st
FORMULA JUNIOR RACE	1st
TOURING CAR RACE (1,001-2,000 cc Class)	1st
TOURING CAR RACE (Up to 850 cc Class)	1st

GOODWOOD

INTERNATIONAL RACE MEETING—23rd APRIL

THE LAVANT CUP	1st
THE ST. MARY'S TROPHY — GENERAL CLASSIFICATION	1st
1,000-1,600 cc Class	1st
THE CHICHESTER CUP	1st

AINTREE

INTERNATIONAL "200" MEETING—28th APRIL

AINTREE INTERNATIONAL "200" RACE (Formula 1)	1st
FORMULA JUNIOR RACE	1st
SALOON CAR RACE (General Classification)	1st
1,001-3,000 cc Class	1st
SPORTS CAR RACE (Up to 1,150 cc)	1st

SILVERSTONE

INTERNATIONAL TROPHY MEETING—12th MAY

FORMULA JUNIOR RACE	1st
GRAND TOURING CAR RACE (1,001-2,000 cc class)	1st
(UP TO 1,000 cc class)	1st
PRODUCTION TOURING CAR RACE	1st

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the V8 engine, for Ginther. This latter car was built for Ashmore, but after Ginther wrote-off his 1962 at Silverstone the factory had to borrow the customer's car. Both cars were on Lucas fuel-injection and were running as in previous races, being well satisfied with the results so far obtained. Finally there was the Bowmaker-Yeoman team of Surtees and Salvadori with Lolas and both had Coventry-Climax V8 engines, with Colotti gearboxes, Surtees having the car he has already raced, and Salvadori having a Lola chassis previously used with a 4-cylinder engine, identical apart from small modifications to the rear wishbones. The total of 20 cars should have been completed by Trintignant with a Team Walker Lotus but their new Lotus 24 with V8 Climax engine was not ready, the Lotus 21 was still not back from New Zealand and the 4-cylinder they borrowed for Pau was wanted by U.D.T. for spares.

Having refused Jack Lewis with his V8 B.R.M. the Dutch organisers suddenly panicked on Thursday evening and phoned him saying he could enter after all, this being when they discovered Trintignant could not come. Not unnaturally the B.R.M. was not ready so Lewis came in a great rush with his 1961 Cooper-Climax 4-cylinder, and could not make it in time for the first practice day.

B.R.M. had already been to Zandvoort two weeks before-hand to try their cars and had put in some excellent unofficial lap times, so that when practice began on Friday morning they were already ahead of everyone else as regards various adjustments on the cars. Although the day was sunny there was the inevitable strong, cold wind blowing down the finishing straight, which was hampering drivers on the back part of the circuit. Ferrari were not in a happy state for two of their drivers had never seen the Zandvoort circuit before and the cars being more or less as last year they had little hope of improving on their 1961 times of just under 1 min. 36.0 sec. However, Graham Hill was in fine form and was soon well down below last year's fastest times and was not far off the ultimate lap record of 1 min 33.8 sec. set up by Moss in 1960 with a 2½-litre Lotus-Climax. Ginther was following him steadily, but not as fast, still rather conscious of having recently written-off one of the cars. Apart from Brabham, Seidel and Lewis, everyone was out practising and the pit area was so full of interesting machinery coming and going that it was difficult to know which way to turn, while the air was full of the most wonderful noises. If it wasn't a Climax V8 or Ferrari V6 going by on full song, it was the deep boom of a V8 B.R.M. or the entirely new noise of the flat-8 Porsche. Cooper was doing final adjustments to the Weber carburetters on his new car, and also adjusting the selectors of the new 6-speed gearbox; Ferrari were altering rear-wheel camber angles, Porsche were looking worried because their drivers were not satisfied with their exciting new cars, Parnell was sorting-out Surtees' V8 Lola-Climax, it being Lola's first visit to Zandvoort, and Salvadori was practising with a Cooper-Climax as his V8 Lola was still being finished. The new Lotus was riding the bumps beautifully but was naturally requiring a few minor adjustments and Clark tried his old V8 Lotus to make a comparison. There was so much activity and interest in the pits that two hours passed in a flash and the first practice session was over with Graham Hill being a full two seconds faster than anyone else, with a time of 1 min. 33.3 sec.

At 3.30 p.m. it all began again and this time Brabham joined in with his vivid green Lotus-Climax V8 and Seidel with the dark green Emeryson. All the excitement and activity continued unabated and the sound of really exciting racing engines rent the air all afternoon. This was true Grand Prix practice, provided by the best and latest in design, with four opposing views on engines, Ferrari V6, B.R.M. V8, Climax V8 and Porsche flat-8; and six opposing views on chassis design, Ferrari, B.R.M. Lotus, Cooper, Lola, Porsche and Emeryson. Not everyone was happy, for Trevor Taylor did only one lap and his V8 Climax engine had valve-gear trouble and chewed-up its camshaft drive, and Gregory had barely started before a piston broke. The new Porsche engines seemed fine but the drivers were far from content with the handling, but they seemed unable to allow for the fact that it was a brand-new and un-raced chassis and suspension, still in need of development. Gurney finally determined to have a proper go and he wrestled the car round in a rather wild and untidy 1 min. 34.7 sec., which was 2 sec. faster than he did last year with the old 4-cylinder car. Bonnier did not approach this performance. Of the V8 Climax engines Coopers had got theirs really singing, with nice clean carburation out of the corners and McLaren was getting in the running, but Jimmy Clark was much faster in the new Lotus, in spite of mediocre carburation. He got down to 1 min. 33.6 sec. but Graham Hill had already overshadowed this with 1 min. 32.6 sec. and at that had put the car away while it was still in one piece. In the Ferrari team Phil Hill was managing to retain his leadership, being more than 1 sec. faster than his young team-mates, and Innes Ireland was keeping U.D.T.-Laystall very happy by lapping in 1 min. 34.1 sec. in their V8 Lotus-Climax. In the Lola pits there was a feeling that the cars were not right and they were fiddling about making improvements, but Surtees' best time was 1 min. 35.0 sec., which equalled Ferrari's best time, and this was their first real motor-race with the V8 Lola Grand Prix cars.

Practice finished at 5.30 p.m. and not for a long time has there been such an interesting day of Grand Prix practice, while speeds and performances were going ahead with leaps and bounds. Seven drivers had improved on the 1½-litre lap record of 1 min. 35.5 sec. set up last year by Jimmy Clark in the then new Lotus 21, which is now obsolete.

The final session of practice was on Saturday afternoon for a further two hours but this time the sun had gone and rain was impending, while the inevitable wind was even stronger and colder. Some of the teams had done sufficient practice and were content with a few laps, while others were either in trouble or trying to effect improvements. Clark started off in the new Lotus but had a nasty noise appear in the gearbox, and it was quickly removed and investigated, while Trevor Taylor practised with a 4-cylinder Lotus-Climax 24 that Team Lotus had with them as a spare. Neither Porsche nor Ferrari were showing much improvement, but Brabham was getting down to some very serious motoring and Lola were beginning to go, Surtees getting sufficiently rapid to worry Graham Hill. However, the number one B.R.M. was being worked on in its van and by the time it was ready to run Surtees had made a new F.T.D. with 1 min. 32.5 sec., which rather disproved his theory that the handling of the Lola was not very good. McLaren was putting in some really fast laps when a shaft broke in the gearbox and he came in riding on the tail of Maggs' car. At the end of the afternoon Graham Hill went out in the V8 B.R.M. and though he did a series of laps in the 1 min. 33.0 sec. bracket, he could not approach the time put up by Surtees in the Lola-Climax. Just as practice finished the rain came down and everyone went back to their garages to prepare for the race proper.

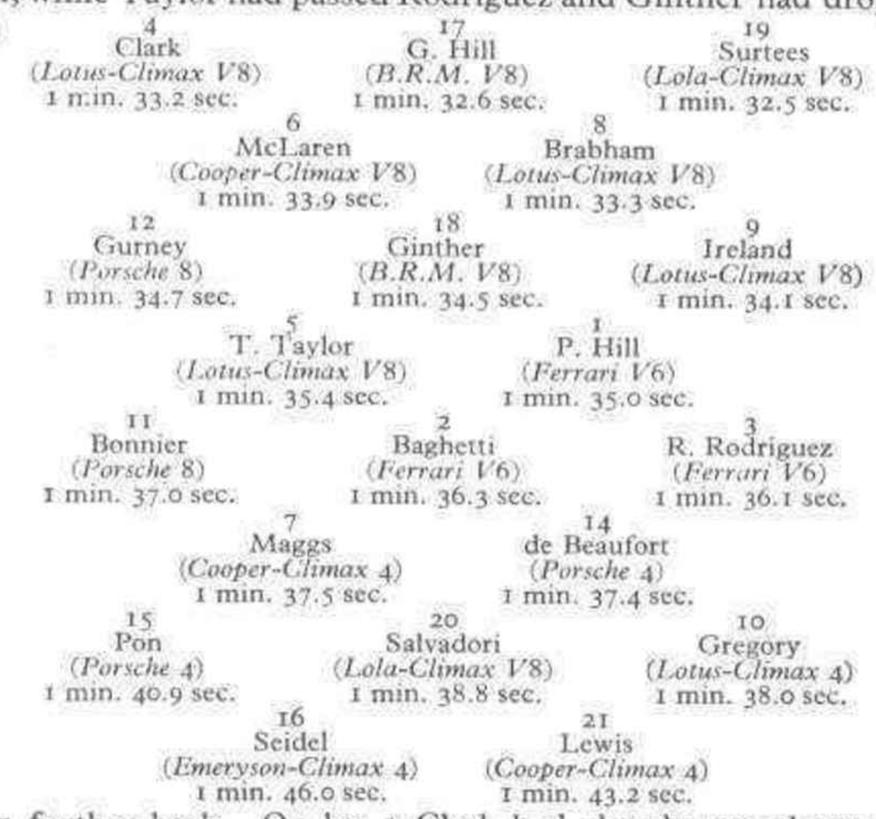
PRACTICE TIMES

No.	Driver	First Day Morning	First Day Afternoon	Second Day Afternoon
1	P. Hill	1. 36.5	1. 35.0	1. 35.4
2	G. Baghetti	1. 39.3	1. 36.3	1. 39.3
3	R. Rodriguez	1. 36.2	1. 36.1	1. 36.1
4	J. Clark	1. 36.1	1. 33.6	1. 33.2
5	T. Taylor	1. 35.4	—	1. 36.0
6	B. McLaren	1. 44.1	1. 35.2	1. 33.9
7	A. Maggs	1. 38.7	1. 37.5	1. 41.1
8	J. Brabham	—	1. 35.9	1. 33.3
9	I. Ireland	1. 35.4	1. 34.1	1. 36.4
10	M. Gregory	1. 38.0	—	—
11	J. Bonnier	1. 38.1	1. 37.0	1. 37.5
12	D. Gurney	1. 37.1	1. 34.7	1. 34.9
14	G. de Beaufort	1. 38.6	1. 37.4	1. 39.8
15	B. Pon	1. 42.0	1. 40.9	1. 42.2
16	W. Seidel	—	1. 50.2	1. 46.0
17	G. Hill	**1. 33.3**	**1. 32.6**	1. 33.4
18	R. Ginther	1. 35.6	1. 34.5	1. 36.9
19	J. Surtees	1. 37.0	1. 35.0	**1. 32.5**
20	R. Salvadori	1. 40.2	1. 38.8	1. 38.9
21	J. Lewis	—	—	1. 43.2

With five different types of car in the first two rows of the start the 1962 Grand Prix of Europe had the makings of quite a race. On the front row were : Lola-Climax V8, B.R.M. V8, Lotus-Climax 25 V8, followed by Lotus-Climax 24 V8 and Cooper-Climax V8—could anyone wish for anything more exciting—and just behind were Porsche and Ferrari. Colin Chapman had flown Taylor's damaged V8 engine back to Coventry and rebuilt another one, and U.D.T.-Laystall had also flown to England to collect a spare engine for Masten Gregory's car. By Sunday lunch-time everyone was assembled once more, though Taylor's engine was smoking a bit and the oil pressure was not as high as it should have been. As the cars were driven round to the start Graham Hill's B.R.M. cracked an exhaust pipe, but there was nothing to be done, and by 3.15 p.m. all twenty cars were assembled on the starting grid.

Five minutes later than scheduled everyone was ready, McLaren was creeping slightly from the second row and in a glorious roar from all the multi-cylinder engines the whole field got away to a perfect start. Although Surtees was in pole position, Clark was best placed to cut across into the first corner, and this he did, leading Graham Hill and Gurney who had followed the " monocoque " Lotus closely. They kept that order on the opening lap and were followed by Surtees, Phil Hill, Ireland, McLaren, Rodriguez, Taylor, Brabham and the rest, with Ginther way at the back, his B.R.M. V8 engine not running properly. On lap 2 the first

four remained the same but Ireland now led McLaren and Phil Hill, while Taylor had passed Rodriguez and Ginther had dropped



even further back. On lap 3 Clark had already got 2½ sec. lead over Hill's B.R.M. and Gurney was firmly in third position but then came a howling mob led by Surtees, there being seven cars vying for fourth place. At the back of the field the Dutchman Pon spun off into the sand and retired and on the next lap Rodriguez spun in the middle of the howling mob and Brabham struck one of the Ferrari's wheels and crumpled the front of his Lotus pretty severely. Brabham limped round to the pits to retire and Rodriguez struggled to get his car out of the sand, taking two laps to do so.

While the first three places remained unchanged the battle for fourth place continued, with McLaren now taking command and Taylor challenging Surtees. Once away from the crowd McLaren established himself in fourth place, but Taylor was challenging Ireland, only to spin on lap 9 and drop behind Phil Hill, while on the same lap Surtees had the top left front wishbone break on his Lola and he slid off into the safety fence at high speed, escaping unhurt. At 10 laps the order was Clark, Graham Hill, Gurney, McLaren, Ireland, Phil Hill, Taylor, Baghetti, Gregory, Maggs, Bonnier, and Lewis, the rest trailing along. Ginther's engine was still not running properly, all was not well with Salvadori's engine, and Seidel was in and out of the pits with the Emeryson. The position was far from stable for Clark was having trouble selecting gears due to his clutch not working properly and was a bare second in front of the B.R.M. and McLaren was closing on Gurney, but for a brief moment there was the interesting situation of four different makes in the first four places, Lotus, B.R.M., Porsche, and Cooper, all with 8-cylinder engines. As they went round behind the pits Gurney slowed to a stop and then went on slowly, his gear-lever having come out of its mounting, and at the end of lap 11 Graham Hill was right on Clark's tail and as the Lotus left the 180-degree Tarzan curve it slowed and Hill went by. Clark's clutch was refusing to grip and, like Gurney, he limped round and stopped at the pits. When Surtees walked back to the pits and reported what had happened Parnell called Salvadori in and withdrew the car, rather than risk another breakage, and meanwhile Lotus mechanics were under the back of Clark's car sorting out the clutch adjustment and Porsche mechanics were in Gurney's cockpit putting the gear-lever back into its socket. Graham Hill was now unchallenged and was drawing away steadily from McLaren, the cracked exhaust pipe on the B.R.M. having little effect on the performance. Things now settled down and Rodriguez was running in close company with Baghetti, but two laps behind, and Ginther's B.R.M. was beginning to "clear its throat" and go properly. While the leader was on lap 17 Gurney rejoined the race, the Porsche sounding as healthy as ever, and as Graham Hill started lap 20 Jimmy Clark rejoined the race once more. By this time there were only seven cars on the same lap as the leader, McLaren being 12 sec. behind, Phil Hill 23 sec., he having passed Ireland, who was 31 sec. behind, and then came Taylor at 42 sec., followed by Baghetti, Gregory and Maggs, the rest being lapped. This situation was too much for Bonnier and he stopped at the pits to complain about the rear-end of the car, but nothing could be found wrong and he was sent on his way again, but now two laps down.

Once more the situation changed when McLaren came to rest out on the circuit with a gearbox shaft broken, as in practice, and Phil Hill now found himself second some 25 sec. behind Graham Hill, and things settled down. By lap 30 the B.R.M. had 31 sec. lead and was lapping steadily at 1 min. 38.0 sec., but Trevor Taylor was closing rapidly on Ireland and down at the end of the field Ginther was beginning to pick-up places. With comparative ease Taylor nipped by Ireland and this seemed to give him confidence for he set out to catch Phil Hill, leaving Ireland behind quickly. Gregory was lapped by Graham Hill and took the opportunity to use the B.R.M. as a pace-maker and by keeping behind for a number of laps he closed up on Baghetti quite a lot. Bonnier was going round sadly until he realised he was only just keeping up with de Beaufort, whereupon he woke up and began trying. At 40 laps, which was half-distance, Graham Hill was lapping very comfortably, if somewhat lonely, at 1 min. 39.0 sec., and was 34 sec. ahead of his namesake in the red Ferrari, but Taylor had reduced the gap between his Lotus and the Ferrari from 12 sec. to 7 sec. and was still gaining yard by yard. Only Ireland and Baghetti were on the same lap as the first three by this time, and it obviously would not be long before the Italian was lapped. On lap 37 Lewis had suddenly stopped, his engine having cut-out and *refusing to start again; he walked back to the pits, then returned to the car,* pressed the starter and away it went, having cooled down, so he rejoined the race, in front of Clark who was now running last, apart that is from Seidel who was barely running. Gurney's efforts now came to an end for a bracket broke in the gear-change line between the gear-lever and the gearbox, and by 50 laps Baghetti was lapped by Graham Hill who was driving a faultless race, his car sounding perfect.

On lap 55 Gregory drew onto the grass and out of the race with a broken gearbox, but all eyes were now on Taylor for he had closed the gap to 5 sec., and while the difference per lap appeared to be the same, over five laps it was measurable and by lap 60 it was down to 3 sec.; in addition Ginther was catching Maggs, for sixth place. As they started lap 61 Taylor was right behind the Ferrari and then Ireland passed in fourth place, stood on the brakes for the hairpin at the end of the pits straight, and the car did a quick flip off the track, through the safety fence, to land on its wheels on the infield. A rather dazed and bewildered Ireland staggered away from the car miraculously unhurt. This little excitement rather overshadowed the fact that Taylor went by Phil Hill into second place with no trouble at all. This put him 27 sec. behind the leading B.R.M. and Graham Hill was content to keep it at that, his pit staff keeping him fully informed of the situation.

By lap 70, with only 10 to go, Ginther was in sight of Maggs and shaping up to pass him, and at the same time Taylor was closing up to lap them both. On lap 72 the Lotus tried to get by the B.R.M. as they braked for the Tarzan curve, then tried to out-accelerate it but still failed, and as they went into the hairpin behind the pits Taylor tried to get by on the inside, opened up a bit too soon and very nearly lost the lot. Ginther was not going to lift off and move over as he was busy trying to get by Maggs, so it was up to Taylor to find his own way past. On the next sharp right-hander the Lotus was almost touching the B.R.M. when Ginther's engine fluffed momentarily, but it was enough for the Lotus nose to hit the B.R.M. tail and Ginther spun off into the sand, leaving Taylor to go on his way with a slightly crumpled nose cowling. That completed the excitement for the day, and there certainly had been plenty, but it was nothing compared to that of the B.R.M. team when Graham Hill swept home a most worthy winner of the G.P. of Europe, followed by Trevor Taylor who had literally shone in the closing stages of the race, with Phil Hill in third place, his Ferrari losing oil during the last ten laps of the race.—D. S. J.

Results :

DUTCH GRAND PRIX—Formula One—80 Laps—4.193-km. Circuit 355 Kilometres

1st : G. Hill (B.R.M. V8) .. .. 2 hr. 11 min. 02.1 sec.—153.595 k.p.h.
2nd : T. Taylor (Lotus-Climax V8) .. 2 hr. 11 min. 29.3 sec.
3rd : P. Hill (Ferrari 120-V6) .. .. 2 hr. 12 min. 23.2 sec.
4th : G. Baghetti (Ferrari 120-V6) .. .. .. 1 lap behind
5th : A. Maggs (Cooper-Climax 4-cyl.) .. .. 2 laps behind
6th : G. de Beaufort (Porsche 4-cyl.) .. .. 4 laps behind
7th : J. Bonnier (Porsche 8-cyl.) .. .. 5 laps behind
8th : J. Lewis (Cooper-Climax 4-cyl.) .. .. 10 laps behind
9th : J. Clark (Lotus-Climax V8) .. .. .. 10 laps behind

Still running but unclassified : W. Seidel (Emeryson-Climax 4-cyl.)

Fastest lap : B. McLaren (Cooper-Climax V8), in 1 min. 34.4 sec.—159.902 k.p.h.

Retired : B. Pon (Porsche 4-cyl.), lap 3, crashed; J. Brabham (Lotus-Climax V8), lap 5, crashed into Rodriguez; J. Surtees (Lola-Climax V8), lap 9, broken wishbone and crashed; R. Salvadori (Lola-Climax V8), lap 12, withdrawn; B. McLaren (Cooper-Climax V8), lap 22, gearbox; D. Gurney (Porsche 8-cyl.), lap 48, gear-change linkage; M. Gregory (Lotus-Climax 4-cyl.), lap 55, gearbox; I. Ireland (Lotus-Climax V8), lap 62, crashed; R. Ginther (B.R.M. V8), lap 72, spun off by Taylor; R. Rodriguez (Ferrari V6), lap 74, crashed.

30 *starters* — 10 *finishers*

* * *

ZANDVOORT ZOOMS

The anti-Surtees element will no doubt add this one to his list of accidents, but a broken wishbone would make anyone crash.

We are not going to suggest anything, in case somebody wants to start a libel action, but it must be reported that since Peter Berthon left the B.R.M. racing team they have won Goodwood, Silverstone, and now a World Championship event.

One hopes the Grand Prix Drivers' Association will do something about the way entries are "fiddled" in Championship events. Surely Grade I drivers should be accepted first, or doesn't Jack Lewis count as a Grand Prix driver?

Zandvoort is certainly zandy and also zafe; four cars crashed and no one got hurt, which is nice to record.

◆◆◆

14th INTERNATIONAL TROPHY MEETING

SILVERSTONE, *May 12th.*

WITH the Dutch Grand Prix only a week away the British teams came to Silverstone for the final round of the British "season" in a much more advanced state than at Snetterton, Goodwood or Aintree, although one cynical observer remarked that most of the British cars are worn out before the real racing starts.

Lotus still had only one V8 engine, the Climax unit which had already given Jim Clark victories at Snetterton and Aintree, but Trevor Taylor had to be content with a 4-cylinder Climax, although a V8 Climax engine was due for delivery in time for Zandvoort. B.R.M. had two of their V8 cars for Hill and Ginther, backed by Jack Lewis and Tony Marsh in their own cars, while Lola still had only one V8 for Surtees and a "four" for Salvadori. The Cooper factory were saving their new V8 car for Zandvoort and McLaren again drove the Tommy Atkins prepared 4-cylinder which he drove so well at Aintree, Tony Maggs still being without a car. U.D.T.-Laystall were represented by Ireland in a V6 120° Ferrari loaned by the works for the occasion and Masten Gregory in a new V8 Climax-engined Lotus 24. Jack Brabham's mechanics were hurriedly assembling his V8-engined Lotus and he practised in a 4-cylinder car as the new car did not arrive until the morning of race day. Bonnier and Vaccarella represented S.S.S. Venezia in Porsche and Lotus, respectively, while John Campbell-Jones and Tony Settember had their Emerysons. The rest of the 24-car field was made up of five Lotus-Climax (Trintignant, Piper, Shelly, Parnell and Chamberlain), two Coopers (Burgess and F.J. driver John Rhodes with a 1,475-c.c. Ford engine), and Keith Greene with his Gilby.

THE GRID

R. Ginther (*B.R.M. V8*) 1 min. 36.8 sec.	J. Surtees (*Lola-Climax V8*) 1 min. 35.4 sec.	J. Clark (*Lotus-Climax V8*) 1 min. 34.8 sec.	G. Hill (*B.R.M. V8*) 1 min. 34.6 sec.
B. McLaren (*Cooper-Climax 4-cyl.*) 1 min. 38.0 sec.	I. Ireland (*Ferrari V6-120*) 1 min. 37.4 sec.	J. Lewis (*B.R.M. V8*) 1 min. 37.2 sec.	
T. Marsh (*B.R.M. V8*) 1 min. 40.4 sec.	J. Campbell-Jones (*Emeryson-Climax 4-cyl.*) 1 min. 39.6 sec.	T. Taylor (*Lotus-Climax 4-cyl.*) 1 min. 38.2 sec.	M. Gregory (*Lotus-Climax V8*) 1 min. 38.0 sec.
J. Bonnier (*Porsche 4-cyl.*) 1 min. 41.2 sec.	J. Brabham (*Lotus-Climax V8*) (*Practised in 4-cyl.*) 1 min. 41.0 sec.	R. Salvadori (*Lola-Climax 4-cyl.*) 1 min. 40.4 sec.	
N. Vaccarella (*Lotus-Climax 4-cyl.*) 1 min. 43.0 sec.	J. Rhodes (*Cooper-Ford 4-cyl.*) 1 min. 41.6 sec.	M. Trintignant (*Lotus-Climax 4-cyl.*) 1 min. 41.6 sec.	K. Greene (*Gilby-Climax 4-cyl.*) 1 min. 41.4 sec.
D. Piper (*Lotus-Climax 4-cyl.*) 1 min. 43.8 sec.	T. Shelly (*Lotus-Climax 4-cyl.*) 1 min. 43.8 sec.	T. Settember (*Emeryson-Climax 4-cyl.*) 1 min. 43.0 sec.	
I. Burgess (*Cooper-Climax 4-cyl.*) 1 min. 57.8 sec.	T. Parnell (*Lotus-Climax 4-cyl.*) 1 min. 48.4 sec.	J. Chamberlain (*Lotus-Climax 4-cyl.*) 1 min. 44.2 sec.	

Silverstone always seems to save its worst weather for race days, and the preliminary races were run either during a rainstorm or on a wet track, but by the time the F.1 cars arrived on the grid the rain had relented long enough for the track to dry out in many places. At the start Jim Clark out-accelerated everyone and went into the lead at Copse, followed by Ginther, Ireland and Campbell-Jones, who had shot from the third row past Surtees. First time round Clark had already increased his lead and the Ferrari with the pale green stripe was in second place but already being challenged by Graham Hill. Campbell-Jones had been pushed down to sixth by Ginther and McLaren, while Surtees, Marsh and Brabham were beginning to move up the lap chart. On the second lap Hill passed Ireland for second place while Surtees passed Campbell-Jones and McLaren for fifth place. Maurice Trintignant, well back in the field on this fast circuit, spun at Abbey, and in avoiding him Salvadori and Shelly took to the fields and collided, putting them both out, while Trintignant sorted himself out and rejoined the race. Surtees was now making up for a poor start and on lap three passed Ginther and on lap four he took the Ferrari for third place behind Clark and Hill. Ginther left the track at Club on the next lap and damaged the B.R.M. too badly to continue.

The race order seemed to have settled down by lap ten with Clark screaming round in the Lotus, well clear of Hill's B.R.M. which was beginning to shed its right-hand bank of exhaust pipes one by one, while Surtees was gradually gaining on the B.R.M. and leaving Ireland's poor-handling Ferrari well behind. McLaren held the 4-cylinder Cooper in a good fifth place and the main interest of the race lay in a battle which was developing for sixth place between Brabham, Marsh, Gregory and Trevor Taylor. Both Brabham and Gregory were new to their V8 Lotuses but had gradually worked their way through the field. Gregory led the bunch on lap 10, closely harried by Brabham, but Trevor Taylor got his "four" past Brabham on lap 14 and led the chase after Gregory.

The rain which had been threatening ever since the race started began to fall once more after 17 of the 52 laps had been covered, and Surtees almost immediately closed up on Graham Hill and went into second place on lap 19. However, Hill held on grimly and re-passed after only four more laps. Tony Marsh, who had been gradually dropping away from the Brabham-Gregory-Taylor duel before the rains came, began to whittle down the distance between them on the wet circuit and dropped Jack Lewis who had stayed with him briefly on the dry track. Farther down the field Campbell-Jones was holding 11th place quite easily from Jo Bonnier's Porsche and John Rhodes was a good 13th in the Cooper-Ford. By lap 30 Clark had a good lead and Hill, Surtees and Ireland were well spaced out, so that spectator interest was still centred on the duel for sixth place. Tony Marsh got past Taylor, and Brabham, seeing the danger from Marsh, spurted past Gregory to take over the elusive sixth place. Marsh was going great guns on the damp circuit and Gregory succumbed to him on lap 35, the B.R.M. immediately fastening on to Brabham's tail. At 40 laps, with only 12 to go, Jimmy Clark's thoughts began to turn to Zandvoort the next weekend and, with a 19-sec. lead, he dropped his lap times slightly. Graham Hill's pit were keeping him informed of the gap and as he saw it coming down quickly he did some mental arithmetic and began to push the B.R.M. round even faster. Naturally the Lotus pit were keeping Clark informed of the danger and the gap was decreasing at such a rapid rate that few people noticed when Clark lapped the Ferrari after 45 laps, something which would have been thought impossible last season.

Clark seemed determined to win by the smallest possible margin and as he went on to his last lap his pit showed him the board giving his lead as 6 sec. This was, of course, for the previous lap and the real gap was only around 3 sec., and Hill had the Lotus in sight on Hangar Straight and threw everything into this last lap. Normally, of course, even Hill would have been unable to make up three seconds in one lap but Clark caught up with Masten Gregory for the second time at Club, and Gregory, quite unaware of the drama being enacted behind him made no attempt to get out of the way, so that Hill was right behind Clark as they swept through Abbey Curve. Without lifting off, Hill threw the B.R.M. round the outside of the Lotus into Woodcote and, with both cars sliding wildly under heavy acceleration, the B.R.M. just pipped the Lotus by a nose. A dramatic finish to a race which had been dull and miserable for drivers and the alleged 85,000 spectators alike. So the British "season" ends with a two-all result for B.R.M. (Goodwood and Silverstone) and Lotus (Snetterton and Aintree).—M. L. T.

Results :

1st :	G. Hill (B.R.M.), 52 laps	1 hr. 31 min. 34.2 sec.—99.73 m.p.h.
2nd :	J. Clark (Lotus)	1 hr. 31 min. 34.2 sec.
3rd :	J. Surtees (Lola)	1 hr. 33 min. 30.6 sec.
4th :	I. Ireland (Ferrari) ..	1 hr. 31 min. 40.6 sec. (51 laps)
5th :	B. McLaren (Cooper) ..	1 hr. 32 min. 08.8 sec. (51 laps)
6th :	J. Brabham (Lotus) ..	1 hr. 32 min. 17.4 sec. (51 laps)
7th :	A. E. Marsh (B.R.M.) ..	1 hr. 32 min. 18.0 sec. (51 laps)
8th :	M. Gregory (Lotus) ..	1 hr. 31 min. 33.4 sec. (50 laps)

Fastest lap: J. Clark (Lotus), 1 min. 36.4 sec.—109.31 m.p.h. (*New F.1 lap record*).

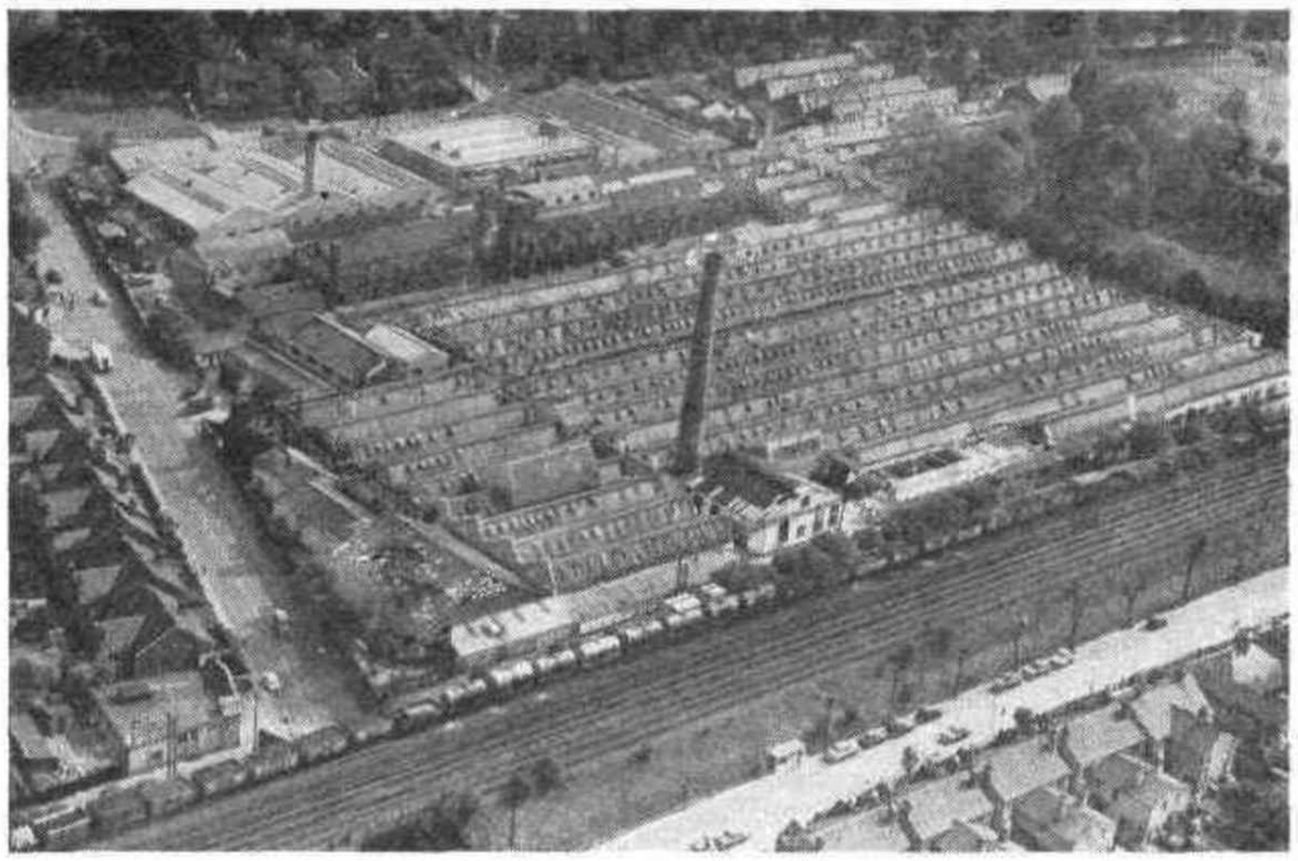
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In addition to the big race, the B.R.D.C. put on a strong supporting programme. The so-called International 12-lap G.T. Race for the "Scalextric" Trophy was ably won by Parkes, whose Ferrari 250GT was never closely challenged on the wet track. It won at 99.39 m.p.h. from Masten Gregory's Ferrari 250GT and Graham Hill's Jaguar. Parkes set a new G.T. lap record of 102.10 m.p.h. The class winners were Trevor Taylor's Lotus Elite, which was appreciably quicker than the Elites of Whitmore and Leston, and Miniprio's Marcos, which left a couple of Turners behind, the trio of Sebring Sprites being a lap to the bad.

The F.J. race, over 25 laps, became a high-speed procession, headed by Arundell's Lotus-Ford, which won at 89.09 m.p.h.

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JAMES WALKER— GASKET SPECIALISTS



EXTENSIVE.—This could well be a major motor-car factory but, in fact, it is the "Lion" works of James Walker & Co. Ltd. at Woking, specialising solely in gaskets and jointing materials of all kinds.

MORE and more owners of vintage, veteran or merely "one-off" cars and motorcycles are taking advantage of the excellent service operated by James Walker & Co. Ltd., Lion Works, Woking, Surrey, for supplying to pattern gaskets for ancient or unusual engines.

Last month we were shown over this fascinating factory by Mr. K. K. Gibbs. The first surprise a visitor receives is of the vast extent of this works, which is concerned solely with gaskets, jointing and packing materials, although this is less astonishing when you learn that the company was founded in 1875 and now has branches, depots and agencies the world over. The other surprise is occasioned by the great variety of materials used in jointing manufacture, each one the most suitable for a given purpose, as discovered after painstaking research in the Walker laboratories.

The actual manufacture of different types of gaskets and packings is of considerable interest, and the extensive dispatch department testifies to the demand for "Lion" products. However, this is a story more appropriate to the pages of a specialised engineering journal so, after looking at the history of James Walker & Co., Ltd., we will pass on to the department where motor-car gaskets are made—with the aside that enthusiasts who are restoring steam traction engines might well avail themselves of the company's steam jointing materials.

James Walker was a Scottish engineer who, realising the potentialites of the triple-expansion steam engine in the late 1800s, and its need for new packings able to withstand unprecedented pressures of up to 140 lb./sq. in., set about designing scientifically conceived packings. Thus "Lion" packings such as Automatic, Expanding and Block came into being in a small railway-arch workshop in America Square, Minories, East London, 85 years ago.

Handicapped by lack of capital and production capacity, Mr. Walker arranged for a Liverpool Company to make his new packings on a royalty basis. The leading shipping companies clamoured for them, which enabled their inventor to re-commence manufacture at Love Lane, Shadwell, where he employed seven people. In 1888, Mr. George H. Cook, late chairman of the company, joined Mr. Walker and sales were expanded to the present national and world-wide foundation. This necessitated another move to larger premises, where packings to meet all engineering requirements could be made.

So in 1898 at a disused rope walk in Garford Street, Poplar, the first "Lion" works was built, later augmented by the Garford works opposite.

During the 1914/18 war a nervous Government, fearful of entrusting its demands to private enterprise, found that James Walker never failed them. The reputation of "Lion" packings for quality and service increased rapidly and in 1926, with some 350 hands working at Poplar, further expansion became essential.

This time the present "Lion" works at Woking in Surrey was built, centred round the one-time Royal Dramatic College, a magnificent building that had formerly been the College of Oriental Study. This explains Indian-sounding names engraved in stones along the outside walls of the office block and the fact that the Boardroom must be the finest in the country, a lofty and enormous hall where Irving once played Shakespearean parts. Stained-glass windows depicting scenes from Shakespeare's plays let sunlight filter into the rich, warm atmosphere of this magnificent room—but it may be of greater interest to our readers to note that the old Martinsyde motorcycle factory is incorporated in the 10-acre "Lion" works adjacent to the railway at Woking, where 2,000 employees make these famous packings.

In a small separate works not far away James Walker's make cylinder head C. & A. gaskets and manifold joints, valve-chest washers, etc., to special order, a service that has in the last few years saved countless old-car restorers from despair. It is not suprising how this came about, for Mr. Donald G. Cook, a Director and grandson of the late George H. Cook aforementioned, is not only a keen participant in V.C.C. events with his 1903 Darracq but still possesses the 16/20 h.p. Wolseley tourer which has remained in the Cook family ever since Mr. George Cook took delivery of it, brand-new, in 1914. This Wolseley was well known at the Poplar factory and experienced a "near-miss" in the zeppelin raids of the First World War, and it served with the Home Guard in the last war.

So it isn't so suprising that James Walker decided to meet the need for a specialised motor-car gasket and jointing service, to the efficiency of which many V.C.C. and V.S.C.C. members, the Editor of MOTOR SPORT included, can testify. Indeed, most of "Lion" packings are of a specialised rather than a mass-production nature, from tiny copper washers to stern-tube packings for ocean-going liners. It is very refreshing to find that quality is the watchword behind "Lion" products and that a very thorough system of final-inspection, with instant rejection of any packing below standard, is in operation at Woking. For this reason "one-off" car gaskets are not cheap, but this is usually of little concern to someone who is carefully rebuilding, or servicing, an historic car, and in any case it is the Company's policy to first submit an estimate to the customer. Not only are these gaskets carefully made by hand but the best-quality materials are used. Best quality soft copper is employed in making cylinder head and manifold gaskets and the filler material is Walker's "Unilion," which has great mechanical strength plus excellent water and oil resistance. Altogether a far better proposition than the fragile Asbestos Millboard so often used as a filler in the mass-produced article. For sump and rocker cover joints, etc., "Nebar" rubber-bonded cork is recommended and this material, by virtue of its resiliency and first-class oil resistance, is far superior to plain cork. Incidentally, James Walker recommend fitting head gaskets with vaseline rather than a heavy smear of jointing compound.

The old gasket, or failing that a rubbing, is required, although customers have been known to leave complete engines! Gradually the company is building up data relating to old gasket shapes but if, through a poor rubbing or seriously damaged pattern, an error occurs, generous treatment of the customer is the rule. Although a gasket has been made in a day, to meet an urgent vintage competition, to insist on this is hardly fair and normally 10-14 days are requested. Customers are welcome to call and leave an old gasket

Continued on page 431

THE RENAULT 4L—continued from page 401

You climb up into this little Renault and getting out over the high leading edge of the seat cushion and sill of the floor is a bit tricky. Visibility in the screen-sill-mounted mirror is seriously restricted, nor are the screen pillars entirely unobstructive.

Driving a 4L is almost as simple as the vehicle itself. The gear-lever protrudes from the facia as a cranked rod terminating in a very big knob close to the right hand as this goes out to it. Normally the lever is sprung for pushing forward into 3rd gear, back into the 4.24-to-1 top cog, but pushing it over to the left enables bottom gear (15.65 to 1) to be selected by pulling back, reverse (no safety catch) by pushing it forward. Could anything be easier? There is a snag, inasmuch as there is no synchromesh on bottom, which has to be crunched in, while the clutch engaged at the end of the pedal travel and functioned harshly (sticky cable?), making smooth departure a matter of careful muscle control. One misses the high top in a 4-speed box, of the Citroën 2 c.v.

The handbrake is a cranked rod under the facia that pulls out, is twisted to release it (a racing action is possible) and then pushed up out of the way of one's left knee. A hooded 80-m.p.h., casually-calibrated speedometer incorporates a mileage recorder scorning decimal readings and the usual indicator lights, including one which would come on were the sealed coolant system to default—it shines for a moment or two after starting up, or when convection heat transfer after stopping affects it.

Flanking the sides of the speedometer box are press-buttons, two on the left for S.E.V. wipers (non-self-parking) and heater fan, a matching pair on the right for ignition (no key) and parking lamps if fitted. These, and other, controls have illustrations as to their function, not all of which are obvious. The lamps are brought in by a switch on the l.h. side of the speedometer, which also illuminates this instruments, after which you select dipped and full headlamps beams by moving down a somewhat attenuated l.h. steering-column stalk. The non-self-cancelling direction indicators are controlled by a r.h. stalk. Pushing in the extremity of the l.h. stalk sounds twin-tone (actually two separate) horns.

A panel down on the l.h. side of the bulkhead, quite accessible however, carries the choke-cum-hand-throttle and starter knobs. On the extreme left is a washers' button, where these are fitted.

Heating and ventilation, the latter especially, are well contrived. Driver and front passenger have before them plastic flaps which can be set to several positions to admit a direct stream of fresh-air through a gauze-protected scuttle vent, the cover of which is lifted by a small lever up under the scuttle on the left of the speedometer, and which itself has two locations. The heater unit is a huge "stove" dividing the front compartment, which is brought in by a small switch on its right side. Two subsidiary levers control the degree of demist and warmth to the interior. They are not very sensitive and, indeed, once the hot-water has been turned on this very efficient "stove" requires some time to cool after it has been turned off, and *vice versa*. But no one need ever feel cold in a Renault 4L and screen demisting is effective.

That about completes an explanation of the 4L's controls, except to remark that a fuel gauge, calibrated 0, ½, 1, with straking above the 0, is provided and that the front-hinged bonnet is released very expeditiously by pressing in a knob under the central wipers' box. The lid can then be lifted easily by hand, as it is on balanced hinges, being restrained by a wire, or propped open if a wind is blowing. The Tudor battery is readily accessible but the slender dip-stick is buried under the starter-motor cable, steering column, etc.

Reverting to the interior, there are twin, soft swivelling vizors, crash-padding below the facia, and two rather low but spacious shelves in the front compartment to make up for the absence of cubby-hole (for, as on a Mini, there is no facia as such) or door pockets. On the test-car a Dutch Phillips radio filled the off-side shelf and caused small objects, with the well-known perversity of Things, to hide themselves behind it.

On the road the 4L is slow but sure. It is flat-out at about 56 m.p.h. on the level but help from a down gradient sends this to an indicated 70 m.p.h. or more, and very adequate Lockheed brakes encourage such downhill bursts. The engine is noisy towards the peak speeds in the indirect gears of 19 and 43 m.p.h. but seems unburstable even when held at valve-clatter revs. A 4-speed gearbox would assist acceleration, which is decidedly sluggish. Once into top engine noise falls and, a few rattles and rumbles apart, progression is smooth and untroubled.

There is very pronounced front-drive understeer but the wheels stick down well once the driver is accustomed to the remarkable angle of roll on fast corners. Some surfaces set up a mild pitching which somewhat affects directional stability but generally the car is more controllable than its very supple suspension would suggest, and, of course, it rides over bumps, ruts, "level"-crossings and the like in complete comfort.



Practical but not exactly pretty—a side view of Renault's go-almost-anywhere utility automobile.

The steering is rather heavy and low-geared, calling for 4½ turns lock-to-lock, but there is powerful castor-return action. There was a strong tendency to pull to the left down a pronounced camber, which made steering a tiring business. With confidence the 4L can be hurled round corners at a fine angle of lean, its French-made Dunlop 145×13 D4S "Stabilia" tyres squeaking with glee. The electrics are 6 volt, *sans* fuses. The small Cibie headlamps give quite a good beam, and there is a rotatable interior lamp on the near-side door pillar. A lidded ash-tray is provided in front, but none for rear-seat smokers.

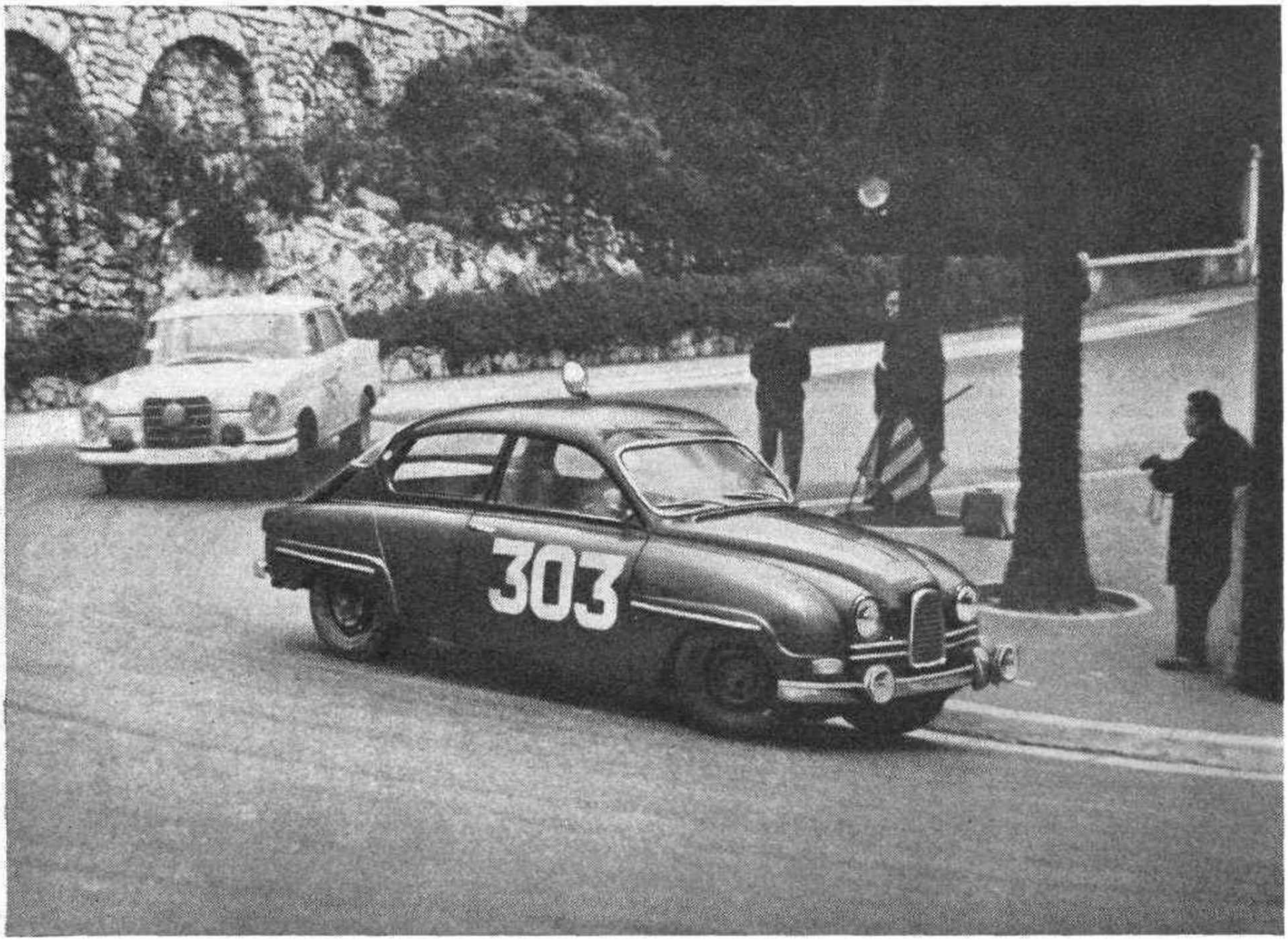
The fuel tank, with filler at the off-side rear having a chain-restrained cap, holds 5¾ gallons. The range, with some hard driving and much crawling in traffic away from the B.R.D.C. Silverstone Meeting, was 248 miles. The engine develops its 26½ net b.h.p. at 4,500 r.p.m. on an 8.5-to-1 compression-ratio, so is not partial to commercial-grade petrol. It will burn mixture but most owners will buy good-quality petrol. On Esso Extra I got 44.4 m.p.g. over a mileage that involved local running with several cold starts and negotiation of London traffic. The overall figure was 45 m.p.g. No oil was required *and the complete absence of routine servicing, except for checking oil levels in engine and gearbox, is a very commendable aspect of this Renault.*

Before Englishmen laugh at the light tubular bumpers with their insipid rubber over-riders, let them remember that the 4L sells in France for 5,500 new francs, or for around £390, the plainer Renault 4 for even less.

I have said before, and I say again, that the World would be a poorer place without these ingenious and practical people's-cars. Only a small proportion of MOTOR SPORT readers will want one of these Renaults but if you are a farmer, require a second car, like exploring unmetalled roads, need a car-cum-van, or just regard space and comfort as more important in an economy car than speed, you cannot ignore this cocky newcomer from the great Billancourt plant. There are many forms of motoring sport to be enjoyed (even, so young people assure me, in the back of a limousine with drawn blinds on certain occasions!), so I make no excuse for enthusing over the Renault 4L, which is ideal if you want an inexpensive car capable of taking all the family, the dog, the cat, the budgerigar, and the kitchen-sink on journeys short or long, without cramping or complaint. These cars are beginning to get a hold on the English small-car market. For instance, when I stopped for petrol in a Surrey village I found a demonstrator on show and as the proprietor was telling me he had already sold several, another 4L drew in which, he remarked, wasn't one of these local 4Ls. *In a country in which the Minister of Transport is so afraid of speed that there is to be a 50 m.p.h. limit on our trunk roads throughout the summer, and probably all over Britain next year, why purchase anything faster?*

For comfort, economy and spaciousness, coupled with freedom from servicing worries, the Renault 4L is remarkable. In fact, in many ways it can be called unique, especially when you remember that the wheelbase measures 7 ft. 10⅜ in. on the near-side but is 1.9 in. longer on the opposite side! The basic price here is £422, inflated by tax to £581. Radio and aerial cost £28 10s. extra. The Renault 4 costs £399, or £550 after tax has been paid.—W. B.

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XXII PAU GRAND PRIX

A Triumph for Trintignant

PAU, FRANCE, *April 23rd*

THE Automobile Club Basco-Bearnais gathered togetner a first-class entry for their traditional Easter Monday Grand Prix round the streets of Pau. Eschewing the B.A.R.C. Goodwood meeting Team Lotus entered both their Formula One drivers: Clark with the new Coventry-Climax V8-engined car that was successful at Snetterton, and Trevor Taylor with a brand new 1962 works car, made ready for a B.R.M. V8 engine, but forced by non-delivery to use a 4-cylinder Coventry-Climax engine. The Scuderia Ferrari entered Rodriguez and Bandini, the former with a 120-degree engine and the latter with a 65-degree engine, both chassis being identical and the interim 1962 type, which is still with the 6-speed gearbox behind the axle. Brabham was making his first appearance with a Lotus, albeit with only a 4-cylinder Coventry-Climax engine, and another first appearance was Lewis with his V8 B.R.M., similar in mechanical respect to that of Marsh, who was also entered. Rob Walker, like Colin Chapman, also decided Pau was a better thing than Goodwood, so he lent his V8 Lotus-Climax to U.D.T.-Laystall, who responded by lending Team Walker one of their old 4-cylinder Lotus-Climax cars and Walker took on Trintignant as driver, altogether a very amicable arrangement. The Porsche factory entered one of their old cars for Ludwig Heimrath to drive, he being a German-born Canadian who qualified for this drive in a race in Canada last year. With the flat-8 works Porsches still not ready Bonnier was once more on loan to the Scuderia Venezia, leading team-mate Vaccarella. To complete the field of 18 there was Bianchi with the E.N.B.-Maserati, considerably tidied up since Bruxelles, and with a shorter nose cowling; Ian Burgess with the Anglo-American Equipe's new car, which has a new chassis frame on Cooper lines, but much narrower, Cooper-like suspension all-round but with different geometry, and radiators on each side of the rear-mounted engine so that the nose of the car had the smallest aperture to let air into an oil cooler. The water radiators took air from scoops on each side of the narrow body, and the Climax engine had twin exhaust pipes. Siffert took delivery of his new Lotus-Climax, the one Taylor had borrowed for Bruxelles, but it now had another engine and a V8-type bodywork painted orange. The Swiss driver Caillet was making a first appearance with his Cegga-Maserati, a very nicely made car on conventional Formula One lines, with all-round independent suspension, tubular chassis frame and rear-mounted 4-cylinder Maserati engine and 5-speed gearbox/differential unit as used on the V12 Maserati " birdcage " sports car. Cegga is derived from Claude et Georges Gachnang, Aigle, the two brothers who built the car and the Swiss town where they live. Finally, there was the German F.3 and Junior exponent Kurt Kuhnke with an early rear-engined Lotus, Schiller with his ex-works Porsche and Schlesser, making his return to Formula One with his old Cooper.

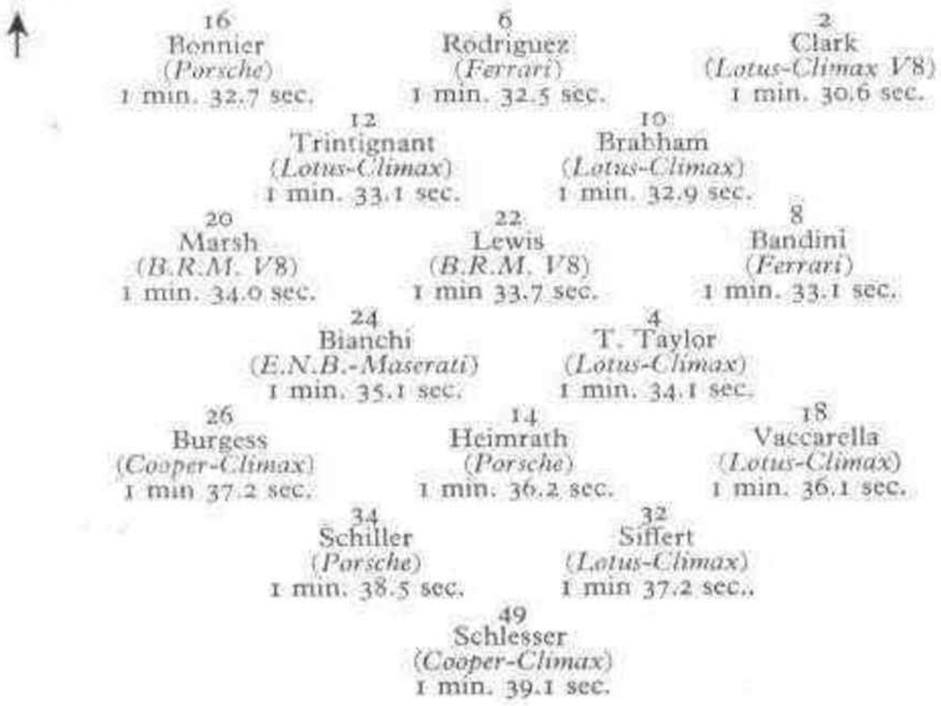
There were all the makings of an interesting race, over 100 laps of the tortuous Pau circuit, with its 14 corners per lap, for Clark was familiar with the course but the V8 Lotus was still rather new; two Ferraris are always to be reckoned with, though Rodriguez was new to Pau, but not to the Ferrari, and Bandini was having his first drive in a G.P. Ferrari, but finished third last year at Pau. Brabham was no newcomer to the circuit but it was his first drive in a Lotus and the same applied to Trintignant, both having lots of Cooper experience. Bonnier's second at Bruxelles and third at Snetterton were indicative that he should not be overlooked and the two B.R.M.s of Lewis and Marsh held much in store, both drivers knowing the circuit well.

The first practice, on Saturday afternoon, saw as spectators Brabham, Taylor, and Siffert, the Australian's transporter not having arrived and the other two still waiting for their cars to be finished. In brilliant sunshine drivers adapted themselves to the cars, or their cars to the circuit, and first to become acclimatised was Trintignant who was soon lapping close to the existing lap record of 1 min. 34.1 sec., set up by Jim Clark last year with a 1960 Lotus. Marsh did not get far as the rotor arm of his transistor ignition system fouled its casing and broke, while Lewis in the other B.R.M. was going steadily and getting used to using lots of r.p.m. The two Ferrari drivers were trying hard, even to the extent of going up an escape road while finding the limit of braking and Bonnier was charging round in the Venezia Porsche, still being amazed at the way a three-year-old car could go. The V8 Lotus was overheating a bit, as the ambient temperature was very high, so the engine hatch was removed and Clark began motoring to good effect; however, Trintignant was in terrific form and was the first to improve on the existing record, with a time of 1 min. 33.9 sec., much to the joy of the French crowd and Rob Walker, and this with an old 4-cylinder Lotus-Climax that U.D.T.-Laystall had almost been ready to scrap. Nobody else was near this time until Clark began to get the new Lotus going and he then made even Trintignant's efforts look puny, for he went round in 1 min. 32.5 sec. The day ended with the B.R.M. V8 of Lewis losing a sump bolt and spreading all its oil round the circuit.

On Sunday the weather was cool and overcast and absolutely right for fast motoring and everyone began to show an improvement. The works Lotus-Climax V8 had wire-mesh panels in the sides of the engine hatch, and Taylor's car was finished, though when practice started Siffert was in the paddock still finishing off his throttle connections. Marsh had repaired his broken ignition rotor with " Araldite," Lewis was still trying to devise a means for fixing his stub exhausts securely and the Ferrari team were very happy with their cars, and were waiting for results from their two new young drivers. Kuhnke was ruled out with his old Lotus for being too slow and baulking other drivers, and Caillet in the Cegga-Maserati was outclassed with his sports engine. Brabham's new Lotus-Climax was all right and the Australian took no time at all to get accustomed to it and was soon turning some very fast laps, but Jim Clark was the star of the day for though the V8 Climax engine was " spluttery " on its carburation he began to lap at a phenomenal speed and turned a number of laps at under 1 min. 31 sec., his best being 1 min. 30.6 sec. Conditions were

No.	*Driver*	*Entrant*	*Car*	*Engine*	*Gearbox*	*Chassis*	*Colour*	*Remarks*
2	J. Clark	Team Lotus	Lotus	Climax V8	ZF 5-sp.	Lotus 1962	Green	As Bruxelles
4	T. Taylor	Team Lotus	Lotus	Climax 4	ZF 5-sp.	Lotus 1962	Green	New Car
6	R. Rodriguez	Sefac Ferrari	Ferrari	Ferrari 120 V6	Ferrari 6-sp.	Ferrari 1962	Red	First appearance 1962
8	L. Bandini	Sefac Ferrari	Ferrari	Ferrari 65 V6	Ferrari 6-sp.	Ferrari 1962	Red	As Bruxelles
10	J. Brabham	Brabham Racing	Lotus	Climax 4	Colotti 5-sp.	Lotus 1961	Green	First appearance
12	M. Trintignant	R.R.C. Walker	Lotus	Climax 4	Colotti 5-sp.	Lotus 1960	Blue	Loan from U.D.T.
14	L. Heimrath	Porsche Eng.	Porsche	Porsche 4	Porsche 6-sp.	Porsche 1960/61	Silver	1961 team car
16	J. Bonnier	SSS Venezia	Porsche	Porsche 4	Porsche 6-sp.	Porsche 1960/61	Red	As Bruxelles
18	N. Vaccarella	SSS Venezia	Lotus	Climax 4	Colotti 5-sp.	Lotus 1960	Red	As Bruxelles
20	A. Marsh	Owen Racing Org.	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961	Green	As Bruxelles
22	J. Lewis	Ecurie Galloise	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961	Green	As Bruxelles
24	L. Bianchi	E.N.B.	E.N.B.-Maserati	Maserati 4	Colotti 5-sp.	Emeryson 1961	Yellow	First appearance
26	I. Burgess	Anglo-American	Cooper	Climax 4	Cooper 5-sp.	Cooper 1962	White & Blue	As Bruxelles
28	B. Collomb	B. Collomb			NON-STARTER			Fitted side radiators
30	M. May	M. May			NON-STARTER			
32	J. Siffert	Ecurie Suisse	Lotus	Climax 4	Colotti 5-sp.	Lotus 1961	Orange	Taylor at Bruxelles
34	H. Schiller	Ecurie Suisse	Porsche	Porsche 4	Porsche 6-sp.	Porsche 1960/61	Silver	As Bruxelles
36	K. Kuhnke	K. Kuhnke	Lotus	Climax 4	Lotus 4-sp.	Lotus 1960	White	—
38	M. Caillet	Ets. Cegga	Cegga-Maserati	Maserati 4	Maserati 5-sp.	Cegga	Red & White	First appearance
40	J. Schlesser	Equipe Lausanne	Cooper	Climax 4	Cooper 4-sp.	Cooper 1959	Blue	—

clearly ideal, for everyone improved on their previous times and Rodriguez, Bandini, Brabham, Trintignant, Bonnier, Marsh and Lewis all got below the existing lap record. This was reasonable for those with new cars, for Clark set the record at the beginning of 1961 with a 1960 works Lotus-Climax, that was in fact an old F.2 car, so that since then there has been not only a season's development, but entirely new designs of cars and engines. All the times shown in the starting grid were put up on this second day of practice.



Not qualified : K. Kuhnke (Lotus-Climax) 1 min. 59.3 sec.
M. Caillet (Cegga-Maserati) 1 min. 45.0 sec.

It was warm on Easter Monday, with hazy cloud over the sun as the cars came out for the start and those who wanted to were allowed 10 minutes of free practice time, before lining up on the grid. Brabham was in trouble with low oil pressure and Trevor Taylor's car was not running properly but there was no time to do much to either of them for the start was given promptly at 2.30 p.m. Vaccarella was left on the line, having difficulty in getting into first gear, but the rest roared away with the front row of Clark, Bonnier and Rodriguez all waiting for each other to take the lead and set the pace. At the end of lap one these three came by almost abreast, with Rodriguez slightly in the lead from Bonnier and Clark, but they were all still being cagey. Brabham was keeping station with them, followed by Marsh and Trintignant and they remained the same for lap two. Clark had expected Rodriguez to fly out in front, using all the road, to set the pace, and Bonnier expected Clark to do likewise, but they were all behaving themselves until the third lap, when Clark decided to speed things up a bit, and went by Bonnier. Brabham's oil pressure was falling fast and Trintignant and Bandini went by him and Marsh. On lap five Clark was right behind the leading Ferrari, Brabham disappeared out on the circuit and Lewis overtook Marsh, while the rest of the field were already getting left behind, being led by Heimrath in the works Porsche. At the end of the opening lap Taylor had stopped at the pits with trouble in the distributor and began a series of faltering laps and long pit-stops while everything was changed or altered. On lap nine Clark took the lead from Rodriguez, but in the meantime Trintignant had closed up on Bonnier and the two of them had closed up in the leaders so that lap 10 saw Clark (Lotus), Rodriguez (Ferrari), Bonnier (Porsche) and Trintignant (Lotus) all nose-to-tail, while Lewis was pressing Bandini quite hard, in fact sufficient to make him spin off into the straw bales on the next lap, the Ferrari appearing a bit late with straw all over the rear suspension. On lap 12 Trintignant nipped by Bonnier and it was obvious that the little Frenchman was out to race hard, for no sooner had he done this than he was up with Rodriguez and was vying for second place, which he took on the very next lap to the accompaniment of cheers from the crowd. Even this did not satisfy Monsieur le Maire, and on lap 14 he was right behind Clark and the two of them had dropped the Ferrari and Porsche. On lap 16 excitement reached fever pitch for Trintignant got by the V8 Lotus and the next lap Clark had lost some ground and it was clear that all was not well. The gear-changing mechanism on the works Lotus was playing up and Clark was not at all happy, though he was staying well ahead of Rodriguez and Bonnier. The incredible Trintignant, driving in his first race this year and the first time in a Lotus, was looking most comfortable out in front and all this excitement had overshadowed the rest of the field, the tail-enders being lapped. Lewis was firmly in fifth place, having out-distanced Bandini, while Marsh was not so happy though running steadily, then came Siffert in his orange Lotus, he having passed Heimrath, and they were followed by Vaccarella who had pulled up well after his bad start. Schiller, Bianchi and Burgess were in close company, while Schlesser was bringing up the rear, apart from Taylor who was still doing the odd lap now and then, in between ignition overhauls. Rodriguez was already showing signs of tiring and Bonnier overtook him, while the gap between the Porsche and the two leaders had widened considerably. On lap 24 Trintignant came round alone, with no sign of Jimmy Clark and it was not until Bonnier and Rodriguez had gone by that the V8 Lotus-Climax appeared, and it came into the pits with no means of changing gear. A bearer bracket for the gear-change rod had torn from its brazing and fallen off so an otherwise healthy car had to be withdrawn. This left Trintignant 17 seconds in front of Bonnier and by lap 30 he had increased this to 20 seconds and there was clearly nobody to challenge him. Heimrath spun the works Porsche going through the Casino gardens and wrote the front end off on some ornamental rocks, and Taylor's car was beginning to show signs of running properly at last.

Lewis was settling in well with his V8 B.R.M. and driving a very regular race and had closed up on Rodriguez so that only 5 seconds covered the second, third and fourth cars, but none of them could close on Trintignant who was lapping consistently at 1 min. 35 sec. At 40 laps Trintignant had increased his lead to 25 seconds, but Bonnier had pulled away from the Ferrari and B.R.M. who were now nose-to-tail. Through the twisty bits Lewis was right on the Ferrari tail but along the bottom straight the red car drew away everytime. At half-distance the order was unchanged, with Bonnier's red Porsche 27 seconds behind the dark blue Lotus; three seconds later came Rodriguez with Lewis still 2 seconds behind and looking very relaxed, whereas the young Mexican boy was looking hot and tired. In fifth place was Bandini in the 65-degree Ferrari, just about to be lapped by Trintignant, the rest of the field having been lapped once or even twice.

