Vol. XXXVIII No. 5 TWO SHILLINGS May 1962

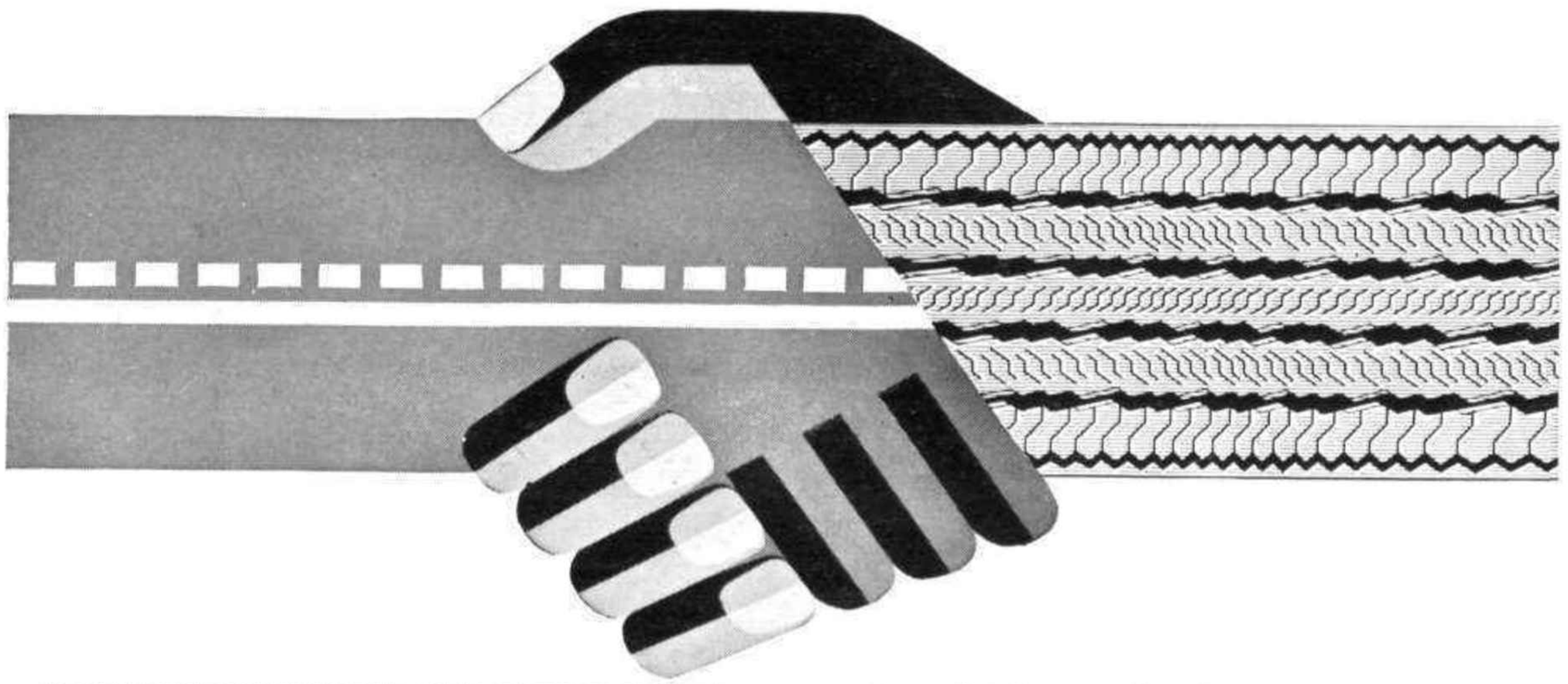
MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR



a new high safety factor in today's motoring...

A NEW TYRE WITH TOTALLY NEW ROAD GRIP



Dunlop were the first to use high-adhesion rubber in tyres for wet weather racing, in the 'RS5' speed tyre for really fast production cars, and in the 'Elite' for luxury motoring. Now, for everyday motoring, Dunlop introduce the new 'Gold Seal C41' in the latest **road-hug** rubber, with the unique **safety shoulder** and **safety tread** from the Dunlop 'Road Speed RS5' built into it.