Just when it was expected that Trintignant would lap Bandini, the Lotus dropped back, its driver showing signs of distress with the gear-lever, and Bonnier rapidly closed the gap to 20 seconds. Trintignant was unable to get into the lower gears and was having to take the hairpins in 3rd gear, but he pressed on gamely, while the red Porsche drew relentlessly closer, the gap narrowing from 20 seconds, to 16, to 12, to 7 seconds. By lap 60 things were looking desperate and by lap 65 the gap was down to 5 seconds and there was a terrible traffic jam going on. Marsh was trying to get by Bandini, to take fifth place, Trintignant was trying to lap both of them and they were all trying to lap Vaccarella in the red Lotus. On lap 67 Trintignant suddenly found he could get all five gears again and in a flash he was past the traffic and gained a second a lap on Bonnier immediately. On lap 70 the gallant Frenchman came round alone, another opponent having fallen by the wayside for Bonnier drew into the pits after Rodriguez and Lewis had gone by, the Porsche gearbox having broken. Trintignant's trouble had been with the lever inter-lock mechanism on the gear-gate and it was now all right again and he soon had a commanding lead over the two young lads who were second and third, everyone else having been lapped. During all this excitement Marsh had displaced Bandini so the order was now Lotus, Ferrari, B.R.M. V8, B.R.M. V8, Ferrari, the rest being a long way behind.

It was now all over and just a question of seeing if the Lotus could hold out mechanically for the remainder of the 100 laps, for the driver looked remarkably at ease in spite of his 44 years. The issue between Lewis and Rodriguez had reached stalemate, the B.R.M. could close up on the corners but got left behind on the straight and Lewis was not pressing hard enough to make Rodriguez do anything silly, even though he was getting very tired. Marsh was firmly in fourth place a lap behind the leader and Bandini was running steadily in fifth place. Then came Siffert going very well in his first drive in a Formula One car and he was followed by Vaccarella, Burgess, Schiller and Schlesser, with Trevor Taylor now going properly but many laps behind. The whole issue seemed settled when Siffert's Lotus-Climax had gearbox trouble and while limping round in top gear he was passed by Vaccarella, and in that order the twenty-second Pau G.P. ran to a close with Trintignant not only a most popular winner, but a most praiseworthy one; even his rivals were pleased at his victory. To the Walker Team it was an undreamt of success and complete justification for choosing Pau in preference to Goodwood. The news of the unfortunate accident to Stirling Moss in the V8 Lotus-Climax on loan to U.D.T.-Laystall did not filter through until the rejoicing at Trintignant's victory had subsided.—D. S. J.

Results on page 413





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Shell X-100 Multigrade is the first modern motor oil which does not leave deposits of metallic ash in the combustion chamber.

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GOODWOOD AT EASTER

A Notable F.1 Victory by Graham Hill (B.R.M.)

EASTER seems far away as we look forward to Whitsun but printing schedules precluded any reference to racing that week-end in the last issue and so, for the record, here are a few impressions.

Graham Hill thoroughly deserved his victory in the F.1 Glover Trophy Race, in a new V8 B.R.M. He took the lead on the third lap and drove fast and steadily, never losing it, to win at 102.65 m.p.h. by 43.4 sec. from McLaren's Cooper and Ireland's Lotus, Salvadori's Lola fourth. Ginther's V8 B.R.M. had trouble in starting, Moss' V8 Rob Walker Lotus, on loan to U.D.T.-Laystall, had a pit-stop with gear selector trouble and, resuming three laps behind, Moss set about breaking the lap record. Surtees in the V8 Lola was doing likewise, he too being far back in the race after an unnecessary spin at Woodcote and two pit-stops. Surtees put it to 82.0 sec. (105.37 m.p.h.), Moss equalled this, and then, presumably trying to go still faster, crashed at St. Mary's on coming up behind Hill.

Reports of what happened were very garbled—the car went straight on into the bank and jack-knifed, mercifully without catching fire, it being half-an-hour before the unconscious driver was removed from the wreck. One commentator said the brakes had failed, another that Moss had recovered consciousness, Hill thought the Lotus crashed backwards; all apparently incorrect.

As I write this, on the last day of April, Moss is recovering and perhaps will soon recall what happened—perhaps not. In the past his great skill has been equal to almost any emergency except breakage of his car. If the brakes fail he spins it, if the throttle sticks open he gets out of gear and flicks the switch off. If he loses it, he recovers—remember the Aintree G.P. spin on a water-logged course?

So this crash remains a mystery, especially as R.A.C. officials could find no mechanical derangements. *In wishing Stirling Moss a full recovery may I express the thought that the importance placed on who establishes fastest lap in a race may make for a dangerous situation?* At Brooklands lap records could be established on a clear track.

Poor Hill lost much of the acclaim due to him on account of the natural anxiety over what had happened to Moss, and why.

In the 10-lap 4-cylinder F.2 race Surtees (Lola) led from McLaren until he made a very stupid error of trying to force past Seiffert's Lotus when the latter was close to the *chicane* on a perfectly legitimate "line." Surtees bounced against the Lotus, causing its retirement and very hard against the wall, almost tearing off the Lola's off-side back wheel. So McLaren went on to win at 99.05 m.p.h. from Salvadori's Lola and Shelley—*driving splendidly for a newcomer—in a Lotus.* McLaren lapped at 101.17 m.p.h. The 10-lap F.J. race was won by Arundell's Lotus-Ford at 96.04 m.p.h. from D. Taylor's Lola-Ford and Spence's Lotus-Ford, but it was Maggs' Cooper-B.R.M. that set a new F.J. lap record of 98.4 m.p.h.

Graham Hill drove a splendid Saloon-Car Race, beating the other 3.8 Jaguars of Salvadori and Sears, Hutcheson's Riley 1.5 vanquished the works Sunbeam Rapier in its class and, excellent!, Christobel Carlisle took the 1,000-c.c. division in her Cooper-Austin from Rutt's Cooper-Mini after all the works Mini-Coopers had retired because their Dunlop SP tyres failed to last this 24-mile race. The Squadra Blez International D.K.W. Junior failed entirely to attain "Press hand-out" performance.

As compensation for the loss of Moss' Lotus, U.D.T.-Laystall's Lotus Monte Carlo, so ably driven by Ireland that it looked quite unspectacular, won the G.T. and Sports-Car *finale* at 95.55 m.p.h. from the Lister-Jaguars of de Selincourt and Coundley, Ireland setting a new sports-car lap record of 98.85 m.p.h., while Parkes (Ferrari Berlinetta) took the G.T. section at 91.54 m.p.h., also netting a lap record, at 95.15 m.p.h.—Goodwood is now very fast. Another attraction was Sky-Diving, watched by the crowd of 70,000 in the cold sunshine, in which one parachutist broke his arm, so it's not only motor racing that is dangerous.—W. B.

MICHELIN "X" TYRES FOR FUEL ECONOMY—A CONVINCING DEMONSTRATION

The Michelin Tyre Company Ltd. has been holding a series of demonstrations in various parts of the country to endorse their claim that their steel-braced "X" tyres conserve fuel as well as lasting longer and giving better adhesion than other makers' textile tyres.

We attended one of these demonstrations, at St. Albans, in which comparative tests were made before a large gathering of dealers and Press reporters with three different makes of diesel commercial vehicles and three different makes of cars.

Each vehicle was provided with a detachable tank, these tanks being weighed before and after each run, in order to assess how much fuel had been consumed. Two vehicles of identical make and type were driven in convoy over a standard road route, two runs being made, the tyres being changed between runs, so that one driver and one vehicle ran both on "X" tyres and on tyres fitted as standard by the makers. The result of both runs was averaged and thus no one vehicle or driver could gain an advantage for Michelin over his fellow driver or paired vehicle.

The routes ranged from 123.4 to 158 miles, no restriction was placed on speed, but the "X"-shod vehicle always followed its companion as this was thought to be less favourable to fuel economy than leading a convoy.

The vehicles used were either hired for the occasion or were staff-owned. Tyres were carefully inflated to recommended pressures. The demonstration was staged without a hitch by the Michelin Public Relations Department, guests being able to view proceedings on a number of closed-circuit T.V. sets installed by Marconi, televised with Taylor-Hobson "Vartitol III" cameras, the excellent commentary being undertaken by Rodney Crouch.

One test had to be cancelled because one of the Dodge 7-tonners came to rest somewhere on its 61.7-mile circuit with a broken fuel-injector pipe, and these vehicles therefore dodged the demmo. Of the others, the Bedford tippers achieved 18.07 m.p.g. on Michelin "X" tyres, 15.82 m.p.g. on other non-metallic tyres over a total of 131 miles. In every case there was an appreciable fuel saving by fitting Michelin "X" tyres. The results can be summarised as follows—and Michelin have every right to be proud of the outcome :—

Vehicle	*Distance*	*M.P.G. on textile tyres*	*M.P.G. on Michelin "X"*	*Improvement*
Bedford tippers..	131 miles	15.82	18.07	2.25 m.p.g.
Ford 3-tonners ..	123.4 miles	19.48	23.01	3.53 m.p.g.
Ford Anglias ..	158 miles	38.30	41.50	3.20 m.p.g.
Austin A60s ..	140 miles	30.24	32.83	2.59 m.p.g.
Humber Hawks..	140 miles	24.16	26.21	2.05 m.p.g.

It will be seen that in every case Michelin "X" tyres gave a worthwhile fuel saving over the other makes of covers. Naturally, in what is unique because it is a demonstration involving other manufacturers' products, Michelin tactfully refer to these as "the other tyres." But no-one can stop you looking, so we can state that, reading downwards in the table above, the "other tyres" were, respectively, Goodyear, Firestone, Goodyear, Dunlop Gold Seal and Goodyear.

The fuel used was Shell petrol and Shell Diesoline. In thus inviting knowledgeable guests to witness these "live" demonstrations and look into every aspect of the tests Michelin display complete faith in their steel-braced "X" tyres.—W. B.

PAU GRAND PRIX—continued from page 411

Results :

XXII Grand Prix de Pau—Formula One—100 laps—276 Kilometres Warm and Dry.

1st :	M. Trintignant (Lotus-Climax 4)	2 hr. 39 min. 35.5 sec.—103.764 k.p.h.
2nd:	R. Rodriguez (Ferrari V6-120)..	2 hr. 40 min. 09.1 sec.
3rd :	J. Lewis (B.R.M. V8)	2 hr. 40 min. 10.1 sec.
4th :	A. E. Marsh (B.R.M. V8)	1 lap behind
5th :	L. Bandini (Ferrari V6-65)	1 lap behind
6th :	N. Vaccarella (Lotus-Climax 4)	2 laps behind
7th :	J. Siffert (Lotus-Climax 4)	3 laps behind
8th :	I. Burgess (Cooper-Climax 4)	5 laps behind
9th :	H. Schiller (Porsche 4)	5 laps behind
10th :	J. Schlesser (Cooper-Climax 4)	6 laps behind
11th :	T. Taylor (Lotus-Climax 4)	28 laps behind

Fastest Lap : J. Clark (Lotus-Climax V8) on lap 3, in 1 min. 33.4 sec.—106.381 k.p.l. (new record).

Retired : J. Brabham (Lotus-Climax 4) lap 5, oil pressure; L. Heimrath (Porsche) lap 24, crashed; J. Clark (Lotus-Climax V8) lap 24, gear-change; L. Bianchi (E.N.B.-Maserati) lap 62, rear suspension; J. Bonnier (Porsche) lap 70, gearbox.

16 *starters*—11 *finishers.*

RECORDS

Once upon a time the R.A.C. published an annual book of all the World and International Class records standing at the end of each year and it was possible to subscribe for periodical supplements giving details of fresh records as these were ratified by the F.I.A. As record-breaking became less frequent this useful service faded away, since when it has been difficult to assess the latest position.

Now one has to rely on the United States Auto Club Year Book, which lists all existing World and International Class records, as well as American National records, the results of American Championship races, Indianapolis included, points scored in the year's Championship races, hill-climb results, etc., which means that this 1961 Year Book is a very informative publication.

It is interesting to find that 85 pre-war World records remain unbeaten. These are mainly the Citroën long-distance records of 1933, but they include an isolated run by the Mormon Meteor at Bonneville.

Coming to International Class records, it is astonishing to discover that five Brooklands' records remain—the Appleton-Riley's s.s. kilo. and mile in Class G, Dodson's Austin record for the s.s. kilo. in Class H, at 83.6 m.p.h., and Gush's f.s. 10-kilo. and 10-mile records in Class J, at over 77 m.p.h. There are, in fact, a suprisingly large number of pre-war Class records still standing, including Caracciola's f.s. kilo. and mile for Mercedes-Benz in Class D, at 247/248 m.p.h. and his equivalent s.s. records, and Rosemeyer's f.s. 10-kilo. record with an Auto-Union at 223.9 m.p.h. in Class B.

Fastest record of all is still the late John Cobb's 394.2 m.p.h. for the World's flying mile, in the British Railton Mobil Special.

On this fascinating subject of records, we like very much the suggestion made by Barry Clarke to the 750 M.C. that the Class H 7-day record, which has never been established, should be attempted with a pre-war Austin Seven saloon. Montlhéry would presumably be the venue. Clarke suggests a slightly modified engine and a 4.9-to-1 axle ratio. We hope something will come of this, for it would be a sound sporting effort, on a par with the Bentley D.C.'s mass-onslaught on National sprint records at Jabbeke last month. Incidentally, the aforesaid Year Book shows no records in this Class beyond 3 days, which would make the 750 M.C.'s task easier.

An interesting local record is that for the Comdr. Philip Heseltine Trophy, which goes to the standard family saloon of under 1,500 c.c., costing less than £1,000 inclusive of p.t., that travels furthest round Snetterton in 24 hours. In 1960 a team of Mann Egerton employees covered 550 laps (1,489 miles) with a Morris Mini-Minor. However, the run was not R.A.C.-observed. More recently a D.K.W. Junior driven in turn by T. Atkinson, V. Elford, R. Enoch, E. Johnson, C. R. Scarr and C. Horsfall covered 514 laps in 22½ hours before Elford hit a bank and damaged the cooling system. This figure is being claimed as the present record, as it was R.A.C.-observed. Any challengers ?—W. B.

A BROOKLANDS RE-UNION

On the evening of April 28th, at the " Hand and Spear " in Weybridge, where Brooklands' habituees used to gather before the war after racing at the Track, a happy assembly of those associated with motorcycle racing in the old days swapped yarns and awoke dormant memories, under the genial guidance of Rex Judd. Those present included Victor Horsman, who drove Triumph Super Seven cars as well as riding his famous Triumph motorcycles on Brooklands Track; Harold Daniell; Bert Denly, remembering only too vividly cars like the Hotchkiss, 8-litre Panhard and Eyston's " Speed-of-the-Wind "; Noel Pope, looking like the artist he was with the fearsome blown Brough-Superior; Totey, who was riding New Imperials in the early 'twenties; ace-enthusiast Jarman; Jock West; Johnny Lockett; tuning-wizard Francis Beart; H. H. Beach of Norton fame, the oldest B.M.C.R.C. rider present, for he raced at Brooklands before 1914 and is now in his eighties; Jack Williams; R. R. C. Palmer; Fruin; Dicker, who remembers the Track being built in 1906/7 and who thereafter painted the racing numbers on the cars; Wood; Lunn; Joe Wright who tamed really quick vee-twin machines; Denly's " pusher-off-er "; B. Pickford who rode a big Pickford-J.A.P. that was vintage even in the years just before the war; and many, many more too numerous to list.

The Editor of MOTOR SPORT went along, wearing the appropriate B.A.R.C. lapel-badge to indicate that he saw his first race meeting at Brooklands 35 years ago, taking Dudley Gahagan with him. Glasses were raised, the undercurrent of conversation rose, photographs and albums were handed round, the names of absent ones recalled. . . . This sixth Brooklands Re-Union was nostalgic, a little sad, unreal maybe, but infinitely worthwhile, with its talk of belt-drive, incandescent valves, " dope " fuels, the trackcraft of the riders and the fun and games when work was over, the race won or lost—practical jokes in the B.M.C.R.C. bar, Freddy Dixon naked in a Paris fountain, and one morning after Montlhéry and so on. . . . It must happen again!

MINI MATTERS

The MOTOR SPORT Readers' Car Survey conducted by " M. L. T." has shown in no uncertain manner that the B.M.C. minicars are screwed together much too casually and have given many owners a great deal of irritating trouble. However, to be fair, I must record that the Editorial Morris Mini-Minor, which completed 39,000 miles at the conclusion of a recent business journey, has settled down to be tolerably reliable, apart from such minor misdemeanors as breaking exhaust-pipe brackets and a dynamo bolt.

Its bouts of difficult starting became so demoralising that it was taken to the efficient Acton depot of Joseph Lucas Ltd., where the trouble was quickly traced to the battery, which had never been changed, as was thought, and which had therefore seen at least 2½ years' service. A new Lucas battery and a new set of Champion plugs not only cured any uncertainty about starting, even after the " minibric " had been idle in the open for over a week, but it restored fuel economy, which had deteriorated to 36, then to 33 m.p.g., but is now back to 46 m.p.g. of Esso Extra on long fast runs and 43½ m.p.g. overall. This from an engine which has been serviced only at long intervals since it replaced the original at 17,000 miles and which, after a further 17,000, was giving in the region of 1,450 miles per pint of Castrol XL.

Three Pirelli Extraflex tyres are still in use, after 9,400 miles. That on a front wheel has an even tread pattern but this has worn rather thin and adhesion is reduced on slippery surfaces. The tyres on the back wheels have about two-thirds as much tread left and look good for a great many more miles. The fourth tubeless Pirelli punctured after 5,147 miles and appeared to have been damaged, so as a precaution it was replaced with a Dunlop Gold Seal.

The little car still gives me much pleasure on short journeys and is an ideal traffic negotiator.—W. B.

MARPLES' VEHICLE TESTS UNDER FIRE

The compulsory testing of cars of comparatively recent manufacture, for which Mr. Marples is responsible, can give rise to ridiculous situations. It might be expected that a car owner, ignorant of technical matters, would be correct in assuming that if his car passes the test, conducted by an approved M.o.T. testing station, and for which he pays, and has to pay once a year, he would be exonerated from blame if his car fails subsequently to satisfy a police check. Not a bit of it. It is always the motorist who pays . . . and goes on paying.

A case at Stony Stratford was reported last April in *The Wolverton Express* in which two brothers were each fined £15 for using a 1948 car in a dangerous condition. The brakes were only 20% efficient and pulled to one side, there was 5 to 6 in. of play in the steering, steering connections and king-pins were badly worn, the speedometer didn't work, one running-board and a wing had rusted through and the bonnet was held on by a strap through the radiator grille. The owners explained that the car had its 10-year certificate, issued by Flemings of Stony Stratford. Nothing was said about prosecuting the garage that issued it. Indeed, a police inspector said " It was issued by a garage in this town. I don't think I should say more than that."

MISDIRECTED GOOD INTENTIONS

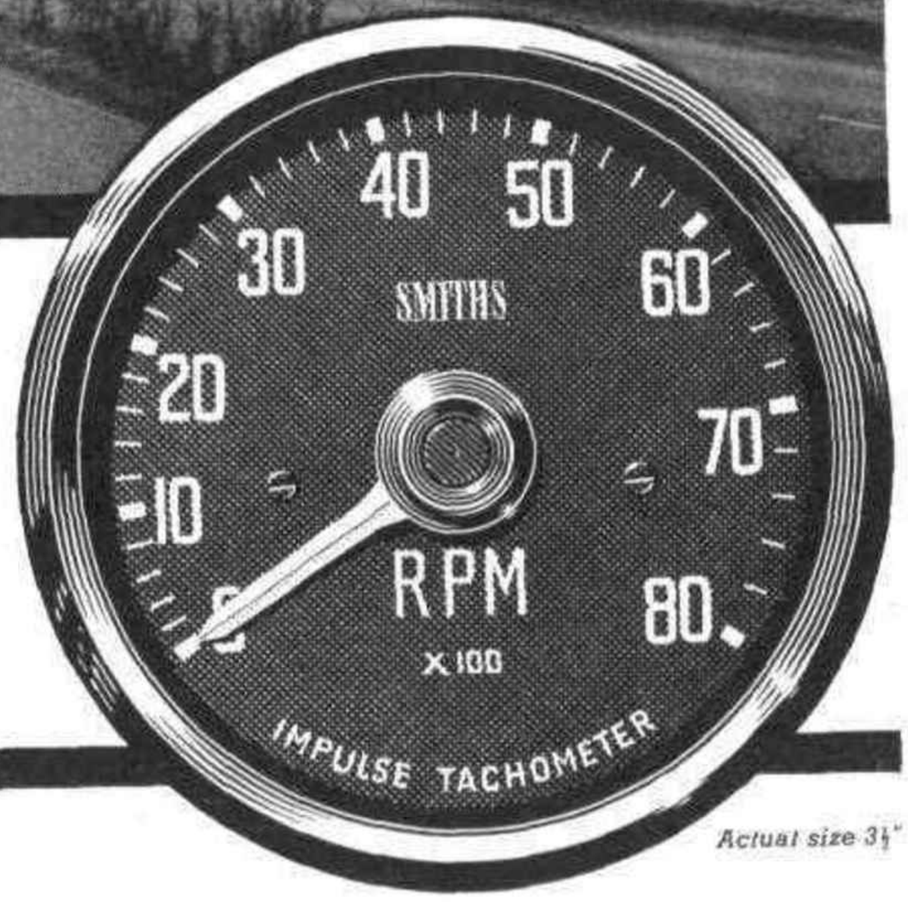
A ganger, Henry Muscroft, Kew Crescent, Sheffield, and a foreman labourer, Neil Marcus Thornley, Sandymount Road, Wath-on-Dearne, were, according to the local Press, fined £3 each for waving down vehicles as they approached a police radar trap. Muscroft said he did it for a joke, Thornley because he " thought it a rotten trick to use a radar van like that." Justice must run its course and apparently it is better for crime to be committed and apprehended than prevented. But we wouldn't be surprised if the two men concerned received a present or two from grateful local motorists!



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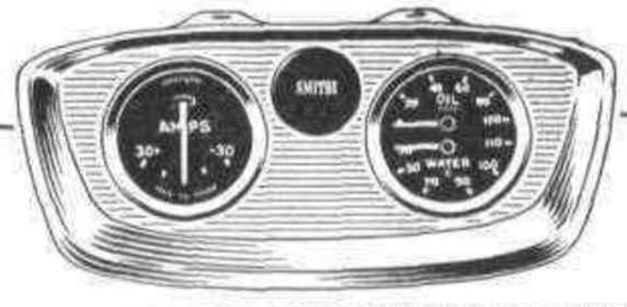


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THE new cars which Ford of Dagenham have brought out to replace the old Consul/Zephyr/Zodiac range were described last month, and I remarked that although driving them fast round Silverstone was great fun, I preferred to wait until I had tried the new Fords on the road before offering comment on their performance and behaviour.

Dagenham responded nobly and soon I was driving about in a striking-looking Ford Zodiac III. So there I was, sitting on a Cox seat frame, steering through a Burman steering box, vision through the screen maintained by Trico blades and washers, looking rearward by grace of a Jemca mirror, the ride damped by Armstrong shock-absorbers controlling Woodhead springs, the crankshaft turning in Glacier bearings, the foot pedals pivoting in Glacier DV dry bushes, the bonnet closed by Salter springs and quietness imparted by Pressed Felts Ltd.—that is, if I have read aright the flood of advertising that accompanied announcements of this latest Ford. Unfortunately, the wind-swept blonde that Smiths Motor Accessory Division consider an appropriate companion in a Zodiac III was not supplied with the test car. . . .

Turning to more serious things, for the latest Ford commands respectful analysis, the overall impression I have formed is that no-one who knew the older Zephyr models pretty intimately could mistake the Mk III for any other car. There is the same impression conveyed by the 6-cylinder push-rod-o.h.v. 2½-litre power unit of ample power developed without fuss, stress or temperament, quietly, but to the accompaniment of an exhaust beat and a sibilant sigh from the Zenith carburetter that is somehow reminiscent of earlier Ford and Lincoln V-engines.

There is, perhaps, not quite the same effortless top-gear performance of the former Zodiac and Zephyr cars, because the new 4-speed gearbox has resulted in a top gear ratio of 3.55 to 1, so that, although speed can, for instance, be increased from 30 to 50 m.p.h. in just over 10 sec. or from a useful 50 to 70 m.p.h. in 12½ sec. without shifting, for really brisk pick-up the third gear of 5.01 to 1 is better employed. In this ratio the time required for these speed increases is reduced to 6½ and 8½ sec., respectively.

No one is going to quibble about the effectiveness of the performance available from this 2,553 c.c. £1,070¾ motor-car; 109 (net) b.h.p. at 4,800 r.p.m. and a kerb-weight of 25 cwt. combine to give 0-60 m.p.h. acceleration in 14.4 sec. or the ability to reach 80 m.p.h. from rest in 25.0 sec. and maxima in the four gears of 39, 57, 83 and 100 m.p.h., achieved easily, all without recourse to overdrive (which, however, is available for an extra £58 8s. 9d.) On a Motorway top speed will, in fact, climb to an honest 102-103 m.p.h.

Couple this performance with good equipment and lines that are generally admired, high tail-fins giving a slight "dart" effect and the overall appearance being restrained, yet a visual reminder that Ford is essentially an American institution and the Dagenham factory U.S. owned, and the result is an impressive automobile.

Where I consider serious mistakes have been made, which may restrict sales of this Zodiac III, is in providing very restricted leg room in the back of a car which is large and should therefore be spacious, and in retaining the rather vague controllability of earlier Zephyr/Zodiac Fords in this claimed—brand-new 1962 model.

With the front-bench seat set where the majority of drivers are going to set it—well back—entry to the rear compartment is seriously impaired and knee and foot room ridiculously restricted to an extent that a conservative weekly contemporary refers to as "one rather considerable short-coming!". The Zodiac's luggage boot is enormous—at the expense of turning what should be a spacious six-seater into a comfortable 3-seater! (Even this needs qualification, because the centrally seated rear-compartment occupant finds the seat-cushion depth very thin). Dagenham made a similar error in designing the Consul Classic and it is sad to find them repeating it in these larger new cars.

Then control—the trend is pronounced understeer but there is a good deal of roll, to the extent of introducing mild roll-oversteer on fast corners, while there is also considerable up and down motion over only moderately unsmooth surfaces. The steering, quite light for parking and commendably so at speed, is vague, calls for 4-turns lock-to-lock with only a moderate turning circle, with some sponge in addition, and quite appreciable movement about the straight-ahead position results in very little effect on directional control. Admittedly there is strong castor return action to this steering, and the servo-operated Girling 9¾ in. front disc brakes in conjunction with 9×2½ in. rear drums give impeccable retardation with only the mildest pedal lag, but the Ford Zodiac III, widely proclaimed as a 100 m.p.h. car, is one that I want to drive at "the ton" only on very wide, open roads. The back axle is still located by long, curved leaf springs although it now has to transmit not 85 but 109 b.h.p. This rigid axle dithers over bumps and tends to divert the car in extreme cases but does not appear to transmit judder to the body shell.

The clutch pedal has rather too much free travel and the gears are changed by the old-type Ford l.h. stalk lever that has long movements, is rather harsh, has a small travel across the gate (it is spring loaded towards the higher ratios) and is too close to the steering wheel rim when in 2nd gear. There is, however, synchromesh on all ratios, including the 11.23 to 1 bottom gear, and reverse is easy to engage, if again rather harshly, by lifting the lever



This view of the much-discussed Ford Zodiac III shows that quite prominent tail-fins are blended to the new lines. Useful when reversing!

beyond the 3rd gear position. But after the silky Taunus gear change I cannot enthuse over the Dagenham version.

The bench front seat on the test car was of a shiny, very pliable new plastic material that must be first-cousin to a beach-ball in feel and resiliency. Consequently, you sink well in and remain reasonably comfortable, although the seat is too low for a driver of average height, the near-side front of the bonnet being invisible. This upholstery is certainly no substitute for real leather, which is available for an extra £33 13s. 9d.

Another shortcoming concerns reflection from the wide padded screen sill in the lower half of the double-curvature windscreen, which is evident in daylight and also at night and could result in eye-strain and consequent fatigue on long runs. Objects carried on the generous back-shelf likewise reflect in the sloping back window. Ford seem determined to dazzle the driver, for his vizor has a vanity mirror to match that in m'lady's vizor, and regarding one's face while driving is hardly a contribution to road safety!

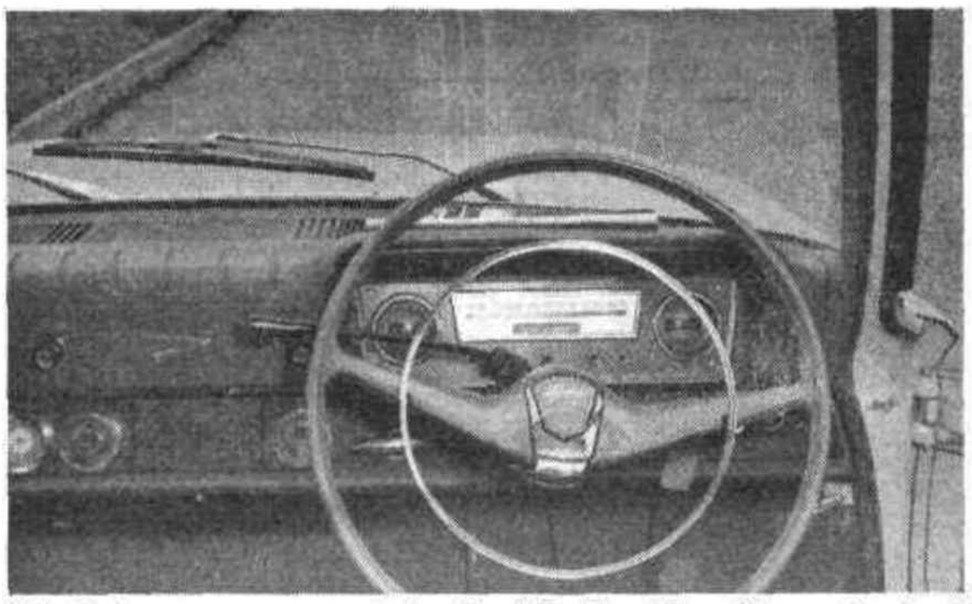
In matters of detail there are many good aspects. The facia is in the sort of grained walnut that grows in metal presses; the effect is rather horrid, but the hooded instrument panel standing proud of the lower control panel is quite impressive. In this you have a 120 m.p.h. ribbon speedometer, slightly difficult to comprehend, total and trip with decimal very clear distance recorders, and, flanking the speedometer, completely uncalibrated petrol gauge and water thermometer. The petrol gauge needle is of the slowly-rising electrically actuated variety, which, relying on one's visual simulation of a scale, indicates too conservatively.

On the right of the steering-wheel is the direction flashers' stalk with a sleeve at its extremity for flashing the headlamps (full-beam) in daylight. Unfortunately, this sleeve rotates so that the finger tends to roll off it when operating the indicators; I prefer lamps flashing by flicking the stalk upwards.

In the centre of the facia is a hidden ash-tray of dimensions to suit even Robert Glenton, the vertical lid of which flips up when a button under the facia is depressed; there is a less elaborate ash-tray for the back-seat passengers. Above this there is a panel, where a radio could go, embellished with a golden snake, which someone explained was meant as a "Z" for Zodiac. The rest of the upper facia before the passenger is upholstered padding but on the "lower deck", as it were, is a very spacious drawer, which opens by depressing a lockable button, there being a handle with which to shut it. There is an excellent arrangement, providing it does not drop onto the passengers' knees. The lock, however, was useless against a strong tug. It is less easy for a driver to use than an open cubby hole, but both front doors possess useful pockets.

The very excellent heater and ventilator have twin raised plated rotary controls, clearly marked and selective—this aspect of the Zodiac III leaves nothing to be desired. The fan has a bright indicator lamp. There is an accurate electric clock, standing proud of the facia; it contrasts untidily with the deeply-recessed, aforesaid fuel gauge and thermometer. In the instrument panel itself are the usual warning lights for oil, main-beam, ignition and indicators. A single knob, very conveniently placed for the right hand, pulls out to select side/headlamps and turns to control, first rheostat panel-lighting, then the front, very bright, interior lamp; rotating in the opposite (anti-clockwise) direction to the similar lights-control on a Vauxhall. There is a somewhat insensitive foot lamps-dimmer. There is a separate, less bright interior lamp for the back passengers; both lamps have courtesy action when the appropriate doors are opened. The bonnet-release toggle for the self-supporting bonnet works easily and is convenient to the driver's right-hand; the bonnet safety-catch is well contrived. There is a full horn-ring, with slightly disconcerting lost-motion, and the noisy window-winding handles (2½ turns front, 2 rear) are high set on the doors, which have arm-rests with the interior door handles under their leading edges, in the modern manner. Sill door interior locks and an exterior lock rigidly in the driver's door all function well. Both bench seats have broad, folding arm-rests. Curved door windows are a feature and the front ¼-lights have locking pips but no rain-gutters; alas, they do not close so as to entirely eliminate wind roar, but they do open outwards to give an extractor effect. The frameless rear ¼-lights open for further air extraction. The pedal positioning was either planned by a unpractical driver or the production boys got at them! The pedals are at an odd angle and too close to the floor, although, to be fair, acclimatisation was swift. A very good pull-out and twist hand brake lever protrudes from the facia convenient to the left-hand. There is a choke knob that can be locked out, also with the left-hand.

In action the Ford Zodiac III is quiet as to body rattles and



The facia arrangements of the Ford Zodiac III. Note reflection in the windscreen from a magazine placed on the facia sill, in front of the steering wheel.

mechanical noise and only the subdued sounds of induction and exhaust gas flow and a little road noise intrude. Although the 6.40 × 13 Goodyear Whitewall tyres looked soggy and I subsequently blew them up to higher pressures, no squeal had been induced.

The 12-volt 57-amp/hour battery lives up front in the o/s of the engine compartment and lights 50/37-watt outer and 37-watt inner headlamps. These give a fine driving light but too sharp a cut off for a 100 m.p.h. car. There is only one fuse. Parking lamps, selected from a flick-switch matching that for the heater fan, are standard, as is a screen washer worked, rather reluctantly, by pumping the knob controlling the allegedly variable-speed electric wipers. A cigarette lighter and coat hooks are provided. Incidentally, the Ford name is played down, only "Zodiac" being found on bonnet and boot-lids.

The boot-lid can be opened without the key on this Essex-Ford, the lid rising rather abruptly on its own. The central petrol filler cap (unsecured) is found by pulling down the back number plate; this needs encouragement before it springs up, and one gas station (girl pump attendant) left us numberless at the rear.

The fuel tank is said to hold 12½-gallons but the range worked out at a very useful 289 miles, which suggests over 14 gallons, as subsequent consumption checks gave figures ranging from exactly 20 to 21.8 m.p.g., whether pottering about, cruising fast, or crossing London to encounter those five-minute hold-ups (on Putney Bridge for example) that all Ernest Marples' good works have failed to disentangle. The overall figure after 575 miles was 21.3 m.p.g. The spare wheel rides upright in the n/s corner of the boot, under a protective cover. After 500 miles of not by any means full-throttle driving, the oil level had fallen close to the danger level and a quart of Castrol was needed to restore it. The car was then 4,000 miles old. Greasing (of 12 points) can be postponed for 5,000 miles (but why not complete elimination, as on the Taunus ?).

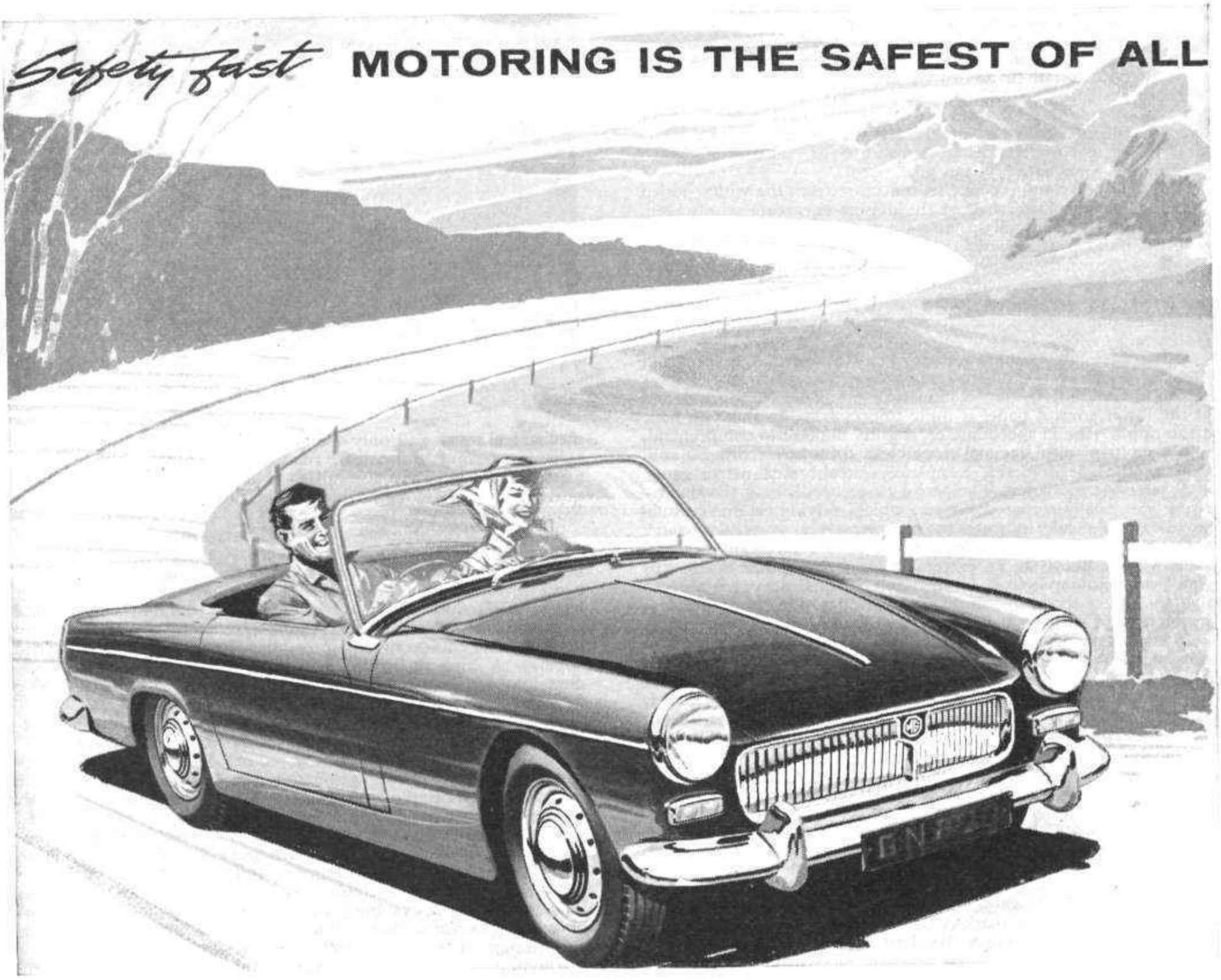
To sum up, this is the old Zodiac in new clothing, rather than a completely revolutionary new Ford. The former merits of plenty of power from a flexible, smooth engine, space (at all events in the front compartment), good braking and more than a touch of Americana have been retained, so that the Ford Zodiac III will appeal to those who like a big lazy-running, softly-sprung car. The increased power and 4-speed transmission (Borg-Warner fully automatic transmission is also available) now make the Zodiac an accelerative 100 m.p.h. car and while the control characteristics are not entirely in keeping, there is no denying the value for money, at £778 (£1,070 15s. 3d. after paying purchase tax.) After all, a 3-litre Rover, for instance, costs £1,772.—W.B.

VOLVO MATTERS

Tim Carson, popular Secretary of the V.S.C.C., points out that while it is true that he is running a Volvo with great satisfaction, he retains his 3½-litre Derby-Bentley, as each car has its different merits. Incidentally, he gets a regular 30 m.p.g. from his Volvo, and on a recent journey to Cornwall this improved to 34 m.p.g. Carson uses the heavier rear coil-springs, as fitted to Swedish police Volvos, which reduce body-sway and give a more vintage ride.

And while on the subject of these meticulously manufactured cars, the higher-output engine is, of course, the B18 and not the B12 as quoted more than once in last month's article.—W.B.

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Motor Sport—Readers' Car Survey

(Part 3)

Part three of our survey covers the Triumph Herald, the Wolseley 1500 and Riley 1.5, M.G.-A 1500 and 1600 and the Jaguar 2.4, 3.4 and 3.8. Next month the Hillman Minx and Vauxhall Victor will be among the cars surveyed. Also in this issue are some comments from manufacturers of the Renault Dauphine, Austin-Healey and Ford Anglia and further correspondence from readers concerning the survey.



Triumph Herald

Is service satisfactory? 72% expressed satisfaction with Triumph service, 17.7% expressed dissatisfaction, 5.3% carry out their own servicing, and 5.0% declined to comment under this heading. The same slowness of the spares service as was mentioned by TR2 and TR3 owners last month became apparent from the general comments.

If car is modified give brief details. Standard/Triumph offer various conversions of their own for the Herald range, including the twin-carburetter coupé engine for the single-carburetter models and a special tuning kit, together with disc brakes. The coupé engine has been fitted by 5.7%, the tuning kit by 1%, and disc brakes by 3.7%. Reflecting the lack of performance of the standard single-carburetter models, a further 14.3% have fitted twin-carburetter conversions, 2.7% have changed needles, whilst 8% have added a modified exhaust manifold and 5% a complete new exhaust system. Cylinder heads with modified combustion chambers, etc., have been fitted by 5.2%, a further 4.5% have raised the compression-ratio, and 2.2% have fitted stronger valve springs. Of the more radical stages of tune 2.7% have fitted superchargers and 0.5% have gone the whole hog and fitted the Jack Brabham Coventry-Climax engine conversion. On the braking side, 1.2% have fitted alternative types of lining material and 3.2% have employed a brake servo.

ENGINE No less than fifty-two different engine troubles were notified by readers, although few of them can be considered as serious. However, it is this type of irritating fault at low mileages which seems to upset people more than a drastic rebuild at high mileages. Burnt valves were suffered by 5.2% at mileages up to 32,000, with an average of around 14,000 miles. Main and big-end bearings were changed by 3.5%, pistons replaced by 1.75%, and existing pistons re-ringed by 1%. Broken crankshafts were suffered by 0.75%, fractured exhaust systems by 2.3%, tappet trouble by 1%, throttle linkage trouble by 2.5%, loose core plug by 1.2%, damaged oil seals by 4%, broken dynamo brackets by 1.75%, broken radiator mounting brackets by 3.5%, split radiators by 2.3%, radiator hoses by 4%, thermostats by 1.5%, and timing-chain trouble by 0.3%. Carburetter troubles were listed by 1.2%, and continuous poor carburetter tune by 2%. New engines have been fitted by 2.3% and rebuilt engines by 1.2%.

CLUTCH No clutch trouble was experienced by 73.5% of Herald owners. From this excellent percentage it seems that clutch trouble is not often found on a Herald but from the 9.5% who have required new clutches it would appear that when clutch trouble does appear it does so at low mileages. The average is well under 10,000 miles. Of general complaints, judder is complained of by 2.3% and slip by 2.5%.

GEARBOX No gearbox trouble has been experienced by 63%. Excessive noise and whine seems to be the main complaint, 4.3% of gearboxes being replaced at low mileages because the noise level appeared to be above acceptable limits, although a few were due to synchromesh failure. Noise was complained of by a further 7.4% who have as yet had no replacements made. The main noise seems to emanate from 3rd gear on the overrun. Poor synchromesh was complained of by 3% and 4.3% mentioned stiffness in the gear-change.

BRAKES 59.5% have had no braking troubles. Brake-lining life is the main cause for criticism for 25.1% of the survey cars have required replacement linings. Very few cars seem to have gone more than 20,000 miles on a set of linings and 9.5% were replaced below 15,000 miles. Only 3% remarked that the brakes were good, 2.3% mentioned liability to fade, 1.75% reported uneven braking and grabbing, 1.2% commented on the need for frequent adjustment, and 5.8% felt that the brakes were inadequate. The brake master cylinders were replaced on 3.5%, wheel cylinders seized on 0.3%, cracked drums on 1%, and the hand-brake jammed on 0.75%.

STEERING No steering troubles have been experienced by 72.5% and many people mentioned how delightfully light and precise is the rack-and-pinion steering. The steering rack has been replaced by 5.8%, whilst a further 3.3% have remarked on noticeable wear. New track-rod ends have been fitted by 2.7%, replacement bushes by 6.3%, ball joints by 1.5%, universal joints by 0.75%, whilst of general complaints 1.5% mention tyre scuffing, 1.5% rattling, and 1.2% mention steering wander.

SUSPENSION No suspension trouble has been experienced by 72.5% of Herald owners. The most frequent replacement was of suspension bushes, 11.3% requiring one or more renewed. These are, of course, the greaseless nylon type. Shock-absorbers required replacing on 7.5%, several people remarking that their shock-absorbers leaked excessively, and a few found that they ran completely dry. Replacement of a complete suspension unit on one side of the car was required by 1.5%, replacement of a wheel bearing by 3.8% and renewal of a spring by 1.5%. Of general complaints, 2.5% complained of excessive suspension noise.

INSTRUMENTS No instrument troubles were reported by 74.5%. Speedometer heads were replaced by 6.5%, speedometer cables by 1.2%, and a further 5.8% mentioned an inaccurate speedometer. Inaccurate fuel gauges were reported by 5.5%, and 3% of fuel gauges were replaced, while 3.2% of water-temperature gauges were replaced, and 0.5% of oil-pressure gauges were changed.

ELECTRICAL No electrical trouble has been experienced by 59.5% of Herald owners. Various broken switches occurred on 8%, batteries were replaced by 6.3%, various wiring faults were reported by 2.7%, while a further 2% reported on erratic performance by the flashers, and the flasher unit failed on 1.75%. Windscreen wiper motors have been replaced on 2%, dynamos on 2%, starter motors on 1.5%, and voltage controller on 1.75%.

FINAL DRIVE No final-drive trouble has been experienced by 52% of Herald owners. The most prolific trouble which has affected the Herald final drive is drive-shaft failure, which affected 24%, while 7.3% reported that the complete final-drive unit had been replaced, a further 4.5% having a new differential. Wheel bearings were replaced by 12%, differential bearings by 2.5%, universal joints by 2%, the propeller shaft by 1.2%, and the differential bracket by 1.2%.

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TRIUMPH HERALD

Final Drive

"*Four new differential units before 7,500 miles, four new half-shafts and bearings by 24,000 miles—all under guarantee.*"

"*Locking nuts securing offside rear universal joint in drive shaft came loose and the rear axle came to pieces on the road at 1,800 miles.*"

"*Three half-shafts replaced under guarantee. Bolts have to be checked every 500 miles.*"

"*Both rear wheel bearings packed up at 22,000 and 23,500 miles respectively.*"

"*Prop shaft stripped down 3 times and finally new shaft fitted at 10,000 miles. The severe vibration is now returning. Both half-shafts replaced—bearings seized at 12,000 miles.*"

"*No trouble on this one. On my previous Herald I used rear axles the way a saw mill does with logs.*"

"*The usual mods. for early Heralds were done under guarantee but beginning to whine when sold.*"

BODYWORK A variety of body troubles seem to have afflicted the Herald. 15% reported no trouble at all. Water leaks into the interior were mentioned by 28.5%, poor paintwork by 20.2%, poor chromium plating by 14.7%, badly fitting doors by 14%, faulty window-winding mechanism by 9.5%, door locks replaced by 12.2%, and a further 12.2% had trouble with both door and boot locks. An ill-fitting bonnet was complained of by 5%, and loose rubber door sealing strips were mentioned by 3.8%, while a further 3.5% have fitted new seals.

TRIUMPH HERALD

Bodywork

"*Water leaks into boot and windscreen. No cure found. Both door locks replaced. I am constantly tightening body-work screws.*"

"*The bonnet is misaligned, the doors dropped and the car leaks like a sieve.*"

"*Squeaks at every rubber joint, especially in cold weather. Leak now developed above quarter light. Boot lid prop broke off lid. Both front seat frame welds broke.*"

"*Door lock broke within the first hour. Another went in the next three weeks.*"

"*Water enters profusely on offside into driver's foot well due to defective welding of wing body panels at side adjacent to accelerator pedal. Car has been returned to garage at least four times for sealing but leak still persists. Car was under-sealed when new. Roof gutters rusting up in a few months from new and numerous small rust patches are evident.*"

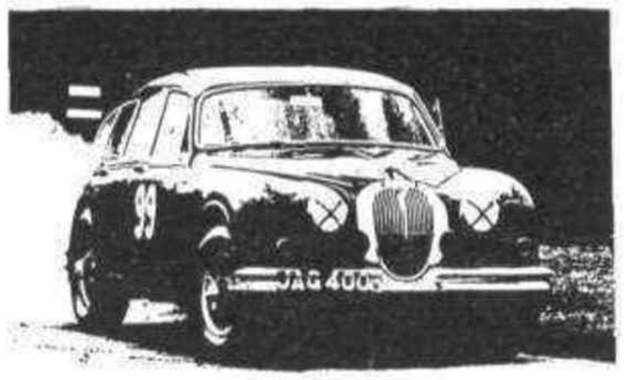
OTHER SERIOUS DEFECTS 85% had no defects to report under this heading, the only fault which was mentioned in any quantity being broken radiator mountings, which were reported by 3.6%.

TYRES Dunlop tyres are fitted to 53% of the survey cars, Michelin to 13.3%, Avon to 1.4%, and Goodyear to 1.1%.

Would you buy this car again? Yes, 73.2%. No, 25.8%.

The following cars were named by those who said they would not buy the Herald again :

VW	7.30%	Wolseley	0.50%
Austin-Cooper	2.50%	Volvo	0.50%
Bentley	1.20%	Fiat	0.50%
Vauxhall	1.20%	Not certain	0.50%
Ford	1.20%	Citroën	0.50%
Hillman	1.20%	Porsche	0.25%
Triumph TR4	1.20%	Rochdale Olympic	0.25%
Austin Mini	1.00%	Singer	0.25%
Jaguar	1.00%	Morgan	0.25%
Sunbeam	0.75%	Saab	0.25%
D.K.W.	0.75%	Simca	0.25%
Lotus	0.75%	Alfa-Romeo	0.25%
Austin	0.75%	Chevrolet	0.25%
T.V.R.	0.50%	N.S.U.	0.25%
Austin-Healey	0.50%		



Jaguar
2.4
3.4
3.8

Is service satisfactory? 72.4% of Jaguar owners found the service satisfactory, 19.8% are dissatisfied, 2.8% carry out their own servicing and 5% made no comment under this heading.

If car is modified give brief details. The most popular modification is the fitting of Koni shock absorbers, 11.9% of the Survey cars being so fitted. Next in popularity comes the high ratio steering box which is fitted to 10.2%, 7.3% of them being fitted to the 3.4 and 3.8 models. Naturally engine modifications are not so necessary on the Jaguar as on most other models but 2.8% have fitted different carburetters, 3.4% have carried out cylinder head modifications, and 4.5% have modified the exhaust system. On the chassis side 2.8% have converted to disc brakes, these being early models which were not fitted with discs, 5.6% have fitted an anti-roll bar whilst other modifications are mostly concerned with optional extras such as wire wheels, overdrive, reclining seats, laminated screens, safety belts and radiator blinds.

ENGINE It is obvious that both the 2.4 and the 3.4 and 3.8 engines have been generally very reliable. Although only 56% reported that they had suffered no troubles the majority of faults were of the minor type. The timing chain tensioner was changed on 4.5% and the timing chain itself broke on 5.1%, carburetter trouble was experienced by 7.9%, a further 1.7% having trouble with the automatic choke, oil leakage trouble has been experienced by 6.2% while a further 3.4% remark that oil consumption seems to be excessive. Other faults have occurred but in view of the small numbers reported they are not considered to be the type of failure which is likely to occur in any quantity.

CLUTCH Clutch trouble does not appear to be a Jaguar problem for 72.5% expressed satisfaction with the clutch. Only 5.6% have required replacement clutches and other troubles are relatively minor, 3.9% remarking on clutch judder, 3.4% requiring replacement flexible hoses due to bursting and 2.8% having master cylinder replacements.

GEARBOX Although 64% of Jaguar owners had suffered no gearbox trouble many people remarked on various unsatisfactory features of this box. Poor synchromesh was complained of by 15.8% of all Jaguar owners while 3.9% remarked that the gearbox is excessively noisy. Quite a large proportion of owners have the fully automatic transmission, although we cannot give an exact percentage as some people did not mention which type of gearbox they had. Of actual failures 5.6% have suffered overdrive solenoid failure, 1.7% have had damaged oil seals and 1.1% have suffered from seized bearings. Despite its shortcomings this gearbox has obviously proved to be extremely sturdy for very few replacements have been made.

JAGUAR

"*No failures or trouble but what a poor gear change.*"

"*No trouble—a most sloppy box for such a car.*"

"*In excellent condition, I cannot understand why the Motoring Press complain about Jaguar gearboxes.*"

"*No better, no worse than my previous 3.4. How obstinate the makers are, third to second is a horrible change.*"

"*No trouble but usual lousy design—slow gear change easy to beat synchromesh, etc.*"

BRAKES No braking trouble has been experienced by 57.5% of Jaguar owners. Few troubles have been met with on the Jaguar braking system, the only real complaints being levelled at the frequent adjustment required by the handbrake, mentioned by 4.5% and the ineffectiveness of this component, reported by 7.9%. However, the self adjusting handbrake on the Mk. II model seems to be free from these complaints.



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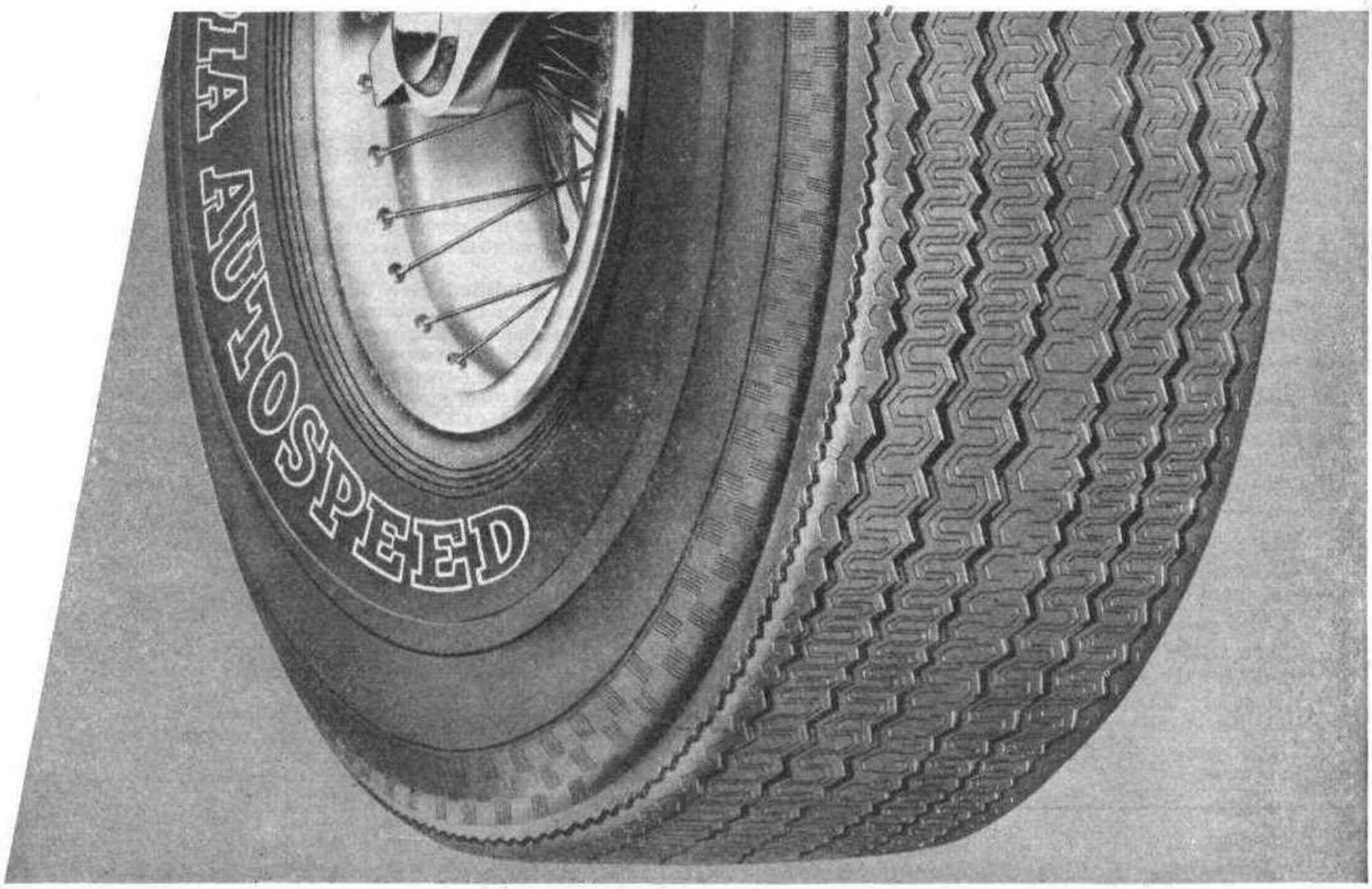
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JAGUAR

" New front pads required every 10,000 miles, rears every 30,000. Handbrake quite useless until current Mk. II self-adjusting type fitted."

" Front disc pads need replacing every 15,000 miles. Handbrake is a joke—requires adjusting every week."

" Inside pads on disc brakes wear quicker than external ones."

" Pads required renewing at 9,800 miles due to extremely uneven wear. Handbrake virtually useless—requires adjustment every 200 miles."

STEERING 72% of Jaguar drivers suffered no steering trouble. Most remarks were made about the low gearing of the steering and reference to the list of modifications show that 10.2% have fitted the optional high ratio steering box. Of actual failures, which are commendably few, 4.5% report on defective universal bushes, 3.4% had to replace the steering idler and 1.7% replaced the track rod ends.

SUSPENSION 67.5% of Jaguar owners had no suspension trouble. Shock-absorbers accounted for most failures, 10.7% being replaced. A number of people changed to Koni shock absorbers when a failure occurred. Broken springs were reported by 4.5%, defective anti-roll bars by 2.8%, and broken panhard rods by 1.3%.

INSTRUMENTS No instrument trouble has been experienced by 41.0%. As is now becoming evident instruments are one of the most unreliable aspects of motor cars. On the Jaguar, 18.6% of speedometer heads and, 6.8% of speedometer cables have been changed. 15.2% of clocks have failed, requiring repair or replacement, 13% of rev.-counter cables and 11.3% of speedometer heads have been replaced, 6.2% of fuel contents gauges have failed as have 4.5% of oil pressure gauges and 2.3% of water temperature gauges.

JAGUAR

" Clock just packed up—Smiths ! On last three cars each costing over £1,500 the clocks packed up within six months."

" New car was fitted with kilometre speedometer on delivery."

" Speedometer cable renewed four times in a year."

" Two new speedometer cables and have just installed third speedometer head. Rev.-counter recently failed, also the rev.-counter gearbox."

" The clock prefers to be half-an-hour fast."

" Two replacement speedometers, one replacement clock (which doesn't work), one rev.-counter, one oil pressure gauge and one cigarette lighter. The first one shorted and nearly set the car on fire."

" New speedometer head. Rev.-counter now needs replacing, these being Smiths (Jaeger) rubbish."

ELECTRICAL No electrical trouble was suffered by 53.5%. The battery is the most criticised component, 17.5% being replaced, mostly within the guarantee period. Other replacements include direction indicators (7.9%), horn (5.1%), dynamo (3.4%), fuel pump (2.8%) and voltage regulator (2.3%).

JAGUAR

" Headlamps replaced by sealed beams as normal narrow beam useless on winding roads."

" This car needs more powerful headlamps for its top speed."

" Lucas battery had to be replaced after 12 months. Dagenite replacement is still good after 4 years."

" At 21,000 miles new Lucas battery fitted. This was replaced free of charge nine months later due to faulty cell."

" Lucas battery failed at 19 months. Replaced with a different make."

REAR AXLE 74% of Jaguar drivers have had no rear axle trouble. Few failures were reported but 9.1% remarked on excessive noise, many of the 8.5% who changed rear axles doing so because of axle whine. Universal joints have been changed by 1.7%, differential bearings by 1.3%, and oil seals by 1.3%.

BODYWORK 46.5 have experienced no bodywork problems. Water leaks in various places have afflicted 13%, poor paintwork is mentioned by 10.7% body rusting by 10.7%, poor chromium plating by 10.2%. Defective door locks were reported by 8.5%, 7.4% mentioned body rattles, 4.5% remarked on ill-fitting windows and 3.4% suffered from ill-fitting boot lids. The main areas of rusting are at the lower edges of doors and on sharp edges of boot lids.

OTHER SERIOUS DEFECTS Few troubles other than those mentioned under other headings were reported although there was a general tendency to criticise some of the minor accessories not manufactured by Jaguar.

TYRES Dunlop tyres are fitted to 70% of the Survey cars, Michelin " X " to 17%, Avon to 4%, and Pirelli to 1.7%.

Would you buy this car again ? Yes, 78% No, 22%.

Obviously few Jaguar owners can think of other makes which they would prefer to own as 78% would buy the same model again while a further 4.5% will purchase another model in the Jaguar range. Of those who said they would not buy a Jaguar again the following makes were mentioned :

Rover	2.8%	VW	1.3%
Not certain	2.8%	Sunbeam	0.5%
Mercedes-Benz ..	2.3%	Morris	0.5%
Volvo 122 & 1800 ..	1.7%	Alvis 3-litre	0.5%
Ford	1.7%	Alfa-Romeo	0.5%
Lotus Elite	1.3%	Fiat	0.5%
Aston Martin	1.3%		



Riley 1.5

Wolseley 1500

Is service satisfactory? 70% of Riley 1.5 and Wolseley 1500 owners found the service satisfactory, 18.8% are dissatisfied and 8.5% carry out their own servicing.

If car is modified give brief details. The most popular modification for these two models is undoubtedly the front anti-roll bar which is fitted by no less than 21.5%. Many people mentioned that this is an essential modification. Different makes of shock-absorber have been fitted by 8.2%, many people fitting the Speedwell suspension kit. Few radical changes have been made to engines, 5.1% having the compression ratio raised and 5.4% carrying out other cylinder head modifications. A modified exhaust system was fitted by 8.8%, a different silencer by 7.9% and pancake air cleaners by 3.3%. Of Wolseley 1500 owners only 0.9% have converted to twin S.U.s but 2.4% have fitted alternative needles in the single carburetter. Harder brake linings have been fitted by 1.5% and a brake booster by 2.1%.

ENGINE No engine trouble has been experienced by 63.1% of Riley 1.5 and Wolseley 1500 owners. The " B " series B.M.C. engine seems to have a good record for reliability and seems to cover quite high mileages before requiring overhaul. Like so many other engines this one suffers from a number of minor faults which can be irritating. Water pumps have been changed by 3.6%, silencers by 3.9%, valves by 3%, and tappets by 1.8%. Carburetter tuning is complained of by 5.2% several people complaining that garages were unable to synchronise twin S.U.s. Excessive noise from the tappets is a feature of this engine and 9.1% mentioned it as being irritating.

RILEY 1.5 AND WOLSELEY 1500

"Decoked at 17,000 miles. Found gasket in upside down."

"Excellent engine, a beautiful piece of machinery."

"The tappets are very noisy. I did 400 miles before I found I was only running on one carburetter."

"I have just decoked the engine and found that the head had been fitted with one odd inlet valve, 1⅜ in. diameter instead of the correct 1½ in. Seems to be a valve from a Wolseley 1500."

"Untouched at 75,000 miles—head never lifted and going perfectly."

"Could be less noisy, otherwise no complaints."

"Decoked and head shaved at 55,000. Nothing replaced and condition very good."

CLUTCH No clutch trouble has been experienced by 78.3% of Riley 1.5 and Wolseley 1500 owners. Few people have had trouble with the clutch, 3.6% changing the carbon thrust bearing at fairly low mileages while only 5.5% have required relining. Clutch judder is complained of by 9.1% and slip by 2.1%.

GEARBOX 78.6% of Riley 1.5 and Wolseley 1500 owners had no gearbox trouble. Despite this good percentage a number of people criticised the design of this gearbox, 8.5% remarking on poor synchromesh, especially on second gear when changing down from third. Difficulty in engaging first and reverse gears was reported by 12.1%, while 7.9% felt that the box is too noisy. Another fault reported by 9.1% is the tendency to jump out of third gear. Of the 7.3% who have had new gearboxes fitted a large proportion have done so because of this trouble with third gear.

RILEY 1.5 AND WOLSELEY 1500

"Perfect gearbox—only failing is difficulty in engaging first and reverse gears."

"Jumped out of third gear—new gearbox fitted."

"Good gearbox—difficult to engage first gear and too easy to engage reverse by mistake."

"Very occasionally jumped out of third gear on overrun—otherwise very pleasant."

BRAKES No braking troubles have been encountered by 78.9%. Apart from general comments on fierceness and grabbing, mainly when cold, which is reported by 4.2% and comments on fade and lack of power made by 4.2% the brakes have given little trouble. Master cylinders have been changed by 1.8%, drums by 1.5% and wheel cylinders by 4.2%. The handbrake linkage gave trouble on 2.4%. An unusual complaint was mentioned by 1.2% who had trouble with static on the radio caused by the brakes.

STEERING No steering trouble has been experienced by 49.4%. As with most rack and pinion steering layouts very little trouble has been experienced. A general complaint was that the steering rattled badly on rough roads. 6.7% made this complaint but several people having fitted a modified steering damper seem to be getting better results. A "clonk" from the steering on acute turns was mentioned by 1.2%. A prematurely worn steering rack is mentioned by 3.6%, leaks from the rubber gaiters were reported by 1.5%, and a further 1.5% found that the front wheel alignment was incorrect on delivery.

SUSPENSION No suspension trouble has been encountered by 85.7%. A complaint voiced by many people was the excessive amount of roll on cornering. This is emphasised by the very large percentage who have fitted front anti-roll bars. Shock-absorber trouble has been experienced by a fair number, 11.5% requiring replacement dampers, 3.9% suffering from loose dampers and 1.5% being troubled with leaks. Torsion bar troubles were experienced by 4.2%, mostly from owners whose car "listed" badly on delivery and required re-setting. New wheel bearings have been fitted by 4.5%, broken springs replaced by 1.5% and suspension bushes by 1.5%.

INSTRUMENTS No instrument trouble has been experienced by 52.1%. The speedometer cable is, as usual, the main subject of failure on instruments, 26.4% of cables being changed, while 10.9% of speedometer heads have been replaced. The petrol gauge failed on 10.3%, the rev.-counter head on 4.2%, the oil pressure gauge on 2.8%, water temperature gauge on 4.5%, and rev.-counter cable on 2.1%.

ELECTRICAL No electrical trouble has been encountered by 55.5%. The battery has been changed on 19.1% of the survey cars usually at low mileages. The electric petrol pump has been replaced on 11.5%, the dynamo on 4.2%, wiper motor on 3.0%, winking indicators on 2.7% and the starter on 1.5%.

REAR AXLE No rear axle trouble has been experienced by 83.6%. Oil seals have failed on 7.0%, 2.7% of differentials have been replaced and 2.1% have changed complete axle units. Excessive axle whine is complained of by 27.9%, several people having the axle changed because of this, with little or no improvement.

BODYWORK No bodywork troubles were experienced by 21.2% of Riley 1.5 and Wolseley 1500 drivers. The body is obviously one of the least satisfactory parts of this car as the low percentage of satisfied owners suggests. Water leaks in various parts of the car, mainly the window surrounds and boot lid, were reported by 34.6%, rusting of the chromium plating by 19.1%, and rusting and deterioration of the paintwork by 15.7%. Ill-fitting doors were complained of by 14.2%, faulty quarter-light catches by 3.9%, faulty door locks by 10.0%, faulty bonnet catches by 2.4%. Broken driver's seats were found by 4.2% and various unidentified rattles by 5.2%.

RILEY 1.5 AND WOLSELEY 1500

"Bonnet would not open when new. Dealer opened it with a tyre lever. Driver's seat collapsed."