New wet-road safety The new 'Gold Seal' tyre gives you road-grip that assures definitely greater safety in cornering, braking and emergency stopping, most of all when roads are wet or greasy. You can *feel* the extra security.

New steering control More, the **safety shoulder** gives you sure, straight-line running over road-joints, raised white lines, metal strips, cat's eyes and the like. No wheel snatch with the 'Gold Seal C41'. More positive steering control.
The new tyre is offered at no extra cost—and in sizes for the majority of popular modern cars.

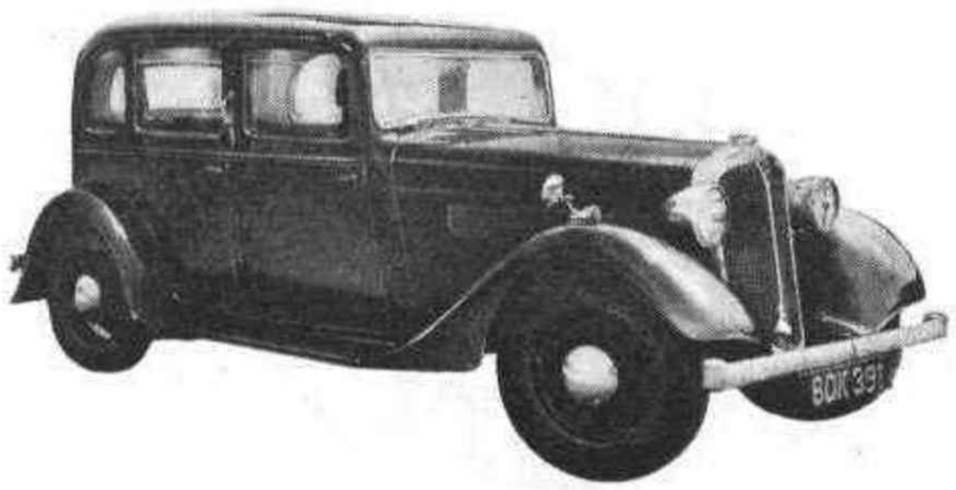
DUNLOP
GOLD SEAL C41

CFH/HS2/103

No brush marks with 2-4 hour



VALSPAR



6 Green Drive
Timperley
Cheshire
2.8.61

Publicity Manager
"Valspar"