"Bad paint finish, resprayed at 8,000 miles."

"The first rainstorm I was in the boot filled with water. The agent just laughed and suggested I purchased a boat as they were all like it!"

"Leakage onto feet corrected by drilling drainage holes near bonnet hinges. Leakage into boot corrected by removing rubber plugs in floor."

"Front doors would not shut—poor paintwork. Front seat fixings bad."

"Several bad paint blemishes rectified under guarantee. Now blistering and cracking. Both front doors re-hung under guarantee, but all doors now rattling."

TYRES Dunlop tyres are fitted as standard equipment and are fitted to 66.4% of the Survey cars; Michelin "X" are fitted to 23.9%, Firestone to 2.7%, Pirelli to 1.2%, Goodyear to 0.9%, Avon to 0.3%, John Bull to 0.3%, India to 0.3%.

Would you buy this car again? Yes, 70%. No, 30%.

The following cars were named by those who said they would not buy a Riley 1.5 or Wolseley 1500 again.

Not yet certain ..	4.5%	T.V.R.	0.3%
VW	3.6%	Citroën	0.3%
Sunbeam Rapier ..	3.3%	Ford	0.3%
Volvo	2.2%	Alvis	0.3%
Vauxhall	2.2%	Morris	0.3%
Rover	1.8%	D.K.W.	0.3%
Austin	1.6%	Simca	0.3%
Jaguar	1.2%	B.M.W.	0.3%
Hillman	1.2%	Standard	0.3%
Riley	0.9%	Morgan	0.3%
Triumph	0.9%	Alfa Romeo	0.3%
Peugeot	0.6%	Renault	0.3%
Saab	0.6%	M.G.	0.3%
Singer	0.6%	Mercedes	0.3%
Fiat	0.6%		



M.G.-A 1500 and 1600

Is Service Satisfactory? 61.4% of the M.G.-A owners who replied reported favourably on their servicing facilities, although one or two mentioned having to wait up to three weeks for certain replacement parts. A little disappointment was voiced by some American and Canadian readers as to the B.M.C. facilities in those countries. The remarks of the 21.1% who suffered from poor service varied from straight "No" to "No, poor spares service," and "completely impersonal and lacking interest." 8.8% elected to do their own servicing and in most cases found little difficulty in obtaining the requisite parts. Mediocre servicing facilities were claimed by 7.0%.

If car is modified give brief details. Most readers seemed to find the performance of the standard M.G.-A up to their requirements, the most common modification being raised compression of which 12.3% had had the original cylinder head skimmed and/or high compression pistons fitted. Special or gas-flowed cylinder heads had been fitted by 9.7%. Special stages of tune were very rare, only 1.7% being brought up to Stage I, while Stage III modifications had been performed on only 0.9%. General cleaning up of the inlet exhaust ports had been undertaken by 12.3%, whilst 2.6% fitted special manifolds and a similar number fitted larger carburetters. Suspension modifications, where carried out, consisted of front anti-roll bars, of which 4.4% had been so fitted.

ENGINE On the whole both 1,500-c.c. and 1,600-c.c. units proved fairly reliable with only expected maintenance being necessary in most cases. Of those who encountered trouble, 7.9% required replacement engines, within a maximum distance of 28,000 miles, whilst main bearings, big-ends or crankshafts required replacings by 13.2%. Exhausts were criticised by a few for being too near the ground and 7.0% required replacement within a maximum of 45,000 miles. Those who had not encountered any engine failures whatsoever totalled 57.9%.

CLUTCH 72.0% reported no trouble, whilst 14.9% required replacement. The longest distance before the unit failed appeared to be 118, 250 miles. The only other complaints concerned the clutch plate which needed replacing by 3.5% and varying degrees of slip by 7.9%.

GEARBOX The most common fault appeared to be with the synchromesh, of which 10.5% of readers had experienced either complete loss or loss of synchromesh on one or two gears. A certain difficulty in engaging first gear was reported, although in most cases this wore off after 20,000 miles and only 7.0% reported the stiffness persisting after this distance. Oil seal failures were moderate at 7%. No trouble had been experienced by 61.4%, while 5.3% required a new gearbox, one reader keeping the same unit for 118,000 miles!

BRAKES In all 47.4% of the Survey cars had yet to receive attention. Most readers had their linings replaced, which broken down into linings and disc pads came to the following percentages: Relined all round, 28.9%; replaced disc pads, 21.1%; and new discs 5.3%. On the whole, disc pads wore out twice as quickly as the drum linings, the average pad life being in the region of 15-20,000 miles. Only a few people complained of inadequate brakes, scored drums, fade or snatch.

STEERING This proved almost trouble-free with no less than 95.6% finding no cause for complaint. Those who required attention were confined to 0.9% of felt washers at 42,000 miles, and 1.7% instances of wheel bearing failure at around 45,000 miles, whilst 8.8% of readers reported slight play at about 15,000 miles.

SUSPENSION Shock-absorbers were the main complaint, with 27.2% either being replaced or suffering from oil leaks of varying degrees. 59.6% reported no trouble whatsoever, although a number complained of a harsh ride.

INSTRUMENTS These seemed to be on a par with most other makes, the main fault being the speedometer, which failed completely on 9.7%, while either the speedometer or revolution counter drives failed on 10.5%. A tendency to waver or to be inaccurate to varying extents was mentioned by some of the 69% who have yet to encounter an actual failure.

Most of the other instruments seemed fairly trouble-free with only 5.3% requiring new water temperature gauges and 3.5% requiring new petrol gauges (although considerable criticism as to the accuracy of this instrument was voiced). Many readers criticised the lack of an ammeter.

ELECTRICAL 51.6% had no electrical trouble at all. The main cause of trouble is the fuel pump which failed on 14.0% and in some cases failed for a second time. The flasher units caused trouble to 14.0%, 7.0% required a replacement coil and 4.4% reported various wiring faults. The battery came in for criticism, many claiming that the twin batteries were placed too near the ground and were too exposed.

REAR AXLE This appeared to be almost as reliable as the steering with 90.4% reporting no trouble, although a number complained of a certain amount of noise and whine. Those who suffered failures were confined to universal joint and oil seal trouble of which 7.9% reported failure.

BODYWORK 49.1% had no faults to find with the bodywork of their cars. Paintwork seemed to the most common complaint with 15.7% requiring attention. A poor standard of chromium plating was voiced by 10.5%, and 5.3% reported rust patches forming within a short period. Water leaks from several sources, including the hood, doors and boot, the latter usually entering via the motif, was encountered on 23.6%, whilst 7.0% complained of ill-fitting doors. Only G.T. versions are fitted with door-locks and of these only 2.6% reported any failures.

TYRES Most models are retailed with Dunlop Gold Seal tyres as standard. 55.6% have Dunlop tyres, either in Gold Seal or Road Speed versions, 37.1% have fitted the Michelin "X," while the Avon "Turbospeed" is used by 2.7%. Both Pirelli and Goodyear are used by 2.7%. Firestone have been fitted by 0.9%. A noticeable practice was to use Dunlop on the front and Michelin "X" on the rear.

OTHER SERIOUS DEFECTS These were very few, and seemed to be confined to individual occurrences such as broken seat backs, split petrol tanks and the inadequacy of the jacking system. 83.3% reported no other serious defects.

Would you buy this car again? Yes, 74.5%. No, 25.5%.

The following cars were named by those who said they would not buy the M.G.-A again:

Lotus	4.4%	Morgan	0.9%
Porsche	2.7%	Mercedes	0.9%
Not yet certain	2.7%	A.C.	0.9%
Austin-Healey	1.8%	Mini-Minor	0.9%
Jaguar	1.8%	Rochdale	0.9%
Sunbeam	1.8%	Auto-Union	0.9%
Triumph	1.8%	Chevrolet Corvair	0.9%

PETROL USED BY M.G.-A OWNERS

Esso	22.1%	National Benzole	4.4%
Shell	16.8%	Regent	4.4%
B.P.	12.4%	Jet	3.5%
Cleveland	8.9%	Anything	15.9%
Mobilgas	7.1%		

OIL USED BY M.G.-A OWNERS

Castrol	53.9%	Duckhams	4.4%
B.P.	12.4%	Mobiloil	4.4%
Shell	8.9%	Anything	6.2%
Esso	5.3%		

PETROL USED BY HERALD OWNERS

Esso	22.0%	Cleveland	6.0%
Shell	18.5%	Regent	6.0%
National Benzole	8.8%	Mobilgas	5.5%
B.P.	8.0%	Fina	1.7%
Jet	7.2%	Anything	14.0%

OIL USED BY HERALD OWNERS

Castrol	45.5%	Duckhams	2.0%
B.P.	19.2%	Snowdrift	1.5%
Shell	12.2%	Regent	1.0%
Mobiloil	5.2%	Anything	5.5%
Esso	3.8%		

PETROL USED BY RILEY 1.5 AND WOLSELEY 1500 OWNERS

Esso	22.1%	Regent	4.8%
Shell	20.3%	Mobilgas	3.9%
B.P.	12.7%	Jet	3.9%
Cleveland	8.5%	Anything	10.3%
National Benzole	8.5%		

OIL USED BY RILEY 1.5 AND WOLSELEY 1500 OWNERS

Castrol	42.7%	Esso	3.3%
B.P.	24.2%	Regent	1.8%
Shell	9.7%	Filtrate	1.5%
Duckhams	5.8%	Anything	1.2%
Mobiloil	4.2%		

PETROL USED BY JAGUAR OWNERS

Shell	24.9%	Cleveland	6.2%
Esso	19.8%	Regent	5.1%
B.P.	12.4%	Mobilgas	1.1%
National Benzole	6.8%	Anything	17.5%

OIL USED BY JAGUAR OWNERS

Castrol	47.0%	Mobiloil	3.4%
B.P.	17.5%	Havoline	3.4%
Shell	13.6%	Snowdons	2.3%
Esso	5.1%	Anything	5.6%

PERCENTAGES TO DATE

Oil		Petrol	
Castrol	52.2%	Esso	21.4%
B.P.	14.1%	Shell	17.1%
Shell	11.8%	B.P.	8.6%
Esso	4.7%	Jet	8.3%
Mobiloil	4.1%	National Benzole	7.8%
Duckhams	1.7%	Cleveland	7.1%
Havoline	1.6%	Regent	4.9%
		Mobilgas	4.3%

All other makes under 1%.

THE MANUFACTURERS REPLY

IT is our policy with the Readers' Car Survey to ask the Manufacturers to make any comments they wish in the issue following that in which one of their cars is dealt with. Last month we covered the Ford Anglia, the two Austin-Healey models and the Renault Dauphine. We contacted all these companies but only Renault have seen fit to see us; Ford and B.M.C. promised to arrange an interview with their Engineering staff but at the time of going to press neither organisation had fixed a date, despite being given three weeks' notice.

At Renault's modern premises on the Western Avenue at Acton, we spoke to Publicity Manager Alan Dakers, and Assistant Service Manager Mr. Bennett. Regarding the service offered by Renault they felt that their present system could hardly be bettered. A network of 750 dealers, over a third of them selling Renault exclusively, is spread over the country and all are equipped with the correct tools and are required to hold a certain stock of spares. In addition nearly all spares can be obtained from Acton within five days and it is claimed that 93% of all parts for all post-war Renault models are in stock at Acton. Other parts can be obtained from Billancourt quickly, urgent orders being flown over in response to Telex requests. All Dauphine parts, including bodies, are in stock at Acton.

A Service School for mechanics is run at Acton and for those dealers who cannot spare their mechanics, a mobile school travels the country giving instruction on the spot. All component failures are reported to Billancourt and modification action is taken when considered necessary. All complaints of a general nature on dealer service are watched carefully and some dealers have lost their Renault agency through poor service or unwillingness to stock the correct spares.

Owing to their close ties with the parent company, Renault in Britain are unable to recognise any modifications nor give advice on any type of modification although they have tried many proprietary tuning kits. The guarantee is invalidated by any modification to mechanical components. Mr. Bennett volunteered as a personal opinion that those people who fitted different exhaust systems and silencers without making other alterations were virtually wasting their money as the gain in horsepower is infinitesimal, although the gain in exhaust noise may be more satisfying to the ear.

On the engine, piston slap was recognised by the factory as being a problem although not causing any mechanical failures, and a new piston with offset gudgeon pin is now fitted on production models. The water-pump gasket mentioned by 10% has now had a change of material. The fault did not lay with the gasket itself but if oil leaked from the rocker cover it did affect the water-pump gasket eventually, and the material was changed to a type that would withstand the action of engine oil. The fibre timing pinion, which was replaced by 8.5%, has also had a change of material but the majority of changes have been made because of excessive noise rather than actual failure, and Mr. Bennett mentioned that this was mainly because people attempt to obtain a too-slow idling speed which emphasises the timing pinion noise. Some of the valve replacements are due to the fact that people do not adhere to the instructions in the Owner's Handbook when setting the tappet clearance. The engine should be allowed to stand for six hours before setting the clearance, and no amount of artificial cooling will suffice. He also mentioned that the French seem to prefer wide clearances and a little extra noise and owners would do well to keep to the official clearances.

No clutch problems worry Renault but they have found that a molybdenum disulphide-based grease for the clutch cable gives better results. The gearbox is relatively trouble-free but the synchromesh cone material was changed in May 1960 to give a quieter, smoother change. Mr. Dakers remarked that many of the adverse comments about the Dauphine gear-change stem from people who are too heavy-handed with the lever; a light touch is all that is needed. Renault supply gearboxes to Team Lotus for racing purposes and they find them very satisfactory in 5-speed form.

Renault do not consider that brake grab on the Dauphine is any more of a problem than on other cars and feel that this is mainly a problem with slight rusting of the cast-iron drum which occurs in damp weather when the car is left overnight. This trouble can be alleviated by leaving the handbrake off when the car is left overnight, thus allowing all drums to rust up.

Suspension problems are very few and shock-absorber replacements are not considered excessive. Originally there were two types of damper fitted to Dauphines, one for countries with predominantly rough roads and one for countries with smoother roads. Naturally, British cars had the damper for smooth roads, but all Dauphines are now fitted with the rough-road damper which gives a slightly firmer ride.

Failures of the French-made instruments are not considered excessive when compared with other makes. Mr. Bennett pointed out that noise from the speedometer does not necessarily indicate a probable failure but is due to end float of the cable. Speedometers sent over from France are accurate to within 2% and the average is nearer 1%.

Mr. Bennett felt that complaints about the headlamps were aimed at the sharply cut-off dipped beam which many British drivers tend to use for ordinary driving instead of the main beam, which he considers perfectly adequate. Pre-1959 cars had parking lights in the headlamps which many British drivers used as sidelights, thus tending to give the car a bad name in this direction.

The thin gauge of the Dauphine bodywork is part of the design as the rounded contours help to give strength and rigidity to the body and such a practice would not be possible in a thicker gauge steel. Mr. Bennett mentioned that Renault policy was being followed by a number of other manufacturers in this particular sphere.

SUPER-CHAM

During the last few months a Super-Cham cleaning cloth has been used extensively for washing and polishing. Although, when wet, it does not handle as well as a good leather, it does do the job effectively, and has the advantage of remaining pliable when dry.

With almost daily use getting London grime from windows, and at weekends removing road dirt, this cloth seems to have a good life.

Available from most garages and accessories stores.

NEW BENTLEY RECORDS

The Bentley D.C. has never shrunk from proving publicly the prowess of the old-school Bentley in present times. The Club has organised record attacks and high-speed runs at Jabbeke, Montlhéry and Monza, and last month ten members assembled their Bentleys near Antwerp to take part in onslaughts on Belgian National Class s.s. and f.s. kilometre records. J. Goddard's 3-litre with 8-litre engine averaged 136.149 m.p.h. over the f.s. kilometre, beating a couple of Jaguar E-types and being vanquished only by a Ferrari 250GT for f.t.d. Sedgwick's R-type Bentley Continental saloon set a new Class record of 109.760 m.p.h., as did Burton's 4½-litre Special and Brogden's 3-litre. The two latter Bentleys were timed at 116.264 m.p.h. and 29.84 sec. and 89.049 m.p.h. and 34.92 sec., respectively, for the f.s. and s.s. kilometre runs. Good vintage propaganda and fine motoring!

MICHELIN 'X' tyres grip better, last longer

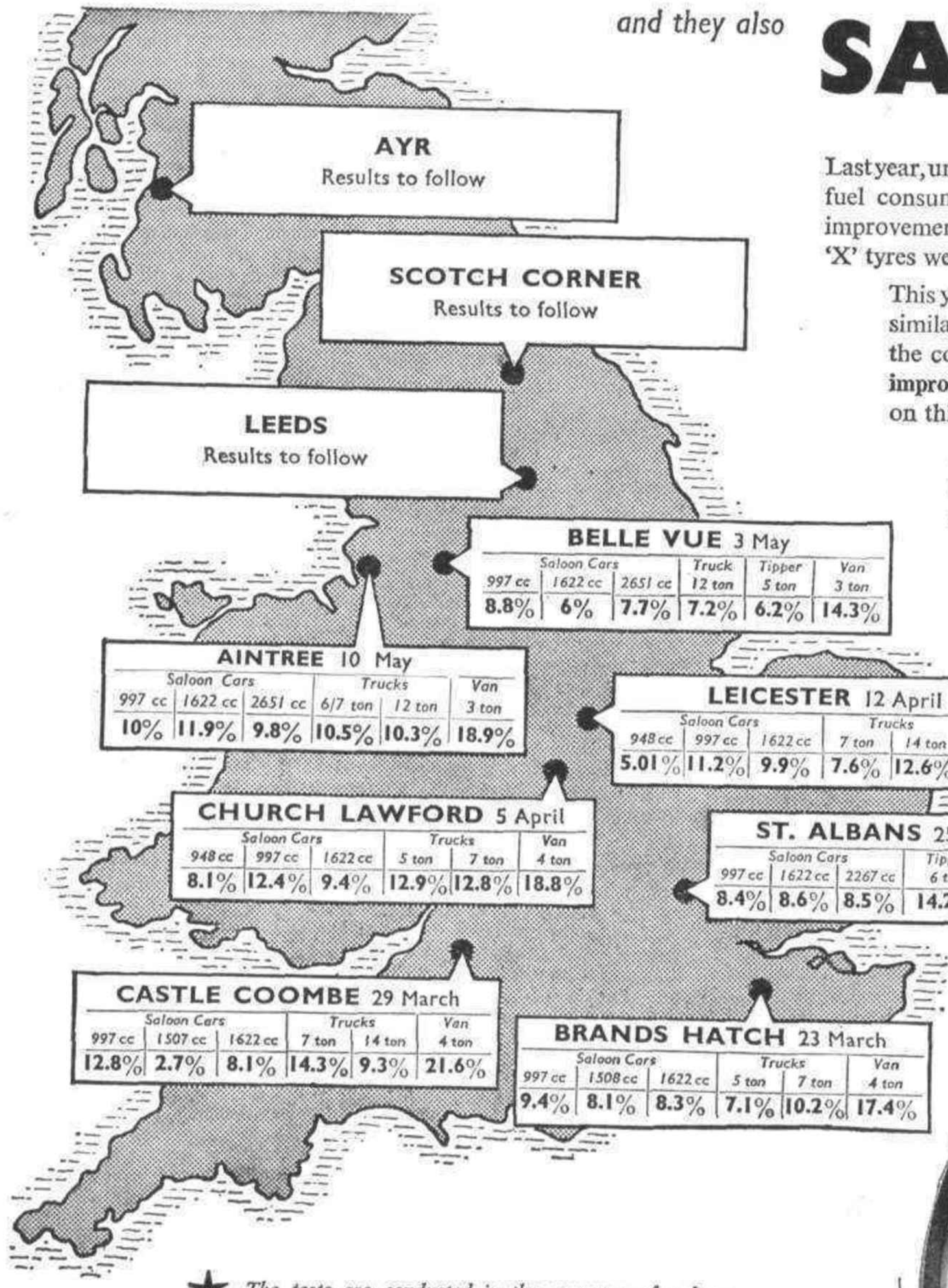
and they also

SAVE FUEL

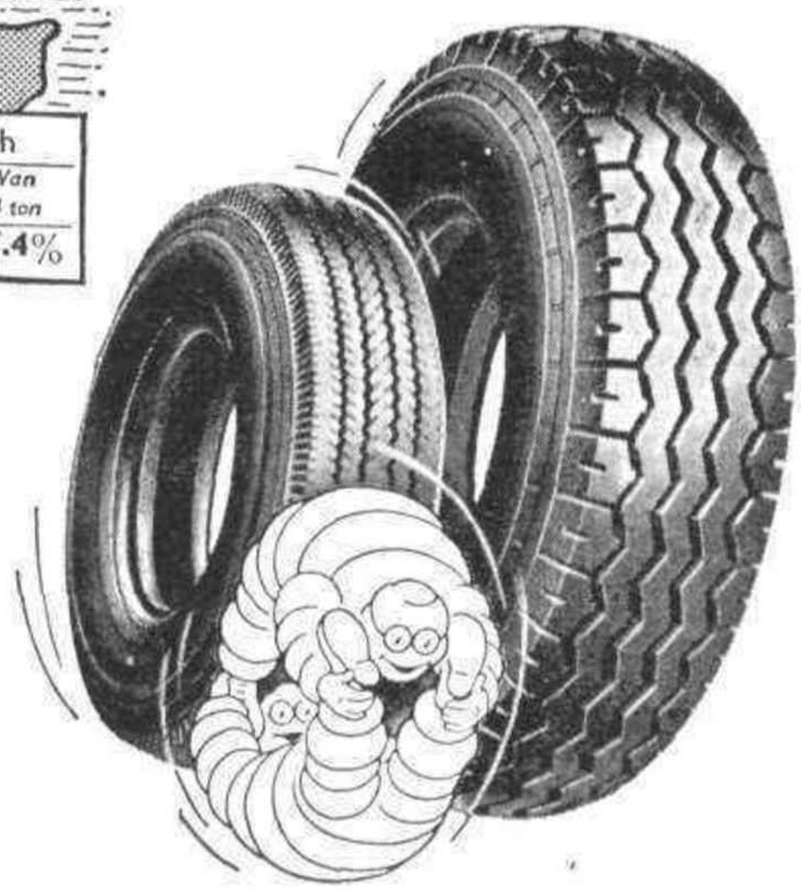
Last year, under R.A.C. surveillance, Michelin conducted fuel consumption tests that showed in every case an improvement in m.p.g. of 5% to 15% when Michelin 'X' tyres were used.

This year, with the cooperation of Motor Traders, similar demonstrations are being held all round the country. Where results are already available **improvements in m.p.g. with Michelin 'X'** are given on this map. Further results will follow.

Ask your Tyre Supplier about these demonstrations. He will be able to give you the results in full detail.



★ *The tests are conducted in the presence of a large audience of Users and Traders and in such a way as to eliminate all factors (other than tyres) that could influence fuel consumption. Every test is made with a pair of vehicles of the same make, year etc. but one is on Michelin 'X' and the other is not. To compensate for differences in vehicle performance the tyres are then exchanged between vehicles and the run repeated. Independent Trade observers accompany the vehicles throughout.*



MICHELIN TYRE CO. LTD., Factories: STOKE-ON-TRENT (Head Office) & BURNLEY 1B62/37/P3

46th TARGA FLORIO

PALERMO, SICILY, *May* 6th.

ONCE again motor racing in the Grand Manner took place in Sicily when the forty-sixth Targa Florio was held on the rugged mountain circuit, and the Northern part of the island became its glorious annual chaotic state. In last year's report in MOTOR SPORT I went into the details of the way the Targa Florio is run, the circuit and its condition, and the general atmosphere that is so special to the race, so there is no point in repeating myself, for Sicily was in full bloom, the sun was shining, the cars were roaring, and the whole Targa Florio atmosphere was well up to standard. The only disappointment was that Stirling Moss was not there with the rear-engined sports Ferrari he has bought, his Goodwood crash still laying him low.

The Scuderia Ferrari entered three cars, a new 196SP with 2-litre V6 engine with single o.h.c. to each bank, a 2½-litre Dino 246 as used last year, and the new 2.6-litre V8 with single-cam cylinder head layout, and rear engine position. The drivers were paired Baghetti/Bandini on the 2-litre, Mairesse/Rodriguez on the 2½-litre and Phil Hill/Gendebien on the V8. In opposition was a strong Porsche team and of particular interest was the fact that their 8-cylinder engines were making their first race appearance. Although the whole mechanical set-up was Porsche factory they were combining with the Scuderia Venezia and the cars were entered under the Venezia flag. The two 8-cylinder cars were those built last year and used with 4-cylinder engines, an open 2-seater for Bonnier/Gurney and the Le Mans coupé for Vaccarella/Graham Hill. Both cars were longer in the wheelbase than the normal RS but retained the same trailing-link i.f.s. and wishbone and coil-spring i.r.s. and were fitted with Porsche disc brakes. The horizontally-opposed 8-cylinder engines were of 2-litre capacity, using four double-choke Weber carburetters, and had plastic horizontal cooling fans; each bank of four cylinders uses two overhead camshafts and two plugs per cylinder fired from a battery of four Bosch coils. The engine is coupled to a 6-speed gearbox behind the crown-wheel and pinion line in normal Porsche racing practice, though the longer engine has necessitated the gearbox/final drive unit to be moved farther back in the frame and the use of drive shafts inclined slightly forwards. On the open car the deck behind the driving compartment has two bulges over the rows of air intakes for the carburetters and a grille over the cooling fan, which is almost flush with the body. On the coupé this deck is covered by the roof, with a Perspex division between it and the driver and a vertical Perspex rear window. Air is let into this compartment by a scoop on each side and the effect is that the rear "parcels shelf" is full of carburetter intakes and cooling fan! As the Scuderia Venezia drivers were sharing the coupé it was painted red, the open car being silver but carrying a Venezia emblem. Also being run by the Porsche factory were two Abarth Carreras, one for Herrmann/Linge and the other for Pucci/Barth, while there was a 4-cylinder RS61 for Maglioli/Spychiger. Added to this array were Strahle/Hahnl with the former's very potent Abarth Carrera, and two private Carreras. As well as joining forces with Porsche for this race, the Scuderia Venezia were running a Tipo 64 Maserati, this being the latest version of the V12-cylinder 3-litre rear-engined "birdcage" chassis car, with "birdcage" construction de Dion tube; Abate/Colin Davis were the drivers. The remainder of the entry was made up of rows of Alfa Romeo Giuliettas, including the new cut-off tail Zagato-bodied car, numerous 250GT Ferraris among which was Scarlatti with one of the 1962 6-carburetter models, he driving with the owner of the car, a wealthy Italian sportsman named Ferraro, and assorted private entries from local lads, while Downton Engineering were running a tuned Cooper-Mini B.M.C.

This year a full four hours of practice was provided, with the roads closed and the circuit geared for race-day, and this took place on Friday under a blazing sun. Most of the entry was out and many of them got in three, and even four full laps, but trouble was already beginning, for Phil Hill crashed the V8 Ferrari, sliding over the edge of the mountain road with locked front wheels and stopping quite a way down the grass hillside, he being unscathed but the Ferrari looking very bent and second-hand. The V12 Maserati died on its second lap, with blocked fuel lines, and a Lancia Flaminia Zagato was written-off well and truly. Porsche were not at all happy with their disc brakes, but the 8-cylinder engines seemed to be all right, while one of the happiest drivers was Scarlatti, who had nothing but praise for the latest Ferrari G.T. The Strahle team had intended to run a normal Carrera as well as the Abarth one, but it broke its engine while being driven down to Sicily, and the Downton Cooper-Mini had damaged its gearbox even before practice began, but was repaired in time.

The wonderful thing about the Targa Florio is the way drivers can go on practising at any time, with the roads open to the public, and the sight of Ferraris and Porsches all mixed up with donkey-carts, Fiat 500s, small Vespa lorries and bicycles, roaring through villages with the people waving them on and the mobile cops being most helpful, is something that has to be experienced to be believed. Italians and Sicilians like racing and fast cars, of that there is no doubt.

On race day the circuit is closed at 4 a.m., so this called for a 2 a.m. start in order to drive up into the mountains, about halfway round the 72-kilometre circuit, to a road junction where Ferrari, Maserati and Porsche have an emergency pit area. In the Targa Florio the rules are few and far between, the mountainous circuit being sufficient difficulty in itself without drivers having to be hampered by pettifogging regulations. If you need petrol, tyres, repairs or help of any kind, you can receive it out on the circuit or at the official pit area; if you turn the car over and can muster sufficient peasants to lift it back on its wheels, then "good luck, carry on racing" is the official view. The first car was due to start at 7 a.m., the rest following at 30-second intervals, and the Giuliettas led away, followed by the larger Gran Turismo cars, and then the Prototype and Sports classes according to engine size. Up in the mountains all was quiet as dawn broke, and as the sun rose behind the peaks one could see hundreds of spectators dotted about the mountain sides, while the chatter of voices and the cries of the peanut vendors and fruit sellers made it seem like market day. Having a pair of binoculars I was able to keep pace with the remarkable vision of the Sicilian peasants who spotted the first Giuliettas as they wound their way across a slope almost two mountains away, about 10 minutes after they had left the start and 15 minutes before they got to our point on the circuit. After some three hours of stillness and empty roads the sudden appearance of a small moving object getting steadily closer, finally to appear on the winding road below you, when you hear the snarl of the exhaust for the first time, is part of the fascination of the Targa Florio. Then with a scream of tyres it swirls round the hairpin where you are standing and roars away up the mountain road, to disappear round the next bend. Car follows car and as the larger ones begin to appear the pace quickens and a stop-watch gives you an indication of the race order. In the Porsche G.T. class Pucci was leading Herrmann, for Strahle arrived late, having had to stop and refix his throttle linkage, but he was really charging along now. Scarlatti was driving the black-and-white 250GT Ferrari extremely well, ahead of his class and well up in the general classification. Gurney was in the open 8-cylinder Porsche and Vaccarella in the coupé, while Scarfiotti in the desmodromic valve 2-litre Osca was hard on the heels of Maglioli's RS61 Porsche in the sports class, but they were both behind Baghetti in the 2-litre Ferrari as far as time went. Finally there came Mairesse in the 2½-litre Ferrari, comfortably leading overall, and he was followed by Abate in the V12 Maserati. The V8 Ferrari was a non-starter after Hill's accident and he was stood-down by team manager Dragoni, while Gendebien was retained as reserve driver for either of the other two factory cars. Mairesse had done his standing lap in 40 min. 43.02 sec., which was not far off the lap record and put him 1 min. 9 sec. ahead of Gurney who was lying second overall, followed by Baghetti, Vaccarella, Abate and Scarlatti in that order.

On lap two Mairesse went even faster and Gurney went off the road, so that the open 8-cylinder Porsche was late in arriving at our point in the mountains. As it came into sight below us the keen-eyed Porsche mechanics spotted the damaged bodywork and buckled wheels, and when Gurney stopped at the hairpin they were soon on the job fitting three new wheels. The cause of the crash had been brake troubles and when Gurney got back to the pits the car was withdrawn, and this left Baghetti in second place, but not for long, as on the third lap he spun and crumpled the Ferrari tail. The first indication of trouble was when Maglioli went by with Scarfiotti right behind him, for Baghetti had been leading these two on time and on the road. Very much overdue, the Ferrari could be seen coming along with its crumpled tail, and it stopped while mechanics wired it in place and Baghetti set off again, now in fourth place behind Scarlatti in the 250GT. At the pits he stopped and Bandini took over the rear-engined Ferrari and began motoring with terrific fire and enthusiasm.

Meanwhile Colin Davis had taken over the V12 Maserati and Strahle had stopped in the mountains for petrol. Mairesse had completed his third lap in record time and stopped at the pits for fuel and for Rodriguez to take over, the 2½-litre Ferrari now being firmly in the lead, and on lap four Colin Davis ran into trouble with the steering on the Tipo 64 Maserati. While limping back to the pits the hinged tail-engine-cover blew open and hit the ground behind the car; he got to the pits to retire holding the engine cover down with one hand and steering with the other. When the red coupé 8-cylinder Porsche left the pits after refuelling, to start its fourth lap, it was Bonnier who was at the wheel and not Graham Hill, the Swedish driver having been switched from the red open 8-cylinder Porsche.

By stopping in the mountains for a churn of petrol Scarlatti was able to complete four full laps before handing over to his co-driver and this put him in second place overall for a short while, but once Bonnier got going the red Porsche was back in second place. The factory Abarth Porsches changed drivers, Linge taking over from Herrmann and Barth from Pucci, but Strahle was still storming along trying hard to make up time lost on his opening lap. On lap four, going down from Colisano, he tried too hard and smashed in the front of the car, but it was still drivable so he carried on; however, it looked pretty bent and next time round the organisers stopped him and would only permit him to restart if he would sign a declaration accepting full responsibility should anything break and cause an accident involving spectators. As a private entrant he could not afford to take this responsibility and had no option but to retire. The 2-litre Osca went out with engine trouble, and a lap later Maglioli retired the RS61 Porsche with gearbox trouble, so that Bandini was now unchallenged in this particular class, but he was more interested in the general classification and was driving very fast, obviously enjoying himself. Rodriguez in the leading Ferrari got down to 40 min. 55 sec. for a lap and was so far out in front that there was no need to try harder, but second place was still in doubt for Bandini was gaining on the Porsche, having passed the 250GT while Ferraro was at the wheel. After only one lap the owner gave the black-and-white G.T. Ferrari back to Scarlatti, who kept it firmly in fourth position. With a lap in 41 min. 00 sec. Bandini had closed the gap on the Porsche and when Baghetti took over he supported this effort with a lap in 41 min. 15 sec., which put them in second place after eight laps, but only 43 sec. ahead of Vaccarella, who had taken over from Bonnier.

For the closing stages Gendebien took over the leading Ferrari from Rodriguez and all he had to do was to tour round in 44 min. or more per lap and keep the car on the road and in one piece. Second place was still in doubt for both the 2-litre Ferrari V6 and the 2-litre Porsche 8-cylinder had to make a final pit stop, and Bandini took over the bent but very healthy Ferrari and Bonnier took over the unbent but not so healthy Porsche, the brakes being its weakness. The final lap saw Bandini driving faultlessly and he made absolutely certain of second place overall, ahead of Bonnier. In fourth place was Scarlatti, having driven nine laps of the total race of 10 laps, but on the last lap he went off the road and buckled a wheel and had to fit the spare, using the car's own jack, but nevertheless got going again to retain his excellent fourth place. On the last lap Barth was in trouble with the gearbox of the Abarth Carrera and was also worried about oil pressure, stopping at the mountain depot to have the circulation checked, so that he not only lost the lead of the class but dropped back in the general classification. Most unfortunate was the Alfa Romeo of Bulgari/Grana, which was lying a firm second in its class until Grana went off the road on the last lap and dropped it over a sharp ledge to become firmly stuck against a tree. Two local lads were enjoying themselves with a Tipo 60 Maserati until it broke its de Dion tube with only one lap to go, a Lancia Flaminia Zagato was running well until the driver got tired and smacked a wall. The 250GT of Tavano/Simon was rolled over onto its roof by the first driver and staggered round to the pits almost unrecognisable as a Ferrari, while another 250GT was lying third in its class until the last half-lap when engine trouble delayed it, and though it finished it was too late to be classified. The Downton Mini-Cooper buzzed around the mountains, driven by Cahier/Metternich, and finished the race at an average of 50 m.p.h. but it was not quick enough to be classified, and the French rally champion de Lageneste and Rolland drove an immaculate race in an immaculate G.T. Ferrari to finish second in their class to Scarlatti and the 1962 Ferrari G.T.

Not such an exciting race as last year, the Targa Florio nevertheless lived up to its reputation of being rough, rugged and tough, and the 46th in the series would have satisfied the late Vincenzo Florio, the founder of the race, that it is still a trial of strength of man and machine against the Sicilian mountains.

D. S. J.

Results :

TARGA FLORIO—Sports and G.T.—10 Laps—720 Kilometres—Hot

* **1st** :	W. Mairesse/R. Rodriguez/O. Gendebien (Ferrari Dino 246/62)—	7 hr. 02 min. 56.3 sec.—102.142 k.p.h.
* **2nd** :	G. Baghetti/L. Bandini (Ferrari 2-litre V6) ..	7 hr. 14 min. 24.0 sec.
3rd :	N. Vaccarella/J. Bonnier (Porsche coupé 2-litre-8 cyl.)	7 hr. 17 min. 20.0 sec.
* **4th** :	G. Scarlatti/Ferraro (Ferrari 250GT 1962) ..	7 hr. 22 min. 08.1 sec.
5th :	R. de Lageneste/Rolland (Ferrari 250GT 1961)	7 hr. 44 min. 33.0 sec.
* **6th** :	H. Herrmann/H. Linge (Porsche Abarth Carrera)	7 hr. 45 min. 26.0 sec.
* **7th** :	V. Coco/B. Arena (Alfa Romeo GSV)	7 hr. 50 min. 36.2 sec.
* **8th** :	P. Frescobaldi/A. Federico (Lancia Flaminia G.T.)	7 hr. 51 min. 38.1 sec.
9th :	P. Thiele/J. Guichet (Alfa Romeo GSV) ..	7 hr. 56 min. 39.4 sec.
10th :	A. Pucci/E. Barth (Porsche Abarth Carrera) ..	8 hr. 00 min. 05.3 sec.
11th :	G. Virgilio/Sciacchitano (Alfa Romeo GSV) ..	8 hr. 07 min. 05.3 sec.
12th :	Susinni/Pernice (Alfa Romeo GSV)	8 hr. 21 min. 52.2 sec.
13th :	A. Vella/P. Termini (Porsche Carrera)	8 hr. 22 min. 50.0 sec.
14th :	Capra/Dalla Torre (Alfa Romeo GSV)	8 hr. 25 min. 27.0 sec.
15th :	Sala/" Kim " (Alfa Romeo GSV)	8 hr. 26 min. 44.1 sec.
16th :	Ciarpaglini/Prandoni (Porsche Carrera) ..	8 hr. 39 min. 13.3 sec.
17th :	A. Bonaccorsi/V. Sabbia (Alfa Romeo GSV) ..	8 hr. 41 min. 10.2 sec.
18th :	F. Tagliavia/Garufi (Alfa Romeo GSV) ..	8 hr. 53 min. 21.0 sec.
19th :	de Bonis/Fusina (Ferrari 250GT)	8 hr. 55 min. 56.2 sec.
*20th :	Giugno/Torrisi (Alfa Romeo 1900C)	8 hr. 57 min. 56.3 sec.
21st :	G. Ramirez/L. Ramirez (Lancia Aurelia G.T.)	9 hr. 34 min. 12.0 sec.
	G. Crespi/A. Federici (Ferrari 250GT)	8 hr. 33 min. 20.0 sec. *F.T.M.*
	B. Cahier/von Metternich (B.M.C. Mini)	8 hr. 56 min. 28.0 sec. *F.T.M.*

N.B.—F.T.M. means " Fuori Tempo Massimo," which is outside Time Limit in their class.

Fastest lap : W. Mairesse (Ferrari Dino 246), on lap 3, in 40 min. 00.3 sec.—107.973 k.p.h. *(new record).*

* *Class winners.*

46 *starters* — 21 *finishers* — 2 *outside time limit.*

* * *

TARGA TITBITS

There was really no need for Gendebien to drive the winning Ferrari, for Mairesse and Rodriguez had already run the race, but Dragoni's gesture in letting the Belgian do three laps not only made up for having no car for him to race, but allowed him to get his name on the winners' list for the third time, a thing never before achieved by anyone.

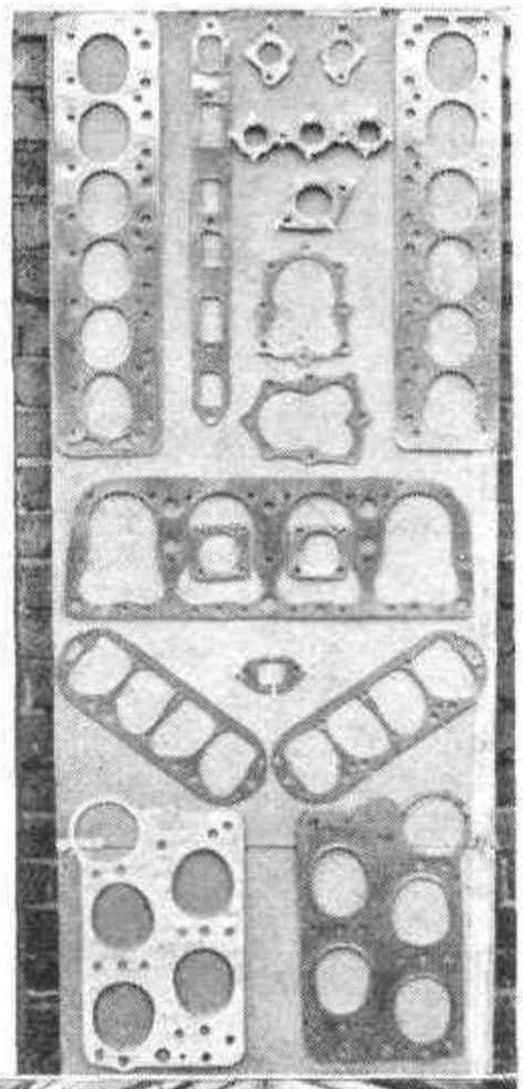
For a first race appearance the new flat-8-cylinder Porsche engine put up an excellent performance, but was overshadowed by the 2-litre V6 Ferrari engine. While the Ferrari was classed as a pure sports car the Porsches were considered " Experimental Prototypes." Unfortunately for Daniel Richmond the Downton-ised Cooper-Mini was considered a prototype, so its class time limit was set by the Vaccarella/Bonnier Porsche.

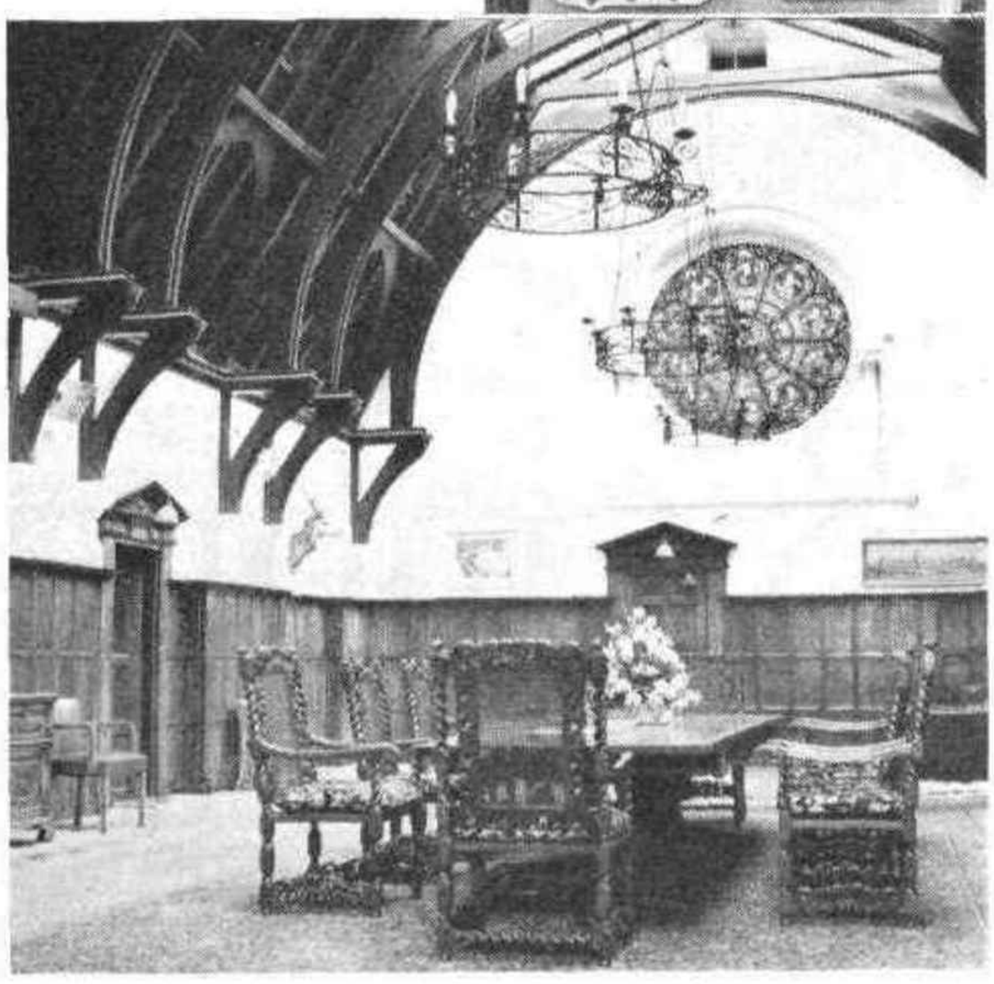
The seventh place by the two Italians Coco/Arena in a Sprint Veloce Alfa Romeo is worthy of note as they were barely 5 min. behind the works Porsche Abarth Carrera after nearly eight hours of racing.



Three colourful Sicilian shots. Left and centre are the old and new means of peasant transport. Right is one of the many passionate arguments which take place on any Italian circuit and which seem to be enjoyed by all and sundry.

JAMES WALKER—continued from page 407





TOP.—A selection of one-off car cylinder head gaskets made at the "Lion" factory at Woking—how many can you identify? BELOW.—Part of the magnificent boardroom at James Walker's Woking factory—see text for description.

and collect the new one—just ask for Mr. Gibbs. Often if the first gasket proves acceptable, as it invariably does, a following order comes in for spare gaskets—notably in the case of Lancia Lambdas, perhaps because of a certain economy in the matter of holding-down studs! To list all the old cars for which James Walker have supplied their gaskets is impossible, but single-cylinder Rovers, bull-nose Morris, Sunbeam, Talbot gaskets for John Bland, Meadows E4D, etc., etc., come to mind. Gaskets are also in demand by 750 M.C. members who have opened out the valve-side of Austin 7 or Ford 10 engines and then find the standard gasket is a mis-fit. Normally the same thickness is supplied as the pattern, but thicker or thinner gaskets can be made. It is a service for which enthusiasts should be very grateful. It is frequently done in motor-racing, nonchalantly to give the reason for retirement, after a gaping hole has, perhaps, appeared in the crankcase, as "gasket trouble"—if the gasket was supplied by the "Lion" works you won't sound at all convincing!—W. B.

B.O.C. PRESCOTT (May 6th)

The Bugatti O.C.'s first Championship Hill-Climb, which took place on May 6th, saw the record for the new hill taken below 50 seconds by A. E. Marsh with his 2½-litre 4-cylinder B.R.M.-engined Marsh Sprint Special. In two runs in the Championship Class, Marsh clocked 49.94 sec. and 48.84 sec., respectively. The recently acquired B.R.M. of Raymond Fielding, an ex-works 1960 car, liveried in polychromatic blue, scored second place in the main class with a time of 51.58 sec. An interesting comparison was the time of Midland Racing Partnership driver Bill Bradley, who clocked 51.57 sec. with a 1,100-c.c. Cooper in the Formula Junior Class! Current Champion David Good was still experimenting with his 1,100-c.c. J.A.P.-engined Formula Junior Cooper chassis, and has yet to achieve satisfactory road-holding. The handicap for Bugatti models was rather a disappointment, with only a handful of entries. Fastest Bugatti was Frank Wall's ex-Varzi supercharged straight-eight of 2,270 c.c., with 60.38 sec. Somehow a red Bugatti didn't look right! Having broken the course record, Marsh scored an additional point in the Hill-Climb Championship and takes a first-round lead with nine points. Second is Fielding with seven, and third is Reg Phillips (Fairley-Climax) with six points.

MINIATURES NEWS

Many fine new motor-car miniatures have come on the market recently. Dinky Toys have a most attractive Renault Dauphine Minicab, complete with advertisements, this 3 11/16-in.-long replica being typical of these little vehicles that are so well known to Londoners. The price is 3s. 3d. (No. 268). In the Dinky Supertoys range, No. 988 is a very realistic 4 7/16-in.-long A.B.C. TV transmitter van, which sells, with rotatable, detachable paraboloid plastic aerial, for 7s. 9d. Dinky also have a set of eight garage personnel in Dinky Toys scale (No. 009), for 3s. 9d.

Corgi Toys have a splendid E.R.F. dropside lorry and platform trailer loaded with milk churns, in their Gift Set No. 21 (9s. 11d.), and an articulated milk-tanker, No. 1129 (9s. 6d.) in the Corgi Major series, the tractor unit being a faithful reproduction in miniature of a Bedford. There is also a Karrier "Bantam" dairy produce van, No. 435 in the die-cast Corgi Toys series (5s. 3d.), for avid collectors of commercial-vehicle miniatures. It has proper cab windows and a well-made sliding side-door and displays the slogan "Drive Safely on Milk."

Corgi have certainly been busy, for in the smaller-scale comes a fine Morris Mini-Cooper, complete with sprung suspension, racing number, and crossed Union Jack and chequered flag on its bonnet. The white roof and bonnet-top give a sporting aspect to this quick little car, and steering wheel, seats and headlamp reflectors add to the realism—this is Corgi Toy No. 227, price 4s. 3d.

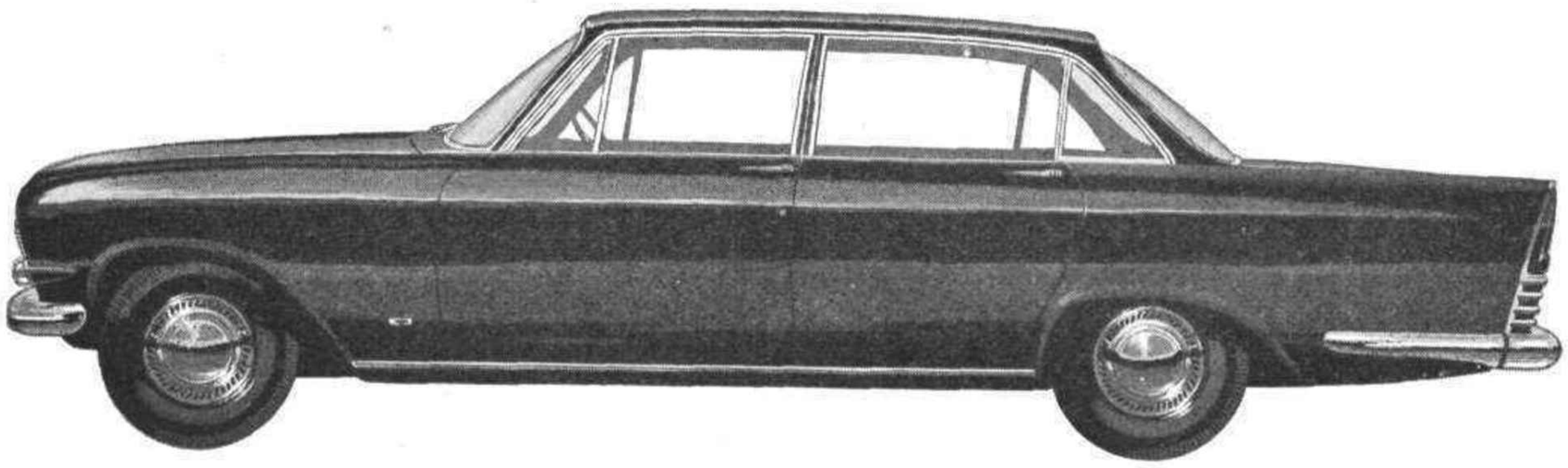
Finally, Lesney are justifiably proud of the latest "Model of Yesteryear" (No. Y-16), a *circa* 1904 12/18-h.p. Spyker tourer from the film "Genevieve." This has most enticing-looking seats, a spare tyre mounted on a rim behind, and excellent wheels. The model is remarkably inexpensive at 4s., and is a fine 45 : 1 reproduction of a refreshingly unusual subject. V.C.C. members and veteran car folk generally will flock to the shops or the Montagu Motor Museum for this latest Lesney.—W. B.

A PENDINE PLAQUE

It is nice to learn that Buckley's Brewery of Llanelly have erected a plaque on the wall of the Beach Hotel, Pendine Sands, to commemorate the Land Speed Record sorties there by Sir Malcolm Campbell and J. G. Parry Thomas. Capt. G. E. T. Eyston unveiled the plaque last month. Altogether five Land Speed Records were established at Pendine between 1924 and 1927, and Parry Thomas lost his life there when he crashed in "Babs," his 27-litre Liberty aero-engined chain-drive monster. Foresti escaped injury when he crashed there, also in 1927, in "Djelmo."

Entries for the Ashe Cross, Taunton, Traction Engine Rally on July 28th, which incorporates veteran and vintage car and motorcycle classes, close on June 23rd—details from G. Swett, "Dartmouth," Over Stratton, S. Petherton, Somerset. The Wokingham Carnival on June 30th includes a cavalcade of old vehicles, period costume encouraged. Details from E. G. Ellis, *The Wokingham Times*, Wokingham, Berks.

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100 M.P.H. ZODIAC MK.III

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1962's TOP CAR FROM FORD OF BRITAIN

ROAD-TEST:

THE VAUXHALL VX 4/90

A High-Performance Disc-Braked Family Saloon. Nearly 90 m.p.h. and Very Good Acceleration from 1,508 c.c.



EAGERLY ANTICIPATED.—The new two-carburetter Vauxhall VX 4/90, subject of the accompanying road-test report, is seen here near a surviving windmill, at Mount Nessing in Essex.

THERE is visible evidence, by the large number of new Vauxhalls on the road, that the revised Victor has been very well received and is selling strongly. If this cleanly-styled, practical car from Luton is proving popular with family and business motorists, the twin-carburetter, disc-front-braked, high-compression version—the eagerly-awaited VX 4/90—is of equal interest to enthusiastic and discerning drivers.

Fortunately, I have been able to gain considerable experience of the new Vauxhalls. There was a preliminary canter in Wales while these promising cars were still on the secret-list, a full road-test of a Vauxhall Victor estate car (MOTOR SPORT, January 1962), a drive of over 1,100 miles in a Victor de luxe saloon in the Mobil Economy Run, and, more recently, nearly 700 varied miles in a VX 4/90.

There is no need to describe in detail the differences between the Victor and the VX 4/90, because I went into this in a special article in MOTOR SPORT last December. Suffice it to say that the more powerful engine of the latter provides considerably enhanced performance compared to that of the Victor, and acceleration, indeed, that is superior to normal saloon cars of approximately 1½-litres capacity, with the exception of the Fiat 1500. Its superiority over the Victor estate car we tested can be expressed as :—

	0-50 m.p.h.	0-60 m.p.h.	0-70 m.p.h.	Maximum Speed	M.P.G.
Victor estate car..	14.9 sec.	23.7 sec.	40.6 sec.	78 m.p.h.	27.9
VX 4/90.. ..	11.5 sec.	16.8 sec.	25.0 sec.	88 m.p.h.	26.5

Allowing that a Victor *saloon* would be somewhat quicker (having an axle ratio of 3.9 instead of 4.13 to 1), the worth of the VX 4/90, expressed performance-wise, to fast drivers, is readily apparent. The VX 4/90 also has the 3.9-to-1 axle ratio, which is regarded as too high in some quarters—the gearbox ratios are such that bottom and 2nd are relatively low, 3rd and top rather too high, calling for much gear-changing and sluggish pick-up from low speeds if the gear-lever is neglected. It seems likely that the estate-car axle ratio may be adopted in conjunction with the 9.3-to-1 compression-ratio, twin-d.d.-Zenith, 71½ (net) b.h.p. VX engine, to better effect.

As it is, genuine maxima of 30, 50 and 73 m.p.h. are obtainable in the present indirect ratios, with a top speed of 88 m.p.h.

To match this speed there are the Lockheed servo-applied disc front brakes that function well (although there is some pedal movement to take up and therefore a sense of lag) and springs which are 35% stiffer at the back, 33% stiffer at the front, in conjunction with a Victor estate-car anti-roll bar, which kill roll but induce a good deal of rather tiring shake through the body/chassis shell and do not prevent the back axle from contributing to this shudder and trying to compete with the steering wheel over rough roads.

The controls are generally as on the Victor and are explained in the diagram. The gear-lever is a splendidly placed, short central floor lever that controls the all-synchromesh 4-speed gearbox to perfection—the action is just a shade sticky, otherwise it would be in the VW/Porsche category. Movement across the gate is small. The VX 4/90 has a sensible central handbrake lever and big, separate front seats upholstered in rather over-shiny plastic leathercloth. These are very comfortable seats, once the occupants become accustomed to the shape of the high squabs, which fill in at the shoulders, and the somewhat short cushion-length. Whether the imitation walnut trim of facia and window fillets, which is really metal, is acceptable or objectionable is a matter of taste.

The steering wheel carries a full horn-ring which was somewhat unpredictable in action, and the light steering takes 3½-turns, lock-to-lock, plus a little free play. It transmits vibration rather than kick-back and is good but not outstanding, with useful castor-return action. Forward visibility over the undistinguished wide bonnet is slightly obscured by the wiper blades.

The controls tend to a feeling of looseness, but not much came adrift—the knob of the trip-zero control came off in my hand but was easily replaced, the daylight lamps-flasher failed towards the end of the test, and some rattles came from below the facia. The screen-washers seemed more interested in cleansing passers-by than wetting the screen and on one journey neither the washers nor fierce cleaning provided clear vision, making a long night run round London's North Circular Road miserable and somewhat hazardous—this was probably as much a product of diesel fumes, etc., as any inherent fault of the Vauxhall's. The bonnet-release toggle, under the scuttle on the near-side, was stiff and the bonnet has to be propped open. The off-side wing mirror was not much help with rearward vision

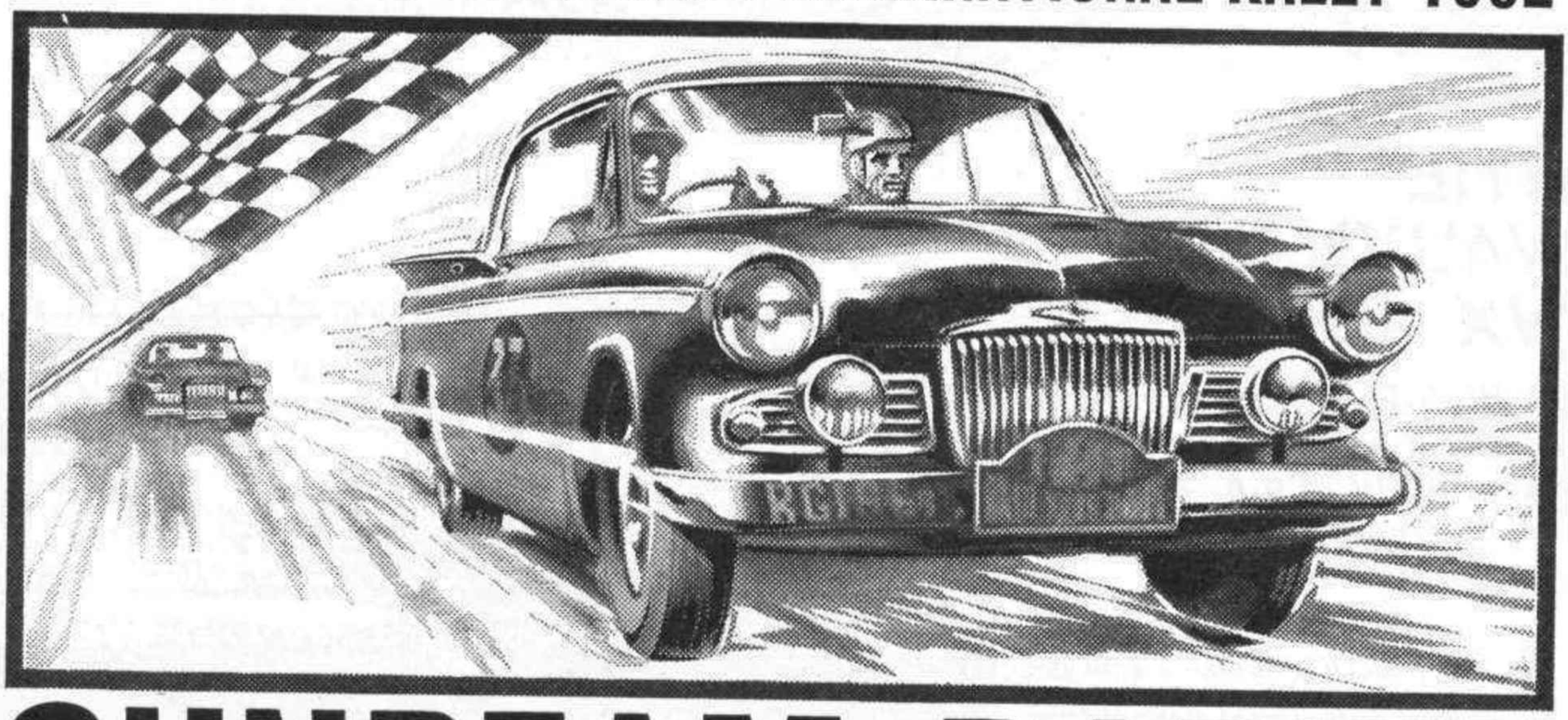
These minor complaints dealt with, it can be said that the VX 4/90 proved enjoyable to drive, being a sporting saloon with every expected family amenity. The boot is very large, with the spare wheel out of the way in the off-side well. There are sill internal door locks, swivelling anti-dazzle vizors, crash-padding above the facia, an ash-tray in the wide screen sill, a central roof lamp controlled from the lamps-knob (and having courtesy action), arm-rests on all doors, a central folding arm-rest in the wide back seat and a generous rear parcels-shelf.

As a safety measure the internal door handles move up to open the doors and the test-car had safety-belts for the front-seat occupants.

For stowage of miscellaneous objects there is a big cubby-hole with a non-lockable, rather "tinny," drop-lid, and a shelf before the front passenger's knees, with supporting stay. In addition, each front door has a wide if shallow pocket. The driver's feet rest on a rubber mat and the interior is nicely carpeted.

The window winders, set rather low, call for just over 1½ turns, front, a shade over two, rear, to open the windows; there are openable front quarter-lights, fixed rear ones.

CIRCUIT OF IRELAND INTERNATIONAL RALLY 1962



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Performance figures for the Vauxhall VX 4/90 were of more interest than usual; before they were obtained the car's speedometer was checked for accuracy with the aid of the fifth-wheel-driven electric speedometer, as shown in this picture.

Even when driving the VX 4/90 hard oil pressure remains at 40-50 lb./sq. in. and water temperature at 190° F. Unlike that of the Victor I used for the Mobil Economy Run, the petrol gauge was virtually spot-on. The back doors have recessed ash-trays, the instruments are A.C., the speedometer being calibrated in k.p.h. as well as m.p.h., and reading to 110 m.p.h., the tachometer reads to 6,000 r.p.m., with red marking from 5,500 r.p.m., to which the engine goes very easily, there are trip with decimal and total distance recorders, and the test-car had a Vauxhall push-button radio, Lucas Ranger and Lucas Fogranger spot-lamps, and was shod with Firestone tyres. The doors shut decisively, the self-propping boot lid less readily. The screen is Triplex zone-toughened.

On the road this Vauxhall VX 4/90 is a car which, although devoid of " character," is a sensible, spacious saloon with a maximum speed of nearly 90 m.p.h. and extremely good acceleration, which dispels the boredom of long journeys. Its high 3rd and top gears render it an excellent Motorway car and the handling is in keeping with the high performance. Roll is well controlled for this class of vehicle, oversteer only intrudes on really fast corners, and steering and road adhesion are entirely reassuring.

The worst feature is the too-lively suspension, which sends coats and small objects flying off the lipped under-facia shelf and seats, causes a great deal of shudder/judder of body and gear-lever over any but the smoothest roads, and is tiring rather than uncomfortable to the occupants. This is to be regretted, for this fast Vauxhall isn't fussy, engine and gear noises being moderate, wind noise low.

THE VAUXHALL VX 4/90 SALOON



Engine : Four cylinders, 79.4 × 76.2 mm. (1,508 c.c.). Push-rod-operated overhead valves. 9.3-to-1 compression-ratio. 81 (gross) b.h.p. at 5,200 r.p.m.

Gear ratios : 1st, 12.83 to 1; 2nd, 8.31 to 1; 3rd, 5.29 to 1; top, 3.90 to 1.

Tyres : 5.60 × 14 Firestone de luxe 4-ply tubeless, on bolt-on steel disc wheels.

Weight : Not weighed. Maker's figure : 18.9 cwt. (kerb weight).

Steering ratio : 3½ turns, lock-to-lock.

Fuel capacity : 10 gallons. (Calculated range = 265 miles.)

Wheelbase : 8 ft. 4 in.

Track : Front, 4 ft. 3⅜ in.; rear, 4 ft. 2⅜ in.

Dimensions : 14 ft. 5½ in. × 5 ft. 4 in. × 4 ft. 7⅛ in. (high).

Price : £674 (£927 15s. 3d., inclusive of purchase tax).

Makers : Vauxhall Motors Ltd., Luton, Bedfordshire, England.

Performance Data

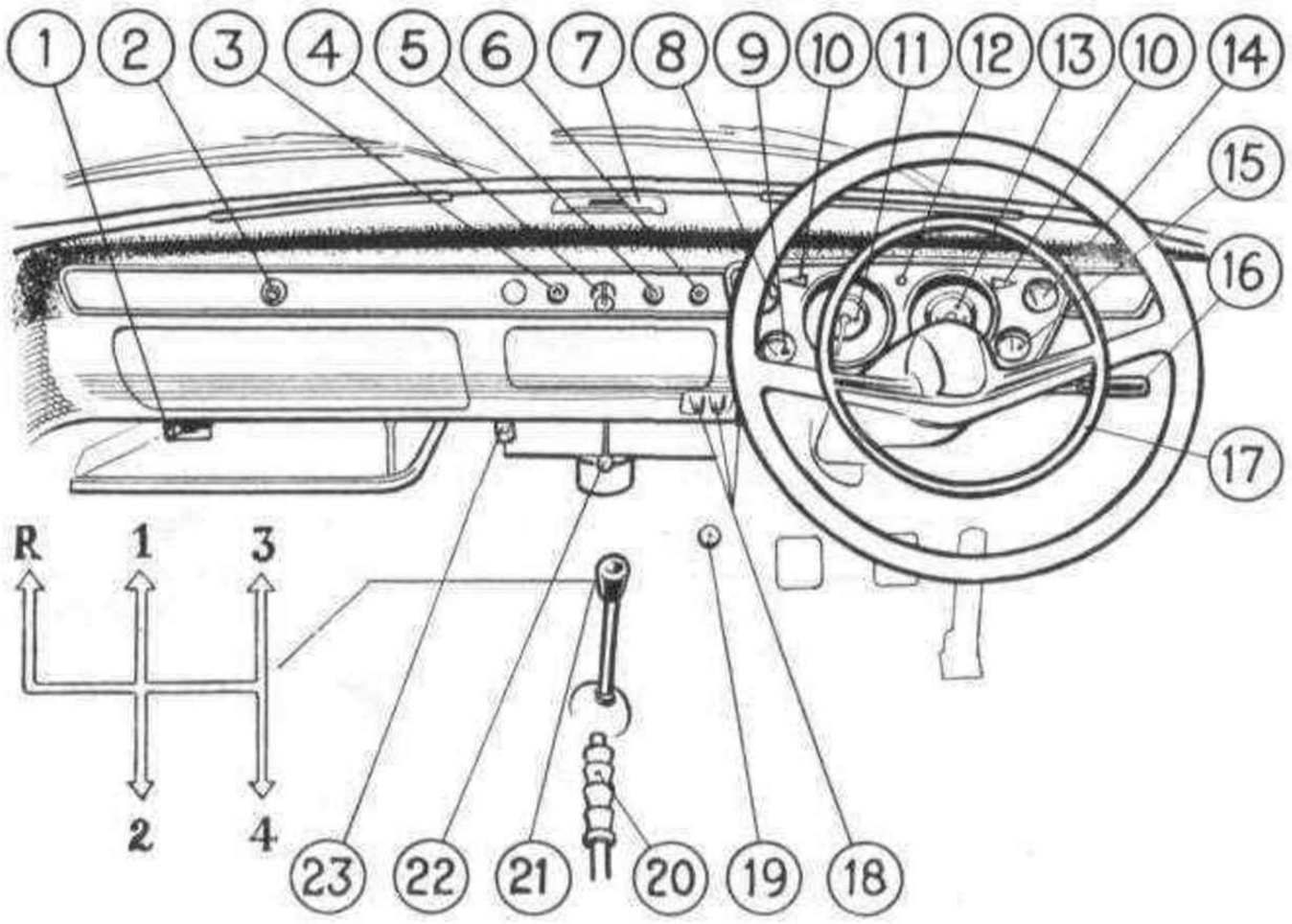
Maximum speed :

1st gear	*2nd gear*	*3rd gear*	*Top gear*
30 m.p.h.	50 m.p.h.	73 m.p.h.	88 m.p.h.

Acceleration :	0-30 m.p.h.	4.5 sec.
	0-40 m.p.h.	7.4 sec.
	0-50 m.p.h.	11.5 sec.
	0-60 m.p.h.	16.6 sec.
	0-70 m.p.h.	25.0 sec.
	Standing-start ¼-mile	19.6 sec.

30-50 m.p.h. in 3rd gear: 9.7 sec.; ditto, top gear: 13.8 sec.
50-70 m.p.h. in 3rd gear: 11.2 sec.; ditto, top gear: 17.8 sec.

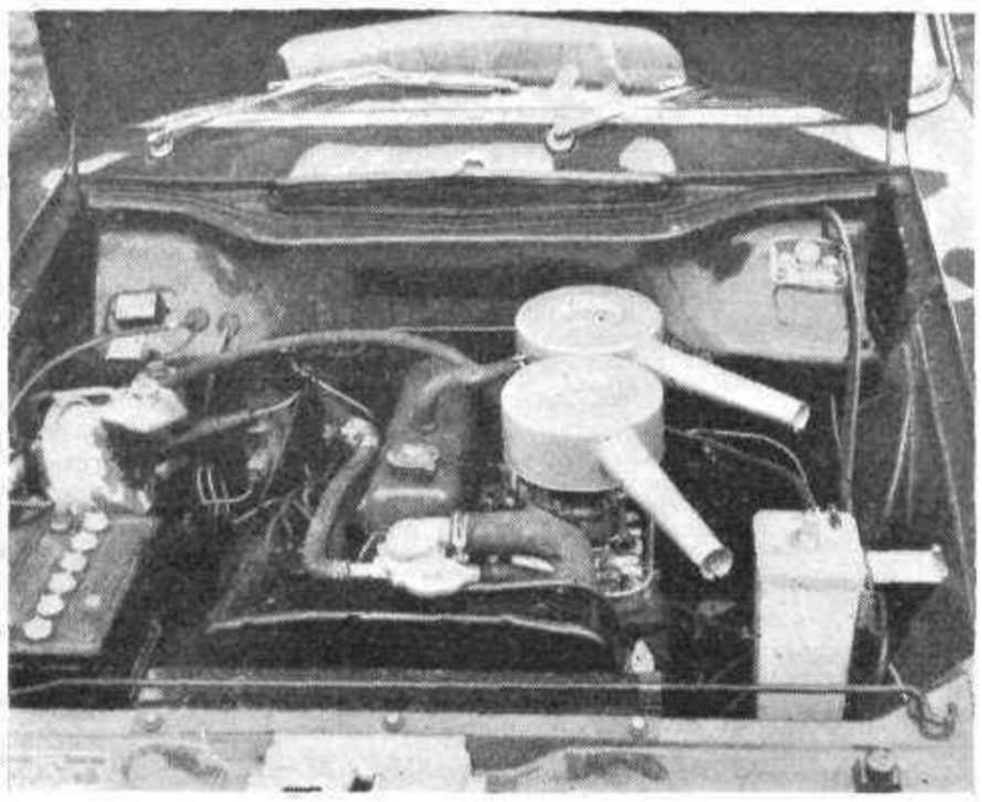
VAUXHALL VX 4/90 CONTROLS AND FACIA LAYOUT



KEY :

1. *Bonnet release toggle.*
2. *Push-button for cubby-hole lid.*
3. *Choke.*
4. *Ignition-cum-starter key.*
5. *Windscreen-wiper control (turn clockwise to start blades. Pull knob to operate screen-washers).*
6. *Lights switch (pull to first stop for sidelamps, pull fully out for headlamps. Turn clockwise to switch on roof lamps.)*
7. *Ash-tray.*
8. *Petrol gauge.*
9. *Oil gauge.*
10. *Direction-flashers' indicator lights.*
11. *Speedometer, with total and trip with decimal mileometers.*
12. *Main beam indicator light.*
13. *Tachometer.*
14. *Water thermometer.*
15. *Ammeter.*
16. *Direction flashers' stalk lever (knob presses inwards to flash a headlamps main-beam warning).*
17. *Horn-ring.*
18. *Heater controls (including switch for 2-speed heater fan).*
19. *Headlamps dimmer foot button.*
20. *Handbrake lever.*
21. *Gear-lever.*
22. *Cold-air ventilation control lever.*
23. *Ventilation control lever.*

N.B.—Controls are marked with International symbols.





On the left the 81-b.h.p. twin-carburetter version of the Victor engine that powers the Vauxhall VX 4/90; on the right a three-quarter front view of the high-performance saloon from Luton, showing its restrained lines and the radiator grille by which it is readily distinguishable. Note, too, the "flash" along the body side.

A weekly contemporary has remarked that the 0-60 and s.s. ¼-mile times are good without being exceptional for a modern 1½-litre saloon. I disagree, and commend the VX 4/90's acceleration times, taken with the aid of our fifth-wheel-driven electric speedometer and published in the accompanying table, and suggest you study them carefully. They show the ability of this roomy car to move quickly, yet 100-octane petrol isn't needed and on a long run I recorded a useful 27.6 m.p.g., the overall figure, inclusive of town driving, being 26.48 m.p.g. About half-a-pint of oil was needed after nearly 687 miles.

To sum up, generally this Vauxhall VX 4/90 is a most attractive proposition. It is nicely styled, with no tail-fins and a neat rear-lamp cluster of its own, it runs 3,000 miles between sump-draining and needs chassis grease to four nipples only after 12,000 miles (the service-book lives in a pocket on the inside of the scuttle, as a reminder), and is both fast, very accelerative, securely braked and economical. Its worst feature centres around too much shudder/judder but at the new price of £927¾, inclusive of purchase tax, you will be well advised to order at once if a VX 4/90 is your sort of motor car.—W. B.

BOOK REVIEWS

"Autocar Road Tests, Spring 1962." 81 pp., 11¾in. × 8½ in. Soft Covers. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.*1. 7/6d).

These reprints of road-test reports that have appeared in the *Autocar* are a valuable source of reference to salesmen, engineers and students of design and a means of many hours' enjoyable reading to motoring enthusiasts. This Spring Edition carries 19 such reports, from that on the Fiat 600D to the Mercedes-Benz 220SE coupé and including such controversial cars as the Aston Martin DB4, Austin-Cooper, Citroën DS19, Lancia Flavia, Ford Capri, Lotus Super 7, Skoda Felicia and VW 1500. In performance the range spans 68 to 141 m.p.h. (Fiat 600D to DB4), 14.1 to 38 m.p.g. (Bristol 407 to 600D) and an s.s. ¼-mile in from 15.8 to 24.9 sec. (Lotus 7 to 600D).

The tests are copiously illustrated, data is tabulated and the test format is that of *The Autocar* and not the revised *Autocar* layout that I like less. A good book by any standards.—W. B.

"A Racing Driver's World" by Rudolf Caracciola. 232 pp., 8⅛ in. × 5½ in. (*Cassell and Company Ltd., 35, Red Lion Square, London, W.C.*1. 30/-).

This is an account of the great German Champion's racing life which was published as "Caracciola, Mercedes Grand Prix Ace" by Foulis in 1955 and has since been brought up to date, although not so efficiently that several drivers are quoted as living who have since died.

This is an exceedingly readable book that you might buy for the wife or girl friend to read while sitting in the car waiting for you to emerge from the Paddock or tuning shop. But it is a superficial book from the viewpoint of the serious student of racing history, practically no technicalities being included (although I am interested to know that the cylinder head of Caracciola's Ego could be screwed on and off !) and Caracciola's drives in the Ulster T.T. and at Donington being ignored.

There are so many motoring books awaiting a publisher that I am suprised Cassell troubled to rehash this one. It is not important W. B.

"Caravan Sites—1962" is a useful guide published at 2/6d. by *Modern Caravan*, The Heathcock Press Ltd., Heathcock Court, London, W.C.2.

The 1962 edition of that fascinating gastronomic work (245 pages and 12 reference maps) "Egon Ronay recommends" is available for 7/6d. from Hutchinson & Co., 178–202, Great Portland Street, London, W.1.

* * *

The latest publication of the Roads Campaign Council is "Divide and Survive." It deals with the importance of segregating vehicles and pedestrians in modern towns. It is fully illustrated and free copies are obtainable, on mentioning MOTOR SPORT, from the Press Office, The R.C.C., 15, Dartmouth Street, London, S.W.1.

* * *

Following publication of the R.A.C. Continental Handbook comes the 1962 edition of the invaluable 1962 R.A.C. Handbook which has been fully revised, lists 4,500 approved hotels, 8,000 garages and repairers, is complete with maps, town plans, and masses of essential information. It costs 12s. 6d., or 8s. 6d. to R.A.C. members, from any R.A.C. office.

* * *

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* * *

CARS IN BOOKS

There is but a solitary reference to a car by make in the rather sordid book "A Hermit Disclosed," by Raleigh Trevelyan (Longmans, 1960), which I am surprised is a Book Society Alternative Choice, although I suppose it will interest people who reside in Essex. The car concerned is a Lancia on which a Dagenham garage owner, whom the author had called to interview, was working. Knowing the complexity of Lancia engines and i.f.s. it is faintly amusing to read that the garage promoter was "preoccupied" with the car—"He was not keen to be distracted".

The next two books I read featured Buick cars. There is the enthralling (fictional) account of an escape from the Japanese invasion of Burma in one of these cars in "The Jacaranda Tree," by H. E. Bates (Michael Joseph, 1949/52), while on the very first page of "The Beast in Me and Other Animals," by James Thurber (Hamish Hamilton, 1949/50), the author likens *Gryllus domesticus* to a wrecked Buick.—W. B.

the car follows...



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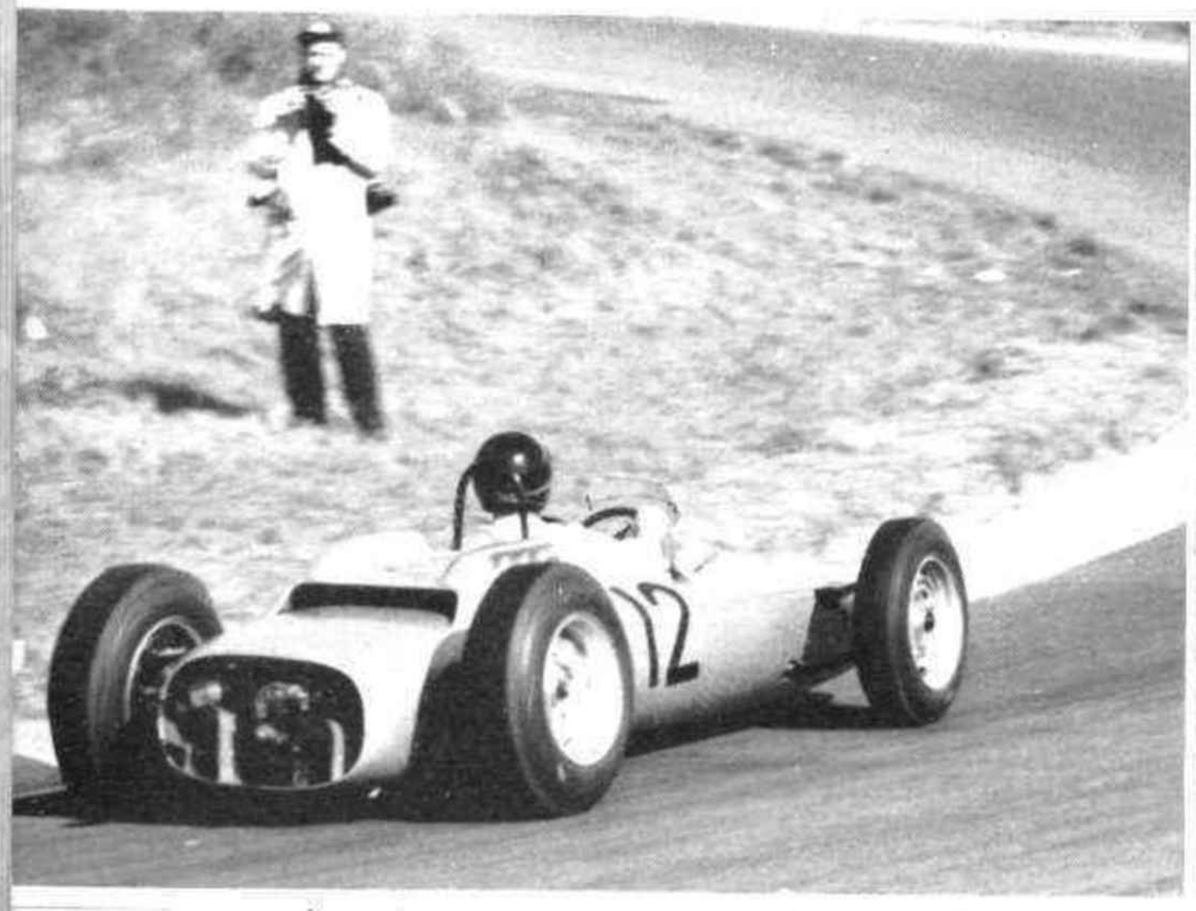
PICTORIAL REVIEW

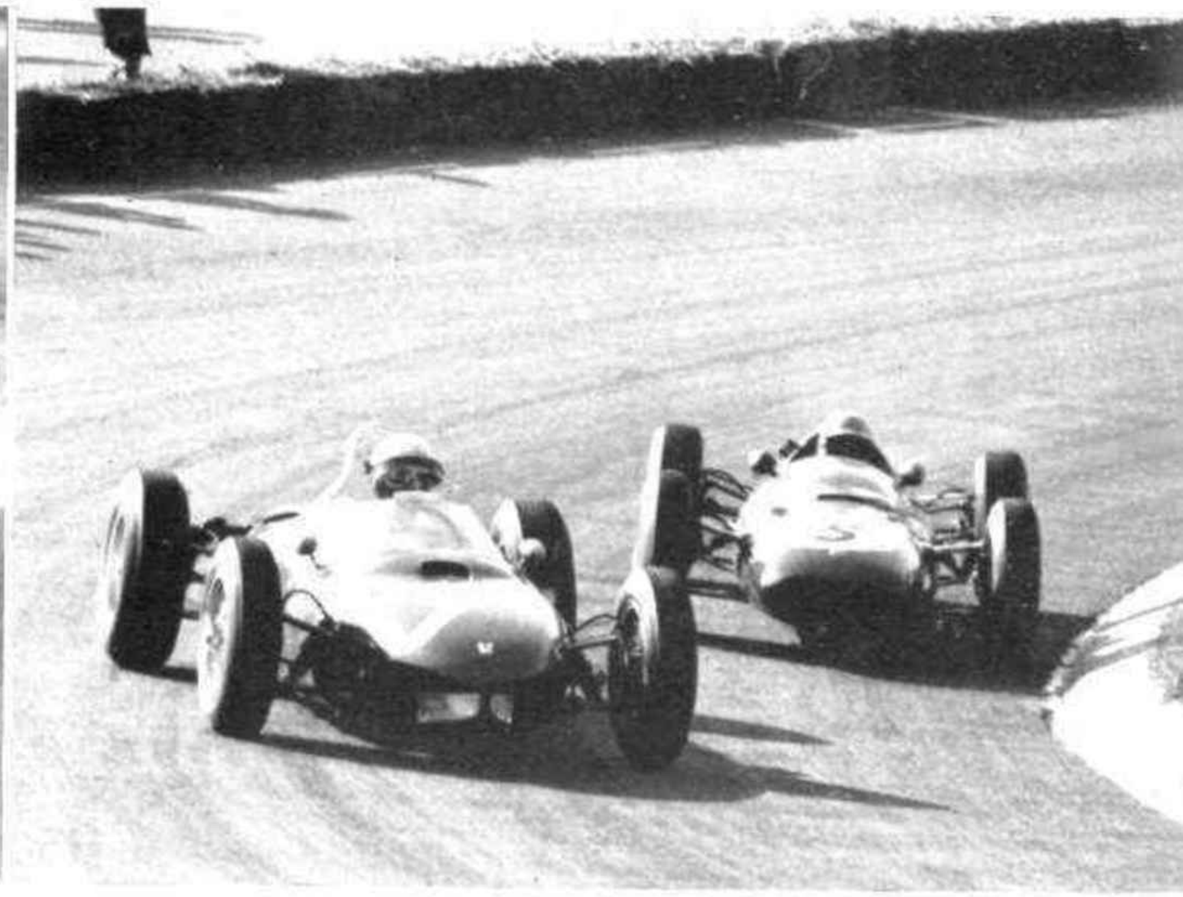
Dutch G.P. Targa Florio
International Trophy 200-Mile Race
Easter Week-end

Top left : DAN GURNEY in the new flat-8 Porsche was holding a good third place in the Dutch Grand Prix until he pulled the gear-lever out of its socket. This rear view shows the rudimentary tail, open at the end to expose the four exhaust pipes and the gearbox.

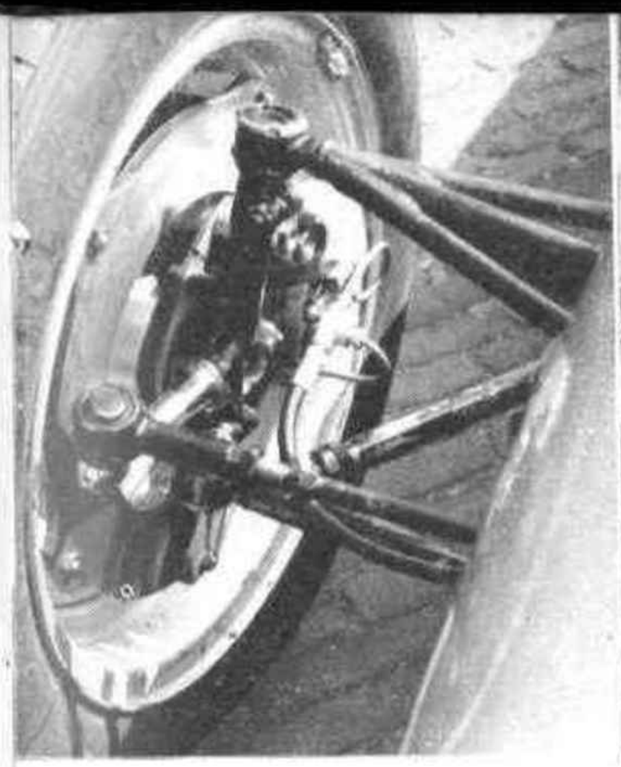
Top right : TREVOR TAYLOR drove a brilliant race in the Dutch Grand Prix in a V8 Lotus-Climax, and towards the end of the 80 laps acquired an impressive confidence, taking second place from Phil Hill. He is seen having a go at passing the Ferrari on the inside, as Phil Hill slides outwards.

Bottom : THE START of the Dutch Grand Prix was perfect and as the field streamed down to the first corner Clark (Lotus) went round the outside to snatch the lead and Gurney (Porsche) followed him through to challenge Graham Hill for second place. Clark leads in the photo, with Gurney in a full lock slide on the outside of Hill's B.R.M.

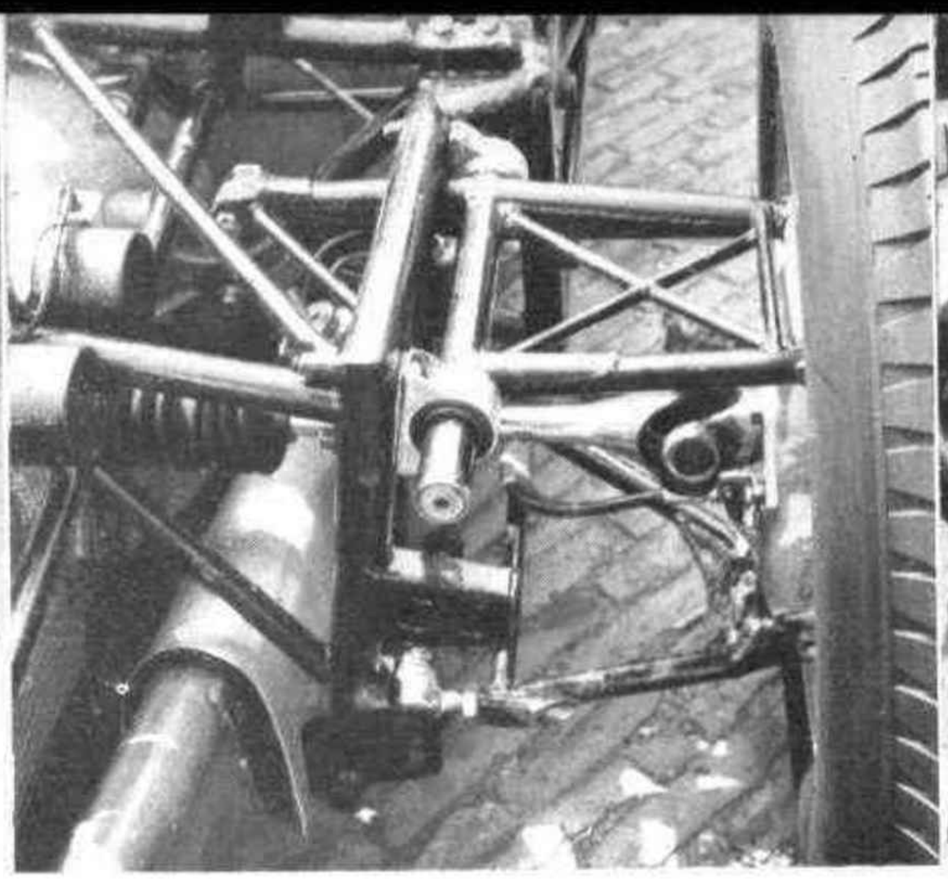








PORSCHE disc brake and front suspension.

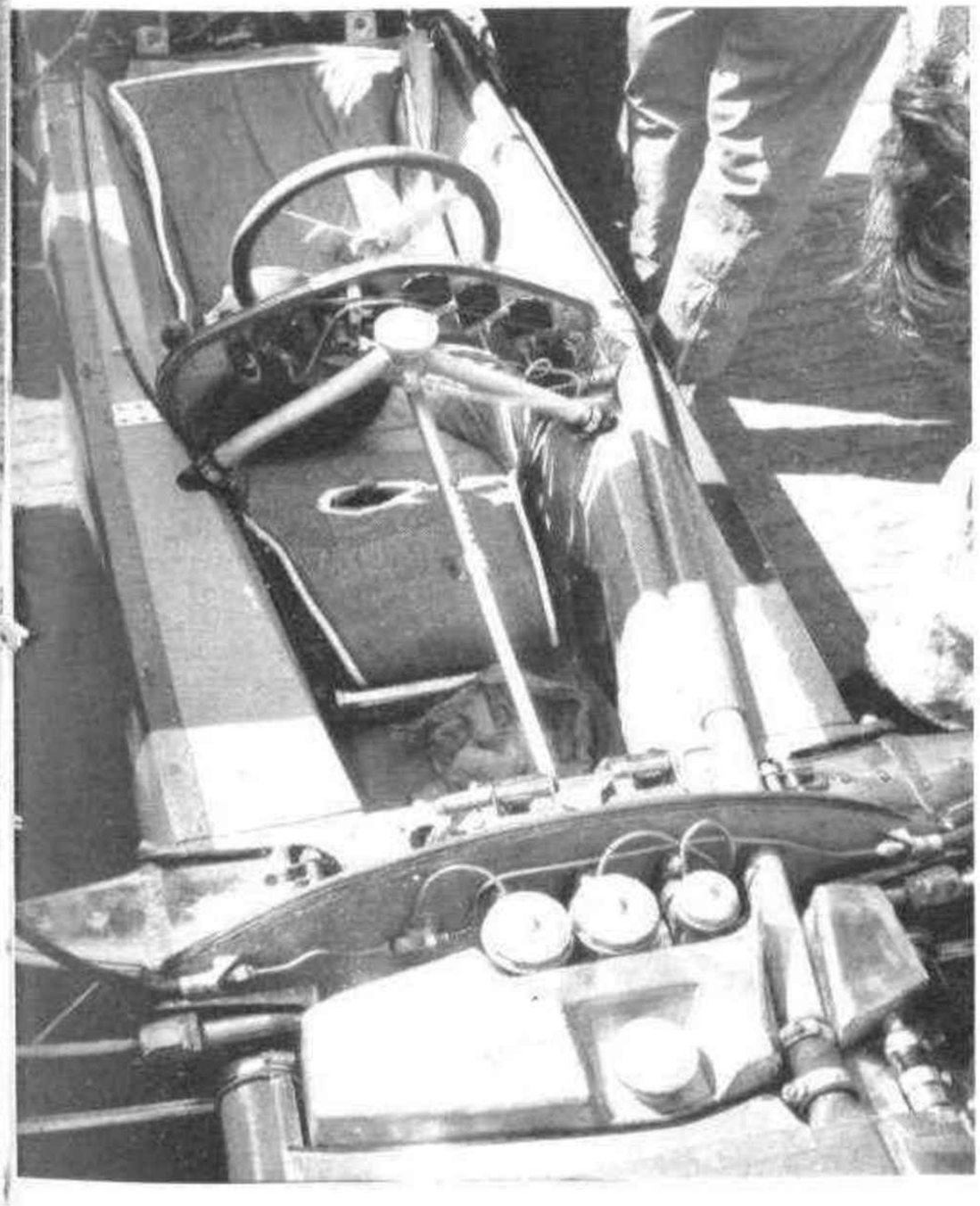


PORSCHE torsion-bar rear suspension with rocker operation of shock-absorber from top wishbone.



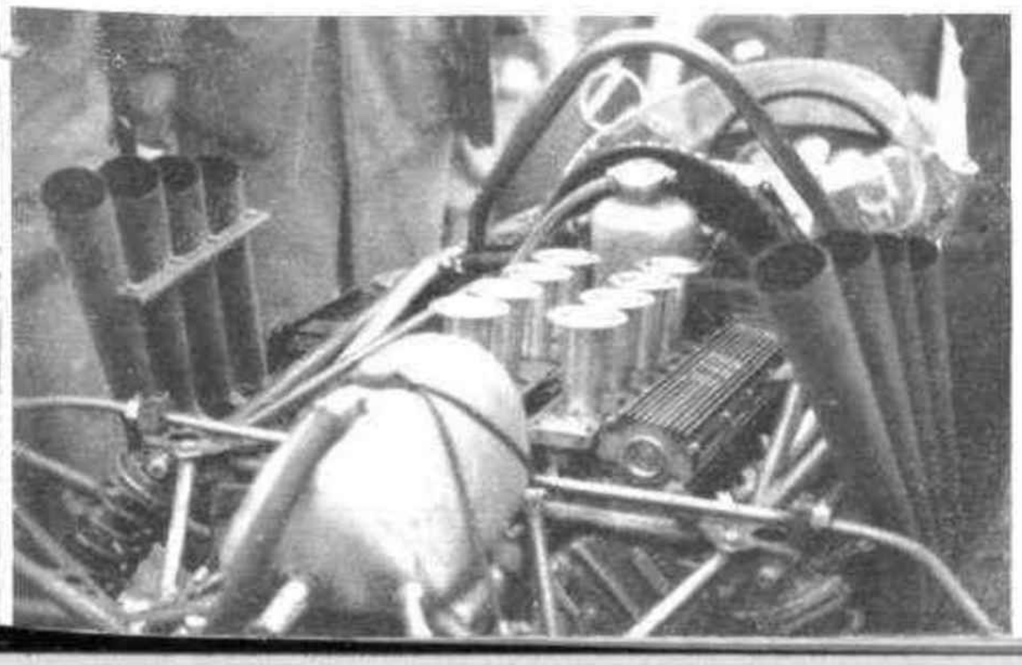
PORSCHE flat-8-cylinder engine with horizontal cooling fan, and covers over downdraught carburetters.

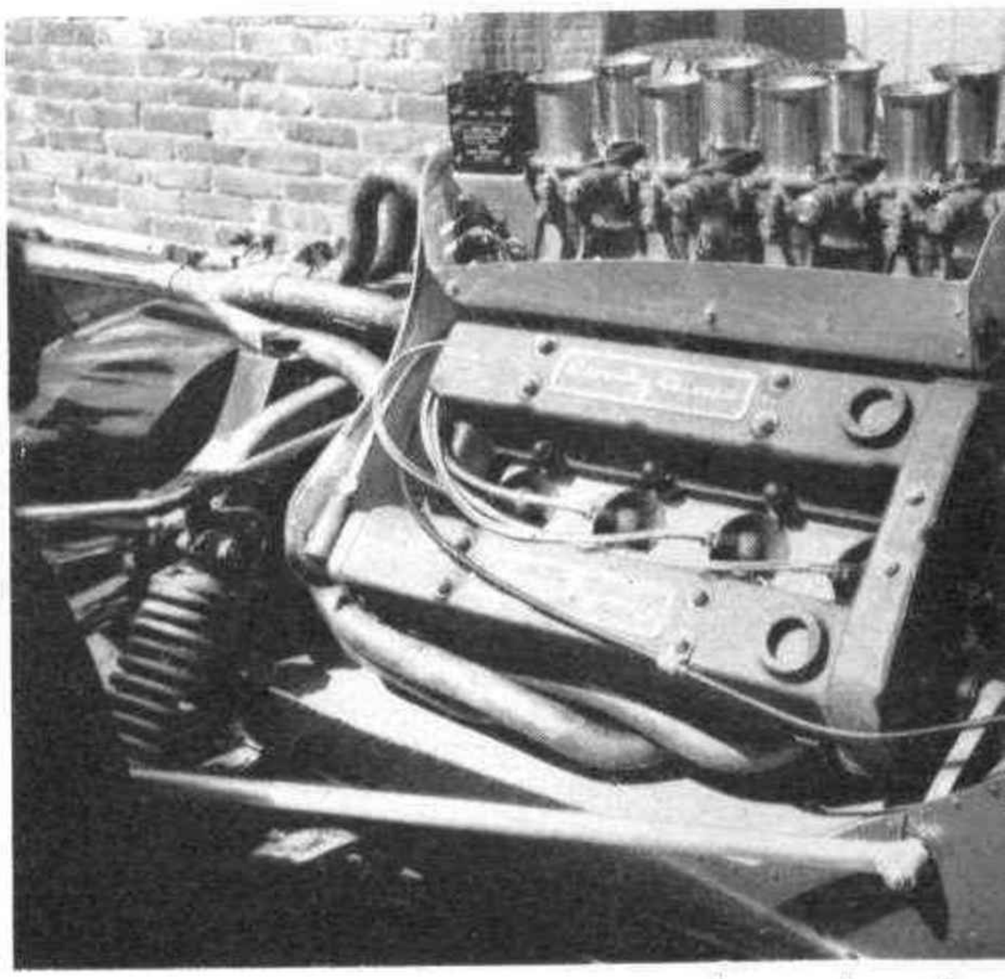
DUTCH G.P.



LOTUS 25 " monocoque " with the lid off.

B.R.M. engine with Lucas injection and megaphone exhausts.

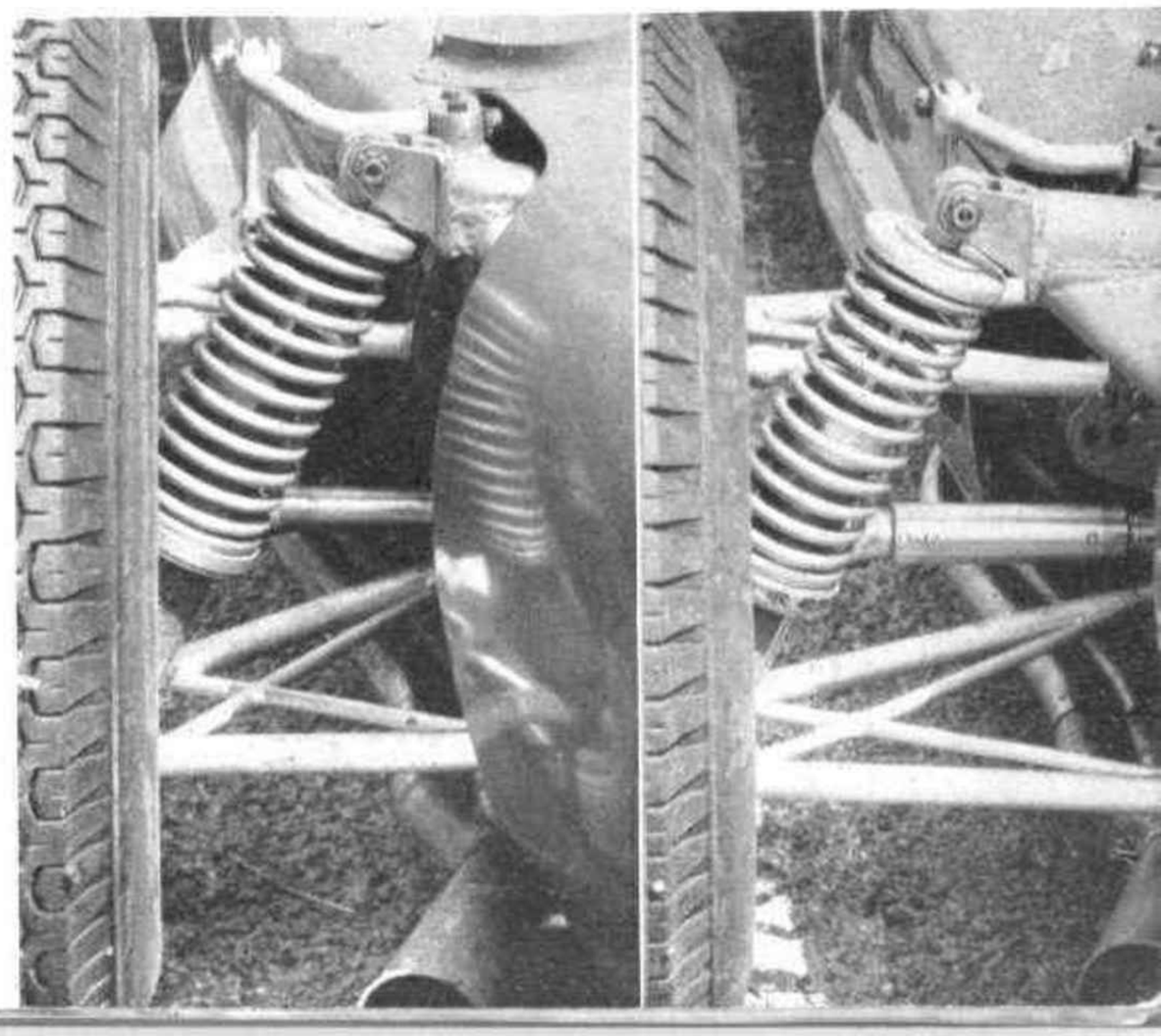




LOTUS 25 engine installation and new carburetter layout for Coventry-Climax V8.

FERRARI standard narrow rear end.

FERRARI widened rear end.





ONE OF THE HAPPIEST DRIVERS in the Targa Florio was Giorgio Scarlatti, who drove nine of the ten laps in a 1962 Ferrari G.T., finishing fourth overall and winning the G.T. class.



FAST AND CONSISTENT driving by Coco and Arena brought the Scuderia Etna's Zagato Alfa Romeo Giulietta into seventh place overall in the Targa Florio, and an easy win in the small G.T. class.

TARGA FLORIO



THE TARGA FLORIO winning Ferrari Dino 246 rear-engined car, seen rounding a typical Sicilian corner, was driven by Ricardo Rodriguez, the young Mexican. Note the "testing" number-plate on the back and the "spoiler" across the tail to aid rear-wheel adhesion.

THROUGH SOME TYPICAL TARGA FLORIO CORNERS the works Porsche Abarth Carrera, driven by Linge/Herrmann into sixth place overall, chases a normal Porsche Carrera.

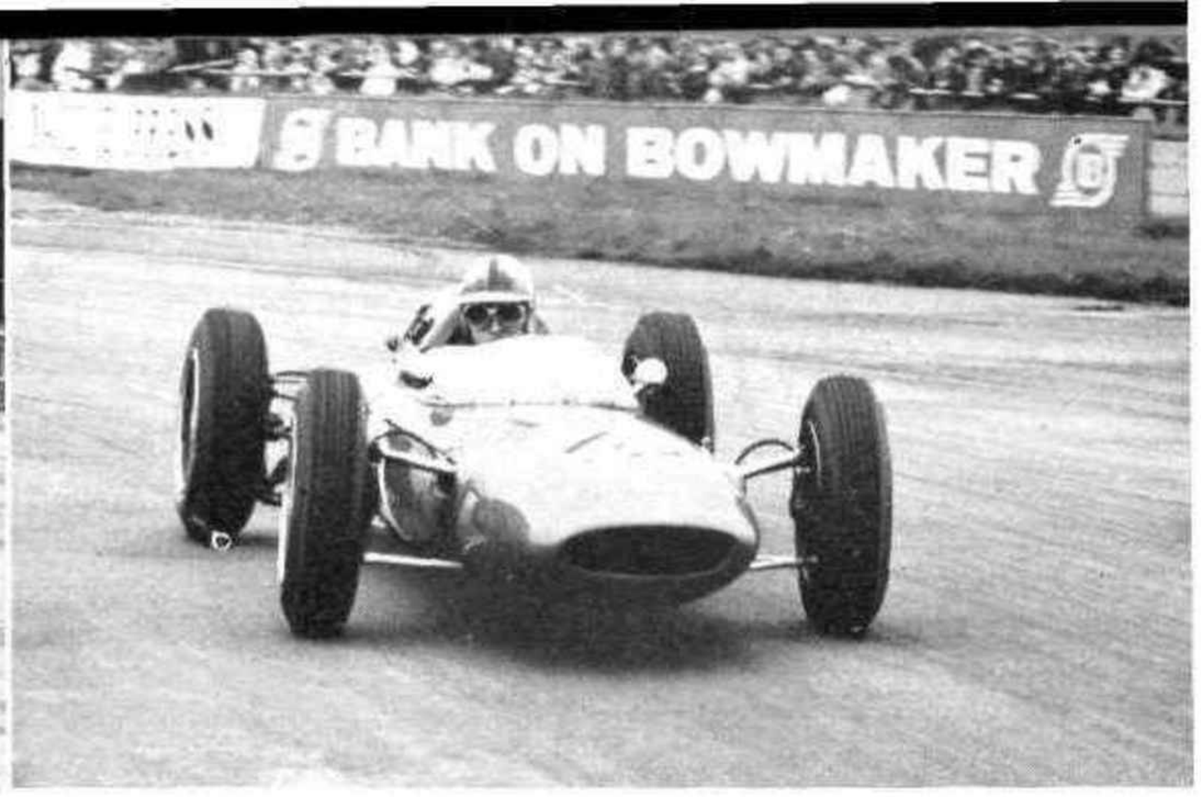


CUTTING IT FINE on one of the many stone bridges on the Targa Florio circuit is Nino Vaccarella in the experimental Porsche coupé with 2-litre flat-8-cylinder engine. The black eyes on the nose are a pair of aggressive Bosch horns, while the Venezia flag is clearly seen.





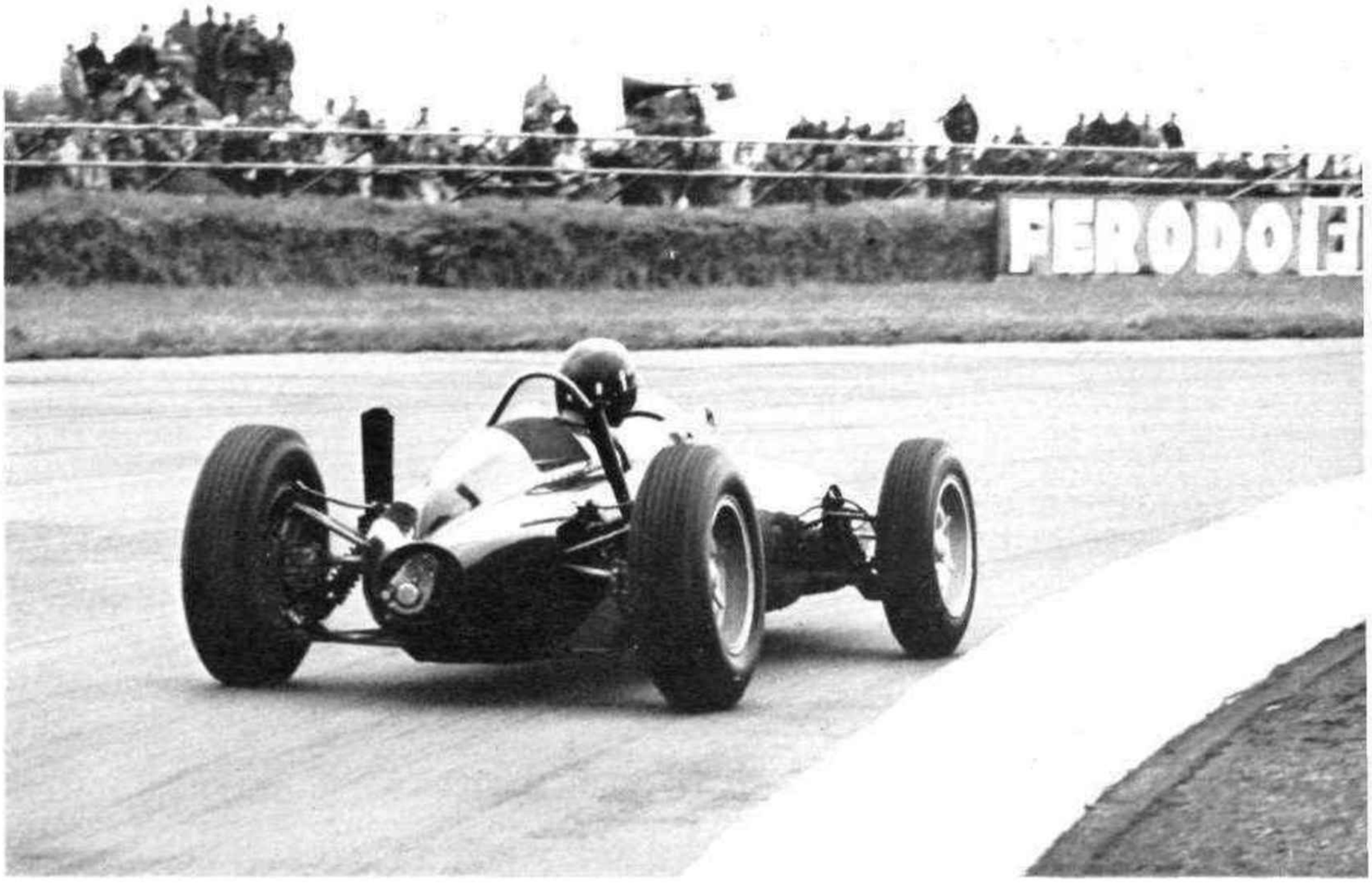
SECOND WIN for Graham Hill at Silverstone was in the Saloon Car Race when, in John Coombs' 3.8 Jaguar, he beat the similar car of Equipe Endeavour driven by Mike Parkes.



FINISHED on the day of the race Jack Brabham's V8 Lotus had not been tested before the International Trophy but he did well to work up to sixth place, holding off determined attacks from Trevor Taylor, Masten Gregory and finally Tony Marsh who went extraordinarily fast in the wet.

INTER-NATIONAL TROPHY

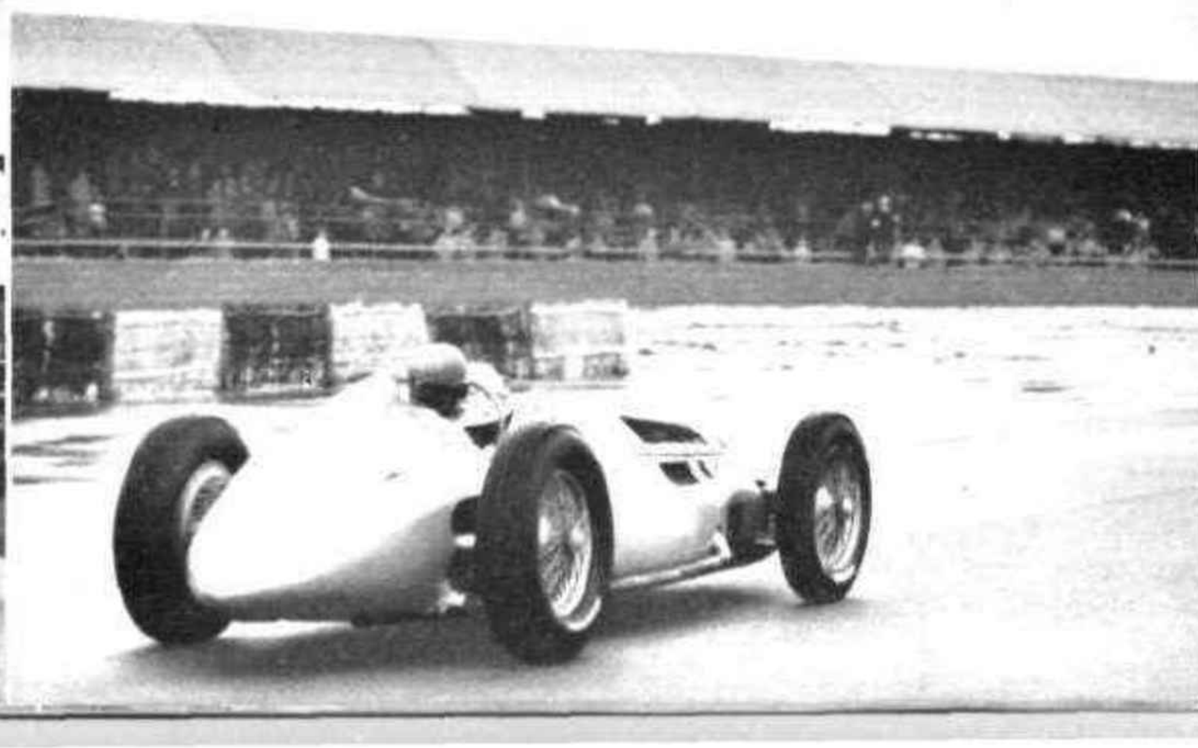
DESPITE losing several exhaust pipes Graham Hill held on to second place in the Silverstone International Trophy Race and when Jim Clark slowed down in the V8 Lotus he made his attack and won in a thrilling finish by a nose.

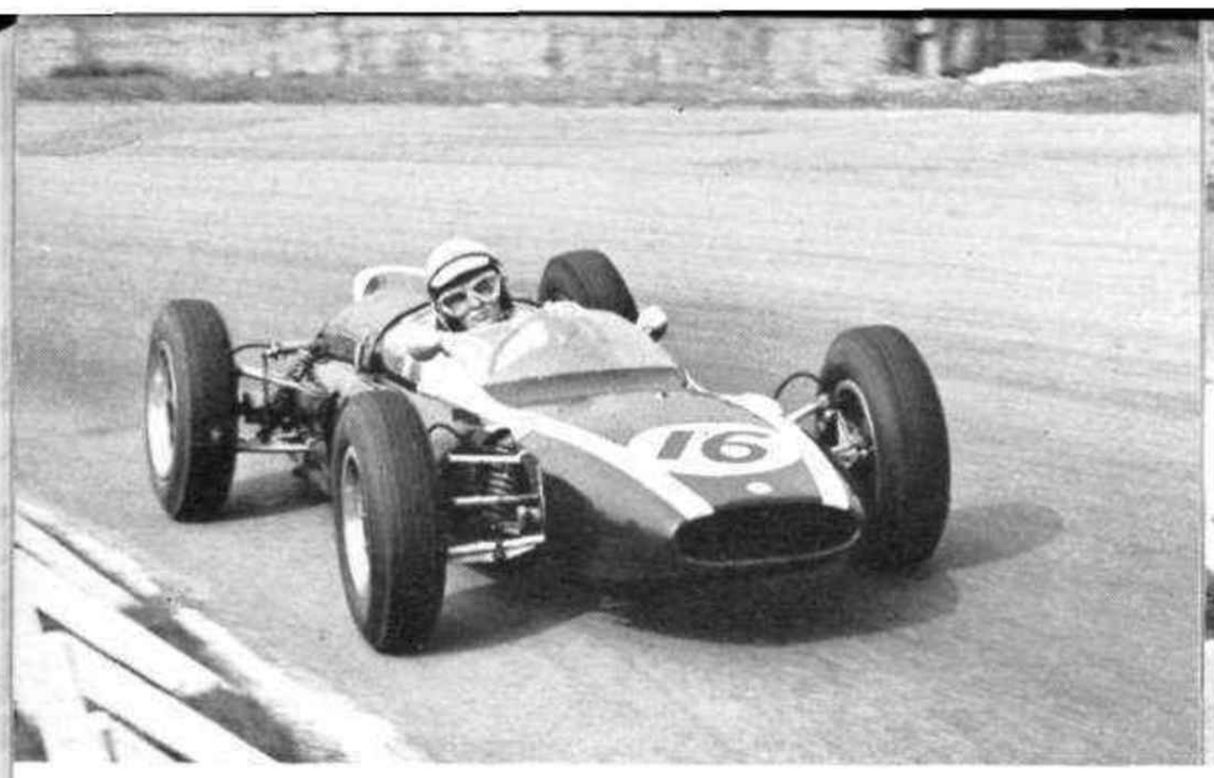


DUEL.—It is rare for an E-type to get to grips with a Ferrari but Graham Hill held off the U.D.T.-Laystall Ferrari, driven by Masten Gregory, for much of the G.T. race at Silverstone but eventually had to give way.

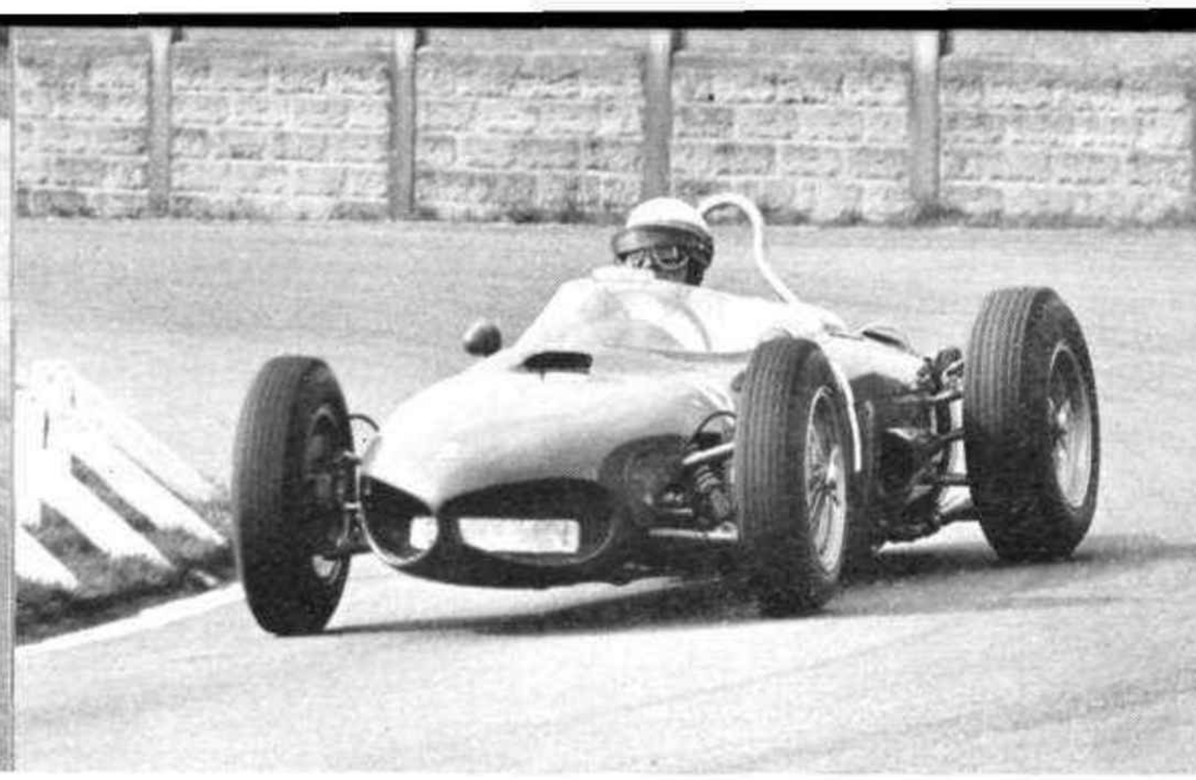
DEMONSTRATION.—Reg Parnell did three laps in a 1939 V12 Mercedes-Benz on a soaking wet track, giving spectators some idea of what motor racing was like before the war.



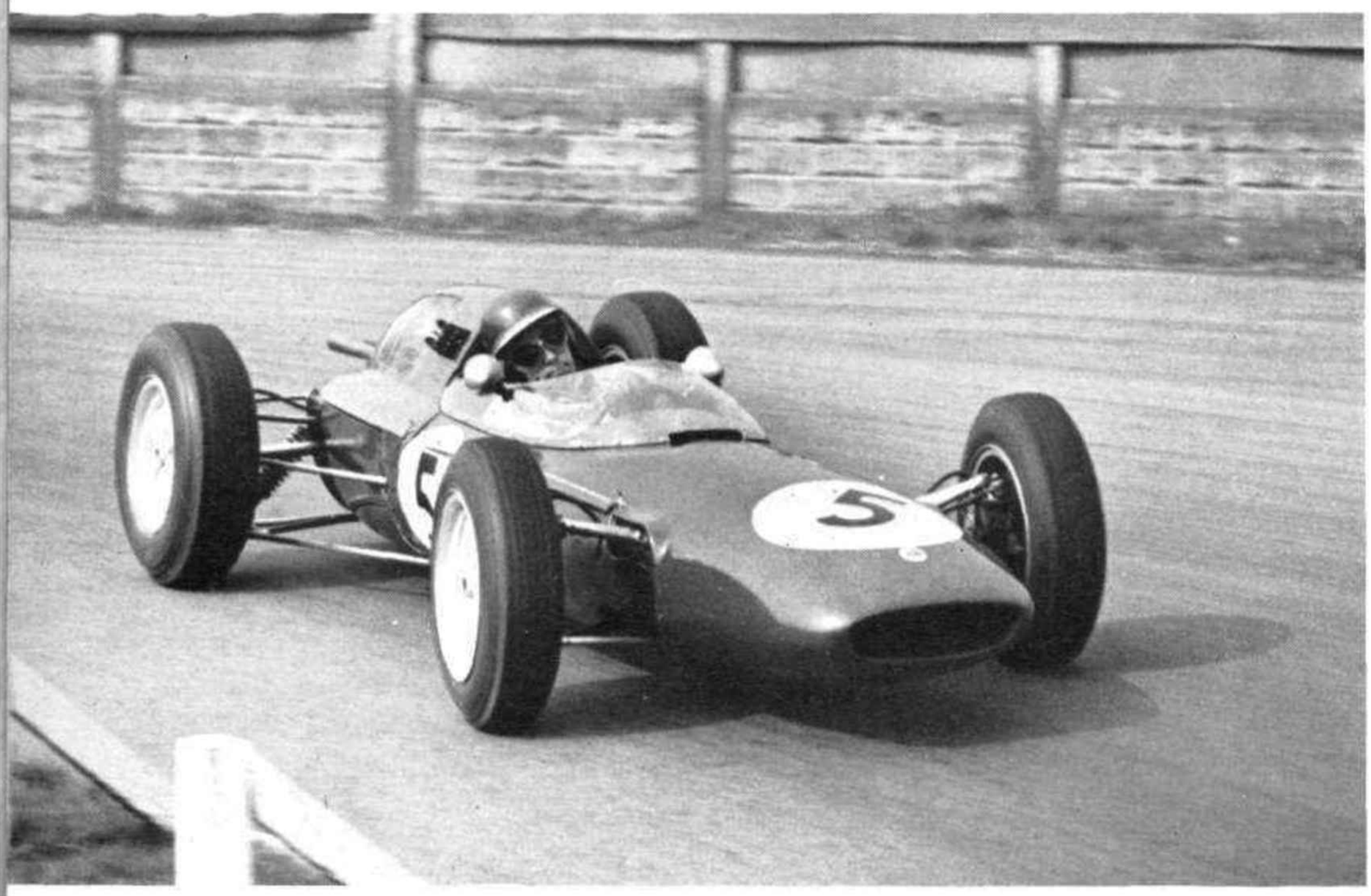




LOOKING UNFAMILIAR in a new helmet Bruce McLaren finished second at Aintree in the 4-cylinder Cooper-Climax when the two B.R.M.s and the Lola retired and Phil Hill slowed down in the Ferrari due to fumes in the cockpit.



UNHAPPY RACE.—Phil Hill's first European race of the season was not a happy one for stomach trouble and oil fumes in the cockpit caused him to slow down in the race. Note the piece of tin blanking off the radiator.



200-MILE RACE OULTON PARK

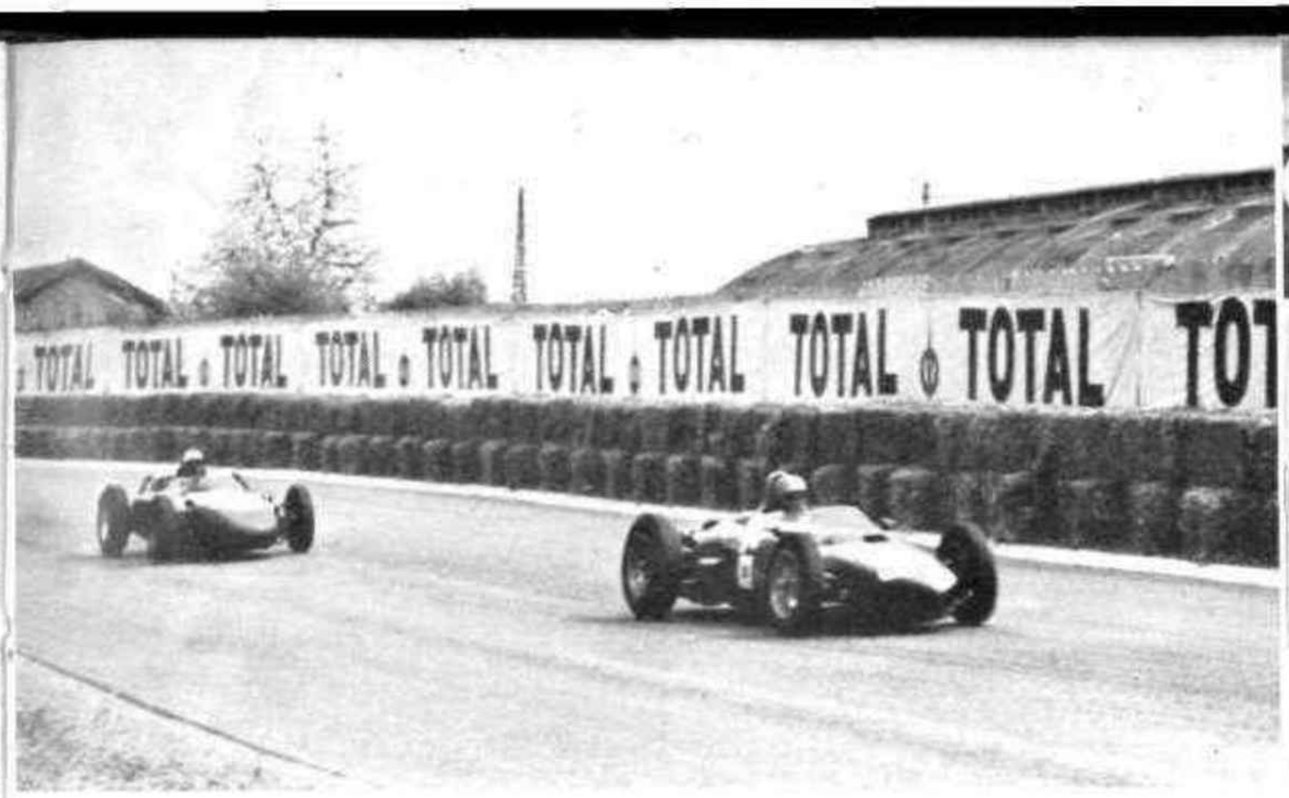
V8 VICTORY.—Jimmy Clark, driving the Team Lotus V8-engined car, led the Aintree "200" on all but the first lap, beating second man McLaren by over 1½ minutes and setting a new outright lap record of 1 min. 54.0 sec. (94.74 m.p.h.).

A VERY FIERCE saloon car race took place at Aintree and several cars took to the grass at Melling Crossing including Mike Parkes who made a poor start, then made fastest lap in working up to fifth place.



HARASSED.—Giancarlo Baghetti was hounded for a number of laps by the U.D.T.-Laystall pair, Ireland and Gregory, but the speed of the Ferrari told in the end and both the pale green cars retired with damaged engines.



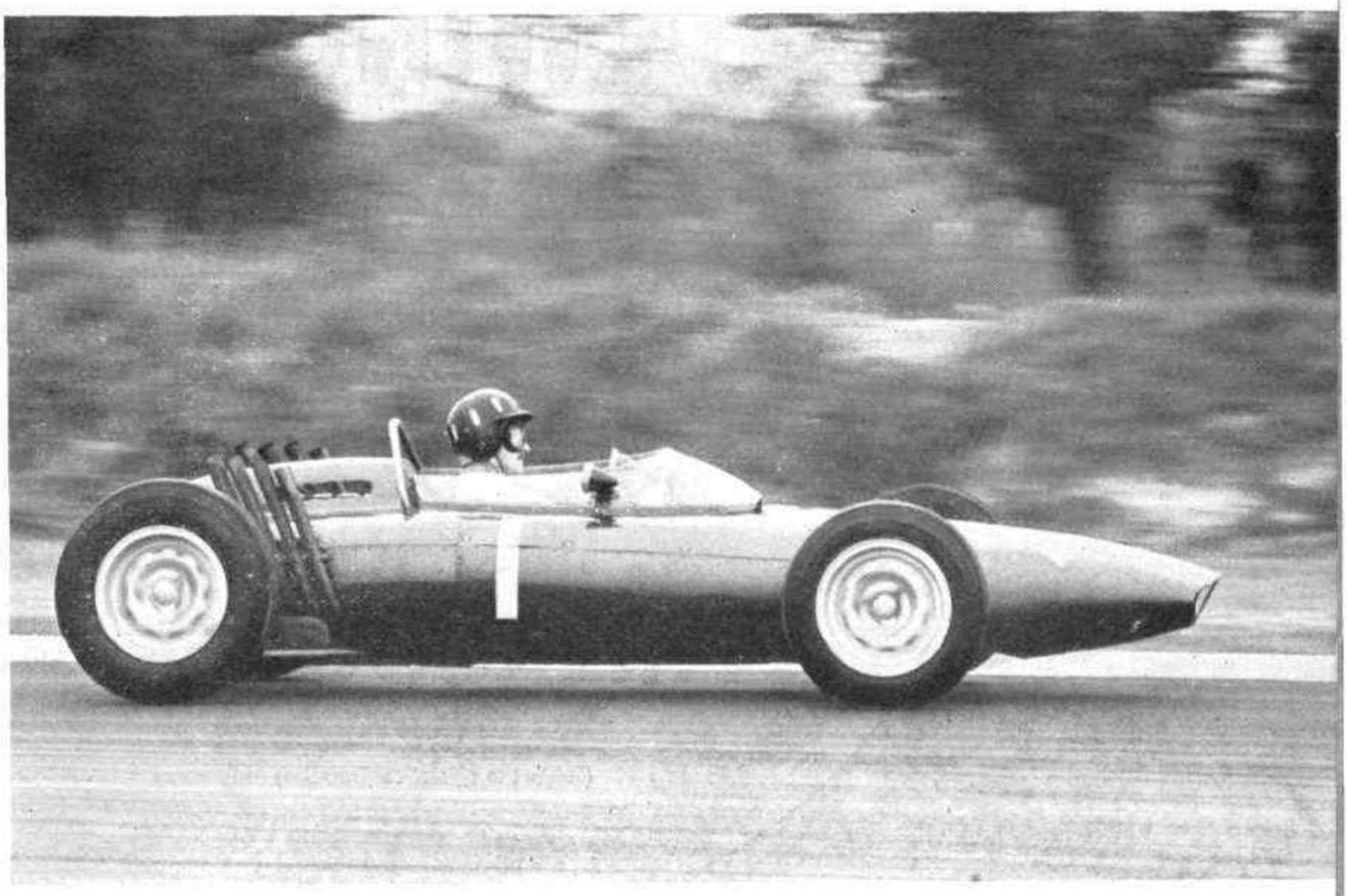


RICARDO RODRIGUEZ with a works 120° Ferrari had to work hard at Pau. He was passed by Bonnier in the Scuderia S.S.S. Venezia Porsche early in the race and was then chased by Jack Lewis' B.R.M. for the rest of the race. He finished second when Bonnier dropped out.



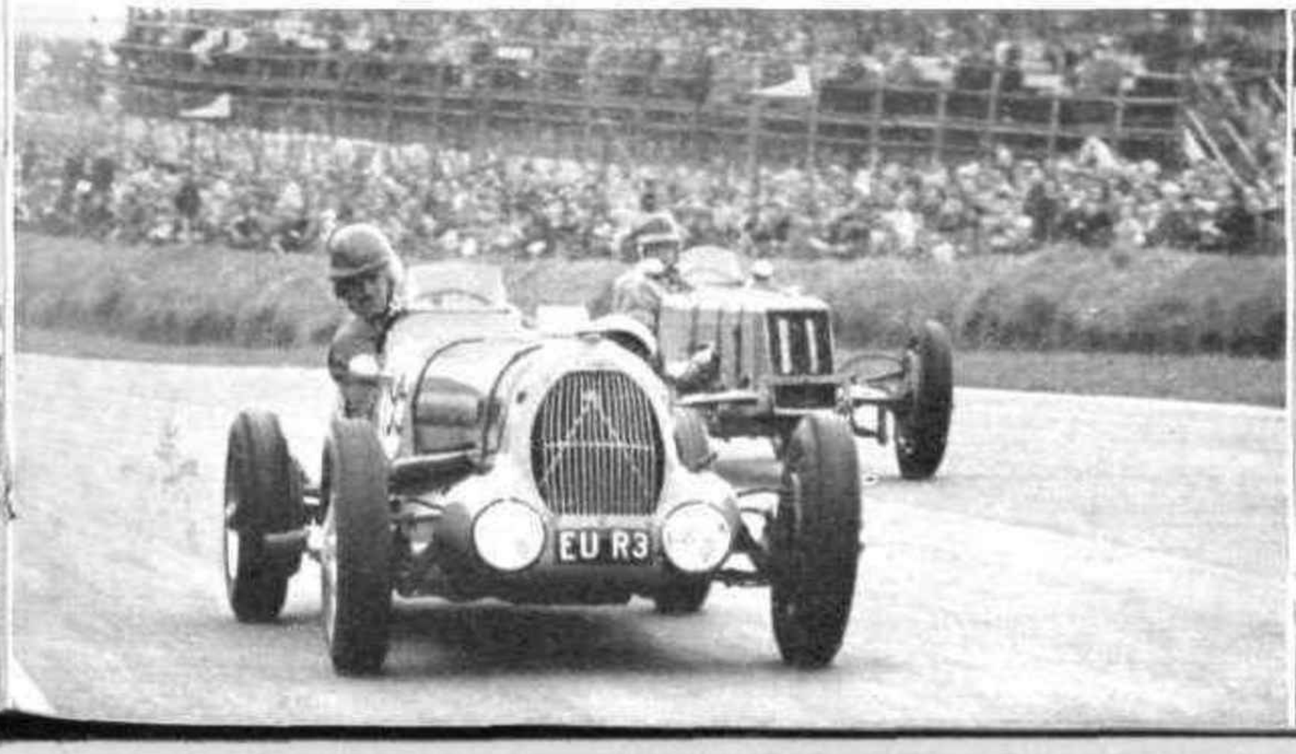
MAURICE TRINTIGNANT seems to excel on short twisting courses and he won the Pau G.P. with Rob Walker's 4-cylinder Lotus-Climax despite the loss of second gear for much of the race.