Dear Sir,

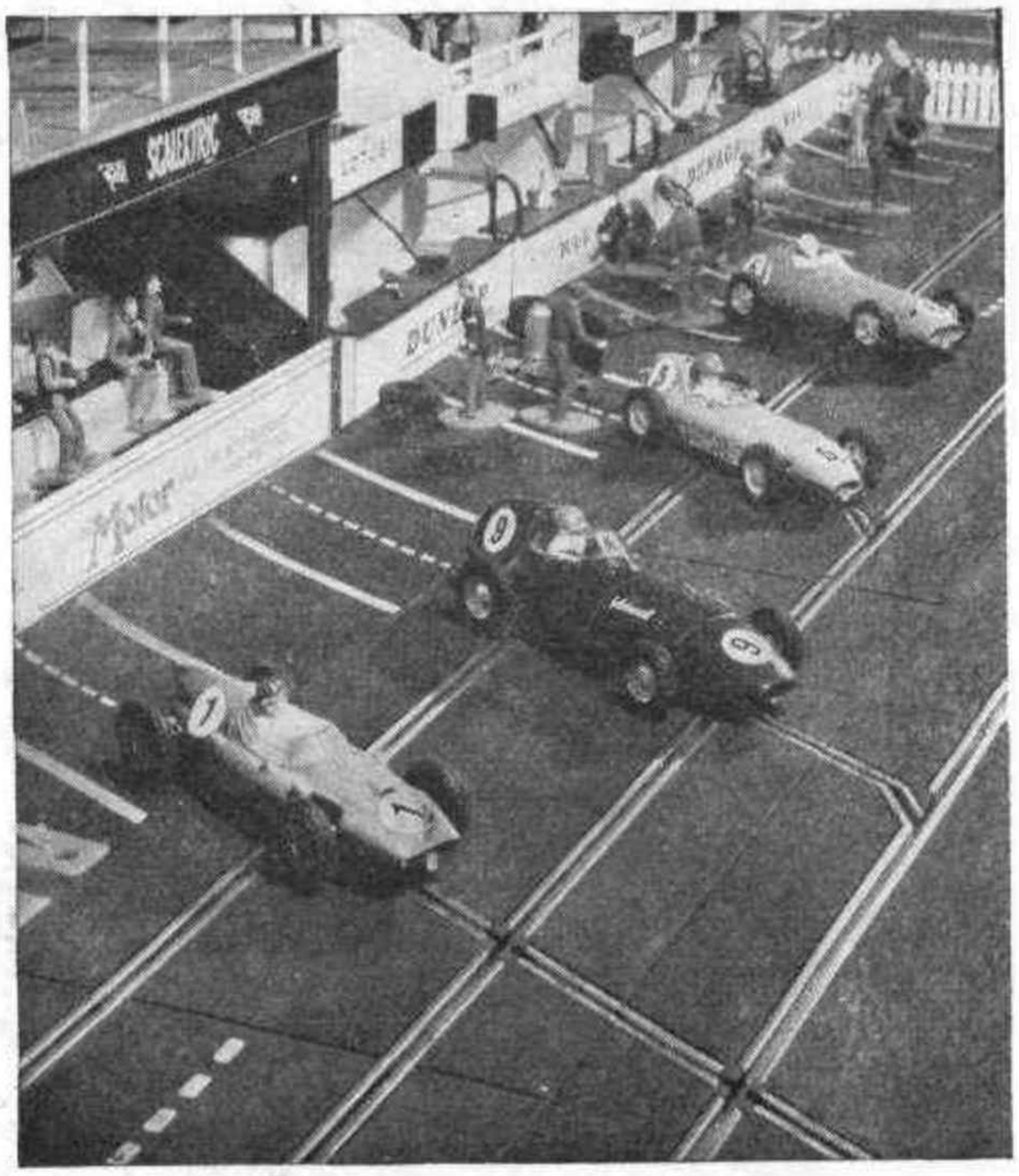
Enclosed photograph of my recently acquired 1936 Rover 10 – which after rubbing down I painted with "Valspar" paint — Apart from my own unconcealed delight – the finish due to your paint is the envy of my friends and also many complete strangers are amazed when they find it is brush painted with your paint. You may use the photograph and letter for publicity if you wish.

Yours sincerely
K. C. Butcher.

And for the brightest shine, use **VALSPAR** CAR POLISH–
the lazy man's polish:
it cleans as it polishes, without effort.



For information on car or caravan repainting write to:
GOODLASS, WALL & CO. LIMITED,
Corn Exchange, Liverpool 2 or
179-185 Great Portland Street, London, W.1

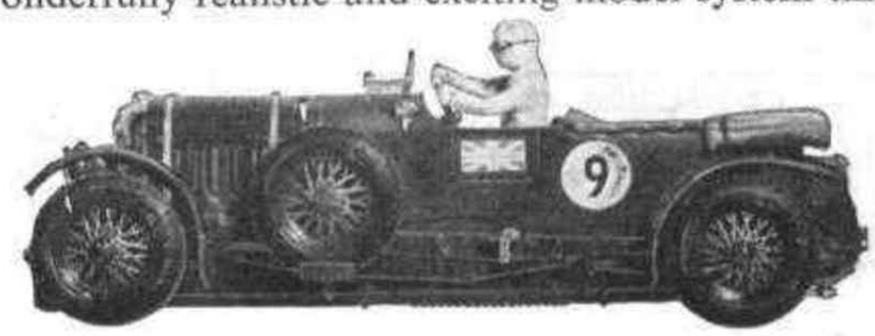


Tri-ang
present
SCALEXTRIC
REGD

The world's most comprehensive electric model motor racing system!

Scalextric is the model motor racing system that comes closest to the real thing! There are a host of exclusive features; automatic lap counting, working public address system, cars with lights and track lighting for night racing, and—latest addition to the range—authentic vintage car models and motor cycle/side car combinations.

Call at your nearest toyshop or Sports dealer today for your copy of the Scalextric catalogue (price 9d.) See what a wonderfully realistic and exciting model system this is!