EASTER WEEKEND RACES

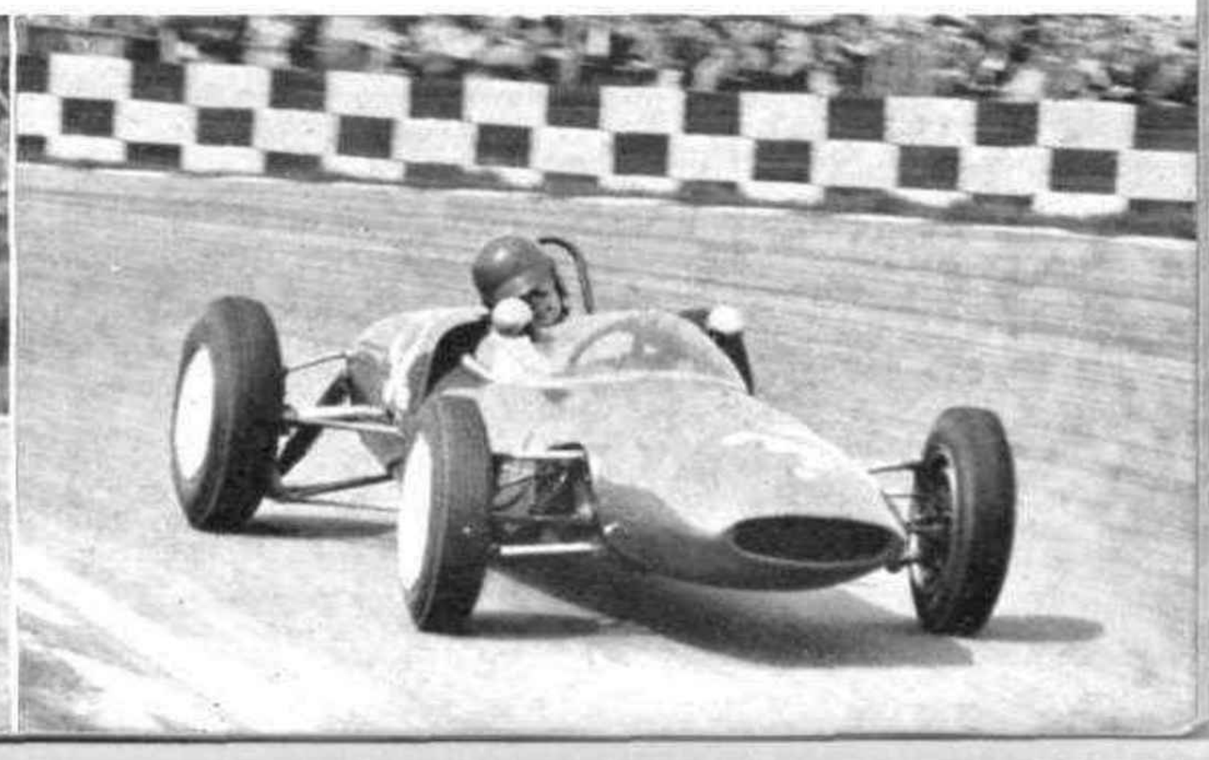


GRAHAM HILL ON HIS WAY TO HIS FIRST F.1 VICTORY —in the V8 B.R.M. at Goodwood, where he won the Glover Trophy Race at 102.65 m.p.h. Graham repeated his good work for B.R.M. at Silverstone, in The International Trophy.

PRE-1940 racing cars were present in force for the Easter Trophy race, run over 15 laps of the short Brands Hatch circuit on Easter Monday. Ron Smith's Lago-Darracq (leading) had fun with T. Ellis' Derby-Maserati.



A NEW SHORT CIRCUIT record of 80.29 m.p.h. was set up by John Fenning at the Easter Brands Hatch meeting, in the first heat of the John Davy Trophy race. He beat Berrow-Johnson's similar Lotus 20 in the final, but two weeks later Berrow-Johnson raised the record to 81.46 m.p.h., though he again finished behind Fenning.



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The Aintree International '200' Race

A Fine Victory for Jim Clark's V8 Lotus

AINTREE, *April 28th*

THE Aintree '200' saw the first coming-together of the majority of the 1962 works teams, the exception being Porsche, whose flat-eight engine is not yet racing. Ferrari sent two of the 1962 rear-engined cars fitted with last year's 120° engine for Phil Hill and Giancarlo Baghetti, Lotus brought along the " chicken coup " V8 car which won at Snetterton and retired at Pau for Jim Clark and a 4-cylinder car for Trevor Taylor. Bowmaker-Yeoman brought their V8 Lola for Surtees and a of cylinder for Salvadori while the Owen Organisation sent two 4- the V8s for Graham Hill and Richie Ginther and Tony Marsh was under the works wing with his V8 engined 1961 car. The works Cooper team has no V8 engines yet so they entered only Bruce McLaren in a 1961 car with a 4-cylinder Mk. II Climax engine supplied by Tommy Atkins. U.D.T.-Laystall sent two 4-cylinder cars for Ireland and Masten Gregory, Moss being a regretted absentee, the space opposite his favourite number seven in the programme being marked *withdrawn.* Of the private entries Jack Brabham had the car hastily prepared for Pau and even more hastily prepared for Aintree with the ruined engine rebuilt between Thursday and Saturday. Emeryson Cars, now financed by an American had two cars for American sports car driver, Tony Settember and John Campbell-Jones, Keith Greene had his Gilby, Wolfgang Seidel his Porsche and a varied collection of Lotuses were driven by Tony Shelly, Jay Chamberlain, Tim Parnell, Bernard Collomb and Gunther Seifert, while the only other Cooper in the race apart from McLaren's was the oddly shaped car of Ian Burgess. No less than ten Lotuses took part—a complete reversal of the old order in the 2½-litre formula.

Practice took place in two short sessions on Friday afternoon and Jim Clark quickly demonstrated that his practice performance at Pau was no flash in the pan by circulating in 1 min. 53.8 sec. a speed of 94.90 m.p.h., 4 sec. better than the 1½-litre record set up by Tony Brooks last year and 3.2 sec. better than the outright lap record, set up by Moss (B.R.M.) and McLaren (Cooper) in 1959. Graham Hill got the B.R.M. round in 1 min. 55.0 sec. then bent the nose of the car somewhat at Melling, while John Surtees ensured a place for himself on the front row of the grid by also doing 1 min. 55.0 sec. in the V8 Lola. Innes Ireland made fastest time for a 4-cylinder car in practice with 1 min. 56.6 sec. in the U.D.T. Lotus, a time which was equalled by Richie Ginther. The Ferrari team were not too happy, Phil Hill having a bout of stomach trouble and Baghetti being virtually new to the circuit as his previous visit had taken place in pouring rain at last year's British G.P. whereas on this occasion Aintree was bathed in warm sunshine for a change. In the first practice session when they were sorting out the handling neither driver beat 2 min. but in the second session Hill did 1 min. 57.4 sec. with the rear anti-roll bar removed while Baghetti got down to 1 min. 57.6 sec to give them eighth and ninth fastest practice times, being slower than McLaren and Gregory who both did 1 min. 57.0 sec. Coming in after making these times Baghetti's rev. counter tell tale stood at 12,000 r.p.m. and Hill's at 11.000 r.p.m.! Jack Brabham's car was not ready for practice so he took Jim Clark's V8 round a few laps, turning an easy 2-minute lap, although he was obliged to start from the back of the grid as he had not practised in his own car.

Race day was fine and warm and after the preliminary races had been disposed of the field was released for the Aintree 200. The shrill scream of the V8 Climax mingled with the deeper bellow of the B.R.M. V8s and Ferraris to make a most impressive cacophony of sound. Now that the 1½-litres are as quick as the 2½-litres and even noisier everyone should be happy. Graham Hill crept slightly then checked himself just as the flag fell and he was left by the other two on the front row, but Richie Ginther made the best start and he shot through into the lead on the first lap followed by Hill with Jim Clark already trying to pass them in the Lotus. Bruce McLaren, looking unfamiliar in a new helmet, held down fourth place, followed by Phil Hill, Innes Ireland, Masten Gregory, Baghetti, Surtees, Marsh, Salvadori, Shelly and Brabham, who had already gained 10 places. Clark disposed of the two B.R.M.s on lap two and began opening a gap while Hill took over second place from Ginther. Surtees began making up for a poor start, being ninth on the first lap, seventh on the second, sixth on the third and fifth on the fifth, disposing of Phil Hill rather easily. Ian Burgess came into the pits on his first lap with misfiring and thereafter circulated in desultry fashion, while Roy Salvadori called in to say he had over-revved due to a sticking throttle, returning on lap eight to retire with a broken throttle. Tony Marsh lost some oil on the circuit and was forced to retire as oil replenishment is no longer allowed. Jack Brabham went out on lap five with a broken gearbox having climbed to tenth place.

Meanwhile Jim Clark had been increasing his lead over the B.R.M. pair who were circulating in close company while Bruce McLaren who had been going extremely fast in the 4-cylinder Cooper was quickly overhauled by John Surtees in the Lola who took over fourth place on lap 11. Further down the field, Baghetti was gaining confidence and began attacking the U.D.T. pair of Ireland and Gregory who were holding down seventh and eighth places. On lap 11 he split the pair which really roused the U.D.T. drivers and Gregory re-took the Ferrari on the inside at Waterways, but the power of the Ferrari was not to be denied and although the pale green cars hung on for several laps by outbraking and out cornering Baghetti he had got in front by lap 18, although Gregory passed Ireland in an effort to stay with the Ferrari. The two Ferraris were now in sixth and seventh places with Hill rapidly overhauling McLaren. The other Hill, Graham, had temporarily relinquished his second place to team mate Ginther but both drivers missed top gear on one or two occasions and sure enough Ginther came into the pits on lap 22 to retire with a broken gearbox. However, Graham Hill seemed to be in a comfortable second place albeit over half a minute behind the flying Clark who had already dropped the outright lap record to 1 min. 54.0 sec., a speed of 94.74 m.p.h.

Phil Hill took over fourth place from McLaren at the same time as Ireland made one final attempt to get back at Baghetti, just managing to nose ahead for one lap before the overstressed engine gave way, forcing him to retire after making one slow lap with the engine sounding very rough. At half distance the order was Clark (Lotus), G. Hill (B.R.M.), J. Surtees (Lola), P. Hill (Ferrari), B. McLaren (Cooper), G. Baghetti (Ferrari), M. Gregory (Lotus)—five different makes in the first seven.

The next target for Phil Hill was Surtees who was eight seconds ahead at half-distance while Baghetti was 15 seconds behind McLaren, but neither of them seemed to be making much impression, Hill making curious signals as he came past his pit and holding his head backwards as if to catch some cooling air. Further down the field Masten Gregory was in seventh place ahead of Trevor Taylor who was circulating steadily in the Team Lotus 4-cylinder car, well clear of Campbell-Jones in the Emeryson, Tony Shelly's Lotus and Tony Settember's Emeryson. On lap 34 Gregory's engine succumbed to the same trouble as team mate Ireland's.

Despite his obvious distress Phil Hill began closing on Surtees mainly because the V8 Lola wasn't sounding quite so crisp as before and on lap 37 Hill went past in third place, the Lola creeping into the pits with deranged valve gear. However, Hill was obviously slowing and being rapidly overhauled by McLaren who in turn was gradually being caught by Baghetti. Lap 44 saw McLaren pass Phil Hill for third place which rapidly turned into second place as Graham Hill had gone past the pits on his 44th lap with smoke blowing from the rear of the B.R.M. and he stopped out on the circuit with undiagnosed engine trouble. As the race drew to a close Clark circulated with precise regularity while the Cooper pit were showing their obvious delight at their " old-banger " finishing second. Baghetti closed right up on Phil Hill on the last few laps and finished less than a second behind the number one driver who had been troubled by fumes in the cockpit throughout much of the race. These four were the only ones to finish on the same lap and if the race had been anything like full Grand Prix distance Clark would have lapped Baghetti and Phil Hill.

On this showing it would appear that the British teams have made up the leeway on Ferrari but the V8s are still not 100% reliable and the Ferraris at Aintree were not the last word from Maranello. Only Zandvoort will provide the answer.—M. L. T.

Results :

AINTREE 200—Formula One—50 laps—150 miles—(241 kilometres) Warm and dry

1st :	J. Clark (Lotus-Climax V8) ..	1 hr. 37 min. 08.2 sec. 92.65 m.p.h. (149.10 k.p.h.)
2nd:	B. McLaren (Cooper-Climax 4-cyl.)	1 hr. 38 min. 38.4 sec.
3rd :	P. Hill (Ferrari V6 120°) ..	1 hr. 38 min. 42.4 sec.
4th :	G. Baghetti (Ferrari V6 120°) ..	1 hr. 38 min. 43.2 sec.
5th :	T. Taylor (Lotus-Climax 4-cyl)	1 lap behind
6th :	J. Campbell-Jones (Emeryson-Climax 4-cyl.)	2 laps behind
7th :	T. Shelly (Lotus-Climax 4-cyl.)	2 laps behind
8th :	A. Settember (Emeryson-Climax 4-cyl.) ..	2 laps behind
9th :	R. H. Parnell (Lotus-Climax 4-cyl.)	4 laps behind
10th :	K. A. Greene (Gilby-Climax 4-cyl.)	10 laps behind
11th :	B. Collomb (Lotus-Climax 4-cyl.)	12 laps behind
12th :	G. Seifert (Lotus-Climax 4-cyl.)	13 laps behind
13th :	I. Burgess (Cooper-Climax 4-cyl.)	26 laps behind

Fastest lap : J. Clark (Lotus) 1 min. 54.0 sec. 94.74 m.p.h. (152.46 k.p.h.) (New Formula One and outright lap record)

Retired : J. Brabham (Lotus-Climax 4-cyl.) lap 5, gearbox; T. Marsh (B.R.M. V8) lap 6, loss of oil; R. Salvadori (Lotus-Climax 4 cyl.) lap 8, broken throttle; W. Seidel (Porsche 4-cyl.) lap 10, broken differential; R. Ginther (B.R.M. V8) lap 22, gearbox; I. Ireland (Lotus-Climax 4-cyl.) lap 26, engine; M. Gregory (Lotus-Climax 4-cyl.) lap 34, engine; J. Surtees (Lola-Climax V8) lap 37, valve-gear; G. Hill (B.R.M. V8) lap 45, engine; J. Chamberlain (Lotus-Climax 4-cyl.) disqualified for push starting.

The Tyre. Today many cars have performance apabilities that can put conventional tyres nder dangerous stress. And tyre distortion t speed poses new and important problems. he Cintura is an answer to these problems. he essence of the Cintura solution is this: special textile belt runs right round the circumference of the tyre under the tread. This elt—think of it as a safety belt—prevents any ncontrolled distortion of the tyre. It holds the yre profile virtually unchanged even at high peeds, so that the road holding is unimpaired whether braking or accelerating or cornering.

he test. The many advantages of driving on Cinturas are quite remarkable. So remarkable, he most convincing way of presenting them eemed to be to ask professional motorists to est them objectively; and then to base Cintura dvertisements on direct quotations from their eports. Our first test driver is Ken Rudd: a man ith a highly successful career as a competitions driver (including a class win at Le Mans) —and with a wide experience of high performance cars. Rudd fits Cinturas to Rudd-speed Volvos and A.C.Aces. And, for this occasion, we asked him to do a personal 1000 mile test of Cinturas on an Aston-Martin DB4. Here are extracts from his long tape-recorded report.

My average speeds went up. My experience with the DB4 is this: after you have been driving for a distance with Cinturas, it must be 5 600 miles, you find that your average speeds are going up. When you go back to another tyre on the same sort of motor car, you suddenly realise that the Cinturas have given you a better slip angle, and higher cornering speeds . . .

A set of Cinturas is as good as an engine tune. The thing you notice immediately with Cinturas is this: the car feels it's up on its tyres, it's rolling freely, and it's just less effort. It's as good as an engine tune, you know. I worked out, from your rolling resistance chart, how much benefit I got from this—it's something of the order of an additional 17 h.p. That's quite a lot of horse power. For one thing, it must result in lower fuel consumption.

Cinturas our standing quarter-mile time by 10% sporting events with the A.C.Ace, the Cinturas have given us so much better road holding that we can take a lower gear ratio for more torque. We can get away so much more quickly that we have dropped our standing quarter of a mile time by around 10%

Talking quietly at 100 m.p.h. Compared with other tyres, the car is much more comfortable on Cinturas. Take just one example: when you're motoring briskly, the noise of the eyes and divisions in the road becomes quite a confusing thing, and your attention is diverted. With Cinturas this is subdued, you cease to worry about it, and there's no vibration feel with the car. Even at 100 m.p.h. with Cinturas you can sit there, talking quietly

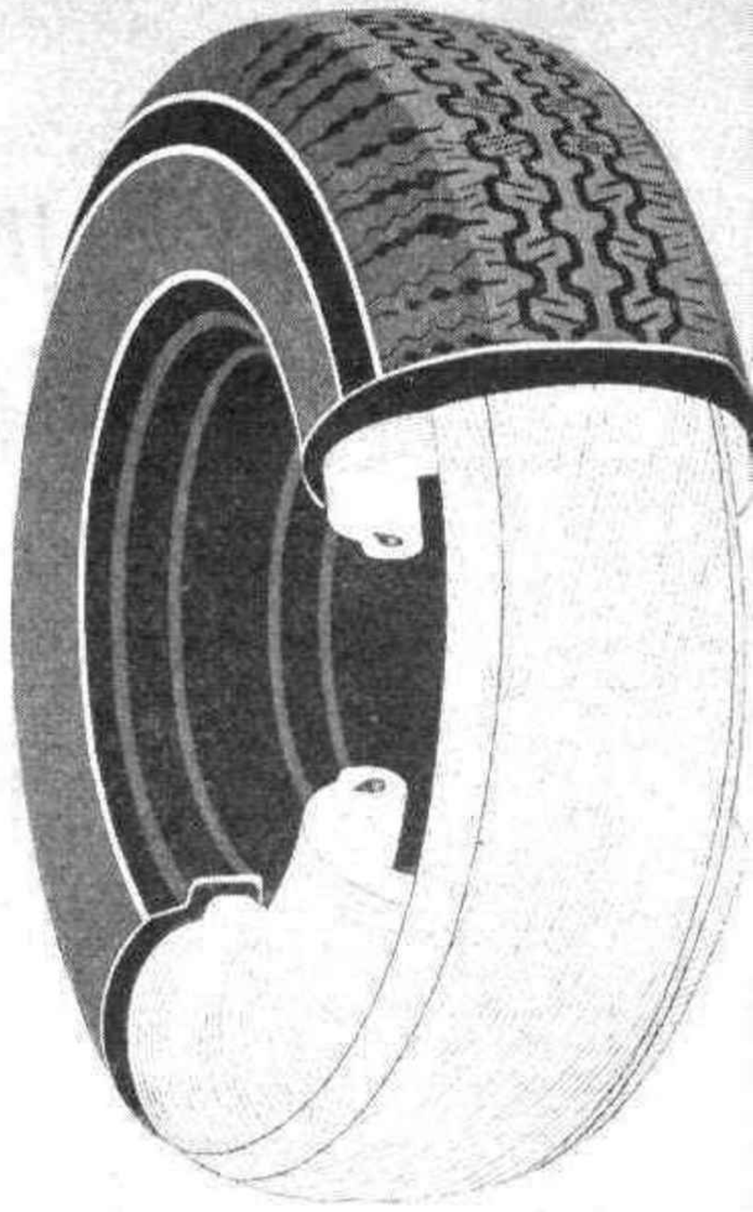


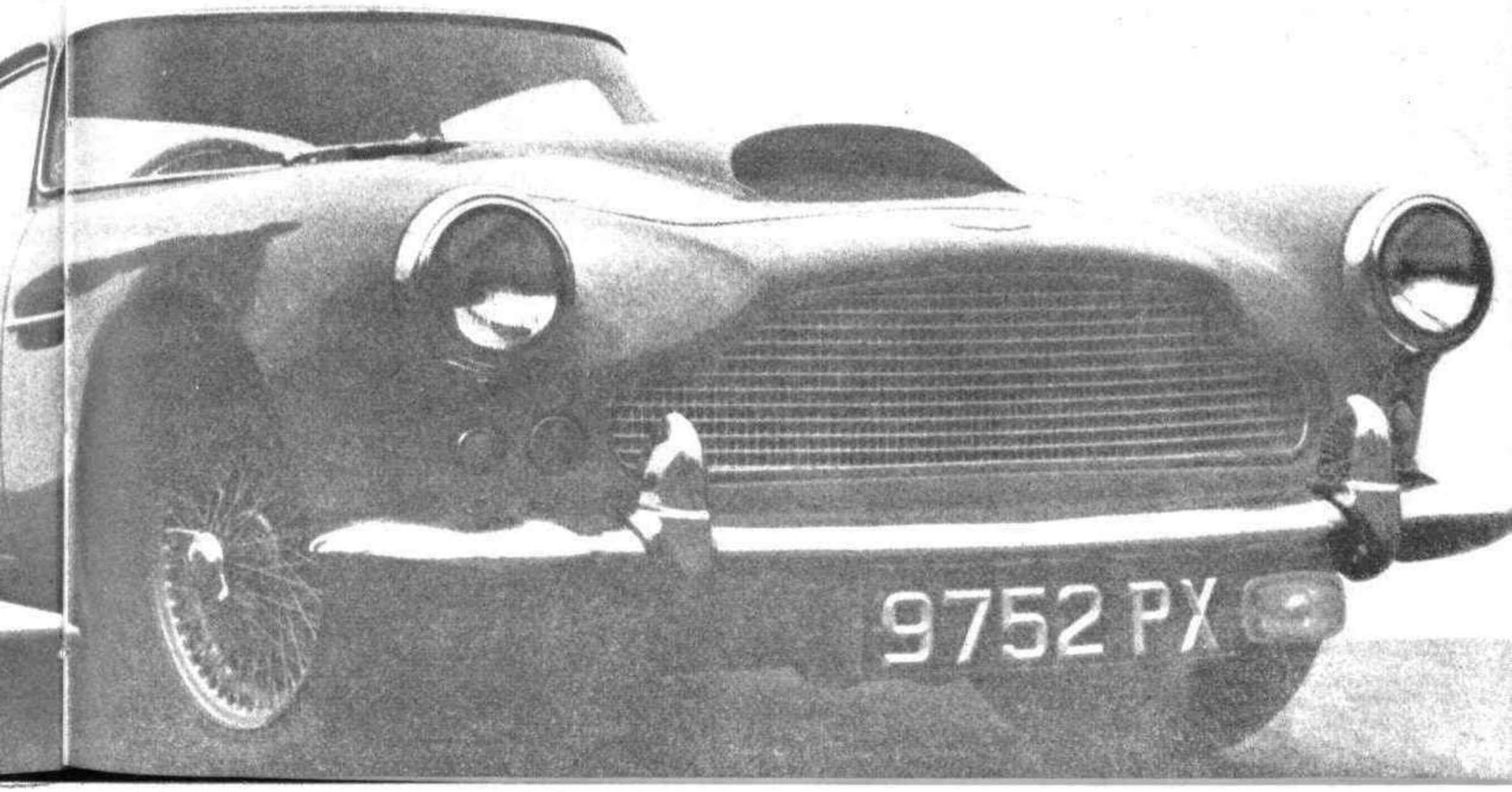
Cinturas don't heat up. Tyre heating at high speeds can be a serious thing. But if you run Cinturas at ordinary road pressures for cruising speeds up to 100 m.p.h., they don't heat up and yet they're still very comfortable. In fact, it isn't until you get down to ridiculously low pressures, something like 25% below the best road-holding figures, that they *begin* to get hot; and they don't seem to heat up very rapidly then. **We haven't found anybody that has worn them out yet.** This is going to shake you: we've been using Cinturas on the Rudd-speed Volvo for about a year now, and we haven't found anybody that has worn them out yet. I don't know how many miles they are going to do, but we have examples of them being driven briskly that have reached 20,000 miles. **An extra margin of safety.** I think the Cintura is ideal for the man who drives briskly in a sporting sort of motorcar. The adhesion is so much better, the line is so much easier to use on crowded roads in particular. It gives you an extra margin of safety. **Cinturas and you.** On another page you will find a list of the exciting cars for which Cintura tyres are available. Motoring of this class needs and deserves a new kind of tyre. If you drive one of these cars you will find it immensley worth while to change to Cinturas.

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CINTURA

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RUMBLINGS

In this space last month we wrote of the Volvo 122S with the high-output B18 engine, describing it as a very good motor car indeed. This time another very good car, tested recently over a matter of 1,200 miles in ten days, finds itself on this page—the Ford Taunus 17M with the new 77 (gross) b.h.p. 85½×76.6 mm. (1,758 c.c.) TS engine.

ANOTHER VERY GOOD MOTOR CAR

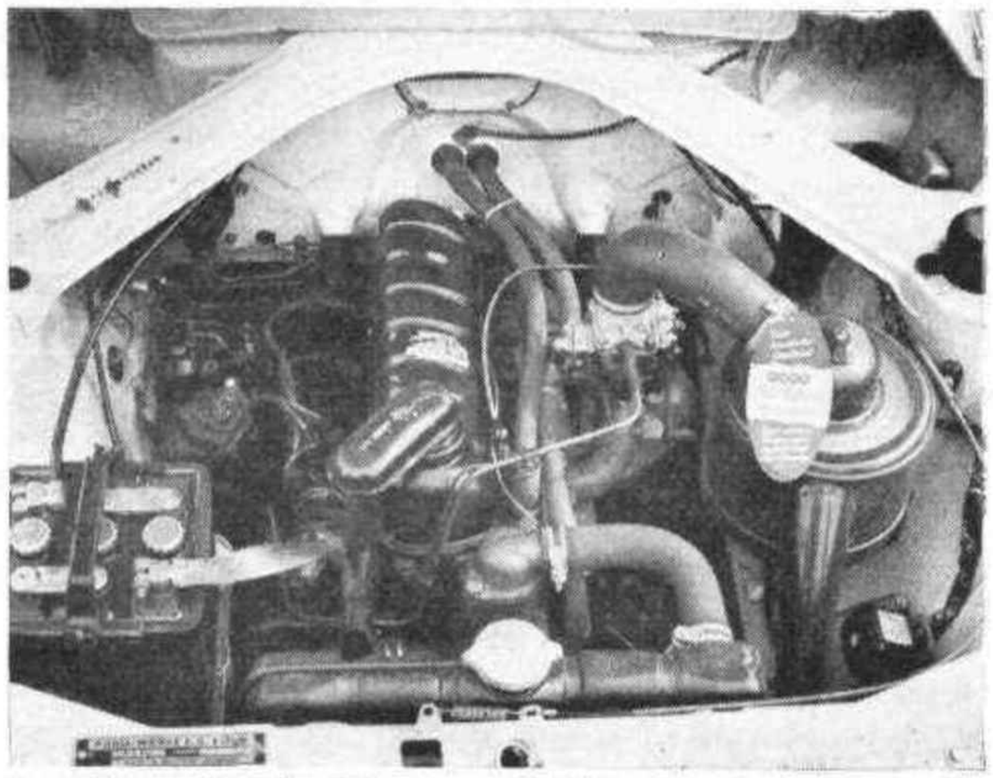
Last year we reported on the normal Taunus, concluding with the words : " Ford of Cologne have provided in the latest Taunus 17M features that combine to make this a splendid touring car which it is virtually impossible to fault."

Now comes this TS version, the same excellent " compact " saloon, modern as they come, with enhanced performance. Whereas we got 88 m.p.h. from the 1961 Taunus, the TS version has a top speed of 92½ m.p.h. It also returns quite outstanding acceleration times : 0-50 m.p.h. in 10.3 sec., 0-60 m.p.h. in 15.7 sec., 0-70 m.p.h. in 23.5 sec. and the s.s. ¼-mile in 20.2 sec. Impressive figures for a 6-seater family saloon with a very big luggage boot. Moreover, the extra 60 c.c. and 10 b.h.p. of the TS engine has had very little effect on the quite exceptional fuel economy of this remarkable car, which is a credit to the Solex PICB carburetter. Overall, we got 32.9 m.p.g. of Super (not 100-octane) petrol—this with four crossings of London and hold-ups in the Easter traffic—which compares with 33.8 m.p.g. from the 1,698-c.c. version, and 33.6 m.p.g. on a cross-country run compared with 35.6 m.p.g. Clean bodyshape and a 3.56-to-1 top gear (3rd=4.87 to 1) assists this admirable conservation of fuel.

Apart from its higher output and improved torque, the TS Ford Taunus has all the good features of the normal 17M, which were outlined on pages 563-564 of MOTOR SPORT for July 1961 — the light steering, exceptional visibility from curved windows and big screen, good finish, sensible maps and parcels' storage, quiet gears, comfortable seats and silent running, etc. Its appearance is attractive, although slightly reminiscent of a blancmange that hasn't quite set.

This TS Taunus had separate front seats instead of a bench front seat, these being of generous dimensions, nicely upholstered in vinyl-cum-flecked leathercloth (very smart), with easily adjustable squab rake. Between these seats is a very useful locker, its lid upholstered so that three people can sit in front if necessary.

The Taunus has a very light and precise steering-column change for the all-synchromesh 4-speed gearbox, which occasionally jams after reverse has been engaged but is easily restored to silky smoothness by momentarily re-engaging the reverse ratio. If it calls for rather excessive movements, like conducting an orchestra, it is one of the nicest column-shifts yet encountered. There are press-button minor controls, an accurate, graded but uncalibrated petrol gauge, an accurate Vdo clock, coat hooks, 2-speed wipers, foot-operated screen-washers, grab-handles, map-light, luggage boot light, sill interior locks, vanity mirror, fitted carpets, twin-tone horns, and very excellent asymmetrical headlamps for safe night driving, whether on dipped or full beam. Incidentally, a praiseworthy lighting detail concerns the fact that the headlamps are switched off in conjunction with the ignition, so that a Taunus is unlikely to be parked with its lamps ablaze—one of the worst and most thoughtless of motoring misdemeanors! Reversing lamps are standard and there are fittings for U.S.-type safety belts. Greasing of the chassis has been eliminated entirely.



How the 1.7-litre Ford Taunus 17M TS engine contrives to develop 77 b.h.p. and return over 33 m.p.g. of petrol is something of a mystery, for it is a normal push-rod o.h.v. power unit. Note the single Solex carburetter and the forward-extension on the air-cleaner. Some details of how the TS version differs from the 17M engine will be found on this page.



The comfortable and very satisfactory 92-m.p.h. Ford Taunus 17M TS in the car park at Goodwood on the occasion of the memorable Easter Monday meeting. This sober-looking family car accelerates from 0-60 m.p.h. in under 16 seconds.

The n/s quarter-light emitted an irritating air-whistle which was cured by opening its opposite number — apparently snow is also blown clear of the screen, so Taunus aerodynamics are both interesting and practical.

Altogether the Ford Taunus appeals to us very strongly. After 1,220 miles approximately a pint of oil was required and the car had been entirely trouble-free. The Whitewall Dunlop B7 tyres were out of sight and out of mind, an unavoidable encounter at speed with a projecting concrete slab, sufficient to dent the off-side front rim, having no adverse effect on the tubeless cover.

The body/chassis structure, protected by softish suspension, is free from all but mild shudder. The heater is fully up to its job and decently sensitive. The weakest feature concerns the brakes, the pedal having a long, stiff travel before anything very much happens, although a hard push produces quite adequate retardation and the effort required at least obviates wheel-locking, which was appreciated in one incident we experienced on a wet road. But disc front brakes instead of the present all-drum 9-in. Teves-Ford brakes would be a welcome innovation on the Taunus.

Herr B. Osswald, head of chassis and engine development at Ford's Cologne plant, points to the new solid cast crankshaft of pearlitic modular iron in conjunction with special steel-backed lead-bronze bearings as showing that durability as well as higher power has been built into the TS power unit. This crankshaft uses a new type of modular iron characterised by an absence of destructive ferrite particles around the graphite modules, and free from cementite to a depth of at least 5 mm. The internal structure of the metal is built up with careful additions of manganese and copper to the iron — expensive but long-lived. Microphones recorded the noise of various experimental crankshafts using identical bearing clearances, until the quietest design was discovered for the TS engine. In addition, new ducts between main and big-end bearings increase oil flow from an increased capacity pump. The increase of c.r. from 7.0 to 8.5 to 1 was achieved with higher pistons and by milling the head. In other words, the 77-h.p. 1.7-litre Taunus TS engine is a revised design, not merely a tuned power unit. It gives 104.9 lb./ft. torque instead of 97 lb./ft. at 2,500 r.p.m. and the enhanced power at 200 higher r.p.m.

The Ford Taunus is in all ways a very fine family car. Ford of Dagenham seem to have borrowed some of its good points, such as the 4-speed all-synchromesh gearbox and curved glass, but we doubt whether this will in any way undermine sales of the Taunus. Lincoln Cars Ltd., Great West Road, Brentford, Middlesex, can supply the new 4-door TS version for £1,428 19s. 6d. inclusive of import duty and purchase tax. The normal 4-door 17M costs £1,169 1s. 10d.—W. B.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



PERIOD PICTURE.—A reader sent us this splendid portrait, asking who owned the Mercedes-Benz and Rolls-Royce, and where they were photographed. Can anyone tell us?

THE FIRST LONDON-BRIGHTON RUN FOR HISTORIC COMMERCIAL VEHICLES (May 13th)

THOSE using Clapham High Street on the morning of Sunday, May 13th, saw a most unusual sight, as a great many old commercial vehicles assembled at the Museum of British Transport for the first London-Brighton Run of the H.C.V.C. An extremely good and representative entry travelled via Balham, South Wimbledon, Sutton, Reigate and along the Brighton Road to the Madeira Drive, just as " excursions to Brighton " did in years gone by. Traffic was comparatively light and the first arrival at the finish, a fire-engine, completed the journey in two hours.

The Editor of MOTOR SPORT travelled in a 1909 type-WP3 11-seater Commer shooting brake, the property of " The Swan Revived " at Newport Pagnall, by courtesy of the Rootes Group. He reports as follows :

It is great fun to be " in at the beginning," so I was delighted to find myself climbing into the sturdy, vivid yellow, chain-drive Commer, once the property of Lord Lonsdale, for this first H.C.V.C. " London-Brighton."

We left at 9.45 a.m., and were soon bowling along in fine style, the crew exposed in front, the five passengers fairly comfortably ensconced on upholstered benches in the back, having entered through the back-door with the aid of folding steps. In Balham we overtook a Foden steam wagon going well, in the care of a white-overalled driver and fireman. Ahead of us was the 1918 Traffic truck, while coming up behind was Blacker's 1927 Leyland Lion single-decker 'bus, most of its 35 seats filled and its destination board reading " Ilkley."

In the interior of the Commer, if the noise level from the rattling, strap-lifted windows is high, the vibration from the solid-tyred wheels is indescribable! The driver has a tough task, too, for engine speed is controlled by a hand-throttle, the gears changed by a massive lever working in a segmented horizontal quadrant, and the clutch is extremely fierce. But, discomfort apart, we progressed in grand style, pondering on how many titled gentlefolk had ridden in similar splendour in the past, their visages reflected, as ours were, in a big mirror on the bulkhead of this yellow shooting brake.

We had overtaken the L.G.O.C. double-decker 'bus, late No. 36 route, and after ¾-of-an-hour were leading this fascinating and nostalgic procession of road transport down the ages. This was not to last, for the descent of Reigate Hill called for bottom gear and, even so, the brakes began to burn, and one by one other veterans came by. The Reigate level-crossing shook our windows as never before but the old Commer went on faultlessly. It had done everything in top, apart from use of the gearbox for safe descent of steep gradients, until Handcross Hill, when a drop to a lower ratio was required up-hill. But the Commer still showed a great contempt for upward gradients. The driver coped very skilfully with downward changes but really fearful crunches accompanied upward gear selection, as that brute of a clutch drove home. I can report that the roundabouts on the Gatwick by-pass were taken at speed with no trace of roll whatsoever!

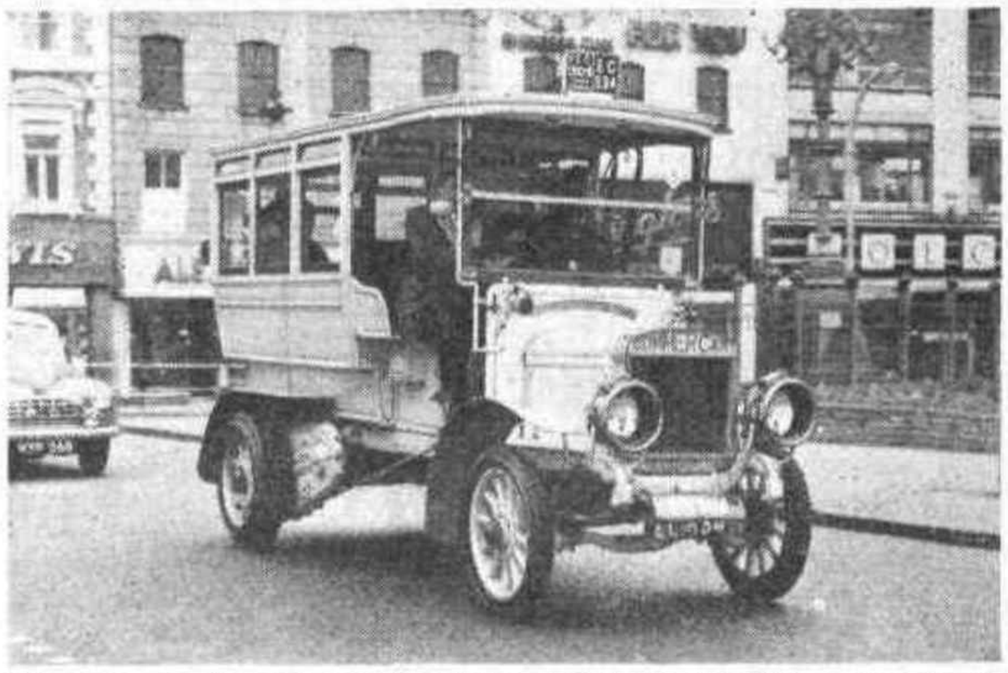
As we clattered nearer and nearer to Brighton I reflected that, having returned from Spain but two days earlier, I could have called this piece " From Comet to Commer " and certainly there could hardly be a greater contrast. It was fun looking at the other commercials as they overtook us—the Tyler-A.E.C. lorry steaming slightly, the F.W.D. truck on a Scammell articulated, the 1931 Reo coach with a full load aboard, the Dennis Apprentices' 1929 G-type Dennis fire appliance, its crew, including one sportsgirl, sensibly be-goggled . . . . At the coffee stops we encountered a very beautifully restored 1923 M.A.G.-engined Morgan Family-model 3-wheeler, and the Run itself contained Trojans, model-B & T Fords, a Bedford 'bus and other familiar as well as rare carriers from the vintage era.

The Montagu Motor Museum 1922 Maxwell charabanc had paused momentarily at Gatwick and later the aforesaid Leyland 'bus was being taken in tow by the 1935 Union Cartage tractor. So into Brighton, the outskirts of which the Commer reached after a completely trouble-free run of 3¼ hours, inclusive of a lengthy refreshment stop.

This great variety of vehicles lined up for driving tests, the award for which was the Trophy presented by National Benzole, who also laid on their usual hospitality for drivers and " mates," without any extraneous advertising, for which they deserve warm praise. The most imposing vehicle on display was Redburn's 1911 Belsize fire-engine with 14-litre T-head engine with six cylinders in three blocks of two, and John Morris equipment. Later Lord Montagu received, on behalf of the H.C.V.C., the 1919 W.D. Leyland box-van, probably the best preserved vintage commercial vehicle in the World, which Chivers Ltd. & Schweppes (Home) Ltd. had generously presented to the Club. When I left to journey home by 'bus, train, taxi and Renault 4L the Foden was still on its way, but steam was worthily represented at Brighton by Hutchins' 1933 Sentinel wincher, of which only six were built.

* * *

To enjoy membership of most clubs it is desirable to own an appropriate vehicle, but the Historic Commercial Vehicle Club, to



The 1909 25-h.p. Commer omnibus in which the Editor of MOTOR SPORT *rode to Brighton in the H.C.V.C. Run on May 13th.*



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and room to spare besides

Round to the station, off to school, down to the shops and up to town. Maid-of-all-work all the week, that's the Renault-4. It copes with *all* the family any time, taking them with you where you will, so easily, so comfortably, so reliably. Look in at your nearest Renault showrooms and look into the Renault-4. It's quite remarkable!

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which the Vintage Passenger Vehicle Society and the London Vintage Taxi Club are linked, is rather different, in as much as it incurs expense in housing historic vehicles it owns and which subscriptions help to preserve. So, even if you don't possess an ancient lorry or 'bus, you may care to know that Associate Membership costs 10s. 6d. a year, Full Membership 21s., Life Membership £20, car badges 21s., the Secretary being Prince Marshall, 60, Denison Close, London, N.2. A magazine is to be issued and the Club has published an illustrated book which lists all commercial vehicles from 1900-1939, 201 in all, known to be preserved in the British Isles, those belonging to members having their official numbers appended, so that this book becomes a programme of any future H.C.V.C. events, of which the next is a rally at Dennis Bros., Guildford, on July 7th. Monthly meetings are held in London, and membership is nearly 300, with over 175 vehicles, of 53 different makes.—W.B.

* * *

V.C.C. BIRMINGHAM RALLY (April 28/29th)

K. Neve's 1914 T.T. Humber won its class in the speed trials incorporated in this rally, clocking 20.96 sec. to beat, on formula, Grossmark's 1907 7.7-litre Rapier and Lord Montagu's 1912 Coupe de *l'Auto* Sunbeam. F.D.T. was made by the 1907 21.7-litre Fiat " Mephistopheles " in 17.27 sec.

BRANDS HATCH EASTER PRE-WAR RACING CARS' RACE

This was won by Waller's E.R.A. at 65.47 m.p.h. from Freeman's Aston Martin and Tozer's Amilcar Six. Waller lapped at 68.05 m.p.h.

FLEET CARNIVAL RALLY

Entries, at 5s. per class, inclusive of tea for the driver and one passenger, close on June 6th. There is a prize for most attractive lady and car, another for most appropriate dog and car, and many famous personalities, including S. C. H. Davis, will be judging. Entry forms from Mrs. W. Boddy, Carmel, Fleet, Hampshire.

We hear that in the tiny Angus village of Kingsmuir a 1928 model-A Ford, restored after running 38,000 miles, a 1928 Morris-Cowley saloon, several vintage Austins, a 1930 Morris Minor, a Scott motorcycle and various other old motorcycles, model-T Ford spares, Silver Ghost lamps, etc., are in the care of an enthusiast who drove his model-A Ford, after restoration, down to Dagenham, where it was much admired. Another model-A Ford owner claims performance for his 1929 roadster, made for export, as almost equal to that of the 3.2-litre version referred to in our recent article and says the smaller engine gave 42 b.h.p. at 2,800 r.p.m.

U.S. enthusiasts should look for an old T-head Seagrave fire engine in a salvage yard on Highway 1 in Petersburg, Virginia. A spanner marked " Alldays light car " is offered free to anyone with one of these cars. A Dutch owner of a 1930 Silver Crossley saloon seeks a carburetter, Scintilla magneto and a handbook. A load of Talbot 65 axle spares and engine are offered in exchange for a donation to charity.

A 1924 Bean, the Art Director's Rolls-Royce and the two model-T Fords were apparently used by Shepperton Studios for the film " The Girl in the Boat " starring Norman Wisdom and Millicent Martin. A 7.5 Citroën cloverleaf, in poor condition, is at a farmyard near Selby, Yorks, for sale for about £15.

One of the nicest items the Editor has received for his " museum " is a wooden fan from an A.B.C. car, donated by Mr. Chambers of Maidstone—when " W. B. " ran an A.B.C. just before the war this fan was missing and when offered one he couldn't afford the 15s. asked for it, so he is delighted to make good the omission now. As a static exhibit it will not endanger the life of cats and dogs, as it did when they ran beneath moving A.B.C. cars! A 1928 model 629 Graham-Paige has been located in good order in Rutland, believed to be one of only three imported into this country. E. A. Price, whose 30/32 Minerva was described last month writes to say that the frame of this car and its brake linings are ¼ in. deep not ⅜ in. as stated, and that on a long run he gets 15 m.p.g.

* * *

Dagenham Town Show takes place on July 8th and includes classes for veteran and vintage cars. Entry fee 7s. 6d. Details from K. Cope, 35, Arden Crescent, Dagenham, Essex.

* * *

Two Important June Fixtures. The V.S.C.C. Oulton Park Race Meeting on the 23rd and the V.M.C.C.'s Banbury Run for old motorcycles on the 24th.

ISOLATED ITEMS OUT OF HISTORY

A reader, Mr. J. Harvey of Luton, has supplied some motoring items from the past and claims that the registered numbers quoted are accurate. As vintage-car enthusiasts enjoy following up the most slender clues we print these items, as they might lead to forgotten old cars or some of those named may be in the hands of V.C.C. or V.S.C.C. members :—

Apparently a Dr. Nicolson of East Hill, Colchester, owned a 1909 18-h.p. Napier (DX 416) supplied by Botwoods of Ipswich. This was the doctor's summer car. It had an exhaust-driven Gabriel horn, the musical note of which was well known in a 20-mile radius of Colchester, Halstead and Braintree, etc. The doctor's winter car was a Bedford Buick coupé cabriolet supplied by Birks of Crouch Street, Colchester. In those days Mr. Summucks, who had men's outfitter's shops in Ipswich and Colchester, owned a couple of 2-cylinder 95×115-mm. Alldays cars, DX 114 and DX 116, supplied by Egertons of Northgate Street, Ipswich. Known as " DX " on account of his cars' registration letters, he used them on alternate days. Mr. John Fenn farmed at Ardleigh Hall, in Essex, and had a 12-h.p. Rover for his wife and daughter. One of his sons, Rowland Fenn, was apprenticed to Popplewells in Ipswich and rode back and fore every day, at first on a belt-drive, single-speed Triumph (BJ 608), later on a Sturmey-Archer hub model, said to be still in his possession. Later he opened an agricultural business on the Colchester-Clacton road, where he diligently supervised work done on the largest lathe in the country. Now retired, at Clacton, Mr. Fenn rode his Triumph on the Dedham straight road between 1913-20, being more than a match for many Club riders.

* * *

While on the subject of motoring memories, isn't it time we tried to recall the sort of 'buses that connected isolated villages in the old days? For instance, when I used to visit an aunt at Waddesdon as a child, I seem to remember two delectable country 'buses in which the journey to and from Aylesbury was made. One was a Lancia, probably based on the war-time 30-cwt. lorry chassis, with radiator like a Trikappa, which was used on busy days such as Saturdays. The other was a model-T Ford, unless memory plays tricks, with exceedingly rattly windows and much general vibration. It was used on Wednesday afternoons, the only week-day, I think, when the service operated. It would wait for any regular passenger not aboard at the published time of departure, the driver-owner would announce the time of the return departure as his passengers alighted, and, there being plenty of parking space in Aylesbury Market Square in those days—I am thinking of *circa* 1929—there would be the 'bus waiting for everyone; it would return crowded with parcels as well as people, gossip in full flood again, as the miles rattled by. I think the return fare was in the region of 1s. 6d. and the 'bus hardly stopped on its 5¼-mile journey except, perhaps, to pick up a solitary passenger at the crossroads out of Waddesdon, by the far-gates of Lord Rothschild's estate (His Lordship had recently given up Lanchesters in favour of a Rolls-Royce, the servants' station-car was a 1921 Singer Ten, the estate employed a War Subsidy Albion lorry and the clock-winder drove in from Aylesbury in a pre-war 9.5 Standard 2-seater). I seem, too, to recall a Chevrolet 'bus on this route. Then in the early years of the last war an Edwardian Fiat 'bus, complete even to the conductor's badge, used to stand behind the " Tumble Down Dick " Hotel in Farnborough, Hants, until removed to a scrapyard. Over what route, and until how recently, we used to wonder, had it carried fares? If anyone has similar 'bus memories, we might devote an occasional half-column to them.—W. B.

Miscellaneous Items.—The Editor's collection of vintage sparking plugs is growing fast, thanks to the generosity of readers. Mrs. Naylor, well-known driver at Goodwood, who took her B.M.C.R.C. Gold Star on a Norton at Brooklands before the war, kindly weighed in with a very small Bosch, a very early and simply enormous Bosch and a K.L.G. 221. A garage in Crondall, Hants, provided two Nissen plugs, an S5 and a BS2, a Champion X, and a Rajah, while Basil Davenport of G.N. Spider fame sent a large box full of a fine assortment of Lodge and K.L.G. plugs of the 1926-30 era. So far this interesting collection lacks a l.t. plug, a model-T Ford plug and a self-priming plug but " W. B." lives in hopes!—and is extremely grateful for everyone's generosity. Incidentally, we have reported on ancient lawn-mowers, typewriters, sewing machines, etc., but what has become of those model gas-engines you could buy at Bassett-Lowke's, Bond's, etc., in the 1920s? A 1930 Sentinel G6 six-wheeler solid-tyred steam wagon, in poor condition, stands in a field near Brookmans Park Station, and is to be restored.

THE SECRET OF THE SPHINX

MOST cars change hands whether in the parquet floored showrooms of Bond Street or on a bomb site in Bootle, in an atmosphere of sordid commercialism. Even the best of friends forget their friendship as they haggle, red in tooth and claw, over the sale of a motor car. JU5873 would have no truck with such bourgeois dealings. She was bought, as befitted such a sophisticated aristocrat, over tea; tea taken from a Crown Derby service, on a Sheraton table in a Queen Anne drawing room. Thus, graciously, this unique and lovely lady stooped to conquer, leaving her heated coach house for the draughty garage of a country schoolmaster.

She really was unique. Her chassis was one of the very few Armstrong-Siddeley Sports Seventeens, made in 1935 as little sisters for the Siddeley Specials. Her carriage work was a close-coupled 4-seater drophead coupé by Salmons and Sons, of Newport Pagnell. The original owner had bought her for his wife at the 1934 Show as atonement for having purchased a Rolls-Royce Phantom II for himself. The Show chassis was stove enamelled in nile blue to match the coachwork and when we bought her she had been so well kept that the maker's names on the leather spring gaiters were easily readable.

The "sports" denomination was hardly justified, I suppose, by her performance but in 1935 there were few cars on the road which could accelerate from a standstill to 50 m.p.h. in under 17 sec., from 20 to 40 m.p.h. in top in 12½ sec. and achieve 70 m.p.h. whenever and wherever asked. But any suspicion of the mailed fist was clothed in a glove of the plushiest velvet. In low gear it was possible to move forward perfectly smoothly with the engine running at its slow tickover speed, while the only noises produced by this engine were the rustle of tappets and the sibilant hiss of the very complicated Claudel-Hobson carburetter. And what a picture that engine was for an enthusiast, with its gleaming stove enamelled valve case, egg-shell finished block and head, copper piping and burnished alloy manifolds.

I have no space here to give a detailed specification of her mechanism but it included such useful features as a centralised lubrication system, a magnificent set of built-in jacks, dipsticks for the gearbox and rear axle, completely sealed brake drums, and ducted ignition harness which could be removed in a single unit and replaced without any possibility of mixing up plug leads. Most of all I delighted in the Wilson pre-selector gearbox, which was mounted halfway down the chassis, as is the gearbox in a Morgan Plus Four, to equalise weight distribution and render a long, whippy prop-shaft unnecessary. I mourn its passing more than that of any of the other mechanical devices which, since the war, have disappeared. The pre-selector gave all the advantages of fool-proof and easy control that the modern automatic transmission offers, without being so complicated and without ever robbing the driver of positive and delicate control. Ours never gave any trouble whatsoever, in spite of the gloomy preclusions of jealous cog crashers. After all, Wilson boxes were considered reliable enough for London 'buses!

The fine engineering standards of the chassis were complemented by the coachbuilt body, which was constructed almost entirely of aluminium. This, coupled with the use of aluminium alloys in the engine and gearbox, kept the weight down to 28 cwt., very modest for a 2½-litre car of its day. Two features of the coach-work were outstanding. Firstly the air cushion seats, by far the most comfortable of any car I have tried, possessing the peculiar advantage of being infinitely adjustable in shape to fit the varying anatomy of the car's occupants. Secondly there was the Tickford hood which you wound up and down with something like a second starting handle. I never ceased to wonder at the neat way this hood folded itself up out of sight, even the apertures for the metal struts being closed in their due time by little spring-loaded walnut plates.

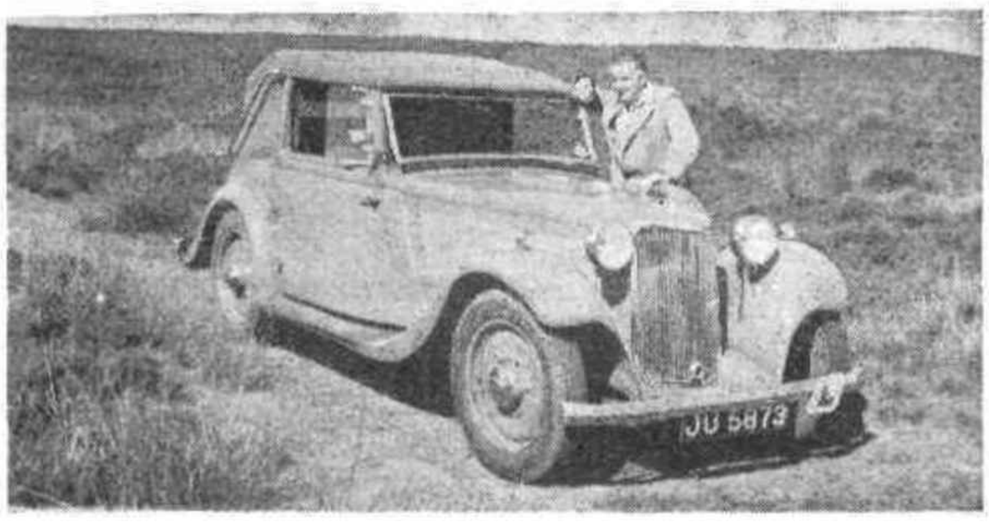
My present car, vintage 1960, has developed a vibration at the base of its gear lever. To have this remedied it will have to go to a garage as it is utterly impossible to reach this intimate part of its anatomy without a lift or a pit. Yet on the Armstrong I would have challenged anybody to name a component which I could not attend to in my own garage. By removing the seats and the floor boards one could have, in effect, a bare chassis to work on in about ten minutes.

She dated from the days when cars just steered instead of under-steering or over-steering. Steered, what is more, even round sharp corners with but one finger on the wheel. Now even Rolls-Royce have to fit power assistance to their steering.

Yet she didn't even qualify as a post-vintage thoroughbred! Somehow I don't think she cared. From the little silver sphinx on her radiator to her stainless steel back bumper she was an individual not to be subjected to any arbitrary classification. When she eventually had to go due to her close coupled rear seats being a little too close coupled for our needs, we didn't merely sell a car. I feel we passed on, to the young enthusiast who bought her, a trust to preserve part of a better and more gracious age. But possibly she was just what our garage man said she was, a . . . . fine motor car.—T. P. M. HORNER, B.Sc.



The author's 1935 Armstrong Siddeley Sports Seventeen, open and closed.



THAT E.H.P.

The handsome E.H.P. with mahogany-planked body, now with 1¾-litre Alfa Romeo engine, that was in the Paddock at the April V.S.C.C. Silverstone Meeting seems not to have been G. W. Olive's car, as stated, but that entered for Brooklands races in 1927 by R. de Reuter, for A. W. Hayes to drive, this driver also appearing in Olive's aluminium-bodied E.H.P. on one occasion. The de Reuter car seems to have had plenty of trouble, its best lap speed being 83 m.p.h. Both these E.H.P.s of 1927 had 4-cylinder supercharged 68 × 103-mm. (1,495 c.c.) engines. —W. B.

MODEL-T REGISTER CHILTERN RALLY (May 6th)

The model-T Ford is particularly fascinating, it is such a basically simple yet effective car—even the Citroën 2 c.v. and Renault 4L are not a substitute, for you cannot take off a tyre and drive a threshing machine with them! St. Albans Market Square was willingly set aside by the Police for an assembly of model-Ts on May 6th, whose owners afterwards drove cross-country to Little Gaddesden, taking in a brake-test and hill-climb *en route*. On this cold and damp Sunday morning the natives of St. Albans gathered in numbers to watch these model-Ts assemble—and all the expected interest welled up, as someone told of two model-Ts he knew to be laid up, but for sale, someone else guessed correctly to within a year the date of a 1926 tourer, and the crowd in general marvelled at the arrival of a 1912 2-seater that was boiling quietly to itself. They watched a fine all-black coupé with an Ontario registration plate roll off its trailer, and the efforts made by Young's to commence their one-ton truck after this, too, had been off-loaded.

All the others came under their own power, one from 150 miles away, and mostly they ran far more quietly and with less vibration than anticipated, having been carefully rebuilt. In the afternoon the run took place, which I watched from a delectable 1-in-6 hill in a narrow cutting near Tring, known locally as the "Crong," and quite close to Dancer's End, where speed hill-climbs attracted the G.N. Specials in the 1930s. The model-Ts made light of this winding hill, apart from Norburn's black-radiator tourer, which jibbed momentarily due to a low petrol level, causing a yellow cabriolet to come to rest behind it. Soon, however, all were on their way and the Chiltern lanes echoed again to the whirrings and clatterings of the World's first and only truly universal automobile. A charming girl in a Mk. II Jaguar, held up on the hill, showed interest rather than disapproval—these ungainly but well-remembered products of Ford seem to be forgiven most things!—W. B.

Ferodo First

SILVERSTONE INTERNATIONAL TROPHY

1st B.R.M. Graham Hill
2nd Lotus Jim Clark
3rd Lola John Surtees
and first place in every other race!

TULIP RALLY

1st Cooper-Mini Pat Moss/Ann Riley



results subject to official confirmation

Fit race-proved FERODO

Anti-Fade Brake Linings. Disc Brake Pads



11/25

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

VINTAGE POSTBAG

The Model-A Ford

Sir,

Thank you for printing Dr. Woudenberg's most interesting article on the Model-A Ford; the regard with which it is held in the United States, in my experience, is well founded.

I have used a 1931 Model-AF as daily transport for the last four years, during which time the car has covered more than 25,000 miles including two 1,000-mile tours of the West Country and one of similar length around South Wales. So far, serious troubles have not occurred apart from the untimely collapse of the front spring two days before the first M.o.T. test had been booked.

The car has a 2-seater plus dickey " cabriolet " body and is in quite good condition for its age, the two doors still close with that " carriage " click in spite of the obvious weakness of open car bodywork. The nearside footboard had rusted to a point where it felt unsafe and a replacement was bent up fairly easily from 22 s.w.g. steel sheet, fibreglass was used to repair the rusted lower door panels though the results of this operation tend to reflect the haste with which it was done. A two-tone colour scheme of black and beige looked very smart when freshly painted but eighteen months without a garage produced unmovable dirty streaks on the lighter colour and a rapid conversion to Henry's favourite hue has proved more successful.

Mechanically all seems well (two M.o.T. tests passed without adverse comments) though the engine could now do with a rebore. At first no oil was added between 2,000-mile changes but over the last few thousand consumption has risen to a pint per 150 miles, cylinder bores are 0.030 in. oversize with 89,600 odd on the clock. A number of parts have been replaced, all well before failure point; the main items changed have been the king-pins, spring shackles, valves and brake linings. Our local Ford main dealers have always been most helpful in getting these spares, their stores staff have dug through dust-covered old parts lists, searched the remote corners of their shelves and argued amongst themselves as to whether this or that bit would fill the bill. I hope that I have repaid some of their efforts by shifting what would otherwise have been " dead " stock.

A purist would probably complain about non-standard parts but mine is a working car and after thirty years purity can work out to be a highly expensive creed. However, for the record, wheels are 17 in., Model-B with assorted B and V8 hub caps, the carburetter is a Zenith, the distributor has automatic advance and I have added direction indicators and Armstrong shockers to swell the list. I did get a quotation for fixing up the original Houdailles but my bank manager drew the line at such wild extravagance.

Performance does not quite compare with that quoted in the article though with a nominal bore of 3 in. and a rear axle ratio of 4.55 to 1 all on the same body as the Model-A, one would hardly expect parity. Nevertheless it will cruise all day at 45 m.p.h. and reach almost 60 m.p.h. if pressed, but this sort of driving would be ill-advised and show little regard for other road users. Since the brakes have been relined the retarding effect is adequate providing that frequent and regular adjustments are made, petrol consumption average out at 25 m.p.g. and tyre life (retreads) looks like 25-30,000 miles.

Ownership of this car has filled a personal requirement for individuality without capital outlay and depreciation, reliability and ease of maintenance has been a pleasant surprise and the car is also quite an asset as a social introduction. For those of us who require cheap, reliable and interesting motor transport, this type of car is certainly a practical proposition.

Cambridge. G. A. COOPER.

* * *

Sir,

Many thanks for your article on the Model-A Ford. It was well presented and the only mistake (I believe) was that the whole report was devoted to the American Model-A.

The English Model-A differed in that the engine was only 14.9 h.p. with a bore of 3⅛ in.

My own Model-A at 85,000 miles has just has its second rebore (0.030 o.s.). It will attain 50 m.p.h. easily and gives 25 m.p.g.

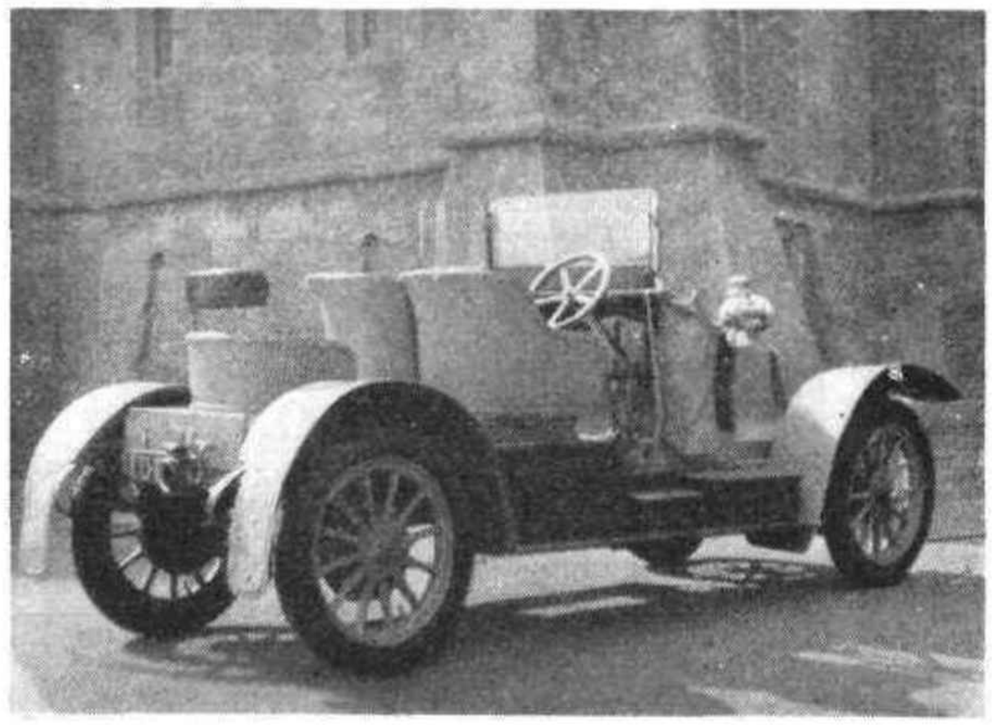
Southsea. G. H. LONGTON.

* * *

Still There!

Sir,

You mentioned in " Cars In Books " an " open, screenless, racing car " at Belvoir Castle. This car is still very much a thing of the present and I enclose some photos. It is a 1908 20/25 h.p. Renault, though I don't know who made the body. The screen (Auster) now fitted was obviously a later addition and in my opinion doesn't add to the appearance.



The Renault was last running about seven years ago and I am hoping to get it running again some time this summer.

The Renault limousine and R.-R. Ghost which followed it are, alas, no longer at Belvoir.

Incidentally, the Renault was used by the late Duke up till about 1935.

Grantham. M. J. CISONNE.

* * *

A Rare Crossley

Sir,

I enclose a photograph of my 1930 2-litre Crossley, taken last summer on the promenade at San Sebastian (beside a German-owned 3.4).

I have been the owner of this car since May 1961, and have yet to meet another such model. I would be delighted to be put in contact with another lucky owner of such a car, as I am sure he or they must exist.



With not a little mechanical aid this car performs very comfortably—at 21 m.p.g. and 700-800 miles/pint of oil. As the photo implies I took her to Spain last summer with two passengers and too much baggage, we had a splendid trip, and nearly got back!, but were unfortunate in breaking a half-shaft 50 miles from Boulogne.

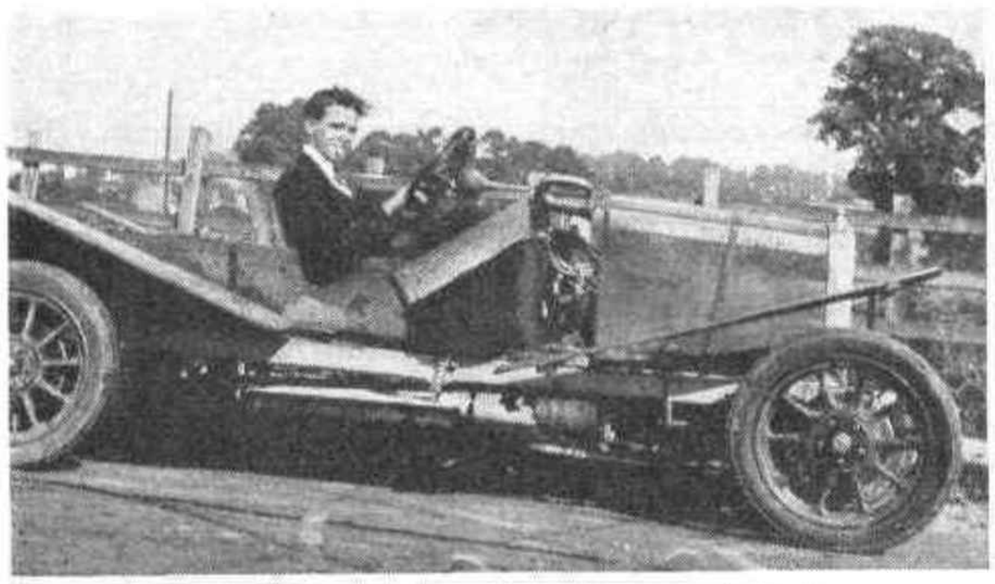
Tidworth. S. C. E. WELD.

* * *

The Truth About the Windsor

Sir,

The Windsor was produced in the early 1920s by James Bartle & Co., Ltd., of Lancaster Road, Notting Hill, London, W., and



was so named after the managing director of that company—Mr. Windsor. The designer was one Fairbrother who was previously with Sizaire Berwick. In point of fact, F. W. Berwick for some time ran the sales side of the company. The head tester was K. B. Cater, a most capable man who was later replaced by R. C. Glazier.

The first engine was built by A. F. Milne, who is now an employee of Dickens & Jose Motors Ltd. The complete car including body being manufactured by James Bartle & Co. Ltd., who were well known in the coachbuilding trade, and also as ironfounders and bridge-builders.

The writer was for some time on the road-test side of the company, and enclosed herewith is a photograph taken on chassis test, which may be of interest to some of your readers; the picture being taken at Preston Road, Wembley, in the early '20s.

The Windsor was a first class product with what in those days was an excellent performance. Fuel consumption as tested was 44.4 m.p.g. Probably the foregoing reference to Sizaire Berwick will explain the similarity in radiators, as the S.B. was a larger version as regards frontal appearance.

Ealing, W.13. J. W. DICKENS.

* * *

A Smart Commercial

Sir,

When clearing out some old transport files last week, I came across the enclosed photograph, which I feel might be of interest to your vintage enthusiast readers.

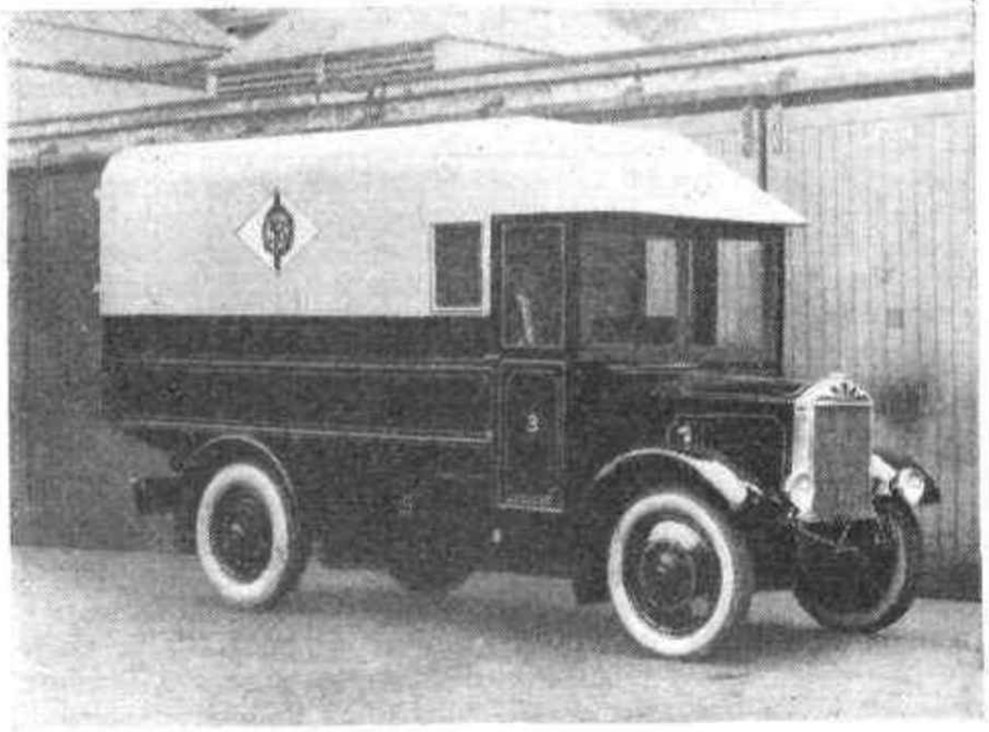
The vehicle illustrated is one of two Albion M.40 30-cwt. chassis, which were delivered to our coachbuilders in the early part of 1929. This photograph was taken in April of that year, the day that the vehicle left the paint shop.

This long remained in the service of my company until 1946, when it was replaced by the then current Albion 2-ton chassis. During that time it covered several hundreds of thousands of miles with only one engine overhaul, and simply routine maintenance of the bodywork.

Particularly noteworthy, I feel, is the very high standard of finish achieved by the coach painters of those days—unfortunately a lost art in 1962.

What splendidly proportioned vehicles the vintage commercials were!

London, S.E.5. RICHARD SKILBECK.



A smart Albion—see letter above.

* * *

Someone Else Remembers the Kelly

Sir,

I see in "Vintage Postbag" that Mr. W. H. Dobbs of Wolverhampton wants to know if "Anyone Here has Seen Kelly." Well, I saw quite a lot of him during World War I and enclose a photograph taken at Catford in 1916, I am the chap with the



fur collar, and the picture of the Kelly Springfield at the back of me will show Mr. Hobbs where it kept its radiator.

Letchworth. MAURICE HACKETT.

* * *

Sir,

Immediately after the 1914-1918 war a large, solid-tyred, chain-driven Kelly was used by a local farmers' co-operative. I remember this vehicle most vividly by the fact that it was used to draw the local fire engine which, incidentally, was a "manual." On one occasion, after following on bicycle to a farm about three miles from here, I helped (?) pump. The driver of this nearly-forgotten lorry, incidentally, still drives for the same concern.

Blandford Forum. G. W. INGRAM.

* * *

The Britannia Car

Sir,

With reference to the Britannia Car and Colchester on page 174 of your March issue.

I was born in Colchester in 1900 and the following are my recollections :—

(1) The name of the proprietor was Nicholson.
(2) The works were in Culver Street, which in those days was a narrow street lying south and parallel to the High Street.
(3) The car was an open 4-seater.
(4) The radiator was circular and I think made of copper.

Lower Beeding. P. L. G. RENNY (MAJOR).

There is a well-kept 1935/6 Ford truck (type BB ?) still in use at Keston. In a police headquarters in one of the shires we unexpectedly encountered two of Fennel's colour motor cartoons and a 1906 Dietrich et Cie painting by A. Bernard of Liége, framed, on the walls! A reader sends a cutting from *The Studio* of 1905 containing an illustration of a fine silver trophy of a racing car, the Henri Edmond Trophy, which was the work of Gustav Gurschner of Vienna, who seems to have specialised in such trophies, as well as being famous for his beautiful bronzes, lamps and plastic art.

STANLEY SEARS TROPHY MEETING HISTORIC RACING-CAR RACE, SNETTERTON (May 6th)

This was won by Syd Day, whose E.R.A. averaged 81.87 m.p.h. to win from B. E. Brown's E.R.A. and Waller's E.R.A. Day lapped at 85.73 m.p.h. The vintage section was won by Ashley's 1930 Frazer Nash, at 74.19 m.p.h.

LETTERS FROM READERS

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

THE MOSS ACCIDENT

Sir,

I am sure many readers will join me in expressing extreme disgust at the decision of the "popular" newspaper Editors to publish those dreadful pictures of Stirling Moss after his tragic accident at Goodwood on Easter Monday.

The publication of such pictures is not only inhuman and thoughtless, but gives the non-interested public a very distorted view of Motor Racing. In none of the "guilty" papers did I see a picture of the superb way in which Moss took Woodcote corner, or corrected incipient slides at Lavant corner earlier in the race, even though at that stage he had no chance of winning.

It seems a great shame that such photographers who took these photographs are allowed officially on the inside of the track, since the behaviour of some after the accident was most unhelpful and dangerous. They seemed to treat the tragedy as providing a "scoop" with which to increase their own prestige and sordid self-satisfaction.

Oxford. D. E. PITHER.

[This has been a universal complaint almost since racing began—sensational newspapers see it one way, enthusiasts very differently. We thought well of the B.B.C. when they refused to show a film of a boxing match on "Sportsview" because one of the contestants was unconscious as a result of injuries received during the fight—until the Moss accident, when more than once shots of his car crashing were shown in T.V. News, while Moss was unconscious in hospital. Why one rule for boxers, another for racing drivers? This is a question we feel T.V. news-casters should answer.—ED.]

Sir,

As a close eye witness of the accident in which Stirling Moss was injured, I felt compelled to write my own interpretation of this tragic event.

As both drivers approached the bend from Fordwater it was apparent that Moss was determined to overtake Hill at this stage in the race. This task, as later events showed, was beyond a driver of even his capabilities.

Uxbridge. J. K. BAILEY

* * *

SERVICE WITH A SMILE!

Sir,

I was touring the East Coast in my 1961 VW when an ominous rattle developed, seemingly emanating from the engine and sounding suspiciously like big-end failure. Aware that this was an extremely rare occurrence in the VW I drove to the nearest service station, Messrs. Richardson's of Norwich. On arrival at this garage at half-past eight in the morning the Service Manager himself accompanied me for a run in the car, but confessed that he was equally mystified. However, despite the fact that he had a lot of work in hand he asked me to leave the car for an hour and he'd try to trace the trouble.

I returned in an hour's time to find that he *had* traced the trouble (a loose heater flap), cured it, given the carburetter a "Redex" tune up and road-tested the car—all this and courtesy to boot for the sum of fifteen bob. Fair enough?—I think so!

E. Horsley. D. G. WICKSTEED.

* * *

VW WON THE SAFARI!

Sir,

Once again the daily press contains the usual grossly misleading large advertisements put out by the Ford Motor Company in connection with their efforts in the recent East African Safari Rally.

You will no doubt, have noted that the new Zodiac Mark III "triumphs," and had a "sensational victory?" I suggest that the Ford Advertising Department acquires a Standard Dictionary and then studies the meaning of these two words.

The sensational victory was without doubt that of the Volkswagen, of about one half the cubic capacity and one third of the b.h.p. of the new Zodiac, which was designed over twenty years ago.

I think Fords should be taken to task for the way in which they always seem to try to mislead the general public in their advertisements and I believe in giving credit where it is due. One wonders if they will put a similar advertisement in the next issue of MOTOR SPORT to provide hilarious amusement for the knowledgeable and particularly those who are sensible enough to own VWs (my third).

Tadworth. WILFRID O. FARMER.

* * *

FUMES IN ESTATE CARS

Sir,

When road-testing future estate cars, would it be possible to include a few miles driven with the rear open?

I am prompted to make this request by experience in the Austin A40 Countryman. With the tailgate down to accommodate a long load, life is made unbearable by exhaust fumes which are sucked into the car.

A further point which seems to have been overlooked is that when so driven the rear number plate is invisible. Surely a simple hinged mounting could be provided as on pre-war drop-head boot lids.

Beaminster. H. N. HILLIER.

* * *

MOTORING IN OXFORDSHIRE

Sir,

In his letter in April MOTOR SPORT "Freedom Fighter" was commenting on the "non-existence" of justice regarding motoring offences.

Having left my car outside a friend's house one evening with a parking light on (yet again in Oxfordshire), I was informed by a policeman that it was against the law to leave a car on a road that had no street lamps, with only a parking light showing. Have any other readers come across this fantastic state of affairs, or does this sort of thing only occur in this part of the country?

Oxford. J. M. ROBERTS.

* * *

THE GREAT VW MYSTERY

Sir,

With reference to the VW advert "The One that Got Away," I think your suggestion that model cars were used is correct, considering the following points:

(*a*) The shadow of the top car is almost square, whereas that of the lower two are at a much steeper angle. This would suggest a lamp as a source of light, as the sun being so distant would not cause such a variation.

(*b*) The shadows are very long suggesting that the sun has only just risen. If this were the case, surely the houses would cast shadows reaching to the road. If this were not the case the houses would have to be far back, in which case the width of the gardens would surely be wider than one car.

(*c*) The road is too wide!!

(*d*) Seems strange no vehicle has passed down the road since the snow, e.g. milk van.

(*e*) Car was parked straight onto the kerb yet the front wheel tracks only appear from a yard out. If as Mr. Cheese suggests, this is due to the front being lifted out, etc., footprints would appear at the space front and rear of the departed car.

(*f*) It seems strange that all the cars should be parked on the right-hand side on the road and that the departing VW drove down the right-hand side of the road. Presumably the photograph is meant to be in England as the windscreens are cleaned on the right side.

(*g*) All the drivers must be trying to start their cars simultaneously, as there are only one set of footprints leading to each car, i.e. they are still trying to start them.

Sale. RICHARD MANNING.

Sir,

Your correspondent, Mr. Cheese, has not considered the direction of the sun. The wheel tracks that can be seen are those which are at an angle to the sun's rays and it is the shadow in the tracks which is visible, not the tracks themselves. The front wheel tracks are parallel to the rays and therefore have no shadow in them. This realised, the advertisement makes sense.

London, N.W.5. A. M. RUDD.

[Verily, the spirit of Sherlock Holmes lives on!—ED.]

* * *

FINMOBILES

Sir,

I see in today's paper an advertisement for the Magnette-ized Farina Finmobile. Among other things we are told it has "the firm grip that makes cornering a straight forward job." Understeer?

I own a real car—Alvis Speed 20.

Margate. GARVEY KEMP.

BRITISH CARS IN ITALY

Sir,

I fear an unfortunate mistake has crept into the letter on Italian car prices you were good enough to publish in the May issue; namely, the omission of a vital decimal point!

Italian purchase tax, so far from being 33%, is in fact 3.3%. This only goes to show that there is still a country where automotive production is actually fostered by the authorities, whose revenue (used almost exclusively in vast road-building programmes) is derived from the differential road tax system. After all, the prospective buyer of a 250GT Ferrari is hardly likely to be deterred by an annual road tax of £105, which is a mere drop in the ocean in relation to the purchase price of the car.

Roll on " il Mercato Comune "!

Rome. C. D. L. PIGGOTT.

Sir,

Mr. Piggott appears to have been misled himself by the delightful publicity statements to which he refers, because as far as I can make out, VW is the biggest motor corporation in Europe, with a production last year of over one million vehicles. Second largest was Fiat . . . . a long way behind with a total production of 630,000; and third was . . . . I believe, B.M.C. with 600,000—an excellent figure withal. But because of its widespread interest, Fiat has the largest labour force, 112,000, compared with 98,000, I think, for both VW and B.M.C. But anyway how *do* you decide how long is a piece of string?

I too have experience of Cowley and Mirafiori products, and, I might add, of Dagenham's too, from which I have learned that Mr. Piggott is correct in everything he says about Cowley and Mirafiori except that I do not agree that small Fiats have silent heaters. They are silent in so far as they do not have noisy fans; but switching on the heater results in a considerable increase in engine noise. However, they do have fresh air heaters as standard.

Finally, I was most pleased to read the last instalment of your survey. All the defects listed by readers owning Anglias were experienced by myself during eleven months of Anglia ownership, *plus* total brake failure twice; total lighting failure once; gearbox refusing any gear once; being locked in the car once unable to open either door or window . . . and the door-operated courtesy switches were replaced six times. My present Fiat has covered 11,000 miles since disposing of the Anglia eleven months ago, and nothing has broken or been replaced. Service has always been routine only. I would prefer a small British car that did the same.

London, W.1. " INTERESTED PARTY."

[Name and address supplied.—ED.]

* * *

SLIPPERY—OR SLIP UP?

Sir,

I am rather amused by the recent advert, in the National Press of the delighted " Mini " owner, " in standard trim," who claims 65 m.p.h. in third gear, and 80 m.p.h. top speed, since using Molyslip. One wonders why some owners use twin carbs., and special heads, and indeed, buy the Cooper version when, for a modest 15s. worth of Molyslip they can obtain very nearly the same performance.

I have both driven and been a passenger in the standard Mini, and I find that 45 m.p.h. in third gear is all the motor wants, and even at this speed it sounds like a thousand screaming cats! 70 m.p.h. in top gear is about maximum with a fair degree of safety.

I have tried Molyslip in my 1000 Minor twice and each time it was found in the bottom of the filter, and at no time was any difference noticed in engine performance.

Mitcham. A. G. TILLMAN.

* * *

FARINA STYLING

Sir,

Having lived and motored in Italy for several years I read with interest Mr. Piggott's letter published in your May issue. Among other things Mr. Piggott mentions the importance attached to " aesthetics " by the Italian motoring public. Since Italian car body designers are renowned throughout the world this is hardly surprising, yet most British manufacturers still fail to realise that what makes a car look right are its proportions and not the sculptured side panels or the size of its fins. This is immediately apparent when comparing, say, the original B.M.C. " Farina " 1500 saloons, which look as if they were designed by a cartoonist, with some Continental Farina products such as the Peugeot 404, Fiat 1200 or Lancia Flaminia. It is clear that when the tidying up starts in preparation for our entry into the Common Market, British car manufacturers would do well to pay greater attention to creating body designs which are both attractive and original. An Italian out shopping for a car will not be impressed by the " Farina " or " Vignale " label on a British machine!

In closing I should like to draw attention to what I presume must be a misprint in Mr. Piggott's letter. The Italian I.G.E. purchase tax on cars is 3% and not 33% as published.

Stanmore. J. P. COULTER.

* * *

SURVEY OF ANOTHER SORT

Sir,

Thank you for seven years candid and interesting comment on motoring and motor cars; I look forward to my MOTOR SPORT each month and am rarely disappointed.

I would, however, make these suggestions :

1. Please stop :
   (*a*) telling me that:
      (1) Citroën make the world's most advanced motor car;
      (2) Alec Issigonis is a genius.
      Neither is disputed but you have made your points.
   (*b*) " E.L.W." printing phrases like " Parnell pitted his Lotus with acute water shortage,"
   (*c*) " E.L.W." inventing horrible nouns like " retiral."
2. Please continue:
   (*a*) Your excellent coverage of the sport;
   (*b*) being independent;
   (*c*) educating your readers in what they should expect in 1962, the sixteenth year of the Volkswagen;
   (*d*) debunking complacent and untruthful advertisers.
3. Please institute :
   (*a*) tabulated comparisons of comparable cars;
   (*b*) quoting foreign car prices thus:
      (1) ex-factory (at current exchange rates);
      (2) after Import Duty;
      (3) after Purchase Tax.
      This should make clear, to those who are unaware of it, the struggle which faces the motor industry in the U.K.
   (*c*) a Road Test of a 1962 Volkswagen 1200. Your comments on the 1500 lead me to believe that you have for so long been rubber suspended and water cooled that you have lost touch with the beetle's more than steady developments;
   (*d*) printing Readers Car Survey figures opposite relevant advertisements, if you dare!
4. Please intensify your efforts to make our manufacturers realise that they are living in a fools' paradise of :
   (*a*) outdated designs which sell (more than once) only to people who drive at low cruising speeds on billiard table surfaces;
   (*b*) the reputation (at home) of *marques* long since swallowed, the names of which are prostituted by being plastered on the current tin cans;
   (*c*) the variously tinted spectacles of Robert Glenton and his kind (is it too much to ask if he ever writes with his tongue in his cheek?).

Like many of your correspondents, I am quite unable to believe that we do sell many cars in Europe except for our unique small sports cars. It is certainly cause for comment in Germany when one sees a British saloon, registered with the German Authorities and presumably, therefore, German owned. By comparison, however, it would seem that Fiat, Renault, Peugeot and Citroën have quite a foothold in the German market.

Those of us lucky enough to be unhampered by discriminate taxation cannot afford to buy British; and, until our manufacturers accept the advice of Prince Philip, most will continue to swallow our pride and accept individual " motoring Munichs."

My car is no status symbol and it is no desire to be " one up on the Schmidts " that makes me remain—

Germany. " UNVERSCHAMT VOLKSWAGENER."

[Name and address supplied.—ED.]

* * *

THE ULTIMATE TREND OF DESIGN

Sir,

I am dismayed at the continuing trend of everything being too much trouble and too tedious, which has now reached motoring and is highlighted in your recent article on grease nipples and servicing of motor cars.

Servicing and maintaining a car is just as much a part of motoring as steering or, I was going to add, gear-changing but that also is apparently becoming too tedious. One may argue that progress in design has made manual gear-changing and servicing unnecessary but this is only the beginning and the logical outcome will be the gradual elimination of all physical effort on the part of the owner, with automatic gear-changes to avoid fatigue, servicing eliminated as too tedious, no oil changes to avoid the discomfort

of dirty hands, electrically-operated doors and windows for passenger comfort, and no doubt steering controlled by the latest in beams in the interest of overall safety of the greatest numbers, and of course the push-button self-selecting wireless to avoid passenger boredom. Ugh! Is this where MOTOR SPORT is leading its readers with apologies of economy and expediency to gloss over the ultimate and of encouraging motor cars which require nothing from their owners and which in return have nothing to offer!

This week-end I shall be going over the relevant graphite and oil points on my 6-litre Minerva; three of which require attention at 200 miles, 15 at 300 miles in addition to 42 brake and steering connections needing oil, a further three at 600 miles, three at 1,200 miles, eight at 3,000 miles, five at 5,000 miles and, finally, 4 gallons of oil in the sump every 2,000 miles.

There is nothing tedious about servicing the Minerva, no discomfort, no passenger fatigue; just an endless source of satisfaction and wonder at how well a car can be made; the absolute antithesis of the modern trend. Perhaps, after all, that is why MOTOR SPORT discourages its readers from using a grease gun as the sight under the bulging chrome is too ghastly to contemplate. But, seriously, if manufacturers are continued to be encouraged in their present trend it will result in the gradual elimination of everything that means Motoring, until eventually we arrive at the ultimate design where everything is eliminated and the motor car like the snake that started to eat its tail comes to a horrible end.

Seremban, Malaya. R. J. HILL.

* * *

TYRES—HOW SHOULD YOU CHANGE THEM ROUND?

Sir,

Through the medium of your excellent magazine I would like to instigate what might turn out to be a long-drawn-out argument of the " for and against " type.

I own a 1958 standard VW which has to date clocked just over 50,000 miles (which I might add has been, with the exception of a broken clutch cable and dicky voltage regulator, trouble free). Being independently sprung on each corner my method of wheel shuffling is to change the l.h. front wheel for the r.h., the l.h. rear wheel for the r.h. one every 2,000 miles; this operation is carried out twice, and then every 4,000 miles I change the front for the rear.

I am still using the original tyres (Veith) and there is yet some $\frac{3}{32}$ in. of tread left on all of them. It is my contention (rightly or wrongly) that this fantastic mileage is attributed solely to the fact that this car is equipped with cable-operated brakes, and not hydraulic. I think that with the latter the tendency is to leave the braking rather late, and consequently increasing the drag between tyre and road. With the former, one realises that more pedal pressure is required than with the hydraulic type, and one automatically increases the braking distance by possibly 100% (as opposed to hydraulic types), thereby reducing the wear by 50%.

I hasten to add that I can bring " old faithful " to a halt from 30 m.p.h. in 28 ft. with just myself on board. I also wish to add that, in common with motorcycle practice, my fronts come on just a shade before the rear (one notch on the adjuster), thereby throwing all the weight on the front.

Leconfield. M. B. VICKERS-JONES.

* * *

COMMENTS ON OIL

Sir,

I was very interested to read Mr. Burnell's experiences with multi-grade oil and his conclusions regarding the price of oil generally. My experiences may serve to substantiate his own.

In January 1955 I purchased a new Ford Thames 5 cwt. van, basically the same as the 100E Anglia. To this I gradually added seats and windows, a Handa overdrive, machined 0.060 in. from the cylinder head and fitted larger choke and jets to the carburetter. I also fitted a front anti-roll bar and rear radius arms of my own manufacture and succeeded in gaining awards in many local rallies. I fitted new pistons and Duaflex rings at 64,000 miles, when the oil consumption had fallen to 200 miles per pint, but did not have a complete engine overhaul until 84,000 miles, when the rings broke in one cylinder. Even then all the valves were usable again. For the majority of this mileage, I used a commercial grade oil, at 8s. per gallon, and the fuel was a 50/50 mixture of regular and premium.

I was so pleased with the results that when I purchased the inevitable new Mini in June 1960, I decided to run on commercial oil after the 500 mile service. I fitted a Downton head with 9 to 1 c.r., Sprite silencer, rich needle and no air filter element at 10,000 miles and my acceleration was then almost the same as a friends' Anglia with an o.h.v. conversion. I have just removed the cylinder head again at 30,000 miles and there is less than 0.001 in. wear in any bore and all the rocker gear cleaned up as new when just washed in paraffin. Again all valves were usable.

I feel I must point out, however, that although I usually cruise in the 60's, my daily journey is 15 miles each way which gets everything thoroughly warm and as I was trained as a mechanic, I do all my own servicing and change the oil and filter at the recommended intervals.

To my surprise, I find that many motorists do not even know that the large oil companies market new oil at 8s. per gallon.

It would be interesting to have the comments of an oil company on the following:

(*a*) Why commercial grade oil is unsuitable for use in the modern car?

(*b*) What there is in the advertised oils to make them cost twice as much?

Upper Swainswick. G. E. BATH.

Sir,

Further to Mr. R. W. Burnell's letter in the April issue of MOTOR SPORT entitled " Which Oil ", I am rather surprised that he expects to obtain a much higher oil pressure with a " Multi-grade " oil than with a standard S.A.E. 30 oil.

If we consider, for example, a 10W/30 oil, which seems to be the most generally used Multi-grade oil in this country, this oil is developed to meet the viscosity specification of an S.A.E. 10W oil at 0°F. and an S.A.E. 30 at 210°F. It can, therefore, be assumed that at normal engine operating temperatures of 180-200°F. that the viscosity of the 10W/30 and the standard 30 oils will be near enough the same. I must add, however, that two oils of the same viscosity will not necessarily produce the same oil pressure. But even so the difference will not be as great as 10 lb. p.s.i. and more which Mr. Burnell seems to expect.

The advertisements which are published advocating that an oil " remains thick when hot and thin when cold " are rather misleading and the blame for this, I feel, lies with the publicity boys. The majority of sales people employed by the oil industry today know next to nothing about oil and they play on the fact that the average motorist knows *nothing*. Even quite elementary questions put to some oil salesmen will be " referred to our oil chemist! "

Rumney. M. K. SMITH.

* * *

OVER-CAUTIOUS!

Sir,

Having seen recently two B.M.C. " Minis " equipped with " Town and Country " tyres on the rear wheels, I have now seen a precaution of yet greater merit. Parked in the cold outside a Knightsbridge block of flats was a Fiat Minova 500, under the front of which some careful owner had placed a glowing paraffin heater!

Headley Down. A. S. GOSNELL.

* * *

AN ALFA-ROMEO ERROR

Sir,

With reference to Mr. Pigott's letter regarding the type 158 Alfa-Romeos.

He is perfectly correct when he says that they took part in the Circuit de St. Cloud on June 9th 1946, this being their first post-war appearance. Two cars were entered and were driven by Wimille and Farina. I cannot explain how I came to overlook this event for I took part in it and recall the consternation when both cars were forced to withdraw leaving Sommer to win easily on his Maserati.

Sintra. T. A. S. O. MATHIESON.

* * *

THE BEST CAR IN THE WORLD

Sir,

I enjoyed reading your article on the Mercedes Benz 190, but feel you did not make quite clear that the basic price of £1,362 you quoted *includes* import duty.

I own two 190's both collected from the factory. The 1959 model cost me £780 basic price (with a little discount—without discount basic price was £820) and the 1961 model, no discount, was £855. I think that people, and British motor manufacturers, should be made fully aware of the *true* price of this car, without the frills of the import duty and purchase tax.

Kaduna, Nigeria. W. W. KIRKBY.

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LAYSTALL LUCAS alloy head for M.G. TF 1500, complete and reconditioned, £20. Sylvester, 96, Cliffe Road, Grantham, Lincs. [5600

JAGUAR 2.4 SE model, overdrive, etc. One fastidious owner. Superb condition. Genuine selling reason. Taxed. £525. Tel.: Norwich 54260. [5602

KILEY 2½, late '53, outstanding example, metallic silver grey, new fabric top, reconditioned engine Heater and Motomac. £250 o.n.o. Tel.: Micheldever 212, or write, "Riley," c/o W. S. Hey, Micheldever, Winchester. [5603

M.G. TC. Reconditioned engine, superb throughout. Fast. Extras. £225. 34, Mags Barrow, Ferndown, Dorset. [5607

ROVER TOURER, 1947, 12 h.p. Good condition throughout, with new p.v.c. hood, battery, and steering. £150. Tel.: VICtoria 3307. [5609

PEERLESS LIGHTWEIGHT BUCKET seats, black—as new. £7 10s. each. 47, Enborne Road, Newbury, Berks. [5610

ENTHUSIAST'S DREAM. Must reluctantly sell unique sports car; competition successes; excellent road car—40 m.p.g. Weather equipment. Very sound condition throughout. £275 o.n.o. H.P. arranged. Might exchange. Details : Box No. U.611. [5611

SUNBEAM-TALBOT TEN, 1939/47. M.O.T. Excellent condition throughout, sound and reliable. £65. Tel.: HIL 5546. [5612

SINGER LE MANS Special. Reg. 1935, rebuilt 1959. Morris engine, M.G. gearbox, twin carbs.; new battery, new pistons; nicely chromed. Two spares. £70 o.n.o. McNeil, 73, Drakefield Road, S.W.17. Tel.: BAL 3256. [5613

S.U. CARBS. Unused pairs, 1¼ in., £5; 1½ in. and HS2, £6. Como, 16, Stirling Road, Birmingham, 16. [5614

ALVIS TA14 d.h.c., 1949. 25 m.p.g. Over £200 spent last two years in respraying maroon, overhauling engine, renewing hood, clutch, brakes, electrical equipment. Sacrifice to matrimony. £180. Tel.: Solihull (Warwickshire) 5569. [5615

1948 CITROEN Light Fifteen, two owners, 43,000 miles, excellent condition. Taxed, insured. M.O.T. £150. Duncombe, 415, Warwick Road, Solihull. Tel.: Solihull 2763. [5616

TR2, 1955. Red. With radio, heater, washers, "X" tyres and tonneau. Unraced and unrallied and in excellent trim throughout. Marriage forces reluctant sale. £345 o.n.o. Ross, 22, Aviemore Road, Glasgow, S.W.2. Tel.: MOS 8571 (5.30-7 p.m. except weekends). [5617

ROLLS-ROYCE MASCOT for Phantom I. In good condition. £25. Apply : 20, Unit Road, Ainsdale, Southport. [5618

ALVIS, 1950. Last of the sporting 14-h.p. saloons. Grand engine, 28 m.p.g. Much money spent mechanics, body, chrome. No spares worries. Smart, dignified appearance. £195. Colour photo. Box No. W.620. [5620

1172 FORD SPECIAL. Blue Ashley 2-seater. Hood, tonneau, curved screen, w/w. Double valve springs, etc. £220 o.n.o. Tel.: Finchley 5342. [5622

BRISTOL 401, 1952. Immaculate condition. Radio, etc. Exchange smaller car or terms. £395. Tel.: FREmantle 6517 (day), BYRon 3063 (evening). [5623

AUSTIN CHUMMY, 1927. Immaculate, original condition. Re-upholstered, five new tyres, Bowdenex brake conversion. £75. Talbot Cooper, Upton-on-Severn. Tel.: 37. [5624

JAGUAR XK120, 1954, white d.h.c., S.E. model. Wire wheels, etc. Excellent condition. M.O.T. £325. Smith, Pearitree Cottage, Almondsbury, Bristol. [5627

BENTLEY, MK. VI, 1948, Standard Steel saloon, in magnificent condition. £475. Tel.: Ashtead (Surrey) 3044. [5628

FOR SALE—*continued*

1933 ALVIS SPEED 20, Charlesworth saloon. M.O.T. certificate. Bodywork requires some attention. Nearest £50. Hirst, 191, Bramhall Lane, Stockport. Tel.: STE 2962. [5631

OCTOGENARIAN REGRETS PARTING with his 20/25 Rolls-Royce. Perfect chassis, many new parts; just re-upholstered, recellulosed, new boot. Very roomy saloon without partition. Lovely family car. Accept £450 (terms possible). Steel, Holmshill House, Ridge, Barnet, Herts. [5632

1934 FRAZER NASH, T.T. rep. Blackburn. BMC 444. Exceptional condition, recent extensive overhaul—no mods. £350. Martin-Flaven, 42, Kenilworth Road, Leamington. [5633

AUSTIN-HEALEY 100M, late 1955. Ivory/red, red trim, louvred bonnet, "X" tyres. Many extras. £385. Storer, 35, Maple Road, Blackheath, Birmingham. [5634

VINTAGE M.G. M-TYPE. Recent overhaul and repaint. Excellent example. £85. Raymond, 32, Lynton Road South, Gravesend. [5635

EARLY VINTAGE ACETYLENE lamps, mainly motorcycle. Brand new, majority boxed, perfect. Box No. W.636. [5636

LANCIA AUGUSTA pillarless saloon, 1936, in exceptionally fine condition, i.f.s., hydraulic brakes, freewheel. Black with red k.o. wire wheels. £150 o.v.n.o. Roberts, Manor Farm, Welford-on-Avon (Tel.: 249), Warwickshire. [5637

M.G. PB, 1936. Black, very smart. Body, mechanics and electrics sound. New buckets and 16-in. rears. M.O.T. £130 o.n.o. Norman, 77, Nightingale Lane, Bromley, Kent. [5638

TRIUMPH 1800 ROADSTER. New hood. Bodily and mechanically excellent. Host of spares. £110. Jaques, 15, Birch Hall Lane, Manchester, 13. [5640

JAVELIN SPARES. Enthusiast's service. Any part to any address, home or abroad. Price list, 6d. stamp please. G. M. Mitchell, Balgour, Blackford, Perthshire, Scotland. [5643

LOTUS ELITE, Sept. 1960. Red. 14,000 miles road use only. New Firestone tyres just fitted. £1,025. W. J. Elliott, Silverthorn, Westward Ho!, Devon. [5644

ONE OWNER from new. Genuine 60,000 miles. Immaculate 1934 Morris Ten-Six. M.O.T. test. £60. Mitchell, Claydon House, Lechlade, Glos. Tel.: Lechlade 351. [5645

SPRITE, NOV. 1958. Racing green. Heater, rev.-counter, tonneau cover; many more extras. New tyres, battery. Recent Crypton tune. Genuinely perfect. £435. Beech, Laurel Drive, Broadstone. Tel.: 2301. [5646

VINTAGE FORD, 1930, 14.9-h.p. 4-seater saloon. M.O.T. (Nov.). In good running order. £55. J. Milner, 17, Padwick Avenue, Cosham, Portsmouth. [5647

HAIRIEST M.G. TA. VA 1½-litre engine, oversize rears, front Konis; re-sprayed red. New hood, sidescreens, speedometer, flashers; rechromed, part re-upholstered; reversing and spot-light, wing mirrors, Dawn Nymph mascot. Plus 28 m.p.g. M.O.T. £225 o.n.o. Also M.G. VA gearbox, superb, £10 o.n.o. Tel.: Bognor 2608 (7 p.m.). [5648

VINTAGE M.G. 14/40. Partly restored tourer. Needs lamps, instruments and effort. £30. Tim Ely, Blair Athol, Oatlands Chase, Weybridge. Tel.: Walton-on-Thames 20942. [5649

ROLLS-ROYCE 20 Barker saloon, 1924, in daily use. No history. £150. Lucas, Poplar Hall, Headcorn, Kent. Tel.: 320. [5651

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ROLLS 20-h.p., 1927, Mann & Egerton o.d. saloon. Bored and shaft ground, top and bottom decoke. £200. 1929 Hooper 7-seater, leather, decoke, etc.. £125. Rolls 25-h.p.s : 1933 Hooper sportsman saloon, Rolls maintained, full history, 64,000 miles only, faultless, £400; 1935 similar, 84,000 miles, full history, £400. Rolls 30-h.p., 1937, Rippon limousine, West of England, rear division; £200 spent on reconditioning; impressive car; £400. 20 and 25 radiators, con.-rods, pistons, etc. James, Clarence Road, Exmouth. Tel.: 3736. [5652

M.G. TA, 1940, in good condition. Green. Clean. £160 or n.o. Rosedene, Effingham Road, Burstow, Surrey. [5653

ASTON MARTIN MK. II, black 2-door saloon. Mechanically sound; some £200 spent in last 18 months. Good tyres, brakes. Taxed. £250. Tel.: WAT 6108; evenings, Little Chalfont 2133. [5654

M.G. TC, '47. Engine, steering, brakes, body like new. £195. Tel.: Birmingham, Springfield 2507. [5655

THIS CLASSIC 500 is for sale. Ex-Ivor Bueb's Japp/Arnott. Immaculate in green, fully prepared for track. £165 o.n.o. Tel.: Gloucester 25666 (during day). [5656

ASTON MARTIN, 1933, S.C. tourer, dismantled, £130, or as spares, all in good condition. Maries, Hillfoot Road, Totley, Sheffield. Tel.: 361839. [5657

FRAZER NASH fixed-head 327/80. Reconditioned 328 B.M.W. engine. Triple Bristol S.U.s, pistons, rods. Servais exhaust. Maintained regardless. £250 o.n.o. Tel.: BYW 1088. [5658

FIBREGLASS SPORTS, H-top, 1172 engine. Many spares, including 750 engines. Photos and details. 177, Ridgeway Road, Sheffield, 12. Tel.: 37150. [5659

MERCEDES 170VA. Immaculate condition, excellent tyres. £175. 79, Lower Weybourne Lane, Farnham. [5660

B.M.W. 328. Outstanding example in silver and blue. Superb performance. Many mods. Excellent car for V.S.C.C. events. Photo on application. £255. Barker, 45, Chelsea Road, Sheffield, 11. [5661

ALVIS THREE-LITRE, 1952, TA21 saloon. Very good condition. Maroon cellulose. £325 o.n.o. Tel.: Garston (Herts) 3280. [5662

LANCIA AUGUSTA, dark blue saloon. Exceptionally well maintained by owner since 1936. Engine 1954. New Michelins. M.O.T. An economical car. £70 o.n.o. Moss, Lankhurst Farm, Westfield, Hastings. Tel.: 51407. [5663

FORD ROCHDALE 1172. Sprayed red. 4.4 c.w.p. Twin carbs., Eight head, hydraulic brakes relined, steering overhauled six months. New engine, clutch, gearbox, just run-in. Four new tyres. Fitted spot, heater, winkers, wing mirrors. £225. Fielding, Inverbeg, Parkhead, Holmfirth, Yorks. [5664

TWIN SOLEX, new, £4. Head with rocker gear, valves, manifolds, Solex carb., suitable 1500 Minx, Gazelle, £8. Stevens, 89, Birchen Grove, Luton. [5665

RILEY 1½, 1948. Good condition all round. £150. Tel.: Penn 2330. [5666

A.C. BUCKLAND tourer, 1951. Good condition. £170 o.n.o. Purkiss, 91, High Street, Camberley. [5667

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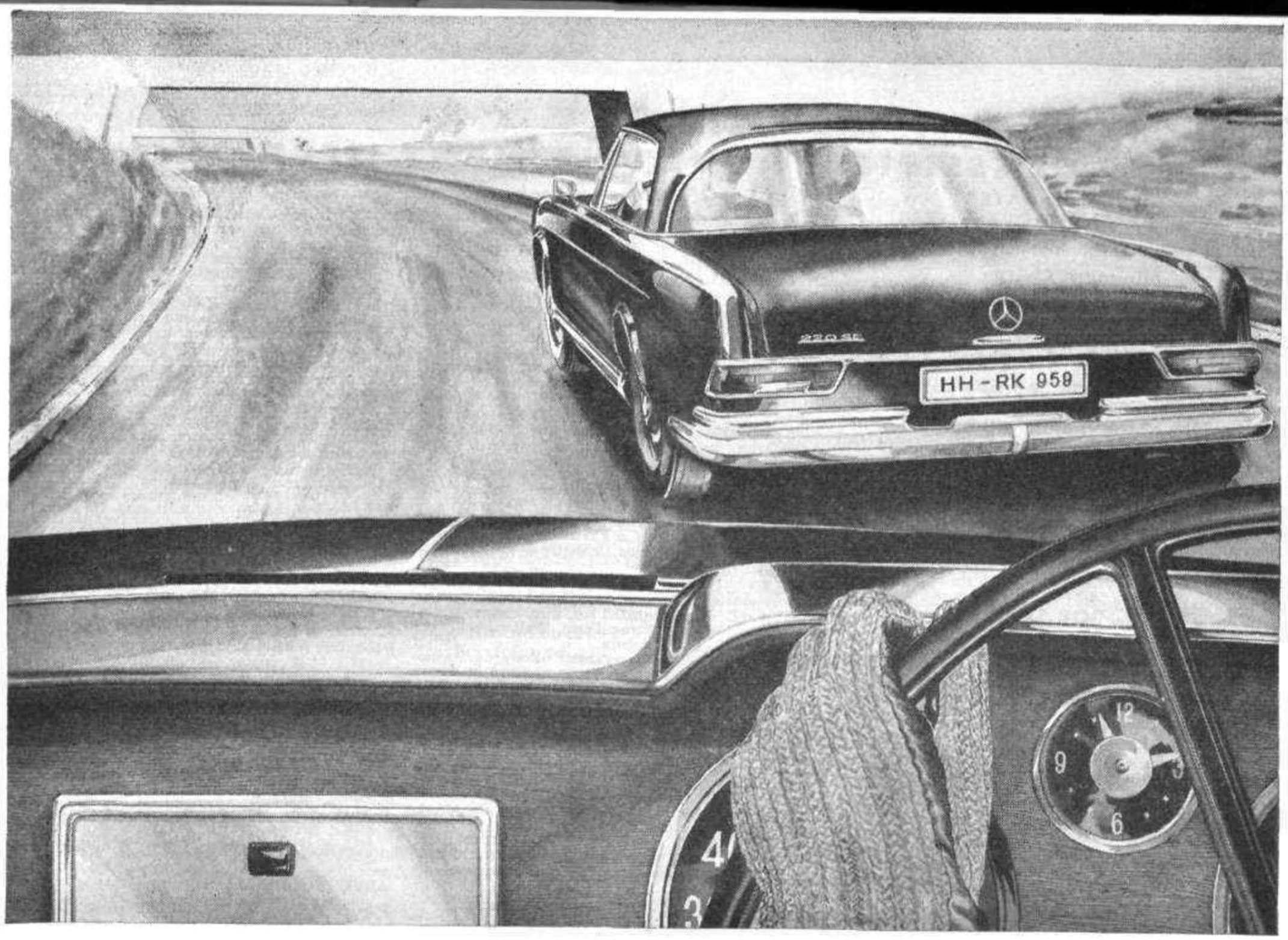
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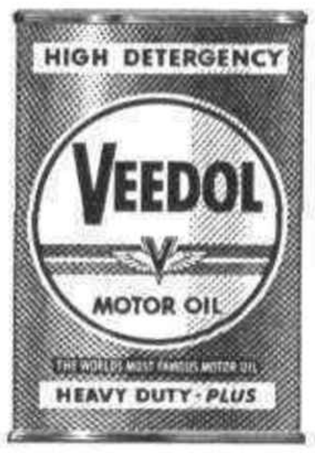
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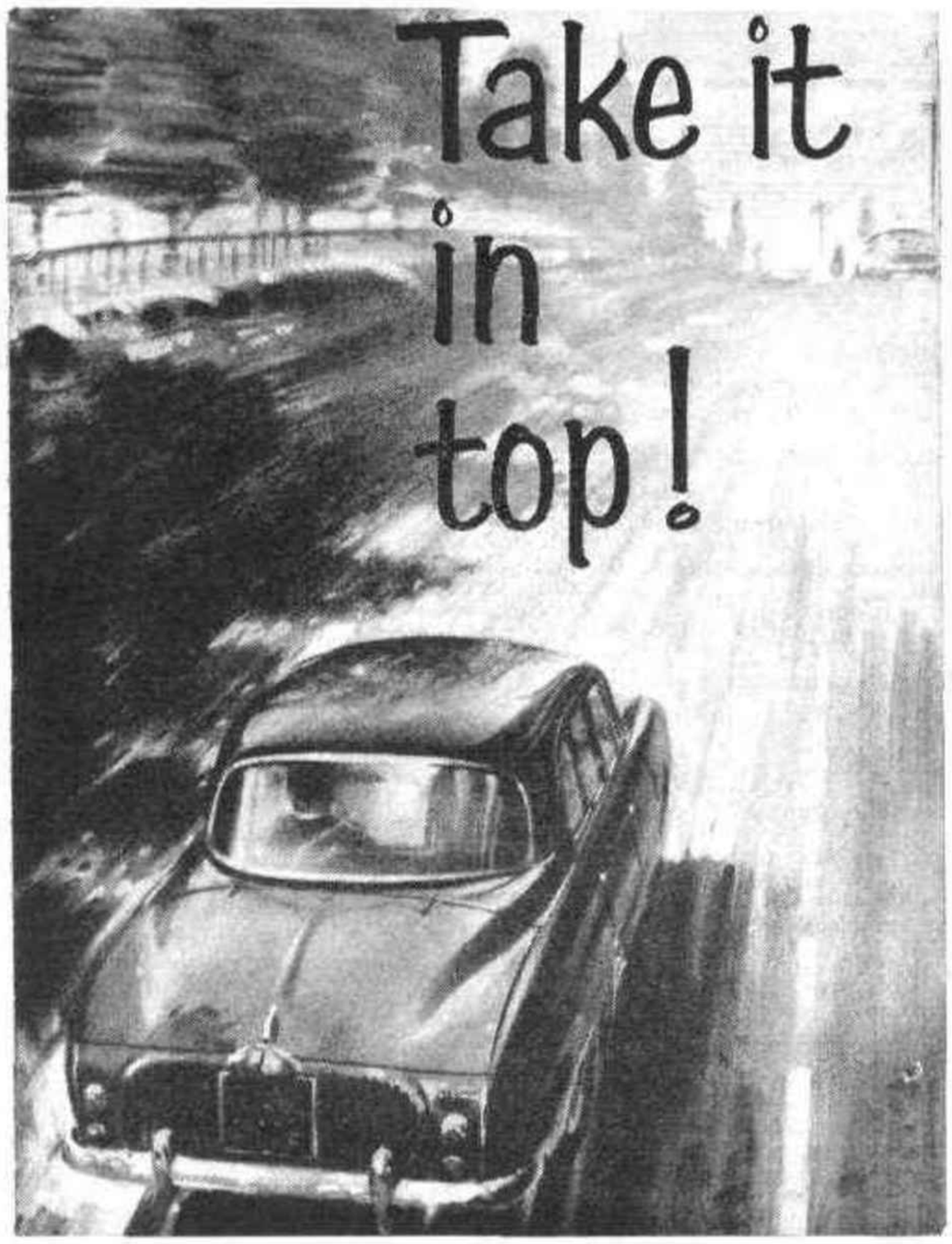
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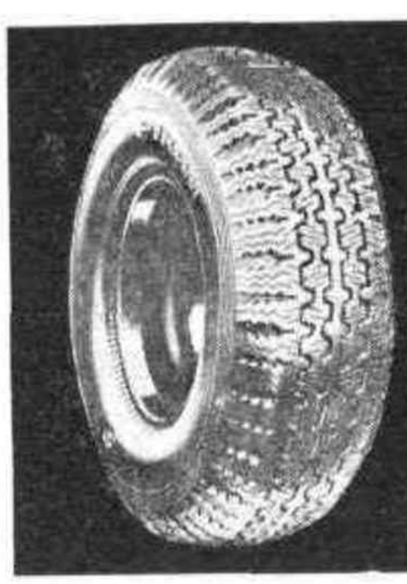
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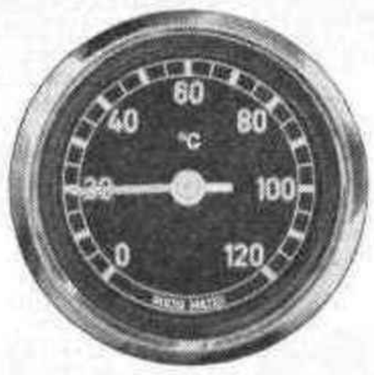
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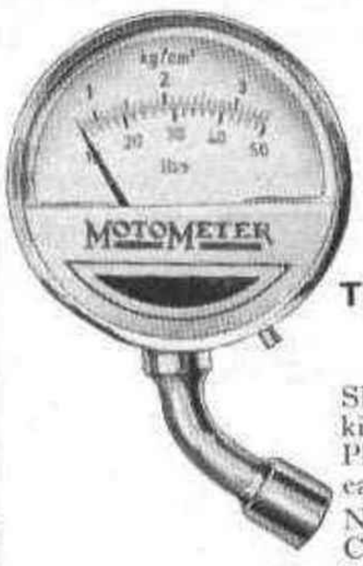


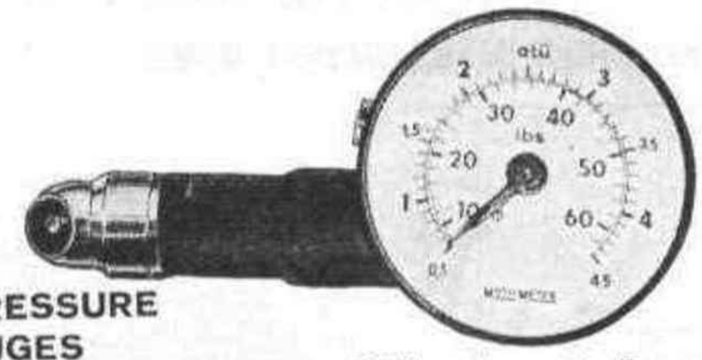
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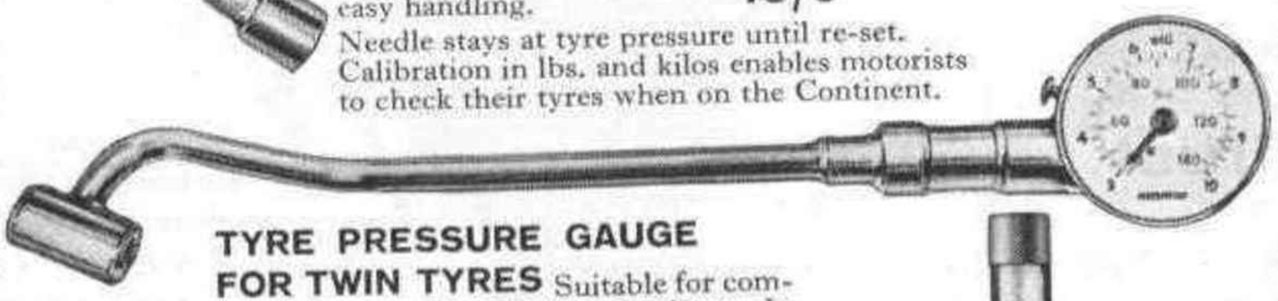
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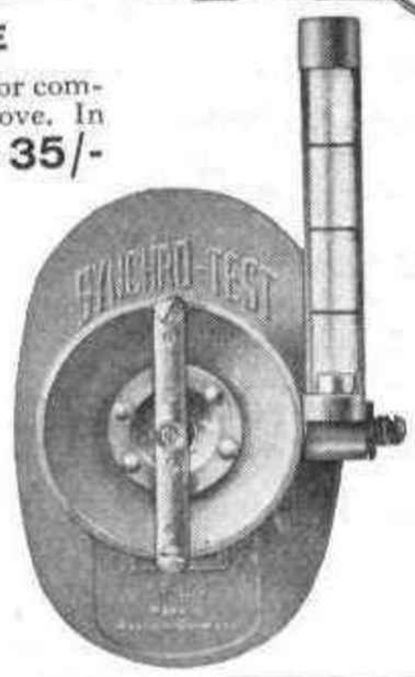
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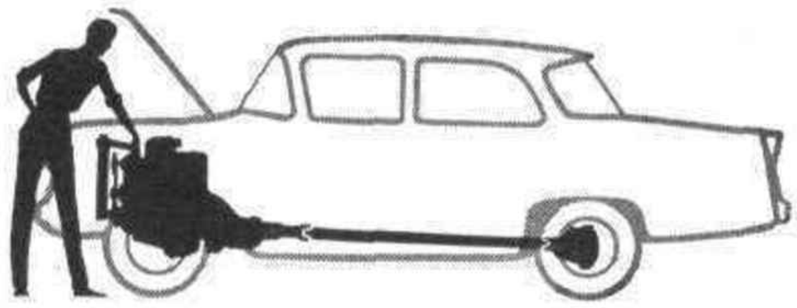
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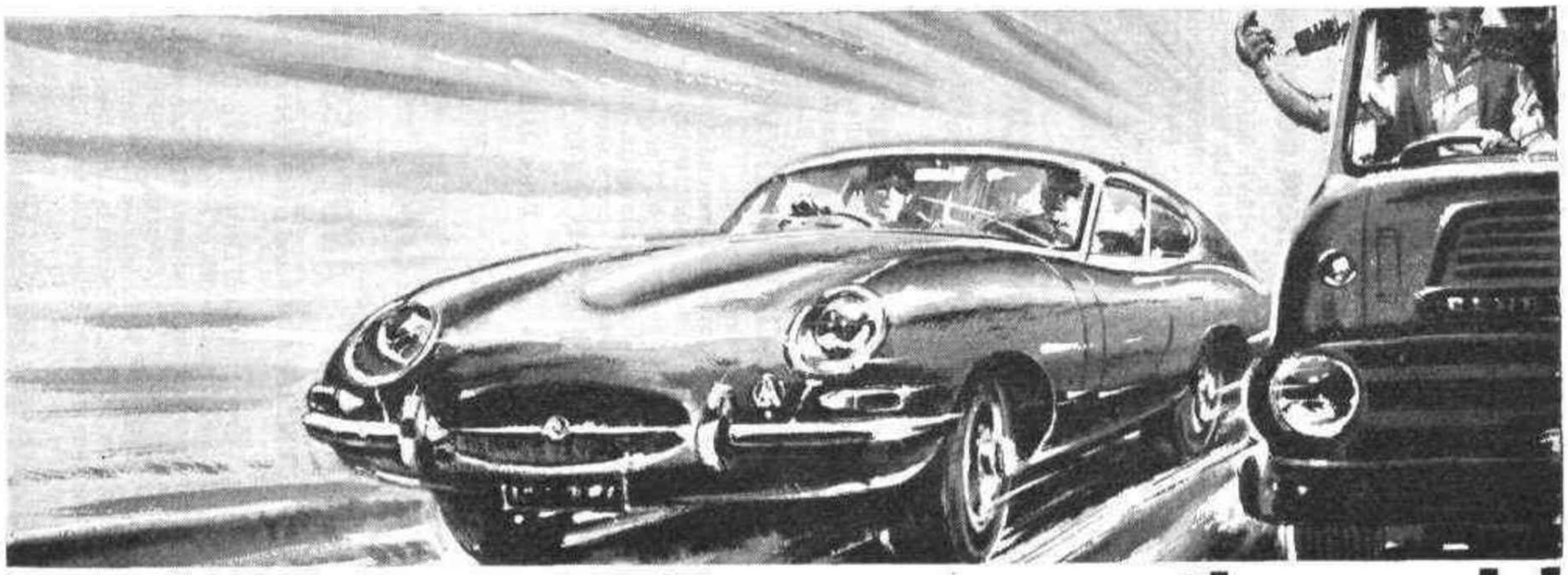
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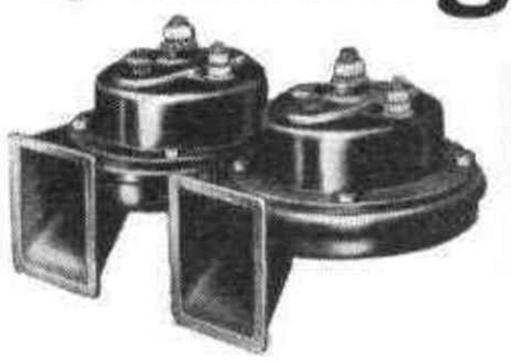
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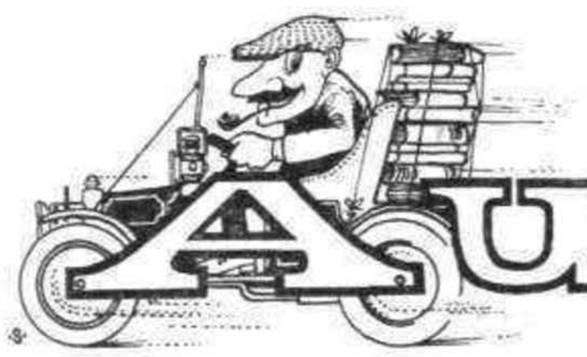
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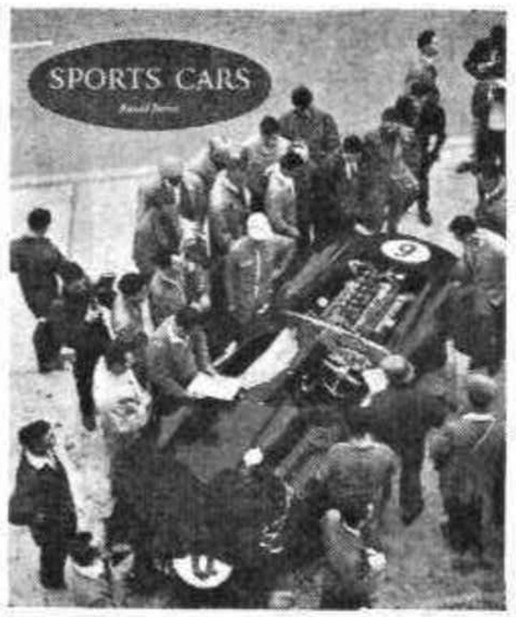
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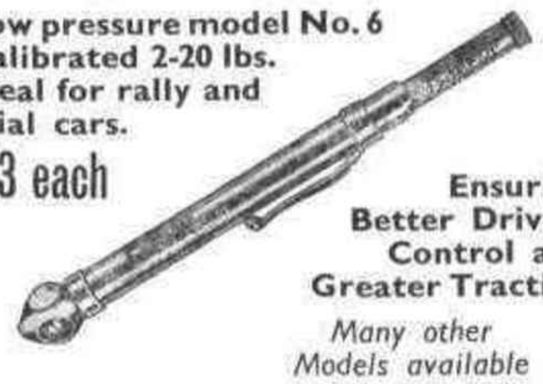
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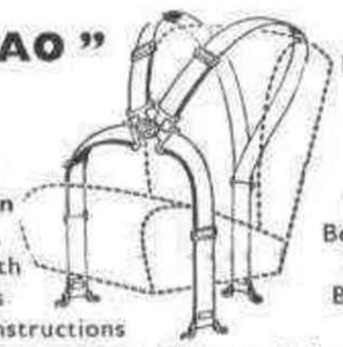
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FOR SALE—*continued*

HEALEY ABBOTT drophead, 1952. Good. "X"s, extras. £235 o.n.o. Stansfield, Sinnington, York. [5825

1938 FORD V8 30-h.p. black 2-door convertible. Immaculate throughout. Hydraulic brakes, modified suspension. 12 volt. M.O.T. cert. £95 o.n.o. Godfrey, 27, Send Road, Send, Nr. Woking, Surrey. Tel.: Woking 6145 (between 8 a.m.-5 p.m.). [5827

ROVER 1.5-LITRE green tourer, 1948. Individual, sound. Heater, tonneau. £170. Brown, 639, Uxbridge Road, Pinner. Tel.: Pinner 1384. [5828

1935 3½ ROLLS-BENTLEY grey Park Ward saloon. Radio, heater. M.O.T. certificate. Taxed end July. New battery; £200 bills available. £250 o.n.o. Apply Lymington Garage, Tel.: 2925. [5829

"MOTOR SPORT," 1932-1954 (246 issues), some volumes bound. What offers? A. Bacchus, 20, Claygate Lane, Esher, Surrey. [5830

1935 RILEY KESTREL Nine. Twin S.U.s. Good condition. Many spares. £100. G. Scowen, 16, Rees Gardens, Croydon, Surrey. [5831

ALVIS 12/70 d.h.c., 1938. Really excellent. Completely overhauled by present owner during last five years. £95 o.n.o. Wyard, 49, St. John's Road, Sevenoaks, Kent. Tel.: 51618. [5832

TWO MASCO "G" safety harnesses, as new. Offers? Tel.: Wanstead 6460. [5833

ALVIS, 1925, S.B.12/50, 1,500 c.c., 2-seater. F.W.B., i.f.s. Not vintage. £65. Batten, Chiddingly (Tel.: 258), Lewes, Sussex. [5835

1952 JAVELIN d/l. Very good condition. Konis, "X"s, centre gear-change. £160 o.n.o. Tel.: Meopham 3346. [5836

VOLKSWAGEN TWIN-CARBURETTER Express 1961 model conversion with Abarth silencer. £30. Tel.: Colindale 9315 (London). [5837

ALVIS TA14 d.h.c., 1949, very good condition. £225 o.n.o. Tel.: SHEldon 5638. 125, Knightsbridge Road, Solihull, Warwicks. [5842

FRAZER NASH Le Mans Replica, 1951. Careful development includes fully reconditioned B.S.1 engine, Dyke pistons, Bristol modified head, etc., racing clutch, Z.F. diff. Offered with complete spare 85C engine, diff. unit, 3.5 c.w.p.—£950. Aston Martin, 1952, DB2 saloon, XME 99, ex-works demonstrator. Vantage engine. Very low mileage. Immaculate condition—£725. Bedford Transporter, running order, good tyres—£40. Vincent, 1951, Comet, 22,000 miles—£85. Norton, 1948, 350-c.c. Manx—£75. Bentley gearbox, "D" type, all bearings renewed—£45. Morris, Higher Sprytown, Lifton, Devon. Tel.: Lifton 224. [5843

1½-LITRE LEAF breaking, complete units for sale. Also all pre-war Jowett parts from 1924. Box No. W.844. [5844

S.U. CARBS. Unused pairs: 1¼ in., £5; 1½ in. and HS2, £6. Como, 16, Stirling Road, Birmingham, 16. [5845

ALVIS, 1937, Silver Crest, 16.9 h.p. Good running order. M.O.T. certificate. £50. Tel.: Hitchin 2181. [5846

1937 BENTLEY 4¼ Park Ward drophead coupé. M.O.T. May 1963. Taxed, insured. Handbook, two spare wheels. Brakes, tyres good. Car in original and good condition. £300 o.n.o. Apply: John L. Roberts, "Eastbourne," 80, Palatine Road, West Didsbury, Manchester, 20. Tel.: DID 9626. [5847

1957 M.G.-A 1500 fixed-head coupé. Radio, heater, spots, safety belts, "X" tyres, etc. Any trial. £495, H.P. arranged. Green, 36, St. Michael's Road, Pittshill, Near Tunstall, Stoke-on-Trent (Tel.: 88395). [5848

1950 SM1500. Good tyres. M.O.T. Alvis engine. £30. 71, Langham Road, Teddington. [5849

BERKELEY 500-c.c., 1959. Good condition. Green. Good m.p.g., nippy. Soft-top. £280 o.n.o. Brown, 34, Eileen Road, Sparkhill, Birmingham, 11. [5850

QUALITY TOURER, 1952 Alvis TA21. Fast, immaculate. Wireless, heater; new tyres. £290. Tel.: Westoughton 3015 (Lancs). [5851

ROLLS-ROYCE, '38, replica d/h. coupé on '26 chassis. Extensively overhauled, new tyres; interior and exterior refinished. This one must go—can't keep two. £385 o.n.o. 3, Hughenden Road, Clifton, Bristol, 8. [5852

ROLLS-ROYCE 21.6-h.p., Jan. 1925. Running order. All accessories and instruments. Being rebuilt by enthusiast who must now sell due to being posted abroad. Also similar 1926 21.6-h.p. chassis complete. Will break for spares if necessary. Offers? Maitland-Titterton, 12, Park Circus, Glasgow, C.3. Tel.: Douglas 6801. [5853

AUSTIN A40 sports (blue), Jensen aluminium body, new hood, good tyres. £200. 42, Richard Street, Rochdale, Lancs. [5856

HIGH PERFORMANCE EXHAUST AND INLET SYSTEMS

SIMCA; RAPIER; HILLMAN; HERALD; A30/35/40; M.M. 1000, 803 c.c. and S.V.; SPRITE; 105E; 100E; E93A; MINI.

MINI Exhaust and Inlet, with duplicate of standard carb., plus linkage, **only £16.10.0**

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MANUALS: Rolls 20, Bentley Speed Six, Riley Nine and 15/6, Alvis Firefly, Ford V8 22 h.p., Rover 10 (1934). MOTOR SPORT, October 1949-December 1961, complete except Dec. '54, Nov. '55. *Autosport*, 29/9/50-9/8/52 inclusive. Highest bids by June 15th accepted. Webb, 22, Southbank Road, Kenilworth. [5854

FIAT 600, '57. Reconditioned engine, original paint. £265. 38, Green Road, Birmingham, 28. [5855

M.G. TC, 1947, red. Excellent condition. Flashers. Good performance. £200. 42, Richard Street, Rochdale, Lancs. [5857

RARE 1936 TRIUMPH Continental saloon. Meadows engine. Mechanically excellent, body sound. Disposal owing to decease of owner. Clacy, 13, Mersey Close, Rugeley, Staffs. [5858

BENTLEY. A unique and most attractive 3½-litre d/h. coupé by James Young. Very little used and excellent throughout. £495. Bown, 3, Old Milton Road, New Milton, Hants. Tel.: N.M. 4. [5862

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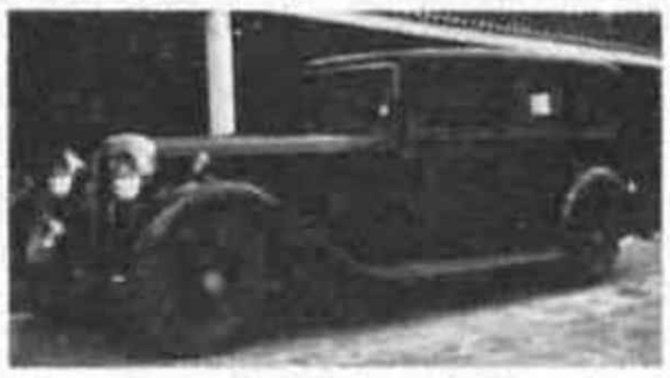
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E.B. FORD SPECIAL, 1961, Aquaplane stage tuned, 4.4 c.w.p., c/r. gears, 12v., i.f.s. Fast and immaculate. Cost over £400, accept £290 o.n.o., H.P. arranged, or £260 cash. C. Splatt, Tel.: Alperton 1011 (day). 94, Kings Road, S. Harrow, Middlesex. [5860

PHANTOM II sedanca by H. J. Mulliner, *in concours* condition, having covered only 58,000 miles. Full details from S. Hyde, 12, Alumhurst Road, Westbourne. Tel.: Bournemouth 23966 or Westbourne 61283 (evening). [5861

ROLLS-ROYCE, 1932, 20/25 post-vintage family saloon. M.O.T. Mascot. Elegant, quiet, comfortable, reliable. £220 o.n.o. Greenwood, Vyrnwy, Claremont Avenue, West Timperley, Cheshire. [5863

LONDON TALBOT 75, 18 h.p. Good running condition. Owner gone abroad. £45. Wanted: 2-litre racing Riley engine. Knight, Byeways, Suckley, Worcs. [5864

1927 COWLEY tourer. Immaculate, restored original condition. M.O.T. £165 o.n.o. 3, Beechwood Avenue, Burnside, Glasgow. Tel.: Rutherglen 3374. [5865

TR3A, 1958/9, B.R.G. Hard-top, discs, heater. Excellent condition. £495. 38, Close Lane, Alsager, Stoke-on-Trent, Staffs. [5866

1958 SIMCA Aronde 1300, ivory resprayed. Floor change, Durabands. Taxed January 1963. £475, or haggle. Mr. Williams, Sergeants' Mess, R.A.F., Cosford, Wolverhampton. [5867

TR2, 1955. Hard-top, radio, many extras. Excellent condition with works reconditioned engine. Body recently resprayed. £395. Kinnear, 14, School Green Lane, Sheffield. Tel.: 32181. [5868

ELECTRONIC REV.-COUNTER, 0-6,000 r.p.m.; also Notek fog and spot. The lot, £12. Marrs, Sunscales Avenue, Cockermouth, Cumb. [5869

ROLLS-ROYCE 20-h.p., 1928. Original Barker landaulette. Ten years present owner. Engine needs rebore. Tel.: Caterham 3605 (after 7). [5870

1960 MODEL TRIUMPH TR3A. Discs, heater, screen-washers, spot and fog; well shod. Professional respray. Immaculate. Haggling starts £670. 65, Ballifield Road, Sheffield, 13. [5871

1955 VOLKSWAGEN. Excellent condition. Genuine 47,500 miles. £310. Diggle, 10, Edward Drive, Ashton-in-Makerfield, Wigan. [5872

ASTON MARTIN saloon, 1954—DB2, l.h.d., Vantage engine. £300 overhaul. Excellent condition. £600, or exchange Karmann Ghia convertible. Tel.: TERminus 8574. [5873

ROLLS-ROYCE, 1930, 20/25, GSR 6. Unusually attractive grey Barker o/d. saloon. Purchase of later 25 forces sale. Photos available. £260 o.n.o. Tel.: BYR 1211. [5874

1939 TA M.G., 1935 Singer Le Mans. Complete but need attention. Cheap. Clive Jones, Little Ness, Nr. Shrewsbury. [5875

JAGUAR, 1937, 2½-LITRE sunshine saloon. One owner, 50,000. Rewired, resprayed dark green. New gearbox bearings, crown and pinion. £85. Yates, Red House, Knotty Green, Beaconsfield. [5876

M.G. PA, 1935. M.O.T. Superb condition. £120 o.n.o. Miss Hatch, Tel.: Ewell 2811 (after 6 p.m.). [5877

ARMSTRONG-SIDDELEY TWELVE Plus, 1936. Mechanically sound. Tyres and body good. Upholstery excellent. 49,000 miles. £35 o.n.o. R. Neale, 652, Streetsbrook Road, Solihull, Warwickshire. [5878

SINGER LE MANS, 9 h.p. £70 o.n.o. Archer, Tel.: Colchester 5121, ext. 75. [5879

1961 (Regd.) M.I. 1300 sports, Farina style, red with black interior. Overdrive, heater, spotlamp, washers. 7,000 miles. Immaculate. £225. Tel.: Pound Hill 3200. [5880

1952 "F"-TYPE MORGAN three-wheeler. Modified Ford Ten engine. Four new tyres. Sealed-beam conversion. Tonneau cover and hood. Box No. W.881. [5881

1929 MODEL "A" FORD Tudor saloon. One owner. 29,000 miles. Reasonable offers. Box No. W.882. [5882

1923 WOLSELEY 14.9 h.p. tourer, excellent original condition, mechanically superb. £150. All letters answered. Box No. W.883. [5883

BUCKLER X G.T. saloon. Aluminium body by Peel of Kingston. New supercharged 100E and clutch, i.f.s., shockers, etc. Requires trimming completed. Taxed July. £275 o.v.n.o. Galt, Sheepleaze, Fulmer Common Road, Iver Heath, Bucks. Tel.: Fulmer 3407. [5884

1930 O.M. Type SS 2-litre o.h.v. supercharged, occasional 4-seat, sports car, completely dismantled for restoration. Superb Italian vintage thoroughbred in basically sound condition. Offers invited. 55, Lime Avenue, Luton, Beds. Tel.: Luton 53450. [5885

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VINTAGE TROJAN TOURER in good order. New engine 10,000 miles ago and rest of chassis just overhauled. Excellent tyres. All spares cheaply and readily obtainable. Scott, 22, Knebworth Avenue, London, E.17. Tel.: Larkswood 5404. [5890

TF 1954. Red/fawn, radio. £350 or offer for quick sale. Tel.: Wilstead 366. [5891

SUNBEAM-TALBOT 90 1953, u/s heater, etc. 2 owners, excellent condition. £235 o.n.o. Smith, 329, Winchester Road, Southampton. Tel.: Southampton 74734. [5892

1928 ROLLS-ROYCE sedanca de ville. 20 h.p. Recellulosed primrose and black. Mascot, twin spares, snake, handbook, history, M.O.T. Excellent. £250. Tel.: Wallington 8879. [5893

LAYSTALL HIGH COMPRESSION HEAD, triple carbs. for Mark I and II Zodiac. £25. Barguss, 11, King Edward Road, Laindon, Essex. [5894

M.G. TF 1955. Engine 23,000 miles, steering new, wire wheels, radio, heater, twin spots, demister, reversing lamp. New exhaust system. Half tonneau. Cream, perfect condition. £400. Smith, 14, Harrow Drive, Hornchurch, Essex. [5895

100E POPULAR Nov. 1959. Handa overdrive, Mangolezzi head and manifold, heater, w/washers, etc. 35,000. Well shod, one private owner, no competitions. £380. Drew, The Old House, Burwash, E. Sussex. [5896

TR2. SUPERLATIVE CONDITION. No rust, resprayed, much admired. Metallic blue. Host of extras, overdrive, radio h/top, etc. Nearest £375. £37, Richmond Way, Croxley Green, Rickmansworth. [5897

OFFERS INVITED. Handsome 1935 Bentley sports saloon, damaged block otherwise good condition. Stancombe, 23, Portman Square, London, W.1. [5898

M.G. TC 1947 Immaculate red. Recent respray. Many extras, but not too many. £210. Tel.: Lt. Katon, Arborfield Cross 235 evenings. [5899

1928 SUNBEAM 17 Tourer in excellent condition apart from hood and radiator leaks. £100 o.n.o. Also Alvis Silver Eagle saloon, excellent condition, reground crank recently. £80 o.n.o. Lagonda tourer wanted. Tel.: Rayleigh 77. [5902

XK 120. F.H.C. 32,000 miles only. Ivory, unmarked red interior, w/wheels, 9:1 compression, stiff suspension, high steering, cams, axle, dual exhausts, new tyres, radio, full history, as new. £395. Also Citroën 1927 11.9 saloon, sound, original, no mechanical faults, offers, photos both on request. 16, Craghill Road, Thackley, Bradford, Yorks. Tel.: Idle 1518. [5903

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500GT BERKELEY, the only one. Immaculate throughout, with spares. £475 o.n.o. Tel.: Vandyke 7797 evenings. [5900

PAIR S.U. H8 Carburetters for C-type Jaguar. Little used, recently checked. Manifold if required. Offers. Box No. W.904. [5904

1951 DELLOW, good mechanical condition. Waterproof hood and tonneau. Photo on request. £175 o.n.o. Further details. Tel.: Watford 25463. [5905

RILEY FALCON, 1934. Special series 12/4 engine. £45. Harbidge, 37, The Ridgeway, St. Albans, Herts. [5906

TR SUPERCHARGER KIT, Arnott, complete, excellent condition. £90 new, offers? (Lotus replaces TR). Also XPAG/TD head, valves, etc., standard, undamaged. £9. Hellings, Welwyn Garden 22956. [5907

EXTREMELY GOOD Singer Le Mans 1934. Interested people Tel.: WADhurst 238 evenings. [5908

1938 FORD V8 2-seater. D/H Coupé, 81A. Smart appearance. New hood. £22½. Tel.: Howard 4306. [5909

AUSTIN A40 SPORTS. 1953. Reconditioned engine, twin carburetters, heater, new tyres, hood, tonneau cover, unmarked red cellulose, new chrome, M.O.T. Certificate, taxed. £175. 1, Birchway Avenue, Blackpool. Tel.: 33639. [5910

1928 BENTLEY 4½-litre tourer, reconditioned engine, excellent condition. £350 o.n.o. 5, Seymour Walk, London, S.W.10. Tel.: CAN 7793. [5911

ALVIS SPEED 25, Charlesworth d.h.c., 1938, immaculate coachwork. £100. Tel.: New Milton 2432. [5912

M.G. MAGNETTE. 4-hub caps. Badge bar, near side turbo discs. Official workshop manual. MOTOR SPORT 1955-61 inclusive, offers. Tel.: Pinner 3117 evenings. [5913

BENTLEY 1925. Speed model, open tourer, excellent all round. Full details. £250. Thomas Winstone, Pittville Circus Road, Cheltenham. Tel.: 56926. [5914

BENTLEY—MY "BESSIE," 1926. 3-litre Speed model, very sound—passed medical, naturally—must have good home owing to move. £375. Morris, Hollies, Nailsworth, Glos. Tel.: 10. [5915

BENTLEY—"ANNE," 1922 chassis, 1928 3-litre Speed model engine ready stripped for overhaul. General condition good. Pretty body. £230. Morris, Hollies, Nailsworth, Glos. Tel.: 10. [5916

BUCKLER. D.D.2 MISTRAL. Built by Bucklers Works Foreman. £225 o.n.o. Hall, "Heatherdene," Langley Common Road, Barkham, Berks. [5917

FOR SALE—*continued*

RARE GORDON ENGLAND Austin 7 saloon. 1929. M.O.T., good condition, perfect running order. £80 o.n.o. Wilkes, 7, Buller Square, Peckham, S.E.15. After 6 p.m. [5918

TR 2/3. "X"s. Recon. engine—October, tonneau hood, h/top, balanced w/wheels, heater, washers. Over £175 extras. Going abroad. £395. Shipp, 11, Buckingham Terrace, Glasgow, W.2. Tel.: W-5980. [5919

RILEY VICTOR 9, M.O.T. Excellent body, mechanics, new dynamo, 13 in., brakes, twin S.U.s. Many spares including preselector gearbox, 11.9 engine, etc, £100 o.n.o. Fletcher, Flat, Leek House, Deepcar, near Sheffield. [5921

TRIUMPH GLORIA. Taxed to August, must go—shortage of space. Good 4-door aluminium body, 1089 c.c. Climax engine in astonishingly good nick. Tyres, batteries good. A car with character missing in modern abominations for a discerning owner who will haggle around £110. C. A. A. Constantine, The Leasowes, Inslay, Bridgnorth. [5922

M.G. TA. Green. Good engine, good tyres, just completely rewired, sprayed March 1961, 30 m.p.g. Oil usage negligible. M.O.T. test. An attractive and economical car which I must sell. Any offers around £135. R. Redwood, 35, Stubbs Road, Wolverhampton. [5923

ASHLEY 750. Red, black hard-top Ford 1172 c.c. engine, overdrive, i.f.s., hydraulics, heater, screen washers. £195. 32, Sutherland Avenue, Bexhill. [5924

SPRITE LATE '58. Immaculate. Metallic blue. Engine 6,000 miles, wood-rim, heater, tonneau, washers, etc. £400. Fox, 26, Kent View Gdns, Ilford, Essex. Tel.: SEV 5281. [5925

VINTAGE BENTLEY 3-litre. 1924. Short chassis tourer 2/4-seater. Rebuilt, reregistered 1950. Body and mechanics very sound. Very sporting appearance. £325. Seen Southampton. Box No. W.926. [5926

M.G. TC. 1947. Works engine, new tyres. £180. 13, Scott's Wood, Fulwood, Preston. [5927

SUNBEAM MK III Saloon (1955). Excellent condition. Rev. counter, radio, heater. £390. 1, Jubilee Cottages, Lower Wokingham Road, Crowthorne, Berks. [5928

TRIUMPH 2000 ROADSTER. Grey, heater, spots, good tyres. £144. Hampton, Middlesex. Tel.: Molesey 5140. [5929

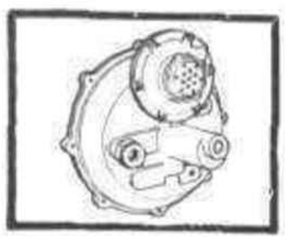
1938 25-30 ROLLS, Thrupp and Maberly owner-driver saloon, excellent condition. Around £300. Parmenter, Leyswood, Wildhern, Andover. Tel.: Hatherden 229. [5930

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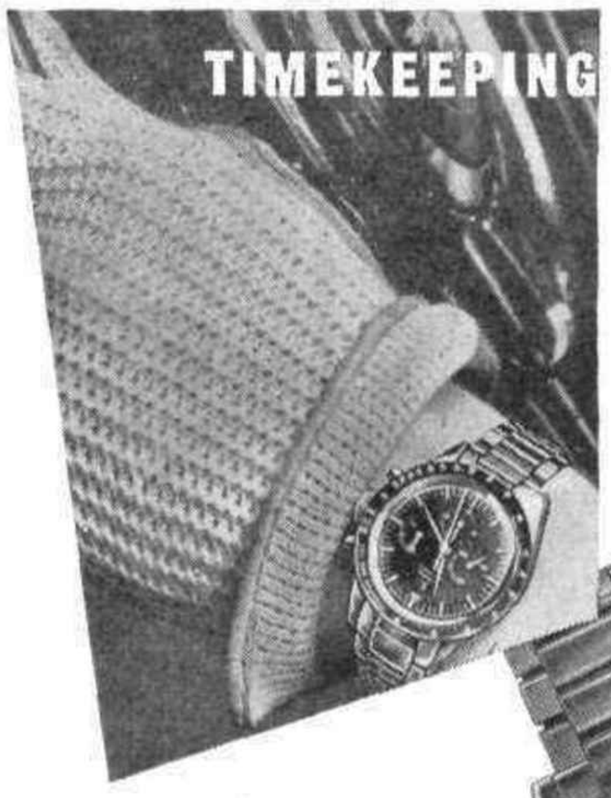
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£275. 1960. Bowden-Hamblin Ford special in B.R.G. with matching interior. Ford 100E engine fitted with Aquaplane mods. Superhead, etc. This car is one of the most carefully finished specials we have ever handled, whole car as new throughout.



£245. Aston-Martin. Long chassis 1½ litre, 4-seater tourer, 1933. Full weather equipment. This car is absolutely original throughout.



£795. Aston-Martin DB 2-4. 1954. Two owners from new. Finished in metallic blue with matching leather upholstery. Extras include push button radio, heater, " X " tyres, etc. Please telephone for further information.

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£1,345 JAGUAR 3.8, 1960, saloon in Sherwood green with Webasco sun roof, safety-straps, overdrive, radio, heater, disc brakes, wheel discs, etc. A specimen one-owner example.

£895 JAGUAR 3.4 saloon Automatic, 1959. An excellent example in mist grey. *This is a low mileage car fitted with numerous extras including* radio, heater, special equipment model.

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£745 JAGUAR XK150, 1959. *This is a one-owner example in grey with red* upholstery. Extras include overdrive, heater, wire wheels, etc. A fine example in very good condition throughout. Excellent value.

£725 TRIUMPH TR3A, 1960. This car is beautifully finished in white with red upholstery and black hard-top. Fitted with various extras including wire wheels, Michelin " X " tyres, three-speed overdrive, heater, disc brakes, etc. This car is truly superb and is thoroughly recommended.

£695 AUSTIN-HEALEY 3000, 1960, 2/4-seater. Ivory with red upholstery. Fitted with heater, overdrive, tonneau cover, etc. In excellent fettle.

£685 M.G.-A 1600 Roadster, 1960. Fitted with detachable hard-top, heater, etc. An unmarked example in powder blue. One owner from new.

£635 PORSCHE 1500 fixed-head coupé, 1954, R.H.D. *An extremely fast* car finished in red with beige interior. Heater, etc. Registered 1960.

£625 M.G. Midget, 1961, finished in grey with red interior. Heater, spot-lights, etc. Low mileage. One owner.

£595 M.G.-A. Roadster, 1959, 1500-c.c. An excellent example in turquoise blue with black interior. Wire wheels, " X " tyres, luggage rack, etc. Most attractive.

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£565 TR3A, 1958. This car is finished in primrose with black interior. Numerous extras including overdrive, heater, *disc brakes, twin-spots,* etc. Extremely fast.

£495 FAIRTHORPE Electron, 1959, Stage II Climax engine. Wire wheels, disc brakes, radio, etc. A very attractive car in silver grey with red upholstery. This car has excellent road-holding and is extremely fast.

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£495 RENAULT Gordini, 1960. Sun-roof, 4-speed gear box. An excellent example in red with black interior. Very fast with good road-holding. 45 miles per gallon.

£495 TRIUMPH TR3A, 1958, red with black upholstery. Heater, twin spots, etc. A very fine example. Fitted with disc brakes.

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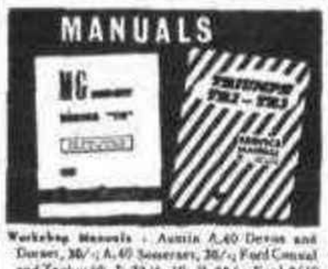


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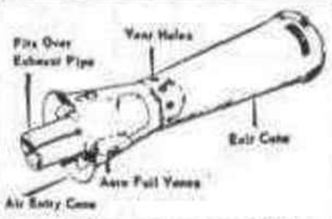
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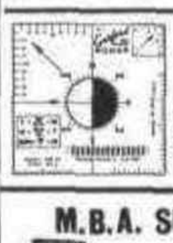
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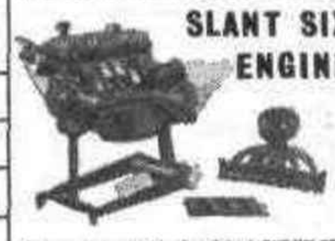
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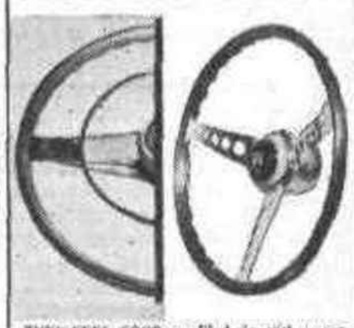


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A VERY LOW-BUILT, exciting-looking road/racing "special," 1172 on 750 chassis, Aerodynamic Silverstone Speedex alloy body, twin S.U.s, high-compression head, usual mods., tonneau. £125. Any part-exchange. Tel.: PARk 7225. [6226

RARE, BEAUTIFULLY DESIGNED and beautifully restored 1925 Fiat 501 4-seater torpedo tourer with the handsome brass pear-shaped radiator, cart-type wheels, Alfa-red. £75, plus some cheapish beast on wheels. Tel.: PARk 7225. No. 6, St. Mark's Road, W.11. [6227

THE INCOMPARABLE LECLAT 1172. Full mods., space frame. Beautifully finished. Full details upon request. £350 o.n.o. 46, Rushton Road, Rothwell, Northants. [6228

M.G. J2 SPARES, including crankshaft, camshafts, cylinder head, front axle, wheel springs, manifolds, carburetters, clutch assembly, petrol and oil pumps, dynamo, etc. Offers and inquiries to Chessell, Tel.: Croydon 2004. [6229

FABULOUS MORGAN Plus Four, 1955, rebuilt 1962 with all racing modifications, including : Full Lawrence-Tune engine, 2,000 miles only; new front suspension with discs; Konis; R58; aluminium undersheeting; complete weather equipment. Nearest to £700. Tel.: Bradfield 384 (Berkshire). [6230

LAGONDA 16/80 saloon, 1934. A really nice car. Come and have a look. M.O.T. £120 o.n.o. I can't run two Lagondas. King, 22, Malden Avenue, London, S.E.25. Tel.: ADD 8303. [6231

M.G.-A 1600, 1960, beige, red upholstery. 12,500 miles. Immaculate. Luggage carrier, tonneau cover, adjustable steering, polished port head. Genuine reason for sale. £630. Rudge, 15 Balfern Grove, W.4. [6232

OWNER GOING ABROAD, no sensible offer refused. 16/80 Lagonda drophead with many spares; 1927 Vernon-Derby Super-Sports Ford engine; Singer Le Mans spares, including dynamo, starter, gearbox; 1,100-c.c. vee-twin Anzani and J.A.P. Good 6/12-volt batteries. London area. Box No. W.233. [6233

TWIN 1¼-in. CARBS, gas-flowed high-comp. head and matched manifold. Suit Vanguard, roadster, Morgan, Renown. £30. Lock, 28, Chaucer Road, Walthamstow, E.17. [6234

M.G. TC, 1947. Reconditioned engine, steering, etc. Enthusiast maintained. £200. C. Keen, 47, Enbourne Road, Newbury, Berks. [6264

C. J. Bendall

for unusual automobiles

ROLLS-ROYCES

20/25 Hooper sports saloon with projecting boot, late 1935. Recent engine overhaul and first-class chassis. Good looking coachwork in excellent condition. **£365**

ANOTHER similar car but 1934, with first-class chassis and very fair coachwork. **£295**

20/25 James Young sports saloon, with boot, 1933 series. Very sound but modestly priced at **£245**

20/25 Thrupp fixed-head 2-seater coupe with dickey. Sound chassis with unusual and attractive coachwork. Generally in very fair order. **£295**

P.II TA Series Barker 4-light sedanca with projecting boot. Not immaculate but in fair order throughout. **£195**

BENTLEYS

Red Label close coupled fabric 2/4-seater. New hood and weather equipment, good chassis. **£285**

3½-litre Hooper sports saloon 1934, believed 2 owners and mechanically good with sound coachwork. **£165**

ANOTHER 3½-litre, 1935 series, 2-door 4-seater razor-edge body by Kellner in very fair order with good chassis. **£165**

JAGUAR XK120, 1954, d.h.c. Suede green. New hood and RS5 tyres, high-ratio axle and genuine low-mileage car in far above average condition. **£395**

ALVIS 4.3 sports saloon, 1937. In very sound order throughout. **£145**

ALVIS Silver Crest, 4-light sports saloon, 1938, but in above-average condition and good value at **£95**

ASTON-MARTIN 1½-litre Mk. II, 1935 D.H.C. Very sound in every way. **£245**

AUSTIN 12 fabric saloon, 1928, in extremely sound and original order. **£75**

BORGWARD COMBI Estate, 1956, satin bronze. Excellent order throughout. **£415**

HEALEY Sprite, 1959, 1 owner, 17,000 miles, B.R.G., heater, etc. A very good specimen. **£440**

LAGONDA 2.6 saloon, late 1950. Good mechanically, sound coachwork but needs repaint and general tidying up. **£155**

M.G. TC. 1946. In very sound condition for its year. **£165**

M.G. Special, J.1 chassis, 1172 Ford engine, M.G. gearbox, hydraulic brakes. Ready to receive coachwork. **£50**

TALBOT 105 sports saloon, 1937. In very fair general order, good tyres and sound coachwork. **£70**

We have several Veterans, including a **1915 HUMBER 10.4** tourer, in first-class running order, at **£375**, and a very fine completely restored **12/16 SUNBEAM** chassis with suitable tourer body not yet fitted.

We are negotiating for a very handsome 20/25 Mulliner sedanca and an excellent V.D.P. 3-litre **Speed Model Bentley.**

We regret that no overseas inquiry can be entertained in respect of pre-1917 cars.

All vehicles sold as in running order will carry a M.O.T. certificate.

Hire purchase (with deposits from 25%) and insurance can be arranged on all cars we sell, and part exchanges welcomed.

PAYNES PARK, HITCHIN, HERTS.

Tel.: Hitchin 3444/5

OPEN ALL SATURDAY (SUNDAY BY APPOINTMENT)

FOR SALE—*continued*

1931 ROVER 10/25 saloon, needs new head gasket, but otherwise mechanics and bodywork in exceptional condition. First £35. Nicholas E. Plant, 109, Meersbrook Park Road, Sheffield, 8. [6263

CRASH HELMET and Vizor. Herbert Johnson. £4. Walker, Tanybryn, Kingcoed, Usk, Mon. [6265

BENTLEY RARE OVERDRIVE M.R. Series. 1939. 4¼-litre Vanden Plas convertible. Chassis in excellent condition. Body stripped and re-sprayed grey. Covers by Oylers. Radio, etc. Carefully maintained. £560. Taylor, Old Parsonage, Winterborne Kingston, Blanford. Tel.: Bere Regis 220. [6266

TWO FRIENDS CLEARING GARAGES, have for sale: 100E engine, A40 diff. and shafts, head. A30 axle, wheel, head, block, lined shoes, remote gear change E93. Clarke, 15, Henry Road, South Yardley, Birmingham. [6267

BERKELEY B105. Red. Hard-top. 50 m.p.g. 100+ m.p.h. 10,000 only, rev counter, etc. £315. Box. No. W.268. [6268

1953 RILEY 2½. 1,000+ since engine completely reconditioned. Battery/tyres excellent, heater, M.O.T. £250. Humphreys, 44, Baden Powell Drive, Colchester. Tel.: 4804. [6269

ROLLS 20, 1929. H. J. Mulliner, owner driver saloon. Excellent condition. £160. 23, Doric Avenue, Frodsham. [6270

ROLLS-ROYCE 20, early 1926 & 1934 20/25 being reduced for spares. Most parts available and in excellent order. Tel.: Sutton 5389 or Four Oaks 2602. Write 20, Anchorage Road, Sutton Coldfield. [6271

ALVIS 12/50 B.B. Big port engine. "S" box. Resprayed. Tel.: Rugby 2229. [6272

M.G.-A TWIN CAM. 1959. White, red trim, heater. Exceptional condition, low mileage. £525. Tel.: Chandlersford 2661. [6273

FAIRTHORPE MINOR, April 1960. Many spares. £325 o.n.o. Tel.: Gerrards Cross 3957 (after 6 p.m.). [6274

SHORROCK SUPERCHARGER CONVERSION B.M.C. 1½-litre car. 7,000 miles. Cost £85; accept £45. Gibbs, Amberley, Summersbury Drive, Shalford, Guildford. Tel.: 68067. [6275

H.R.G. 1500, 1951. Excellent all-round condition. £290 o.n.o. Tel.: Hornchurch 46763. [6276

M.G. TD, 1951. Superb. Every extra. New "X"s, Vynide hood. £260. Been given company car, take motor cycle, camera in part exchange. Morley, 49, Dovercourt Road, East Dulwich, S.E.22. [6277

LOTUS XI series II. Ford 105E. Built 1961. Excellent condition. £500 or offers. Part exchange considered. Abrams, Portway Clinic, Shirehampton, Bristol. [6278

M.G. TC. Resprayed B.R.G. New hood, recon. engine. £225. 2, King George's Avenue, Southampton. [6279

LEAF LOVERS! 1928 Lea Francis 12 h.p. 2-seater with dickey. Black/green, v.g.c. throughout. M.O.T. Drive away for £150 o.n.o. Piper, 32, College Road, Wells. [6281

MOULDS. Complete set pre-production moulds glass-resin 4-seater G.T. saloon for F10 chassis. £150. Set production moulds for successful Sprite bonnet—sustained demand—£150. Box No. W.282. [6282

LOTUS SUPER 7 recently built; 750 miles not raced, rallied. Cosworth Classic—twin Webers, C/R gears, rev.-counter, electric fan. Hood full tonneau. £700. Cost £655. 18, Thornhill Road, Streetly, Sutton Coldfield. Tel.: Streetly 2121. [6283

1928 AUSTIN 7. Fabric saloon. Restored original condition. Mechanically excellent. M.O.T. February. Humphris, 104, St. Georges Square, S.W.1. [6284

A/H SPRITE 1959 De Luxe, bargain at £395. Sporty Minor 1000 1958. Uncountable extras. £400 or exchange bits. Consider fast Mini exchange. Watson, 8, Queens Court, Queens Ride, Barnes, S.W.13. [6285

SS JAGUAR 3½-LITRE 1938, good condition, M.O.T. 95+ m.p.h. tuned engine. £60 o.n.o. Tel.: Sutton Valence 3189 (evenings). [6286

1926 LEAF 12/22 4-seater tourer. M.O.T. Good mechanics, body. First over £100. Hendry. Tel.: Seven Kings 3104. [6287

AUSTIN SPECIAL. Falcon body. Hard-top, hydraulics, lowered 15-in. wheels. B.R.G., reg. June '61. Read, 203, Sheepcot Lane, Garston, Watford, Herts. Tel.: GAR 3863. [6288

LOTUS Mk.6. 1172 c.c. Good solid factory built car. £175. Carman, 33, Woodward Road, Dagenham. Tel.: Dominion 1371. [6289

HOT HERALD 1960. Yimkin-converted saloon. 0-60, 17 sec. One owner. Many extras including, ammeter, oil pressure, water-temperature, fog-light, wireless. This fast and exciting car cost £900 and has been scrupulously maintained. £550. Tel.: TOT 5907. [6290

ROLLS-ROYCE 1936. 20/25 owner-driver Barker saloon. Smart and complete. Test certificate for next twelve months. £300. 16, Hiron Croft, Coventry. Tel.: 23610. [6292

SINGER SUN SALOON 12 h.p. 1928. Two owners. V.G. condition. £45 o.n.o. Mr. D. Copland, 34, Belmont Road, South Norwood, S.E.25. [6293

SAAB 96 '61, white, never raced or rallied, £725. Green, 154 Widney Lane, Solihull, Warwickshire. Tel.: Solihull 3158 until June 12th. Subsequent letters forwarded. [6297

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

FOR SALE—*continued*

S.S. JAGUAR 2½-LITRE, 1937. sports. Rare, classic 4-seater body. P.100s, twin carbs, etc. Smart appearance, excellent mechanically. £85. Elmgarth, St. Mary's Avenue, London, E.11. Tel.: Wanstead 2966. [6019

H.R.G. 1100, 1948. In mint condition. £375. 13, Woodland Rise, Greenford, Middlesex. [6020

SPRITE '58 DE LUXE. Outstanding all-round condition. Quick sale. £385. Tel.: Clerkenwell 0513, after 6 p.m. [6022

SPRITE, 1960. Immaculate condition. Streamlined bonnet, "X" tyres. One owner selling as now drives company car. £460. H.P. arranged. Crowther. Tel.: Ipswich 56619. [6023

MORGAN PLUS 4, 1960. 28,000 miles. One owner, no rallies, etc. Heater, washers, fog light, safety harness, discs, works conversion. Taxed. Dec. Mechanically excellent; not impeccable—scooter scratch, hence price. £600. Stabled at Streatham, but tel.: Chatham 61459, after 7 p.m. [6024

TRIUMPH 2000 roadster, '49. Black, excellent condition. New hood, tyres and battery, no oil. Company car forces parting. Nearest £150, to 26, Church Lane, N.W.10. [6025

TR2, 1955. Ivory, hard/soft tops, extras. Above average. £345. Railton, Upper Gordon Road, Camberley. [6026

LAGONDA, 1928, 2-litre open 4-seater. Rad., eng., clutch, trans., wheels, drums, brakes, steering all overhauled. My car since 1947. Taxed. Certd. Gardner, 8, Alisan Road, Carleton, Poulton-le-Fylde, Lancs. Best offer around £150. [6027

1956 TR2. Reconditioned engine 6,000 miles ago, rewired, rebuilt carburetters, Burgess silencer, new clutch, brakes relined. Extras include "X"s, spot, fog, map light, heater, tonneau. Body superb, having been professionally resprayed signal red, undersealed, etc. Best offer over £400. 19, Rutland Drive, Mickleover, Derby. Tel.: 54780. [6028

1961 1172 FORD-ASHLEY G.T. red 2/4-seater. Full instrumentation, etc., very pretty, magnificent performance. 5,000 miles only. Many spares. Cost £380 to build. £250 o.n.o. Murray, "Rose Villa," 11, West Grove, Brooklands, Sale, Cheshire, Tel.: 5870. [6029

SINGER NINE, 1934 sports 4-seater. Good running order. M.O.T. £40. A. Dunn, 24, Wingate Crescent, East Kilbride. Tel.: 22492. [6030

ASTON MARTIN Mk. II s/c. Good condition. Overhauled. Borrani wheels. £295 o.n.o. 66, Bingham Park Road, Sheffield. Tel.: 62010. [6031

1,172 FORMULA CAR. Aquaplaned, oil cooler, elec. rev.-counter, c/r. gears, L.M.B. suspension, tubular chassis, wood rim wheel, weather equipped aluminium body similar Lotus VII. Ideal road or track. £315. Tel.: Cannon, King's Langley 2719 (evenings). [6032

ALVIS FIREBIRD SALOON, 1935. Specimen condition. Taxed. Tested. Details, photo, on request. £150. Campbell, 1, Oakleigh Avenue, Timperley, Cheshire. [6033

SMART, ATTRACTIVE 4-seater Tickford AC Ace tourer. 3 owners 87,000 miles. Full history. Maintained original, p.v.c. hood, tonneau. Recent £50 overhaul. Reliable. Handles well. V.S.C.C. member. Driving south in June. Hillyer, 14, St. Magnus Road, Thurso, Caithness. [6034

AUSTIN-HEALEY SPRITE, 1960. Immaculate condition with all extras, new "X" tyres. Selling as business requires saloon car. £430. Linton, 27, Prince's Road, Sale, Cheshire. (Demonstration in London by arrangement.) [6036

1929 LAGONDA, excellent 2-litre low-chassis Speed tourer. P.100s, cycle wings. £180. Morgan Plus Four, 1952. £245. (Hants.) Box No. W.037. [6037

AC 2-LITRE SALOON for sale March, 1951. Completely rebuilt by the works autumn 1959 and maintained since by them. Colour black with red leather upholstery. Tested to April, 1963. The car is in first-class condition and there is genuine reason for sale. Price asked £325 o.n.o. Tel.: Downland 4615. [6039

VOLKSWAGEN, 1959. Excellent condition. Many extras. £500. Company car only reason for sale. Consider good M.G. TC in p/e. H.P. possible. Peak, c/o Amey's Asphalt Co., Sutton Courtenay, Abingdon, Berks. Tel.: Stanford-in-the-Vale 236 (daytime). [6040

RILEY ADELPHI 12/4, 1937. Most mechanics excellent. £80 o.n.o. 6, Walden End, Stevenage. Tel.: 209. [6041

M.G. TC. Probably one of the finest examples available. "M.G." registration. Brakes relined, excellent weather equipment, tonneau, wheels balanced. Many extras. M.O.T. cert. Taxed August. £270 o.n.o. Tel.: Reigate 2025. [6042

SUNBEAM-TALBOT "90," 1952. Red. Red upholstery. V.G.C. M.O.T. £200 or p/e 1960/61 Sprite. Salmon. Tel.: Cressington Park 1181 (Liverpool). [6043

T.V.R. Mk. II M.G.-A 1600. 4.1 rear axle, very accelerative. Leather trim, low mileage, never competed. Very pretty car in excellent condition. Reluctant owner needs more seats. £720, offers. Tel.: Elmbridge 3347. [6044

M.G. TC, 1948. Extremely good condition, many extras, good tyres, stop lamps, etc. London area. Write Box No. W.939. [5939

Your G.C.E. -where will it take you?

G.C.E. at 'O' level (or equivalent) in mathematics, English language, and three other acceptable subjects; over 17 and under 26; fit, decisive, and able to take responsibility; with these qualities and qualifications, you are eligible for one of the most exciting, worthwhile, and rewarding careers open to a young man. You can fly as an officer in the Royal Air Force.

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Write today for full information, giving your date of birth and present or expected G.C.E. qualifications to ***Group Captain J. A. Crockett, R.A.F., Air Ministry(MX889), Adastral House, London WC1*** *or call at your nearest R.A.F. Careers Information Centre.*

The Royal Air Force

FOR SALE—*continued*

1960 JAGUAR. £265. Practically identical to Mk. IX. Thought to be 1957 model though first registered in 1960. New "X" tyres. Grey with red leather. Perfect. 45,000 miles. F/O. Haynes, Officers' Mess, R.A.F., Church Fenton, Tadcaster, Yorks. Tel.: Tadcaster 3176. [6047

TURNER-CLIMAX, October, 1960. White, 15,000 wire wheels, discs, extras. Excellent condition. Offers above £550. Tel.: Dartford 20751. [6048

1949 TC M.G. Powder blue. New hood, clutch, bearings, boots, plus. £220 o.n.o. Murray, Southam Rectory, Leamington. [6049

RILEY 12/6 SPECIAL. Engine rebored, new h.c. pistons, 8:1 compression ratio, triple S.U.s, 6-branch exhaust, new straight through box, shortened chassis, new clutch, only needs body. Absolute bargain at £70 o.n.o. Reason for sale room wanted. C. Bates, "Heatheridge," School Road, Pattishall, Nr. Towcester, Northants. [6050

LAGONDA SPARES for sale. Also Lagonda 1938 L.G.6 D.H.C. £250. Lagonda 1937 L.G.45 saloon. Concours. £100. Lagonda 1934 3-litre Vanden Plas swept wing 4-seater tourer. Exceptional. £175. Lagonda 1933 3-litre vintage cycle-wing saloon. £55. Lagonda 1936 4½-litre Rapide saloon. £55. Lagonda 1933 15.7 vintage cycle-wing 4-seater tourer. £45. Tom Pinguey, 121, Copers Cope Road, Beckenham, Kent. Tel.: BEC 9316. [6051

MORGAN, 1952, PLUS FOUR. Factory reconditioned Vanguard engine. New tyres. Excellent body, hood and screens. Well worth £165. Tel.: Luton 53778. [6052

TR3A, 1959. Costing £1,600 new. Absolutely every extra possible for a TR. Including Laystall balanced engine, low mileage. Immaculate. A very exceptional car, have yet to see one better. Owner purchasing an A.C. H.P. arranged. £800 o.n.o. 18, Newlands Road, Horsham, Sussex. Tel.: Horsham 3696. [6053

COLLECTOR'S ITEM. Humber tourer 27-h.p. Fitted drawbar and winch. V.G.C. £175 o.n.o. H. E. Sale, Jackson Street, Baldock, Herts. Tel.: 2210. [6054

ROLLS-ROYCE, 1932, 20/25. £150. Ryan, 25, Boxgrove Avenue, Guildford. Tel.: 4478. [6055

M.G. TC, 1946. Exceptional condition. Recently resprayed, upholstered, chromed. New clutch (April). New headlights. Present motor fitted 1959. Two owners. Taxed December. Certificate. £210. Tel.: Amherst 1603. [6056

MAY, 1959. Turner Sports 948 c.c. Red with black interior trim. New tyres and useful extras. Never raced or rallied. One proud owner of this attractive and well maintained car. £425 o.n.o. Tel.: Wolverhampton 23861 (day); 51804 (evenings). 14, Yewtree Lane, Wergs, Nr. Wolverhampton. [6057

TURNER (B.M.C.), 1958. Excellent condition, one owner, reconditioned engine with low mileage. £300 o.n.o. Tel.: Stourbridge 5112 (office hours). [6058

M.G. MAGNETTE, 1935. Type NA 2-seater. Bertelli body. Completely rebuilt, condition as new. M.O.T. cert. £250 or offer. Broderick, Ashburn House, Kilbarchan. Tel.: 1023. [6059

CLEARING OUT GARAGE. Any reasonable offer taken. 1958 Fiat 500 rear engine, gearbox, back axle assembly, A30 engine, 100E engine, V8 engine, twin-carbs, Allard heads. Ladder frame, takes big engine. 1949 Morris Minor, registered 1957, needs some work, etc. 8, Fairview Avenue, Rainham, Essex. Tel.: 5096. [6060

AUSTIN 6/16, 1931, open tourer. Complete engine overhaul. Immaculate bodywork, interior, hood, tyres. M.O.T. £120. Heard, Crescent Road, Tollesbury, Maldon, Essex. [6061

M.G. SPARES for (K-type) engine. B.T.H. magneto and drive head with valves, camshaft, crankshaft, etc. Offers. 113A, Nottingham Road, Stapleford, Notts. [6062

TR2, 1954. Red. 2 new tyres, new battery. £295. Clayton, 2, Sidney Street, Swinton, Mexborough, Yorks. [6063

BENTLEY 4¼ SHOOTING BRAKE. Professionally rebuilt and re-registered 1951. Pretty body, cycle-type enclosed wings, heater, winkers, demister. Cellulose and chrome perfect. Mechanics and transmission perfect, engine good but little ends or tappets very sad. Suit impecunious enthusiast at £97 10s. Bader, 62, Sussex Place, Slough. Tel.: 23754. [6064

BERKELEY B105, 1959. Reg. '61. Low mileage. Excellent condition. Good tyres, equipment. See off Sprites. £350 o.n.o. Gracie, 12, Elthorne Court, Feltham, Middlesex. Tel.: Feltham 6477 (evenings). [6065

EDWARDIAN VAUXHALL RADIATOR, early Chevrolet radiator, early literature. Shell, Copthall, Hunsdon, Herts. [6066

1935 20/25 ROLLS (Park Ward). Reasonable. £220. Offers. Stirling. Staff "B," A.E.R.E., Harwell, Berks. [6067

M.G., 1950, Y SALOON. Twin carburetters. Many extras. £240. Tel. (Birmingham): SOUth. 1625. [6068

HANSA, 1959, STATIONWAGON. £400. Excellent condition. 1,100 c.c. horizontally opposed engine. Front wheel drive. Green with grey interior and heater. Left-hand drive. 30,000 miles one owner. Howes, 28, Castle Crescent, Reading. Tel.: Reading 84372 (between 10-5). [6069

FOR SALE—*continued*

£75. AUSTIN SEVEN SPECIAL, 1934. M.O.T. tested. Unmodified engine, 4-speed boxed frame, offset wheels, "X"s, hydraulics, roller U.J.s, super body and hood. Used daily. Photo. Parts cost £200. Singer Le Mans, 1937, in pieces. 2-bearing engine, big-ends need attention. New clutch, brakes, twin S.U.s, alloy body. Good tyres, hood, sidescreens. Offer for whole or parts. Baxter, Cedar Drive, Thornton, Middlesbrough. Tel. : Hilton 345. [6070

ROLLS-ROYCE, 1936, Park Ward saloon 20/25. H.P. £250 o.n.o. "Kwetu," Abbey Lane, Oakmere, Cheshire. [6071

BENTLEY, 1934, 3½-LITRE V.D.P. sports tourer. Rare high ratio, 100 m.p.h. model. Excellent order. History. 119,000 total. £495. Tel. : Emsworth 3357. [6075

PORSCHE SALOON 1500, 1954. 35,000 miles. New clutch. Immaculate, interior perfect, splendid performance. £570 offers. Box No. W.076. [6076

CHRYSLER AIRFLOW, 1934 model. Reg. 1935. R.H.D. Light blue. V.G. condition, cruise 75 m.p.h. Overdrive; **15-19 m.p.g.** £70. 226, Marsh Road, Luton, Beds. [6077

1949 RILEY 2½-LITRE saloon. M.O.T. certificate. Grey with red and beige upholstery. Michelin "X"s. Heater. Almost immaculate. £95. Taxed and insured to August. Cheary, 17, Canberra Road, Alderman's Green, Coventry. [6079

BENTLEY L.E. SERIES. Highly attractive, Immaculate. Gurney-Nutting razor-edge, full works history. Surrey. Box No. W.078. [6078

1959 TR3A. As new, mileage 9,000. Fitted £300 worth extras. Cost nearly £1,300. Best in country. £765 or £675 without extras. Fullest details given. Also gearbox with overdrive, hardly used. £55. 431, Upminster Road, Rainham, Essex. Tel. : 2136. [6080

M.G. TA, 1937. Resprayed red. Excellent condition. Also spare engine. £135 o.n.o. Evenings : 104, Bath Road, Salt Hill, Slough. [6081

ALVIS 12/50 wide 2-seater. Back rebuilt. Resprayed. Rewired. Taxed and tested. March, 1931. Bargain at £100. Willcocks, 49, Maid's Causeway, Cambridge. [6092

1936 RILEY NINE IMP. This car is unique and must be the finest Imp of them all. Owned and maintained by Dr. Engineering past 6 years. Immaculate imperial crimson cellulose, aluminium cellulosed 18 in. wheels, red hide. This car (CUU 285) illustrated in Stamford's book. Merlin crank, balanced engine, works racing Ulster head, special cams, 4-branch exhaust, twin 1½ S.U.s, Brooklands sump, close ratio E.N.V. 75, 5 : 1 r/axle, Girling brakes, aero-screens, hood, tonneau. £435. Dr. Peter Grey, 66, Lawn Close, Datchet, Bucks. Tel. : Datchet 473. [6093

AUSTIN NIPPY, 1934. Rebuilt engine. Excellent condition throughout. £75. 93, Boundary Road, N.W.8, London. Tel. : MAI 8798. [6094

1953/54 JAGUAR XK 120 coupé. Absolutely immaculate. H.M.V. radio, heater, "X"s. £345. Watson, 136, The Crescent, Horley, Surrey. [6095

A VERY RARE and beautiful Alvis 12-h.p. 4-seater 2-door sports tourer. Hood and tonneau. Spare engine, wheels, brake drums, decoke sets, 4 brand new standard pistons and rings, rugs. Sufficient of everything to give a lifetime of thoroughbred motoring. Ready for the road at £135. R. Rofix, 39, Cemetery Road, Ipswich. [6096

ALVIS TA 14 engine and gearbox. Offers. Deighton, 17, Waterstead Crescent, Whitby. [6097

CLIMAX 1,100-c.c. F.W.A. engine. All electrics, ignition, manifolds, carbs, oil filter with hoses, clutch, M.G.-A gearbox. Nearest £150. Jones, 68, Cavan Road, Liverpool. [6098

UNFINISHED SPECIAL. Reconditioned E93A engine, A/7 chassis, Hornet c/r gearbox, hydraulics, i.f.s., 15-in. wheels, Speedex Silverstone body. £180 spent; sensible offers. Evennett, 74, Glendevon Road, Liverpool, 16. [6099

1927 TWIN CAM 3-LITRE Sunbeam open 2-seater pointed tail. Substantially original. New tonneau. £300 o.n.o. Peter Wase, 33, High Street, Stourport, Worcs. [6100

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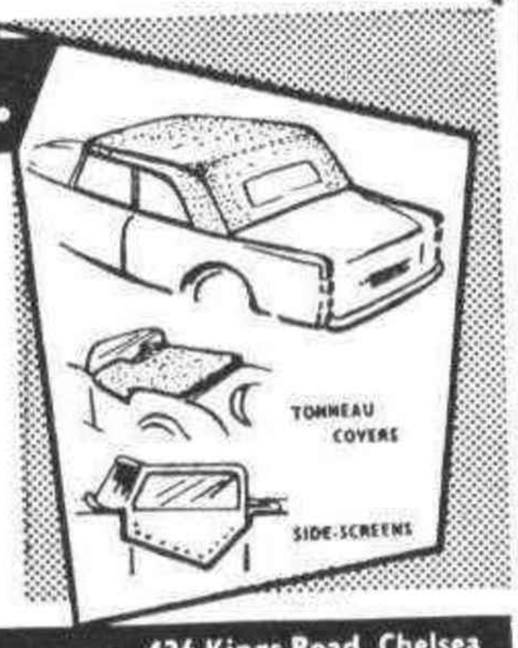
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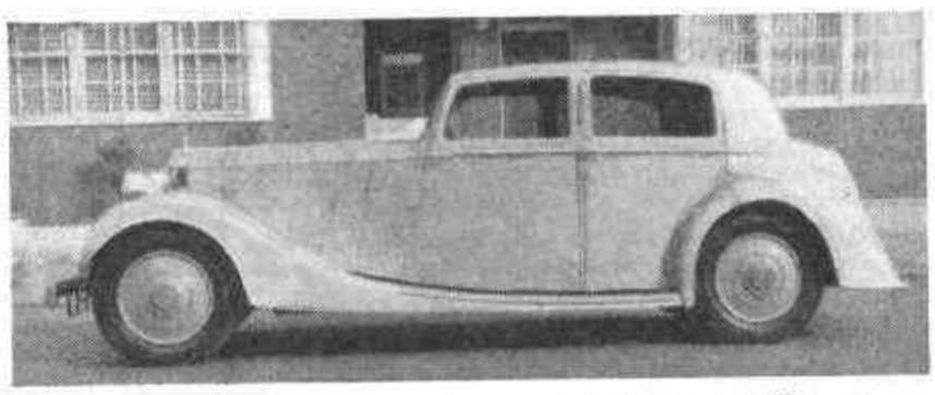
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1172 SPECIAL. 90% completed. Space frame, beautiful body. Bill for £400. Bargain at only £150. Tel.: Bexhill 1935. [6295

SUNBEAM 18.2 SALOON. 1933. Extremely fine condition. £260. 21, Paxton Court, Armfield Crescent, Mitcham, Surrey. Tel.: POL 5102 (after 6 p.m.) [6296

TVR 1960. Excellent condition. Tuned 105E engine, 3.9 to 1 rear ratio, top 90, 3rd 75. £600. Tel.: Woolverstone 303. Laverton, Monkey Lodge, Freston, Ipswich, Suffolk. [6298

ALVIS 12/60. 1932. Rare Cross and Ellis saloon, *concours* condition rebuilt regardless of cost. Bills available. Apply details and photographs. £175, good home before good price. Prefer both. D. A. Grimwood, 2, Green Cottages, Old Knebworth, Herts. [6299

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VERY FAST TR3. Brands Hatch 68 sec., 2200 c.c. Complete with over £200 of modifications, extras and spares. £425 or part exchange for saloon. Bellamy, 25/27, Stafford Road. Tel.: Croydon 5176. [6312

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MORGAN CLIMAX 1946. Rebuilt engine, 12,000. Many extras, M.O.T.C. November. £135. Box No. W.315. (Yorks). [6315

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SUPERB 2-LITRE LAGONDA, 1931 Speed Model; offered again because last month's buyer couldn't complete transaction. Over £450 spent in last three years; offered now at £250. Paul, The Cottage, Greenbank House, Albert Square, Bowdon, Cheshire. Tel.: Altrincham 4445. [6329

1927 BULL-NOSE MORRIS 2-seater with dickey. Good mechanical condition (drive away), good tyres. £65. Also 4½-ton 4-berth yacht, new March 1961; today's value approx. £1,000; sell or exchange vintage cars. Kennedy, 2, Cranleigh Gardens, Luton. Tel.: 4216. [6331

MORGAN 4/4, 1950. Extensively overhauled, inc. rebore, crank grind. Little work unfinished. Good tyres. £125. 2, Hereford House, Rushcroft Road, London, S.W.2. [6332

M.G. TF, 1954. Specimen. Ivory, red upholstery. New hood, screens, tonneau. Must be seen. £385. Bray Cottage, Fencepiece Road, Chigwell. Tel.: Hainault 2906. [6333

M.G. ENTHUSIASTS. 1930 M-type. Completely rebuilt, re-painted, re-upholstered, rechromed. Many extras. Excellent condition throughout. Offers please. Marsden, Little Wellhouse Farm, Orsett, Essex. [6334

ALVIS SPEED TWENTY Vanden Plas saloon. Excellent P.V.T., for which recent bills available brakes, tyres and engine. Suit aspiring one-car Vintagent. Alvis owners should inspect. £90. Furness, Tel.: MAYfair 9111, ext. 7 (weekdays). [6335

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1954 SUNBEAM-TALBOT 90 convertible. Radio, heater, screen-wash. Recent £110 overhaul. M.O.T. £220 o.n.o. Harvey, 81, Elgin Crescent, London, W.11. [6336

M.G. J4 ENGINE, complete less blower; twin 1-in, S.U. carbs., large-diameter crank; 80 lb. oil pressure. Sound running order. £30. Carmichael, 5, Wykeham Road, Glasgow, W.3. [6337

LAGONDA, 1934, 3½-LITRE saloon. £180. Stratton, Tel.: SHE 5522, ext. 182 (daytime); Beaconsfield 278 (evenings and weekends). [6338

MORRIS ISIS, 1932, saloon. In remarkably good order. £125. Rosner, 20, Radley Mews, W.8. Tel.: WES 5691. [6339

M.G. SALOON, 1951. Very sound, M.O.T. Above £169. Weekdays: Tel.: Whitehall 3541, ext. 13. Weekends: 96, Northumberland Avenue, Hornchurch. [6340

SUNBEAM ALPINE, similar Hartwell coupé earlier Alpine, maintained regardless of cost. Exchange is considered, £350. West, 52, Duke's Avenue, New Malden. Tel.: CHA 5957 (day). [6341

1938 25/30 ROLLS-ROYCE limousine, good running, sound body. Interior needs slight attention. £150 for quick sale to enthusiast. Tel.: Rugby 5836 (after 7 p.m.). [6342

1937 25/30 ROLLS-ROYCE limousine. Interior damaged by fire. Easily restored. Very good history. Mechanically very sound. First offer over £100. Tel.: Rugby 5836 (after 7 p.m.). [6343

1953 JOWETT JUPITER, immaculate bodywork and chrome. Heater, luggage rack, oil cooler. £275. Must sell, need bigger car. Tel.: ADVance 1741 (9 a.m.-6 p.m., Monday till Friday). [6344

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ALVIS 12/70 saloon, 1938. Hydraulic. Body, mechanics, sound, smart. M.O.T. Must sell, £50 o.n.o. Martin, 114, Castelnau, S.W.13. Tel.: RIV 8086. [6347

APRILIA, 1938, excellent condition. Weber carb., undersealed, windtones, spares and bills. £195. Tel.: COP 7182 (office). [6348

RED 1949 M.G. TC. First-class condition; factory-recon. engine; new battery; full weather equipment. Well worth £225. 1, Bellevue Lane, Emsworth. Tel.: 3149 (evenings). [6349

FOR THE KNOWLEDGEABLE: Triumph Vitesse 14/60, 1938, guaranteed total mileage 30,000. Carefully stored most of its life, log-book confirms. Original handbook, etc. £120. Seen Hares Garage, Littlehampton. [6350

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ALVIS SPEED 20, Charlesworth aluminium saloon, 1936. Original. Good condition. M.O.T. Taxed. £85, or would exchange vintage/interesting car. Hill, 49, Granville Road, St. Albans. Tel.: 58619. [6352

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HEALEY SILVERSTONE: ex-K. N. Rudd. New full weather equipment. Very fast, reliable, and much above average condition. £325 o.n.o. Tel.: FRE 6686. [6359

"FERDINAND," 12/4 RILEY Falcon, 1937. Tired goer. Spare engine, gearbox, half-shafts. Drive away or break, £18. 22, Orchard Avenue, Berkhamsted. Tel.: Berkhamsted 1958. [6360

TALBOT 105 tourer, 1937, grey, engineer maintained. £200 o.n.o. Dr. Cuddon-Large, Highams Park, E.4. Tel.: LARkswood 1614. [6362

RILEY 1.5, 1950, black. Genuine 45,000. Only two owners. Going abroad. Radio, heater. Good condition. £210. Drake, 17, Lancaster Park Road, Harrogate. [6363

DAIMLER, '51, Special Sports convertible by Barker. Excellent condition, thoroughly maintained. £265 o.n.o. Seen Kings Road Garage, S.W.3. Tel.: Flaxman 9351. [6364

ROLLS-ROYCE saloon, 20/25 h.p., 1931. One titled owner until 1958, crest still on rear doors. Every letter and bill since new. Excellent mechanical order. £280. Humphrey, Flat 5, 2, Branksome Wood Road, Bournemouth. [6365

RILEY FALCON 1½, 1936. Good original condition. Also many spares, including towable chassis, reground crankshaft with new bearings and clutch assembly complete. Apply Christopher Duxbury, Tefan, Bridge Street, Lampeter, Cardiganshire. After June 18th, Bovey-Tracey Vicarage, Devon. Price £70 o.n.o. [6366

TWO-SEATER SPORTS, 1959, E93A, fully modified, excellent condition. Offers over £150. Exchanges considered. Cope, 43, Pierremont Gardens, Darlington. [6367

OPEN BRISTOL 4-seater 402. Family man's dream sports car. Enormous boot. Excellent condition, truly worthy of its eye-catching appearance and high-quality engineering. Only £475. "Leiden," Harp Hill, Cheltenham. Tel.: 2965. [6368

1960 MINI-MINOR de luxe, Alexander conversion, two-tone. Twin spots and reverse lights, safety belts, special dash, 100-m.p.h. speedo, rev.-counter, oil, amp., temperature gauges. Genuine 9,000 miles from new. £440, including all original equipment. H.P. arranged. 3, Deaconsfield Road, Hemel Hempstead, Herts. [6369

TWO 12/4 RILEYS. £150 o.n.o. Excellent 1936 Kestrel plus another for spares. Woodrow, 12, Bassett Crescent East, Southampton. Tel.: 68706. [6370

1952 LEA-FRANCIS 14 offered for sale by original owner. 60,000 miles. Engine reconditioned by specialist firm in 1961. Quite perfect in all respects. £190. R. G. Watson, Smeeton Westerby, Leics. Tel.: Kibworth 271 (evenings). [6371

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DELAHAYE, 1939, 3½-LITRE d.h. coupé. Superb open-road car in very acceptable condition. Price £195 o.n.o. Write, Young, 6A, Stamford, Brooke Road, W.6. Tel.: LAD 3450. [6373

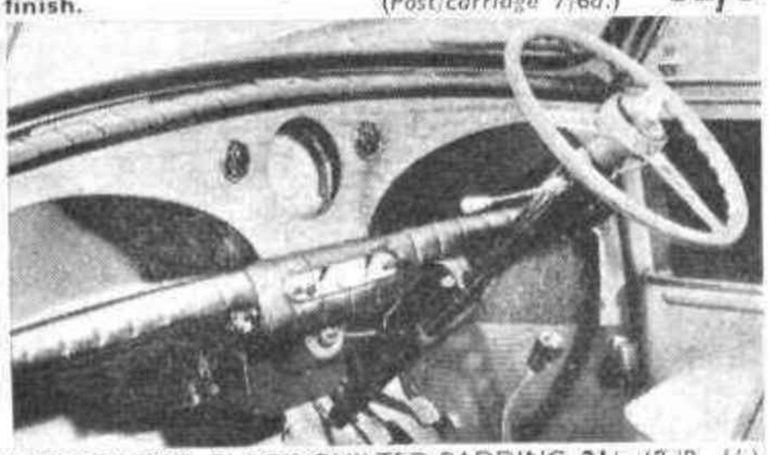
VINTAGE AUSTIN CHUMMY, M.O.T., tested; good order throughout. £65. "Lyncroft," Myton Road, Warwick. Tel.: 41208. [6374

1928 AUSTIN 12/4. Good original condition. £70. Apply after May 5th to R. Williams, 40, Clydesdale Road, Quinton, Birmingham. [6375

1931 STAR COMET 18/50-h.p. saloon. Body and mechanics in good condition, M.O.T. certificate March 1962. Handbook. Offers over £90. Pratt, 1, Little Spring, Chesham, Bucks. [6376

ALLARD, 1949, 4-seater coupé. Good condition. £70 o.n.o. Morse, 10, Salisbury Avenue, Colchester. [6377

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BREAKING M.G. TA Tickford. All spares. Towable. Bone, 125, Winchester Road, Basingstoke, Hants. [6102

M.G. TD, 1953. B.R.G. Hard- and soft-tops, tonneau, two "X"s, spot, rack. Bodily and mechanically in excellent condition. £365. Tel.: Brentwood 6. [6103

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APRILIAS, 1939. Excellent mechanical condition throughout. Body sound. Everything, repeat everything, works. M.O.T. to March, 1963. Haggle. £150. 1938. Excellent engine. Rest quite good. M.O.T. to November, 1962. Haggle. £60. Many spares. West, 14, Hillside Avenue, London, N.11. Tel.: Enterprise 6778. [6105

1938 A.C. SALOON. Many extras and spares. Good order. M.O.T. £85 o.n.o. Robertson, 73, Fieldview, Burntwood Lane, Wandsworth, S.W.18. [6106

AUSTIN NIPPY, 1934. Cambridge. I.F.S., oversize rears, rewired, etc. Must sell. Getting married. £90 o.n.o. Bedford. Tel.: VAN 5209. [6107

BUGANTICS, 1948-1959. 53 copies. Best offer. Smith, 10, Voce Road, Plumstead, S.E.18. Tel.: Woolwich 7165. [6108

TR2 LATE 1954. Red. Sound engine. Excellent coachwork. All weather equipment. Rear seat. Increasing family forces sale. £325 o.n.o. Westbrook, 27, Church Street, Little Shelford, Cambs. Tel.: Shelford 2359. [6109

ALVIS TA 14 cylinder block. Mr. Jackson, 29, Webb Street, Lincoln. [6110

AUSTIN "ULSTER." Potent. Exceptional. £155. Tel.: Slough 23434. [6111

1937 AUSTIN SEVEN tourer in pieces. Good axle. Excellent 1934 engine. Offers for any part. Also 12v. klaxon. McGreevy, Meadgate, Camerton, Nr. Bath. Tel.: Timsbury 428. [6112

1954 FRAZER NASH Targo Florio sports. Red. Exceptional order. £695. Exchange motor sailer, Galaxie Sunliner, etc. 4, Elwyn Road, Meols, Cheshire. Tel.: Hoylake 6710. [6113

FRAZER NASH-B.M.W. Type 328. In excellent condition. Engine rebuilt by specialist. Well shod, new battery, O.Z.80 head, H.D. back axle, Hinds gears. Many spares. Offers. Sutton, Riversbridge, Dartmouth, Devon. [6114

AUSTIN A40 FARINA de luxe Special two-tone. Immaculate. Host extras, including anti-roll bar, anti-fade linings, Marchals, "X"s, etc. £455 o.n.o. H.P. arranged. Box No. W.115. [6115

ASTON MARTIN Mk. II, 1934, s/c. sports. Faster than average, in excellent condition mechanically and bodily. £395. Consider exchange economical modern Mini, 1000, Fiat, etc. Cash adjustment. 59, Old Dover Road, Capel, Folkestone. [6116

1952 ALVIS TA21 sports saloon. TS/radio, heater, seat-covers, s/wash., resprayed June '60. Low mileage. £195. Groves, 132, Lennard Road, Beckenham. Tel.: SYD 5698. [6117

1937 4¼-LITRE BENTLEY Thrupp & Maberly semi-razor edged all ali. coachwork. Very good condition. M.O.T. tested. Good tyres. £300. Tindall, 161, Lancaster Road, Enfield, Middlesex. Tel.: ENF 0651, after 2 o/c. 6118

PORSCHE 1600 SUPER, 1956. Red, black interior, r.h.d. Immaculate with usual fittings, plus Motorola radio, twin spots, Michelin "X"s all round. Just overhauled by A.F.N. Taxed 1963. £850 o.n.o. (H.P. possible). Stanton. Tel.: PRI 1005 (in evenings), after June 5th. [6119

M.G. TC, 1948. Red. 16-in. rear wheels, twin spots, stoneguards, luggage rack, wood rim wheel. M.O.T. £230. Corneloues, Wollaton, Stanley Hill, Amersham, Bucks. [6120

M.G.-A COUPE. Cream. 1959. Engine excellent, paintwork needs retouching. £495. Hindley, Shaw House, Hanch, Lichfield. [6121

1952 RILEY 2½-LITRE. Heater, radio, spot lamps, screenwash. Good tyres. Immaculate condition throughout. M.O.T. certificate. £225. 18, St. Johns Road, Chingford, E.4. Tel.: SILverthorn 3267. [6122

RILEY IMP. Near immaculate; resprayed B.R.G. Rechromed. New back axle, springs, shackles, brakes, steering. Manual box. Taxed. M.O.T. Spares. £340 o.n.o. 92, Barnett Lane, Wordsley, Nr. Stourbridge, Worcs. [6123

UNIQUE LANCIA ASTURA V8 26.7-h.p. Impressive Gurney Nutting drophead. Tested. Good home only. P/E. or H.P. considered. Write: Gould, Anatomy Dept., University, Sheffield. [6124

LEA-FRANCIS, 1948, SALOON. Reconditioned 1958. Mostly renewed. Smart, reliable. M.O.T. £110. 206, Baldwin's Lane, Croxley Green, Herts. [6125

M.G. J1. Blue. Recent overhaul. M.O.T. Tyres good. New battery. Good condition. £45 o.n.o. Tel.: Welwyn Garden 23697. [6126

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M.G.-A, 1958. Red, black interior, fitted heater, wire wheels, choice of three **£545**

M.G. twin cam coupe, 1959. Red, red interior, competition seats, really fast **£595**

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BENTLEY 3½ ATTRACTIVE HOOPER fixed-head coupé. Silver grey/maroon. Well shod. Tested. £120. Harvey. Tel.: Bromsgrove 3104. [6127

1939 BENTLEY 4¼, B.114 M.R., Mann Egerton razor-edge 4-door saloon. Only 120,000, good example of this fine car. Zollner, 47, Naylor Street, Liverpool, 3. [6128

FRAZER NASH-B.M.W. 329 cabriolet. Excellent throughout. M.O.T. certificate last month. £165. Crews, 36, Arnison Road, East Molesey, Surrey. [6129

A MAN'S CAR. 1937 4¼-litre Bentley Park Ward saloon. A very reliable car with engine and body in excellent condition. Stored for 5 years. Fitted with 8 wavepanel Motoradio. Good tyres. £375. Tel.: Mr. King, CHI 2694, evenings, or write to: 51, Sutton Lane South, Chiswick, W.4. [6130

M.G. VA 1½-LITRE saloon, 1940. V.G.C. Reliable and fast, but not quite fast enough, owner bought TR2. Offers: Collins, 61, Newgate, Stevenage, Herts. [6131

TALBOT 10 TOURER, 1936, Le Mans 4-seater in white. A good example of this unusual motor. F/F. screen. Rudge k.o. wheels. H.C. head. Extremely reliable and waterproof. Fast. Used daily. M.O.T. to 1963. Taxed. Try £96 o.v.n.o. Hill, 155, Sheen Road, Richmond, Surrey. Tel.: RIC 6941, evenings. [6132

VINTAGE BENTLEY, 1926 "Red Label" Vanden Plas tourer. Excellent condition throughout. M.O.T., new body, etc. £395. Spear, Hunsdon Road, London, S.E.14. [6133

TURNER A35 1957. One owner. Many extras, well maintained. £300. S/Ldr. Bowers, R.A.F. Kenley, Surrey. [6134

DONNET-ZEDEL. Very pretty sports 2-seater, pointed tail (illustrated Vintage Sports Car Pocket Book). Unique motor-car. Offers around £100. O'Rorke, 27, St. Leonards Terrace, S.W.3. Tel.: SLO 2189 after 6 p.m. [6135

TT2/BN1/M.G.-A. For cash. Excellent condition. Tel.: Bennett, Seven Kings 4931 between six and seven (Essex). [6136

M.G. 1,286 c.c. supercharged K.N. Magnette 4-seater. 1st Reg. 1951. Thomson recon. engine. No mileage, recon. brakes, etc. Being rebuilt. Marriage forces sale. £180 o.n.o. Pegg, 33, Railway Street, Stafford. [6137

LAGONDA 16/80, 1932. 2-litre tourer. New battery, excellent tyres. £75. Elliott. Tel.: Dominion 1003 business hours, or Good Easter 261. [6138

£130 WOLSELEY 6/80, 1950. New engine 13,000 miles. Michelin "X" tyres. Draper, 17, Wellington Drive, Devizes, Wiltshire. [6139

PARAMOUNT 1954 1172 c.c. White 4-seater tourer. New hood and tonneau. Well shod Optional Aquaplane head, good condition. £250 o.n.o. Owner going to India. Lovell, 9, Maida way, E.4. Tel.: SIL 8093 or HOW 1174 [6140

LANCIA APRILIA 11.11.1938. A very pleasant and original example. 3 owners only. "X"s, Webber, etc. Recent overhaul mechanics and electrics. £245. Tel.: ENTerprise 2959. [6141

1959 VOLKSWAGEN de luxe. Deep red. Excellent condition. 14 extras including radio, aeriel, seat covers, fuel gauge, badge bar, spot, fog and reversing lights, paper rack, wheel embellishments, Weathermaster tyres on rear "X"s elsewhere. £600, o.n.o. Mr. Read, Tel.: ACOrn 3390 after 7 p.m. [6142

750, TO TAKE 1172, incomplete boxed chassis, 15 in. wheels, new Cambridge i.f.s. hydraulics, rad., complete body (sell separate) all accessories. All reasonable offers considered. Tel.: MOG 2495. [6143

H.R.G.—DERRINGTON ALLOY crossflow head for B.M.C. 1500, 1600, complete with special H.R.G. valves and pair of 40DCOE2 Webers with manifold. Also inlet manifold for S.U.s and fittings. Little used. £60 o.n.o. Might separate. Box No. W.144. [6144

1931 RILEY 9 Monaco breaking, engine fair, no rear axle. Mr. M. Burn, 12, Cedar Road, Sutton, Surrey. Tel.: VIGilant 7906. [6145

LAGONDA 3-LITRE Speedster. M.O.T. believed 1928 team original (not for grandmothers), sensible offers. Wanted Bugatti, similar, rebuildable considered, also breaking "Cunard" Morris 10.6, 1934 tourer. The Bungalow, Tibberton, Droitwich. [6146

1938 LANCIA APRILIA, Fair condition. Suit enthusiast. £40. Full details. S.A.E. Doyle, Cargreen, Saltash, Cornwall. [6148

SACRIFICE! FORD SPECIAL, over £500 spent. Tubular chassis, professional upholstery, new 12V. electrics, new engine, etc. Requires enthusiast to finish. Slight body damage, hence £150 o.n.o. 100, Thornton Street, Darlington. [6149

A.-H. SPRITE 1959. Balanced and lightened engine. A40 Brakes, anti-roll bar, Durabands. £350. Tel.: Stratford-on-Avon 2753. [6151

AUSTIN SPECIAL. Boxed chassis, Ford 8 engine, twin S.U.s, four-branch exhaust, M.G. J2 box., i.f.s. Speedex alloy body, hydraulics, 15 in. alloy wheels, tonneau, detachable hard-top. £150 o.n.o. Cope, 11, Richmond Avenue, Sneyd-Green, Stoke-on-Trent. [6152

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

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1926 3-LITRE BENTLEY. 4-seater tourer by Park Ward. Engine rebuilt, complete overhaul by Townshend 3,000 miles ago. 4 new tyres. Receipts for £600. £450. Wright, Brookside, Whitestone, near Exeter. Tel.: Longdown 255. [6153

LAYSTALL LUCAS ALUMINIUM head for Wolseley 4/44 plus valves and springs. £24 o.n.o. Box No. W.154. [6154

"MOTOR SPORT" 1951-1959. 9d. each. *Autosport* 1950-1952 bound, 1956-1959 unbound. 2d. each. Herbert, 6, Miles Buildings, Bath. Tel.: COV 0963 (weekdays). [6155

AUSTIN-HEALEY 1954. Beautiful condition, tonneau, heater, overdrive, etc. £365. Brown, 27, Kenilworth Avenue, Hull, Yorkshire. [6156

RILEY MONACO, 1932. Resprayed, taxed, tested, new batteries, spares. £40. Breaking Alvis Firefly for spares, (incl. P100's). 7, Lynwood Avenue, Linthorpe, Middlesbrough. [6157

M.G. PA SPORTS, new. M.O.T., oil 60 p.s.i., sound and reliable, bargain £65. Michelmore, 51, Pittville Lawn, Cheltenham, Glos. [6158

VOLVO 1959, cream and black, perfect condition, beautiful car. Tel.: KNI 4794. [6159

ROLLS-ROYCE 20 H.P. 1929 chassis fitted in 1935 with very smart 4-light sports body. Rolls condition throughout, including tyres. £235. Harrison, Swanley Village Stores. Tel.: Swanley 2670. [6160

M.G. TC. Reg. No. M.G.12. Excellent condition, extras include luggage rack, tonneaux, flashers, fog-sealed beams, etc. £195. Graham, 40, Orpington Road, London, N.21. [6161

1929 AUSTIN 7 fabric saloon, excellent condition. Original set of tools. £90. 59a, Oatlands Avenue, Weybridge, Surrey. Tel.: 5320. [6162

RILEY NINE POINTED-TAIL 2-seater Special, £100 o.n.o. Sheppard, Seven Undercliff Road, Bournemouth. [6163

1934 RILEY 12/6 LYNX. Beautiful original condition. £120. Also 1932 Riley Nine March Special. Original but worn out. £15. Frith, 4, Clutha Road, Davenport, Stockport. [6164

MANCHESTER LEA-FRANCIS sports. Twin cam, aluminium body, heater, new hood, spare engine. £130 o.n.o. Tel.: Denton 2938. [6165

GOGGOMOBIL T.700 royal saloon. Cost £690. Unmarked, 1,100 miles only, sacrifice. £460. Tel.: Balham 8912 (evening). [6166

RILEY IMP, 1935. B.R.G., with red vynide cockpit. Engine, transmission, steering, suspension and brakes in excellent condition. Full weather equipment, aeroscreens, twin spots, twin windtones and H.R.G 16-in. rears with twin spares. Enthusiastic owner sadly regrets selling this extremely pretty and potent car. £335 o.n.o. Write or call: Markby, Flat 3, 77, Esher Road, Hersham, Surrey. [6167

EXCELLENT 1928 14/40 HUMBER tourer. Fullest inspection invited; photograph and particulars available. £105. Box No. W.168. [6168

1956 B.M.C. 1½-LITRE Special sports/racing 2-seater. 19,000 miles, tuned B-type engine good condition; 70 b.h.p., fully i.f.s., lightning pick-up, excellent road-holding, aluminium body similar to Lotus Seven. Extras. £285 o.n.o. Write: B. R. Hatter, Holbeach Drove, Spalding, Lincs. [6169

X.K.120, DEC., 1950. B.R.G. Engine overhaul just completed. Good all round condition. £225. No offers. Tel.: VIG 6977. [6170

M.G. TA, 1938. Good condition. New hood, side-screens. Extras. M.O.T. £150 o.n.o. 28, Ashbrook Road, Old Windsor, Berks. [6171

DELLOW. Exceptional condition. Good weather equipment, tyres, etc. Numerous extras. £250. 14, Banyardway, Rochford, Essex. [6172

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BERKELEY B.105, August, 1959. Ivory red interior. Immaculate condition. Grid. 107 m.p.h., 50 m.p.g. Must be seen. £275. Tel.: RIVerside 4444, day; Cobham (Surrey) 4747, evening. [6175

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POTENT BUT PRACTICAL 750 Special. Lavish specification including high-lift cam, racing pistons, o/s valves, c.r. gears, hydraulics, Bowden i.f.s., R.5s, modified "Speedex," alloy body, meticulously finished; large boot. Raced twice (with success) 6,000 r.p.m. in 3rd. Also 2 trouble-free trips to Germany. Mileage 4,000. £185. Seen N. London. Write: Jephcott, Queen's College, Cambridge. [6174

ALVIS, 1932, T.L.12/60 sports tourer. Original. Excellent body. Mechanics good. £150. S. D. Wilson, Trinity, Oxford. [6176

VOLKSWAGEN DE LUXE, 1936. Excellent condition. Polar silver. Radio. Roll-bar. Many extras. £365 o.n.o. White, 22, Moss Lane, Pinner, Middlesex. Tel.: Hunter 4444, Ext. 108 (days). [6177

UNBELIEVABLE M.G. TC. £315, or part ex. Minor? 90, St. Dunstan's Hill, Cheam, Surrey. Tel.: FAIrlands 8402. [6178

M.G.-A 1600 ROADSTER, April '60, 16,000 miles, eleven extras, offers or exchange potent small saloon. Tel.: SNA 3467. Chinnock, 3, Hillside Avenue, Woodford Green, Essex. [6235

M.G. 1953 T.D. superb condition, excellent hood, heater, windtones, B.R.G., town and countries, etc. Recent M.O.T. £325. Bell, 34, Devonshire Park Road, Davenport Park, Stockport, Cheshire. Tel.: STEpping Hill 3384. [6326

1956 TR2. RED. Excellent condition. Extras. Moderate mileage. £395. 175, Crawley Green Road, Luton, Beds. [6237

LANCIA LAMBDA AND APRILIA. 1926, Sixth series Lambda £155. 1937 Aprilia, £120. Details from 335, Brinsworth Road, Rotherham. Tel.: 2074. [6238

SINGER GAZELLE, 1958/59, Series III, convertible, red-white flash, heater, screenwashers, excellent condition/performance—£545 o.n.o. 28, Cope Road, Banbury, Oxon. [6239

SINGER CLIMAX, 1935, boxed Le Mans frame, new bearings, brakes, wheels, tyres, etc. Polished, balanced, 1122 I-O-E Climax, Triumph box-chassis complete—£200 spent. Offers. Body 4-seater coupé fits 1955 Bedford 12 cwt van—£15. 1936 Alvis Silver Eagle—£35. Good runners. 1¼ in. A7 crank, rods, other bits. Good Sprite metal bonnet £12. Box No. W.240. [6240

750 SPECIAL. Full formula engine. Very neat body. Most parts new or recon. recently. Bills for £100. Triumph Roadster. 1948. Black, sound condition. Both bargains. Must sell so haggling starts £75 and £110 respectively. Spittle, 45, Binswood Avenue, Leamington Spa. [6242

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BENTLEY Mk. VI S.S. sports saloon, 1950. Black. Exceptional condition and obviously well cared for all its life. Radio, heater, 3 spots, new Michelin "X"s, faultless mechanics, 21 m.p.g. ... **£610**

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A/SIDDELEY "236" sports saloon, 1956. Black and cream. 18-h.p. Exceptionally well kept, 35,000 miles only, perfect chrome and cellulose. Fitted overdrive, radio, heater, washers, new tyres, brakes, s/abs., battery, etc. All alloy body. 24/27 m.p.g. **£375**

SUMBEAM Mk. III convertible, 1955. O/drive, radio, heater. New tyres, battery. A good one at **£350**

ROVER 75 saloon, 1953 series. Black. Excellent mechanics and chassis, good chrome and cellulose, free-wheel, 28/30 m.p.g., relined brakes ... **£265**

S/TALBOT "90" Mk. IIA convertible, 1954. New hood, tyres, battery. Perfect chrome and Cellulose. Lots of go for **£245**

FORD "Rochdale" fibreglass G.T. F.H. coupé, 1958. Alfa red. A really well finished coupé, fitted occasional rear seats, pull-up windows, fully trimmed interior. Boxed chassis, dual exhausts, high speed axle, etc. New tyres, battery; 40 m.p.g. **£245**

ALVIS TA21 sports saloon, 1958. Choice of two. Both well above average. Fitted s/roof, heater, radio, spots, etc. ... ... From **£245**

ALVIS 14 sports saloon, 1949. S/roof, heater **£165**

HEALEY 2.4 "Sportsmobile" 4-seater tourer, 1950. Heater... ... ... **£165**

JAGUAR Mk. V sports saloon, 1950 series. S/roof, heater, spots... ... ... **£150**

BROUGH Superior D.H.C., 1937. "Small," 21-h.p. engine **£145**

MERCEDES-BENZ 2.3 2/3-seater D.H.C., 1958 (Reg.) **£125**

A/SIDDELEY Typhoon sports coupé. Alloy body, manual gearbox **£95**

JAGUAR Mk. IV sports saloon, 1950. S/roof, P.100s, heater **£90**

ALVIS 14 shooting brake, 1947/8. Good order **£50**

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RILEY 2½ SUPERB 1953 example. 3 new tyres, brakes relined, low mileage. Even clock works. Company tinwear makes sale not gift desirable. £300. Box No. W.243. [6243

M.G. TC Re-built, new hood, resprayed far above average. *Must Sell*, what offers? Can be seen south of England. Tel.: Southend-on-Sea 45831. [6244

LOTUS VII, or space frame and body panels without engine, or unfinished kit. M. Loughborough, 2, Lichfield Road, Coventry. [6245

LOTUS 7A, Downton Formula Junior Engine, wire wheels, well-shod, full hood and tonneau, 9,000 miles only. Finished white and red. £425 or exchange young Mini. Turner, Parsonage Cottage, Ugborough, Devon. [6246

JAMESON. Marriage forces sale of this attractive individual 1956 sports car. 100 b.h.p. engine gives 110 m.p.h., 90 m.p.h. cruising at 4,500 r.p.m. and acceleration to match. S.A.E. for full specification and photograph. View after June 17th. £250. 42, Sherrardspark Road, Welwyn Garden City. Tel.: 23777. [6247

M.G. TD, 1951. Works replacement engine, 15,000, 4 new "X"s, resprayed, extras, £280 or nearest. Available after June 16th. Burnett, 439, Louth Road, New Waltham, Grimsby, Lincs. Tel.: Waltham 2492. [6248

LAGONDA V12 black saloon completely overhauled. £235, photographs available. Box No. W.249. [6249

JUNE '60 AUSTIN Se7en. D/L. red. Immaculate condition throughout, 21,000 miles. £440 o.n.o. Tel.: Feltham 7869 (after 6 p.m). [6250.

MINI-COOPER. March 1962. Red and black Seat belts, fresh-air heater. Taxed year. Owner going abroad. £600 o.n.o., terms possible. West, 12, Seaward Avenue, Barton-on-Sea, Hants. Tel.: New Milton 2056 [6251

AUSTIN NIPPY, 1934. Very good condition. £50. Pope, 7, Burland Avenue, Wolverhampton. Staffs. [6252

FULL FOUR-SEATER Ford special. 1961. Naco body. Professionally trimmed. E93A. Full instruments. 12v electrics, tubular chassis, i.f.s., 4·7 c.w.p., superb finish, heater. Everything new except gearbox. 7,000 miles. 49, Lynton Road, Southport. [6253

1923 3-litre BENTLEY. Unique and beautiful short chassis, Doctor's coupé, completely rebuilt at enormous expense, only 1,500 miles since. All original instruments, 3.5 speed six diff. C. box. Photos available. £800. Box No. W.254. [6254

1925 PHANTOM I, Gill tourer. P6 engine. Perfect chassis, new hood, tyres, batteries, heater. 37 m.p.g., 100% reliable. 90 m.p.h., M.O.T., taxed. Offers or p/e quality saloon. Box No. W.255. [6255

RILEY LYNX 1½-litre, 1936. Sale necessitated of this dark green open tourer, fine engine (5,000 miles since rebuild) and transmission, good body, telescopic shock absorbers, rewired '61, new battery. £125 o.n.o. Canham, 119, Oldfield Road, Stannington, Sheffield. Tel.: Sheffield 343472. [6256

SINGER SPECIAL, 1932. 9-h.p. Excellent condition. 36,000. Offers, Thorn, Ashleigh Road, Exmouth, Devon. [6257

ASTON-MARTIN INTERNATIONAL 1930. bodily and mechanically good, modified rear axle. £175. Pearson, Bramley Cottage, Bearsted. Tel.: Maidstone 87011. [6258

TWO RARE AND HISTORIC racing M.G.'s. 1934 N.E. Magnette—raced in the '34 and '35 T.T.'s, original, with an interesting history. 1935 "Q" Single-seater. Holds the Class "H" Brooklands lap record. Berridge. Tel.: Bournemouth 20731. [6259

FOUR-SPEED GEARBOX for Ford 7W. E93A. 100E. Offers. W.H.Y.? Barnes, 58, Windsor Avenue, Hillingdon, Middx. [6260

1949 A.C. DROPHEAD. Rare model, suit enthusiast. £115. Carey, 53, Clitterhouse Crescent, London, N.W.2. [6261

ROVER 75. Black. 1950. P3. Good condition. £200 o.n.o. Rawson, 40, Rossetti Avenue, Burnley. [6262

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FOR SALE—*continued*

OFFERS FOR RECONDITIONED preselector gearbox for 1936/37 Riley Nine to "Burfield," Fisher's Hill, Hook Heath Road, Woking. Tel.: 5754. [6378

1928/9 RILEY NINE Monaco. In daily use. Taxed, M.O.T. Mechanically good, negligible oil. Original. £50 spent past two years. Body sound, tyres fair. Some spares. Best offer. Mr. P. J. Bloor, 28, Mornington Road, Sneyd Green, Henley, Stoke-on-Trent, Staffs. [6379

1909 SIZAIRE-NAUDIN, V.C.C. dated, in showroom condition. Offers. Box No. W.380. [6380

ASTON MARTIN ULSTER 2/4-seater, works fitted 2-litre Speed model engine. £350. Spare engine and many spares for sale. Tel.: ENField 7260. [6381

M.G. TF, 1954, red. Excellent condition. Many extras. M.O.T. £360 o.n.o. A. Colbran, 2, Markville Gardens, Caterham. Tel.: CAT 3463. [6382

DIESEL SIDDELEY SPECIAL sports saloon, professionally fitted car type P6, 3.6 top gear, 3,200 r.p.m. Michelin "X" all round, spare gearbox, axles. £135. Selby, Ashford Hill, Newbury. Tel.: Headley 273. [6383

IMMACULATE 1954 HEALEY/Alvis—3-litre, ice blue. £450 o.n.o. Box No. W.384. [6384

SPEEDWELL SPORT CONVERSION for Mini, £10. Crabtree, 5, Cranbury Road, Eastleigh, Hants. [6385

NIPPY SPORTS, c/r. gears, h./l. camshaft, etc. New: tyres, clutch, Bowdenex, seats, chrome. Engine overhauled. £75 o.n.o. Tipping, Ling Lane, Scarcroft, Leeds. [6386

LAGONDA LG6, 1938, sunlight saloon. Two-tone grey body identical to V12. Just resprayed, wireless and heater. Mechanics excellent. £200 o.n.o. Tel.: Camberley 22402. [6387

MUST SELL FIANCEE or TR2, 1956, hard/soft-tops, radio, heater, tonneau, spots, "X"s. £395, or Fiat 600 and cash. Trestrail, 6, Logan Road, Bristol. [6388

LEA-FRANCIS, 1,767 c.c. Reconditioned engine, two new S.U. carbs., remetalled big-ends and main bearings; new timing chain, clutch and top overhaul. Details and offers: Box No. W.389. [6389

1933 ROLLS. Shapely grey 20/25 Thrupp aluminium saloon. Reliable, impressive. Private sale, £225. Tel.: VIK 4306. [6390

ALVIS TA14, 1948, saloon, heater, £70. Cook, 9, Holland Avenue, Knowle, Warwick. [6391

VINTAGE ALVIS SPARES: Engine, gearbox, wheels. Extra cheap. 3, Brittania Cottages, Oswaldtwistle, Lancs. [6392

RILEY ONE POINT FIVE. Prepared by works for 1958 R.A.C. Rally. Not used in competitions since. Duotone Wesbasto roof. Stage II engine tune, special suspension; low axle ratio, standard available. Long-range petrol tanks fitted with separate fillers. Longine 8-day clock. £440. Seen Caravan E146, Redskin Caravan Camp, Brackle-sham Bay, Sussex. [6393

ALVIS 3-LITRE saloon, 1953. New Michelin "X" tyres. TD21 head. M.O.T. certificate. £150 or nearest offer. 17, Streetly Crescent, Sutton Coldfield. Tel.: Streetly 2892. [6394

ALVIS SPORTS saloon. Leather upholstery, wireless, heater; taxed, insured. Passed test; excellent running condition. Tel.: Claverdon 443. [6395

SUPERCHARGER (SHORROCK), nearly new, suit all 1500 B.M.C. engines. £50. Smith, "Three Gates," Lloyd Hill, Penn, Wolverhampton. Tel.: Wolverhampton 34008 (evenings). [6396

MORRIS SPECIAL. Shortened chassis, enlarged rear wheels. Six very good tyres. New rings and king-pins. Twin S.U.s, hydraulics. Hairy. £85 o.n.o. Box No. W.397. [6397

FOR THE CONNOISSEUR—Riley Sprite, 1937. Exceptional condition throughout. Just resprayed. Crash box. Completely overhauled, clutch relined. Engine in perfect order. Best offer over £350. Tel.: BEL 6265. Box No. W.398. [6398

1959 MORGAN 4/4. Maroon. Fully Aquaplaned 100E. Murray overdrive. Good hood, sidescreens; full tonneau; extras. Bodywork immaculate. £415. Blayney, 174, Bawdsey Avenue, Ilford. Tel.: SEV. Kings 8025. [6399

TRIUMPH ROADSTER 1800. Black, with new black hood. Excellent condition throughout. M.O.T. certificate. £240. Tel.: Hounslow 4117 (evenings). [6400

HEALEY TICKFORD saloon, 2.4-litre, 1954. Distinguished, comfortable, fast car. Excellent condition, low mileage. £320. Tooley, Station Road, Tring. [6401

MORGAN J.A.P., o.h.v., twin Amals, sealed beams, polished aluminium body, recent rebuild, clutch, hood, tonneau, stainless steel exhausts, Brooklands silencers. £130. 21, Elmswood Gardens, Sherwood, Nottingham. [6402

H.R.G. LE MANS—Spa winner 1949. In very fine condition. Offers. Firmin, Abbey Gate, Beaulieu. [6403

XK120 HARD-TOP, 1954, 46,000 miles. Exceptional condition. £360. London, Tel.: Knightsbridge 5684 (evenings). [6404

JAGUAR XK140, 1956 series. Only 37,000 genuine miles, in immaculate overall condition. Many extras include overdrive and spot lamp. A gift at £450. Tel.: BUC 0746. [6405

ROLLS-ROYCE 20/25 sports saloon, 1934. Black and grey Freestone and Webb coachwork with non-dating lines. Good tyres, tools, mascot, handbook. £220 or offer. Tel.: Cutnall Green 277 (Worcestershire). [6406

1952 RILEY 1½-LITRE. 46,000 miles. Beautifully maintained. £240 o.n.o. 4, Valeside, Durham. Tel.: 3607 (evenings). [6407

ALVIS FIREFLY, 1933. Excellent tyres, fair condition. M.O.T. May 1963. Offers over £30. Chief Technician Keen, 41, Elm Road, Credenhill, Hereford. [6408

1930 AUSTIN SEVEN saloon. M.O.T. tested. £25 o.n.o. Miss Dougans, 10, Totham Lodge, Richmond Road, London, S.W.20. Tel.: WIM 6594 (after 6.30 p.m.). [6409

M.G. TB. Needs attention, so will sell cheap for £75 o.n.o. Tel.: WEM 2468 (evenings). [6410

ALVIS MODEL 12/40, early 1923. The second oldest Alvis on the road and in completely original condition. For sale at £325. Details on request from: Poulson, 1, Richmond Road, Ilford, Essex. Tel.: ILF 1760. [6478

ROLLS-ROYCE PHANTOM I, 1924, hearse in excellent condition throughout. £300 spent last year on tyres, engine, brakes and exhaust. Mascot and tools. £75. Box No. W.411. [6411

HALDA STANDARD MODEL, £13. Two Delaney full harness safety belts, £4. Pair of Marchal Junior lamps, £4. Or offers. All one year old. Salter, Upper Cottage, Abbotts Ann, Andover, Hants. [6412

MORRIS 11.9, 1927. Very open tourer suitable for spares or very keen ehthusiast. J. Knotts, Tel.: Smethwick 1441 (office). [6413

1947 M.G. TC, red. Excellent condition. £220. 45, Brook Lane, Oldham, Lancs. [6414

ROLLS 20/25. Chassis type GBK 9. Registered September 1936. Windovers 4-door sports saloon. Black with fawn upholstery. Boot at rear. Near *concours* condition. £365. Holland, 8, Tunnicliffe Street, Macclesfield. [6415

AUSTIN HEAVY 12/4 saloon, 1932, with spares. Heirloom, but garage space needed. Offers. Crowther, Scopsley Lane, Whitley, Dewsbury. Tel.: Mirfield 3400. [6416

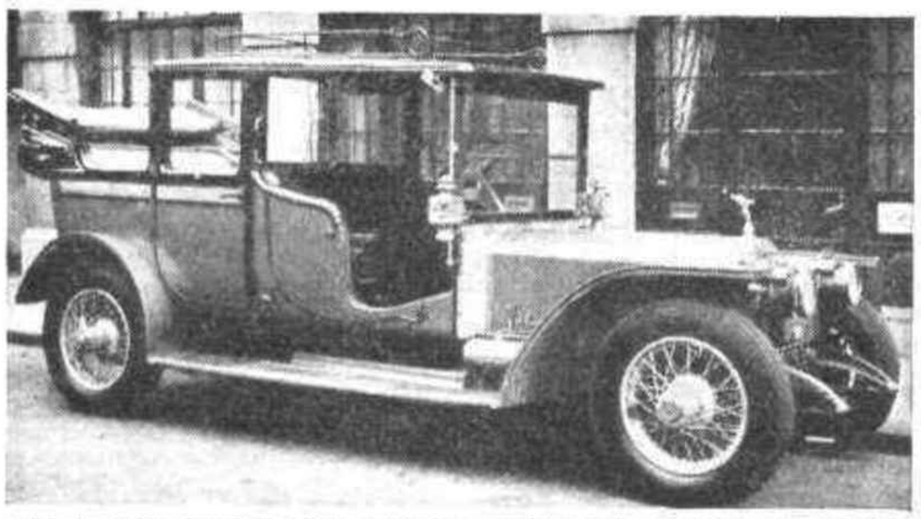
AUSTIN 12/4 tourer, 1933, good running order. M.O.T. Offers. 12, Mill Crescent, Arnold, Notts. [6417

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ROLLS-ROYCE (1911) Silver Ghost open-fronted Landaulet by Windover. Fitted with front wheel brakes and wire wheels in 1921. Exceptionally fine condition throughout. Full particulars on request.

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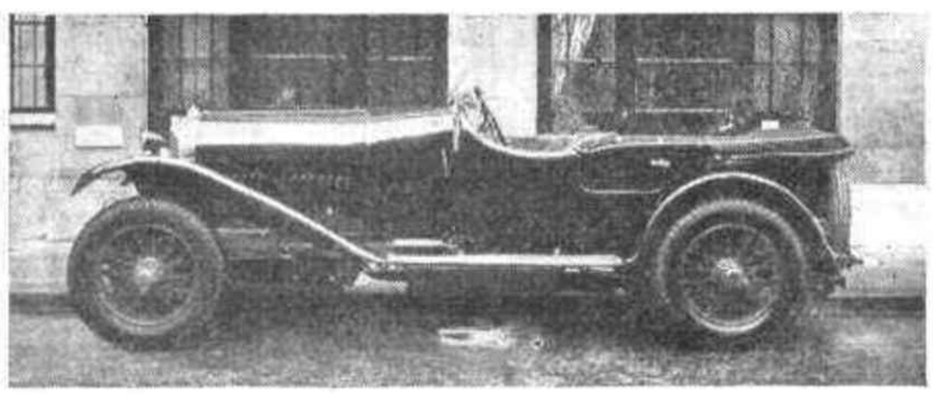
ROLLS-ROYCE (1939) Wraith sports saloon by Park Ward. Silver grey with mid-blue trim. Excellent history. M.O.T. **£775**

ROLLS-ROYCE (1938) Phantom III sports saloon by Kellner of Paris. Recently imported from France. Two-tone black and dove grey. Details of extensive check by Rolls-Royce available. **£575**

ROLLS-ROYCE (1937) 25/30 h.p. 4-door convertible by Martin Walter. An excellent example of rare sporting carriage. M.O.T. **£750**

ROLLS-ROYCE (1937) 25/30 h.p. Aristocrat saloon by Hooper. Full history available. Exceptional value. **£525**

ROLLS-ROYCE (1936) 20/25 h.p., Thrupp & Maberly sports saloon. Shell over dove grey with tan trim. Schedule serviced. **£425**



VINTAGE BENTLEY (1929) 4½-litre, long-wing tourer by Vanden Plas. Completely rebuilt in such outstanding order as to be of interest only to the connoisseur. Further particulars on request.

ROLLS-ROYCE (1926) Phantom I "All-weather" tourer, by Barker. Restored in our own workshop and now in pristine condition. Collector's show piece. M.O.T. **£850**

VINTAGE BENTLEY (1926) 3-litre, long-wing 2-seater by Arnold of Manchester. Schedule serviced. **£375**

LAGONDA (1934) 4½-litre, foursome tourer. Recently restored and in excellent order throughout. B.R.G. **£375**

BENTLEY (1949) Mk. VI Harold Radford countryman. Dove grey with light oak panels. Schedule serviced. **£575**

BENTLEY (1949) Mk. VI, 2/3-seater, drophead by Simpson & Slater. Metallic grey with matching trim. Detailed history. **£875**

BENTLEY (1935) 3½-litre sports saloon by Thrupp & Maberly. Recent history available. Further particulars too late for inclusion but will be given on request. **£275**

MERCEDES-BENZ (1936) 500K cabriolet "B" supercharged with overdrive. Black with sage-green trim. Details of recent mechanical rebuild available. R.H.D. **£750**

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Phantom III convertible by Gurney Nutting.
Mercedes-Benz 38/220 rebuilt.

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Immediate insurance effected with Lloyd's brokers. Export and shipping. All vehicles and accessories are offered subject to being unsold unless otherwise stated.

FOR SALE—*continued*

LANCIA AURELIA G.T., 1956, metallic grey. Excellent condition all round. £785. Tel.: KNI 9838. [6328

DORETTI, 1957. TR3 engine. Cream with red hard-top. Heater, spots, other extras, "X" tyres. £375 o.n.o. Tel.: Nottingham 72887. [6418

M.G., 1953, TD2, black. Excellent condition, mechanically perfect. Tonneau, twin spots, extras the lot. Reason, firm's transport. £335. Holden, P. G. Wilson Ltd., 54, Rochdale Road, Heywood, Lancs. Tel.: Heywood 6492; Ramsbottom 2374. [6419

TR2, DECEMBER 1954, red. "X"s, heater, w/washers. Good condition. £295. Tel.: Northwich (Cheshire) 4384. [6420

BENTLEY, 1938, 4¼-LITRE Park Ward saloon, in splendid condition. Recently repainted silver grey with blue line, and with blue upholstery. New tyres. Taxed, M.O.T. certificate. £410. Worth, High Street, Navenby, Lincoln. Tel.: Navenby 275. [6421

BRISTOL 401. Taxed. Heater, radio. £425. Interesting exchanges or H.P. considered. Hagerty, 113, Eastbank Street, Southport. [6422

CITROEN LIGHT 15, 1951. Mist green, beige leather. Superb condition. £195. Part exchange possible. 59, Mount Pleasant, Waterloo, Liverpool, 22. [6423

RILEY SPORTSTER, 1950. Fair condition. New hood. £125. Exchanges considered. (Lancashire.) Box No. W.424. [6424

A.C., 1954, 4-door saloon. Just been works. Very good car in every way. Nearest £300. Dickinson 11, Pavilion Road, Bestwood Lodge, Arnold, Nottingham. Tel.: 263304 (evenings). [6426

M.G. PA. Good condition. £85, no haggling. View Bramhall, Cheshire. Box No. W.427. [6427

RILEY 2½, 1951, two-tone. Radio, heater. Genuine. £165. Bentley, 5, High Street, Buxton, Derbyshire. [6428

TWIN 1¼-in. H4 S.U.s, TR2 inlet manifold. 47, Gloucester Avenue, Blackpool. Tel.: 32841. [6431

1927 AUSTIN CHUMMY, just rebuilt, original and beautiful. £70 o.n.o. S. D. Fisher, 3, Montpelier Crescent, Brighton, Sussex. [6432

A.C. ACECA, 1956. Red with grey leather. Excellent condition; owner needs four seats. Bargain £625. Tel.: Luton 370. [6433

BENTLEY 4¼ Park Ward, 1936. Rolls-Royce maintained. Fullest details available. £275. Box No. W.434. [6434

A40 SPORTS coupé, '53. Reconditioned engine, 3,000 miles. Many extras; excellent condition. £190. 8, Brookside Avenue, Newport, Shropshire. [6436

FOR SALE—*continued*

AUSTIN-HEALEY SPRITE, 1959, fitted with wire wheels, Speedwell bonnet, hard- and soft-tops, Shorrocks supercharger engine modified. £495. Tel.: Elmbridge 4492. 65, Vincent Avenue, Tolworth, Surrey. [6429

WANTED

DELAHAYE RADIUS ROD, near-side, for 1937 3.3-litre. Bosworth, 28, Bitterne Way, Bitterne, Southampton. [5756

MURRAY OVERDRIVE or similar unit for 100E Ford. Bates, 8, St. Ann's Way, Bathwick Hill, Bath. Tel.: 4994. [6179

3½, 4¼ BENTLEY OR RAILTON drophead in sound condition mechanically and bodily. Holloway, 4, Birdhurst Court, Woodcote Avenue, Wallington, Surrey. [6045

BENTLEY ENGINE capacity 3½, 4¼ or 4½-litre in good condition, urgently required. Cash awaits. G. H. Saunders, The Crows Nest, Brighton Road, Kingswood, Surrey, or Phone Derby 42424, Ext. 660, during the day. [5920

USABLE 18 OR 19-in. small-section racing covers. Tuning equipment for 9-h.p. and 12/4 Rileys. Tim Ely, Blair Athol, Oatlands Chase, Weybridge. Tel.: Walton-on-Thames 20942. [5650

PAIR BOSCH 10 in. diameter headlamps, *circa* 1933. Good condition preferable. Reply to Box No. W.682. [5682

LEA-FRANCIS 2½-LITRE sports. 1959 Wolseley 1500 if required. Willcox, Salter, St. Keyne, Liskeard. Tel.: 3012. [5683

ALTA OR OTHER o.h.v. conversion for '52 side-valve Minor. Brack, 115, Hood Street, Sunderland, Durham. [5684

WANTED: 1958-9 TR3A. Must be good. Full details please. Walker, 11, Ridgmont Road, St. Albans. [5685

REQUIRED URGENTLY: Three tyres and tubes 35 in. × 5 in., straight sided; or three tyres of 33 in. × 4 in. and six tubes. Montagu Motor Museum, Beaulieu. [5722

ROAD CAR, any make, value £475, in exchange for 105E rear-engined Cooper single-seater. London. Box No. W.723. [5723

LAGONDA WANTED for spares. Any model, condition, or location, if cheap. Box No. W.724. [5724

WANTED: HARD-TOP and sidescreens for 1954 Austin-Healey 100. Tatton, "Sandybrook," Birchall, Leek, Staffs. [5725

ALVIS FIREBIRD or similar, good body essential Tel.: NORthern 4011 (Birmingham). [5757

WANTED—*continued*

PORSCHE 1600 ENGINE. Wear, damage no objection if due allowance made. Box No. W.726. [5726

DAIMLER DOUBLE SIX 50 special sport coupé, similar to the illustration on page 482 of MOTOR SPORT, June 1961. I would like to correspond with the owner of such a vehicle. Leo Guszak, 2430 Prescott Corpus Christi, Texas, U.S.A. [5746

INTERESTING RILEY NINE, preferably Brooklands with history. Also 8-mm. film, original, or loan for copying of Brooklands, any era. Jepson, 9, Park Hill Road, Wallington (Tel.: 7877), Surrey. [5747

WANTED: M.G. TC-TD radiator complete, 16-in. rears, TC engine, supercharger, Laycock "A"-type overdrive. Any information on any TC i.f.s. modification. M. Read, 579, Uppingham Road, Leicester. [5748

WANTED: ALLARD with XK140 or Chrysler engine. Allard saloon Ford engine offered part exchange. Box No. W.749. [5749

M.G. PB ENGINE or cylinder block. State condition. Lieutenant Strong, H.Q., S.E.M.E., Bordon, Hants. [5750

WANTED: INFORMATION as to the address of Mrs. Guy Templar. Mr. Templar was owner of MM Alfa DLH 304. Expenses gladly paid. Box No. W.774. [5774

PLUS FOUR MORGAN, 4-seater; maximum £400. Paul, The Cottage, Greenbank House, Albert Square, Bowdon, Cheshire. Tel.: Altrincham 4445. [6330

£75 CASH for interesting car, post-war. North-West area. Anything considered. Box No. W.425. [6425

MORGAN 4-seater, 1958/60, TR engine. Full details: 9, Birch Road, Romford, Essex. [6480

ACECA OR BRISTOL 401, etc. £450 awaiting good specimen. Tel.: Marlow 2836. [6481

VINTAGE FRAZER NASH, 3-litre Sunbeam, 30/98 Vauxhall; either for major restoration or in first-class order. Box No. W.482. [6482

SPRITE MK. I bonnet. State price, condition. Mitchell, 7, Chatelherault Avenue, Cambuslang, Glasgow. [6483

BENTLEY MK. VI, fitted estate body, preferably by Hooper, with two doors. Box No. W.484. [6484

DROPHEAD COUPE 4-seater body as fitted to 1950 Riley 2½. Box No. W.485. [6485

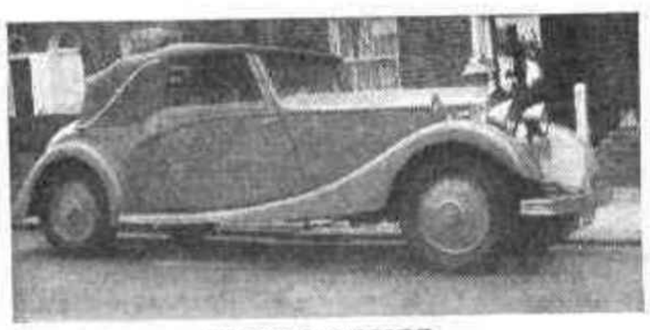
ASTON MARTIN STEERING arm, drag-link and drop-arm for 1934 Mk. II. Box No. W.486. [6486

ARMSTRONG SIDDELEY car, 1940, 16 h.p. to Whiteley. Must be preselect. Only car in good condition entertained. Distance no object. All replies answered. Box No. W.487. [6487

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1938 MERCEDES BENZ 230 4-seater d.h.c. in sound original order. **£150**



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1937 ROLLS-ROYCE Phantom III Hooper limousine; very good mechanically. ... **£295**

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1952 LANCIA B20 Series 2, G.T. coupé. Overhauled. **£550**

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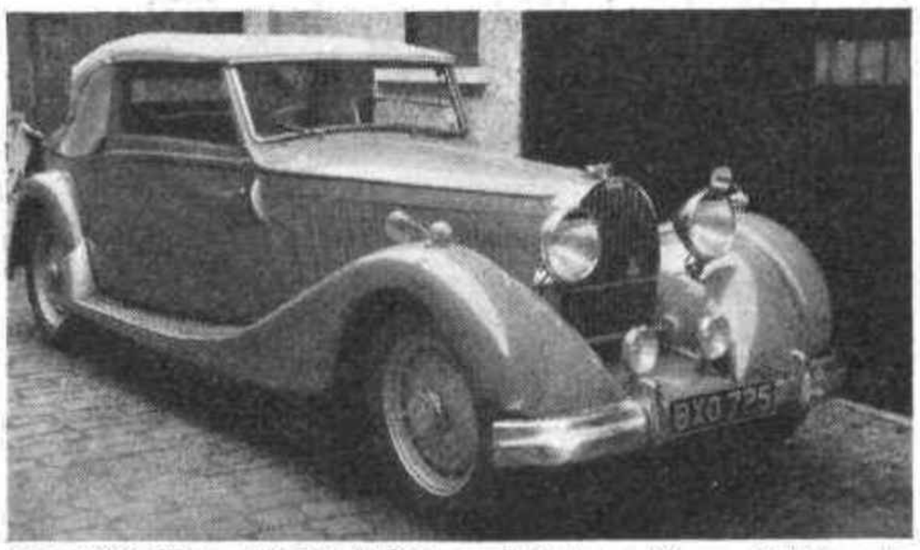
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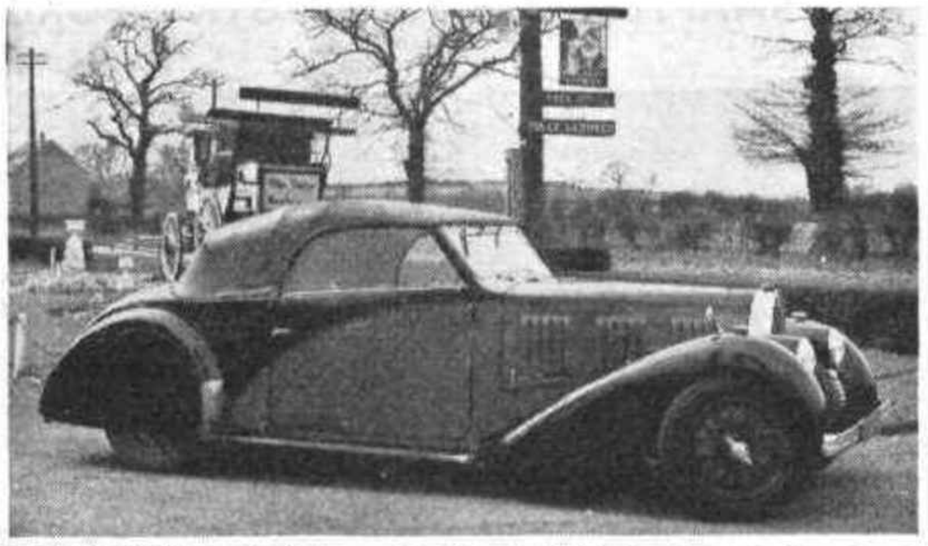
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BUGATTI Type 46 (5-litre) D.H. coupé by James Young. This bug has done under 3,000 miles since a complete rebuild. Highly polished engine to *concours* order. Original tool kit etc. Full history.

ROLLS 1939 25/30 sports saloon by H. J. Mulliner. New clutch and flywheel, and carpets just fitted (cost £135). Very pretty coachwork. **£585.**

ROLLS 1935 20/25 sports saloon by Hooper. Bills for £1,100 restoration. Now being resprayed. **£425.**



BUGATTI Type 57 D.H. coupé by Gangloff. Engine just rebuilt and not yet run in. Superb order throughout. Complete history.

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BUGATTI Type 57 sports saloon.
BENTLEY 1935 2-str. D.H. coupé by Barker.
BENTLEY 1938 sports saloon by Gurney Nutting.
BENTLEY 1938 D.H. coupé by V.D.P.
BENTLEY 1939 tourer by Van Voren.
BENTLEY 1950 sports saloon by Hooper.
BENTLEY 28 3-litre tourer by V.D.P.
BENTLEY 28 4½-litre tourer by V.D.P.
ROLLS 1946 Limousine by Hooper.
ROLLS 1939 Wraith sports saloon by T. & M.
ROLLS 1937 PIII Sedanca by Gurney Nutting.
ROLLS 1927 20 2-str. Doctors D.H. coupé.
ALVIS 1937 speed 25 D.H. coupé.
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ASTON MARTIN 1938 2-litre tourer.
LAGONDA 1939 V12 sports saloon.
LAGONDA 1935 Rapier open 2-str.
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HISPANO 1932 sports saloon.
ROLLS 20 1927 2-str. fixed-head coupé.

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HARD-TOP FOR 1960 Sunbeam Alpine, external condition immaterial. Hathaway, Henley-in-Arden, Warwicks. [5759

HEENAN & FROUDE DPX2 dynamometer in good condition. Box No. W.766. [5766

DUESENBERG. Any year drophead or European body preferred. Please give full details, including picture. Good price paid. R. Callow, 55, Homestead Avenue, Netherton, Liverpool, 10. [5777

BUGATTI ROLLER-BEARING crankshaft or engine, for Type 35B-43-51-55. State price to D. Hale, Tewin Hill, Welwyn, Herts. [5784

HEALEY 3000 front chrome, steering, windscreen, tyres, Lucas 700. Box No. W.795. [5795

WANTED URGENTLY for 1927 Mercedes 33/180. Pair of Bosch spotlamps and horns. Also original "Three-Pointed Star" for radiator cap. Tel.: J. E. Beck, STOckport 7507 (up to 5.30 p.m.). [5803

ROLLS-ROYCE 20/25. Good mechanically, body in need of restoration. Maximum price £100. Birmingham area. Will reply all letters. Box No. W.804. [5804

VOLKSWAGEN WORKSHOP MANUAL. Must. be recent, official issue. Really good cash price paid 4, Eastfield Crescent, Brighton. [5805

ANYBODY got an uncracked PB block and/or pistons, or perhaps complete engine. State condition and price please. Tel.: UPP 3666 (evenings). I. J. Bramson, 49, Chardmore Road, London, N.16. [5822

TR3A SOFT-TOP and hood sticks. Tel.: Wanstead 6460. [5834

OVERDRIVE FOR FORD 100E. Price, details, to : 21, Elwyn Drive, Halewood, Liverpool. [5835

ENGINE URGENTLY for Lotus 6. Details, price : Dunn, 50, Frogmore Park Drive, Blackwater, Hants. [5839

URGENTLY, FRONT WINGS, radiator shell, for 1930 Austin Heavy 12/4 tourer. Complete car considered if cheap. Clacy, 13, Mersey Close, Rugeley, Staffs. [5859

WANTED : LOTUS Super Seven. Willing to pay good price for clean, fast car. Box No. W.886. [5886

M.G. TYPE T wanted. Condition immaterial if cheap. TF pref. Crash might suit. Waters. Tel.: Romsey (Hants) 3203. [5901

£200 CASH FOR good Post-war Morgan or H.R.G. Box No. W.942. [5942

1956 CHEVROLET Two-fifty, must be mechanically good and reasonable bodily. Alternatively, 1935 Rolls-Royce 25/30. Must be saloons, and no trash please. Maximum price £200. Write, Stuart-Shepherd, Millbrook House, Milton, Abingdon, Berks. [5943

WANTED JOWETT JUPITER, realistic price. Warrillow, Hill-Cote, Lancaster Road, Newcastle, Staffs. Tel.: 69644. [5944

PEERLESS FOR CASH. Wire wheels preferred. Coe, 620, High Road, Chiswick, W.4. 5945

DELAGE WANTED by enthusiast. 1936-39 model open sports in good condition. Box No. W.990. [5990

LOTUS 7 1959-60. With Ford 105E or B.M.C.-A series engine. Write details to Mr. Seal, 14, Cumberland Avenue, Basingstoke, Hants. [5991

TR2 SPEED EQUIPMENT including extractor exhaust, full flow oil cooler, Lockheed power brakes, overdrive. Consider gearbox with overdrive if cheap. Jepson, 9, Park Hill Road, Wallington, Surrey. Tel.: Wallington 7877. [5992

VOLKSWAGEN SOUPING, supercharger, cam, etc. Cranfield, 72, Vale Road, Parkstone, Poole, Dorset. [5993

HARD-TOP FOR 1961 Sunbeam Alpine. Leslie, 30, Brent Street, Hendon, N.W.4. Tel.: SUN 0696. [6021

FALCON HARD-TOP Mk. II Competition with screen. Details to 112, Wainwright Street, Birmingham 6. [6072

JAGUAR 2.4 SUMP complete and exhaust manifolds. 2, Finch Close, Liverpool, 14. [6074

TR2 HOOD WANTED. Buff colour, good condition. Joiner, Moors Farm, Silksworth, Sunderland. [6082

URGENT. HOOD FRAME for M.G. TD1 wanted. Also TD2 type rev.-counter and speedo. Taylor, 21, Hollydene, Beckenham Lane, Bromley, Kent. [6083

TR FRONT APRON. S/Screens. Details, Bell, 125, Mason Lathe Road, Sheffield, 5. [6084

WANTED: CRASHED FIAT 600 or B.M.W. 700, or N.S.U. Prinz, Abarth Bialbero. Not objected to either. Harrison, 21, Whitegates Road, Cheadle, Cheshire. [6085

TR3A SOFT-TOP required. 7, Ronson Avenue, Trent Vale, Stoke-on-Trent. [6086

WANTED BLOWER FOR sidevalve Minor, perfect, complete. 11, Alston Road, Doncaster, Tel.: 55611. [6087

BUGATTI GRAND PRIX similar, irrespective condition. The Bungalow, Tilberton, Droitwich. [6147

ROVER 60 SERIES P3 wanted beginning of July. Curry, 1, Windermere Avenue, Sale, Cheshire. [6150

LAGONDA WANTED, private buyer. 1953 thereabouts 2½-litre sports saloon. Distance a pleasure if car is genuinely low mileage and bodily/mechanically faultless. Grant, Church Drive, Linby, Notts. Tel.: Hucknall 2566. [6300

WANTED—*continued*

SHORROCK OR JUDSON supercharger for Austin-Healey Sprite. Must be in good condition. 37, Christian Fields, S.W.16. Tel.: Pollards 4254. [6180

ENTHUSIAST SEARCHING FOR vintage 3 or 4½-litre open Bentley; Aston-Martin or SS100 Jaguar. Must be in good condition. Good price waiting for right car. Box No. W.181. [6181

LAGONDA M45. Oversize pistons (88.5 plus) or good engine wanted. Also hood, frame and side-screens. Gingell, 10, Regent Street, Coventry. Tel. 20825. [6280

£50 TO £100 CASH for interesting car, any type, in sound condition. Write full details to Sykes, 17, Pontey Drive, Waterloo, Huddersfield. [6301

ULSTER ASTON-MARTIN, or very good Riley Imp., Sprite. Details to V.S.C.C. member. Box No. W.302. [6302

SUNBEAM 16. Engine spares to suit 1928 or 1930. Thompson, 41A, The Tything, Worcester. [6303

FALCON SPORTS/RACING or similar, but must have head fairings and 105E. Merredew, 3, Fairfield Road, Chelmsford, Essex. [6304

WANTED GOOD FOUR-SEATER tourer. Must be in reliable condition. No high prices please. Full particulars, M.O.T. and photo appreciated. Genuine buyer will collect. Mr. J. W. Turpin, 83, Wallows Lane, Walsall, Staffordshire. [6305,

SCALE MODEL CAR wanted urgently. Any make size or type. State details and price. Cash waiting. Mortimer, Little Arcall, West Road, St. Georges' Hill, Weybridge, Surrey. Tel.: Weybridge 3545. [6323

WANTED FOR CASH. Morris Minor 1000 engine. Also Minor 1000 Conversion set. Box No. W.324. [6324

WANTED Surplus Renold new chain. Motorcycle spares and accessories. J.A.P. racing engine. Box No. W.352. [6325

ROLLS-ROYCE, PHANTOM I or Phantom II, open or sedanca coachwork preferred. Must be in good condition. Send details, price and photograph (returnable) to Webb, Scawsby Hall, Scawsby, Doncaster. [6326

MISCELLANEOUS

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership. Hon. Secretary, 22, Howitt Close, Hampstead, N.W.3. [6320

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury, 3s. and s.a.e. [6321

SUNBEAM-TALBOT 90. Workshop manual, 25s. ½-h.p. heavy duty electric motor, ¾ in. spindle, 1P-50C-240V-1400R. £5 10s. 121A, Ambleside Avenue, Telscombe Cliffs, Sussex. [6038

RESPRAYING? PROFESSIONAL EQUIPMENT for hire from £3/week. Day, Tel.: Fremantle 9323. Otherwise Bayswater 6910. 31, Brunswick Gardens, W.8. [5728

DETAILED SCALE REPLICAS having fully operational work if necessary. Yes, I mean fully operational. Henri Baigent, 50a, Beswick Avenue, Ensbury Park, Bournemouth. Tel.: Winton 6642. [5751

POP RIVET GUNS 30/- p.p. 1/6 Rivets : ⅛ dia. 7/6 per 100, ¼ dia. 6/6 per 100. Cash C.O.D. Lockwood, 76, Ernest Road, Bedhampton, Hants. [5760

PALAITAL 20 ft. sq. wooden garage 1" t & g floor. Would cost over £200 new. Ideal for vehicle restoration. £65 o.n.o. Chivers Jacksons' Edge, Disley Ches. Tel.: 2402. [5841

RAILTON OWNERS CLUB membership invited and extended to Brough Superior and Hudson owners. Annual subscription 30/-. Spares pool and service technical advice. Monthly meetings and monthly bulletin. Annual *concourse* etc., and awards. President Reed Railton. Information from membership secretary, M. C. Ryan, 158, Wood Lane, Osterley, Middlesex. [5823

PERSONAL ACCIDENT INSURANCE for sports car passengers. Full insurance including passenger liability arranged on Cooper Mini's (Drivers must be over 25) P.G. & Co., Ltd., 34, Cator Road, S.E.26. Tel.: SYD 2695. [5949

SPRITE I Tonneau £3; Pair Lucas W'tones £2; Set plastic S'Covers Riley 1.5 £2 10s. 0d. Robertson, 36, Summerfield Crescent, Birmingham, 16. [6183

MOTOR RACING/HILL-CLIMBING enthusiasts—See major national events in Britain and international events in Europe by coach and coach/air from London. Programme of over 200 continental tours to suit all ages now available. Volkswagen owners/lovers—Visit Volkswagen works at Wolfsburg by coach/air/rail September. Request further details, enclosing 3d. stamp, from 58, Collenswood Road, Stevenage, Hertfordshire. [6184

TR3A TONNEAU COVER £5; Chrome luggage grid £5. As new. Tel.: P. Hughes, Sutton Coldfield 2347 Bus. hours. [6185

D.K.W. OWNERS CLUB (Founded 1951) D.K.W./Auto Union Owners (old and new cars) are invited to join. Secretary, 74, Hesketh Crescent, Erdington, Birmingham, 23. [6306

HIRE PURCHASE FOR private transactions. Northern Countries Finance, 143, Boughton, Chester. [6322

MISCELLANEOUS—*continued*

£10 REWARD OFFERED for information leading to purchase of Model 812 Cord Automobile (1937). Write: C. R. Burnett, 30A, New Road, Harmer Green, Nr. Welwyn, Herts. [6241

EXCHANGES

1959 SPRITE. Heater, all extras, for A40, 1.5, Rapier or similar. Gordon, 9, Eldon Square, Reading. [6035

JAGUAR 2.4 Special Equipment with overdrive. disc, etc. One professional engineer owner, Guaranteed 19,000 miles only. Open any examination or test. Immaculate. Offered exchange Rapier in similar condition for genuine domestic reasons Box No. W.488. [6488

GORDINI DAUPHINE, July 1961, unmarked, for T.V.R.-M.G.-A, cash adjustment, or sell, £555. Newcross Cottage, Longburton, Sherborne, Dorset. [6489

TR2, 1955, Silverstone grey, red steel h-top, red trim, TR3 engine and mods., "X"s spots, heater, etc. Mechanically and bodily as new. Never raced or rallied. Two owners. Exchange Mini, 1200 Herald, cash adjustment, or sell £375. Tel.: Rickmansworth 3046. [5727

ALVIS TR.14. 1952, 2-seater. Good condition, value £190. Exchange for Morris, or Austin pickup, or similar. Mr. T. Heyting, Park Farm, Bilton Road, Rugby, Wks. Tel.: Rugby 6464. [5763

RETIRING TO FIRESIDE, so magnificient Railton 8 special low chassis sports basic 1936 P.V.T. Eligible V.S.C.C. Must find new good home £175. or exchange for new or slightly used HI-FI equipment and /or tape recorder or W.H.Y. London. Box No. W.840. [5840

JAGUAR Mk. V. D.H.C. 1951, in good condition, for Rolls-Royce or Bentley. Box No. W.887. [5887

IMPECCABLE AUSTIN-HEALEY BN2. Hard-top, overdrive, heater, etc., for similar condition BN1, M.G. TF or M.G.-A (preferably with wire-wheels) with cash adjustment or sell. £480. Wilson, 3, Park Hill Court, Salisbury Road, Farnborough, Hants. [5946

1937 RAILTON FAIRMILE saloon, stone/chocolate with polished bonnet. Alloy body, twin horns, spots, Built-in Jacks, telecontrols, plus all mechanical spares. Just M.O.T.'d £140 or exchange tourer/drophead foursome. Ryan, 12, Whitby Road, Nunthorpe, Middlesbrough. [5973

M.G.-A 1957. Powder blue, soft-top, sliding side-screens, extras, "X"s, lovely condition. For Minor or similar, and cash, or sell £455). 103, Reepham Road, Norwich, Norfolk. [6046

WHAT HAVE YOU? for TR2 in above average order. (Cash adjustment either way. Whittaker, 9, Beaumont Road, Orpington, Kent. [6000

M.G.-A 1959. Immaculate. Green. Radio, wire wheels, heater, washers, rad. blind, sliding screens Require 4-seater owing to increased family, drophead preferred or sell £565. Tel.: RIC 7683. [6088

EXCHANGE 1962 AUSTIN Minivan value £350, for best TR2/3 offered, cash adjustment. 28, Heathfield North, Twickenham, Middx. [6089

PEERLESS EXCHANGED FOR youngest and best Volkswagen offered. Write, Carr, 15, Recreation Road, Parkstone, Dorset. [6090

VOLKSWAGEN 1954 D/L. Superb. Immaculate strato silver. £320 or exchange 1956 M.G.-A, TR3. "Mickledore" Potter Street Hill, Pinner, Middx. Tel.: 8346. [6091

EXCHANGE ROLLS-ROYCE 1934 20/25 saloon in good order. M.O.T., value £200 for M.G., Morgan or similar. Box No. W.182. [6182

1959 BERKELEY B105, Ferrari red, works tuned, capability 110 m.p.h., immaculate details and photographs on request. Exchange considered or sell £300 o.n.o. H.P. arranged. Cox, 143, Harrow Road, Leicester. [6307

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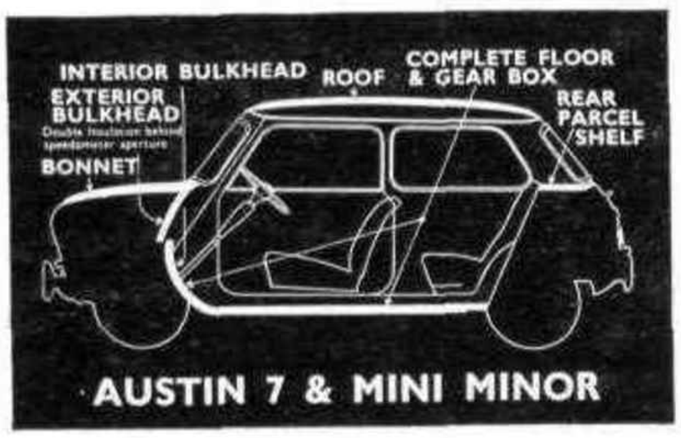
YOUNG MAN 17, requires employment with a racing team, anything, anywhere. Box No. W.888. [5888

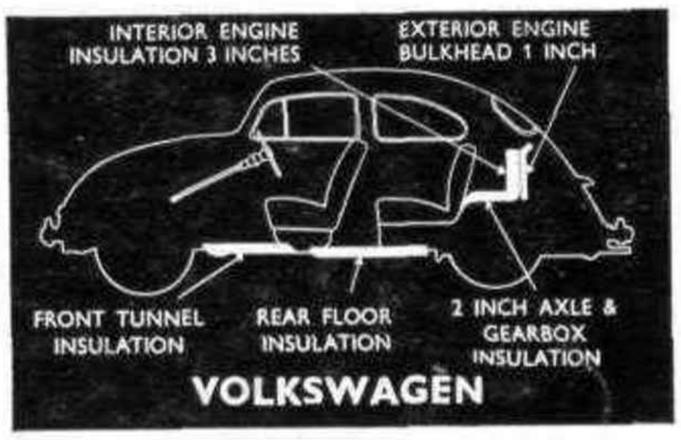
21 AND ENTHUSIASTIC of all aspects of the sport especially Vintage. Public school, workshop and sales experience, clean licence. Seeks permanent position amidst thoroughbred machinery. S.E. Area. Box No. W.947. [5947

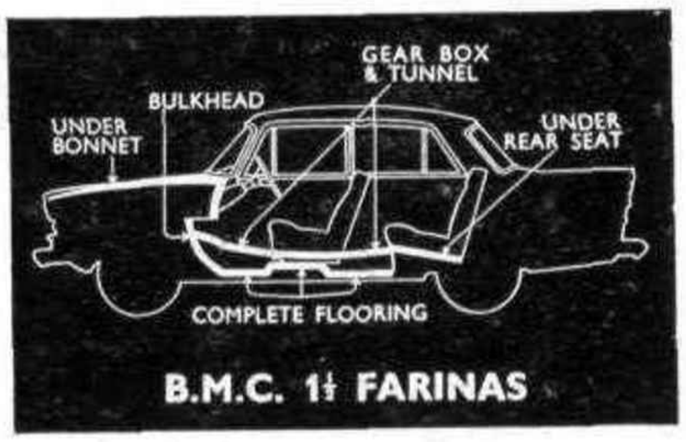
YOUNG MAN, nearly 18, requires interesting position in Motor sport or retail trade. 2 years Lucas experience, driving licence, anything considered. Box No. W.948. [5948

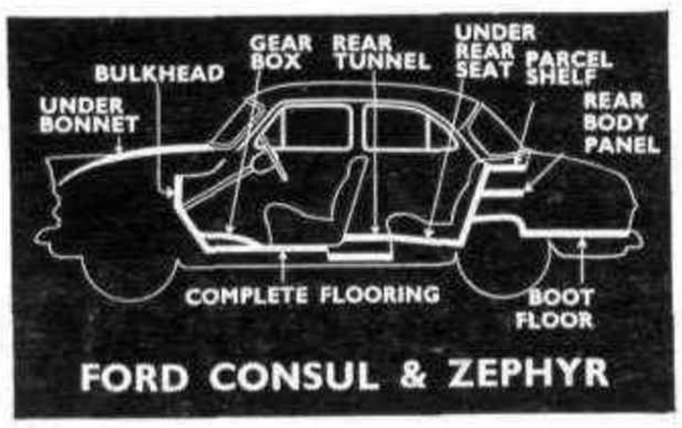
Box No. Address : "Motor Sport," 15-17, City Road, London, E.C.1.

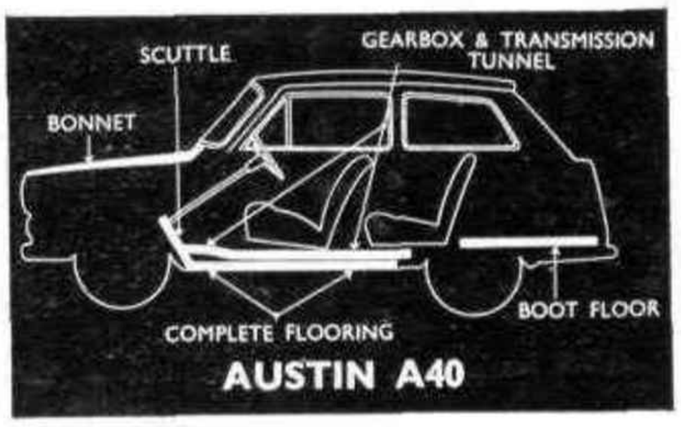
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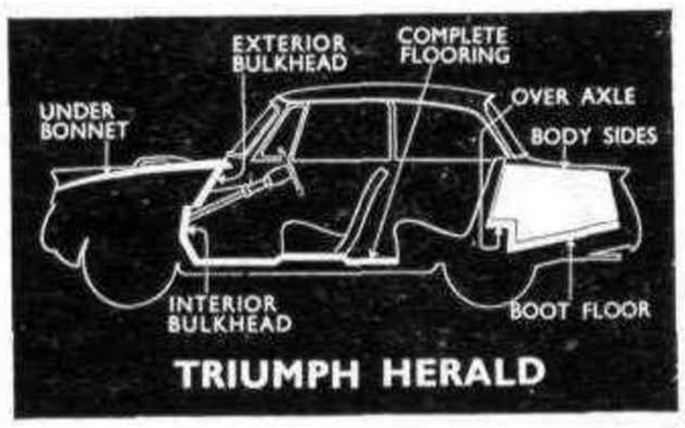


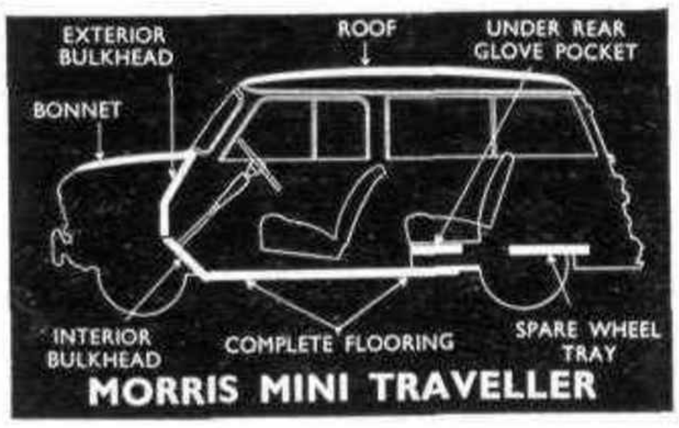


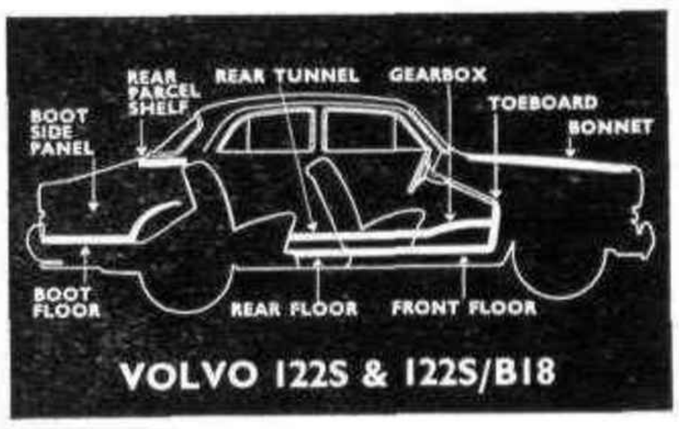














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AUSTIN 1½ FARINA COUNTRYMAN	180/-
MORRIS 1½ FARINA TRAVELLER	180/-

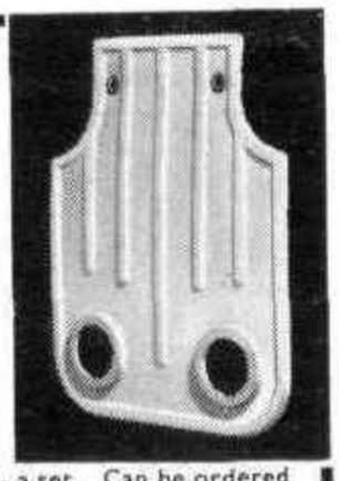
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STANDARD VIGNALE SIX	180/-

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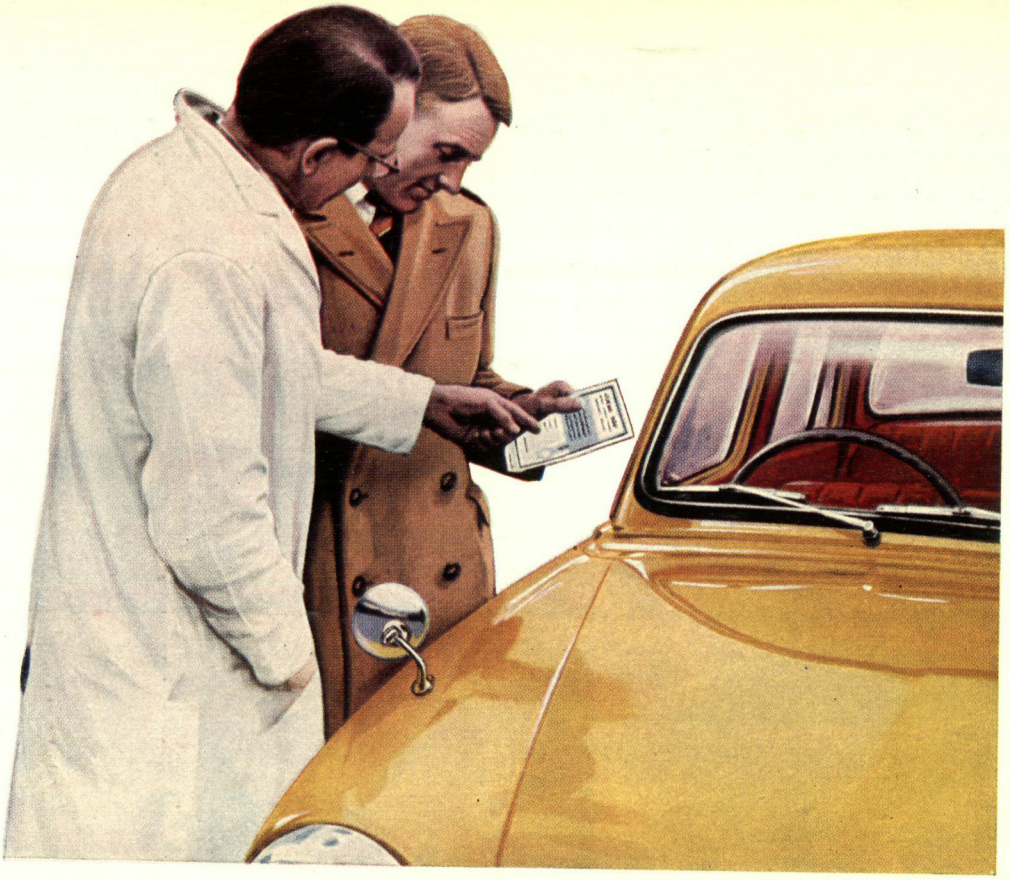


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