5/- PER TIN

SOLVOL AUTOSOL WAX POLISH

The new liquid wax polish that cleans and protects as it shines. Economical, easy to use, no hard rubbing and the brilliant wax coating lasts for weeks. This is the polish for the busy man who wants the best in the shortest time. Even after the worst possible weather a quick wash down will reveal the hard wax finish still protecting the cellulose. Try Solvol Autosol Wax Polish next time. 5/- per tin.

SOLVOL AUTOSOL BRILLIANT CHROMIUM POLISH

This is the amazing chromium polish that removes even the heaviest rust deposits and makes aluminium gleam like silver. Solvol Autosol is produced in paste form for outstanding economy in use and leaves behind a protective film which effectively seals off the chromium against all weather conditions. Quick and easy to use, a tube of Solvol Autosol will last the average motorist about a year and, don't forget, it is equally suitable for all household uses. Price 4/6d. per tube.

SOLVOL AUTOSOL
Brilliant Chromium Polish is recommended by BERRY'S for the reflectors of their MAGICOAL Electric Fires.

Available through Halfords, Garages, Cycle, Motor Cycle and Accessories Stores.

SOLVOLENE LUBRICANTS LTD.
24 Reginald Square, London, S.E.8. **Tel.: TIDeway 2241/2**

DISCOL
for engine power



they're different



they've got **ALCOHOL**

Alcohol is good for your engine. Keeps it clean, cool and efficient. Gives you smoother power, easier starting and more m.p.g.

CLEVELAND SUPER DISCOL
for really high compression engines

CLEVELAND is the registered trade mark of CLEVELAND PETROLEUM COMPANY LIMITED and DISCOL is the registered trade mark of THE DISTILLERS COMPANY LIMITED

AP/985

My car's **Firestone** Safe



Is yours?

We're off to Greece again this year. Yes, we're going in this: you can still enjoy driving on the continent. I'll give you a tip, though—mind you have the tyres for it. Something you can really rely on, like these Firestone. They're making them in a new rubber now, X-101, and they're really first class.



Feel safer—be safer on

Firestone
DE LUXE
with RUBBER-X101

★ Britain's Best ROAD ATLAS



AVOID BUSY HIGHWAYS, CAR QUEUES, HOLD-UPS—WITH THIS UNIQUE ATLAS

Road users—motorists, motorcyclists, cyclists, hikers—praise the compact, comprehensive National Road Atlas 324 pages coloured maps to large scale of **3 miles—1 inch** cover England, Scotland, Wales in great detail. Motorways to country tracks—*all* here! Any road to anywhere! **Save time, temper, petrol with N.R.A.!**

CONTENTS

Briefly: 324 pp. beautifully coloured maps. Contours in varying colours; 1st class roads red; 2nd class red and white; Min. Trans. numbers; minor roads; tracks. Motorways included. 25 Town Street Plans. 10" × 7½" Map of London. Special U.K. coloured road map opens to 22" × 12". Large scale of **3 miles to 1 inch** permits astonishing detail—even farms marked! All this PLUS 45-page index 19,000 place names! Handsome and durable binding, gilt titling.

FREE Examination

To: **A. THOMAS & CO: (MS1), Bushell St. Mills, Preston Lancs.** Send *without obligation* NAT. ROAD ATLAS. In 15 days I can return, OR send 22/6, OR two monthly payments of 12/-.

NAME .....

ADDRESS .....

.....

SAVE! If c.w.o. 21/9 only: full refund guarantee.

YESTERDAY, TO-DAY AND TO-MORROW



GENUINE Jubilee REGD. TRADE MARK
WORM DRIVE HOSE **CLIPS**

The Finest Clip in the World

COMPANION ACCESSORY TO THE WORLD'S FINEST CLIP

L. ROBINSON & CO. (GILLINGHAM) LTD.,
LONDON CHAMBERS, GILLINGHAM, KENT. TEL: 51182/3

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

BEDS. TEL:. LEIGHTON BUZZARD 2060



1957 LOTUS XI. Tuned 1,172 c.c. Ford unit with close-ratio gears. Dunlop racing tyres. Road equipped and complete with specially made hard-top making this an ideal dual-purpose car. **£395.**

1961 AUSTIN Mini-van. 14,000 miles. Heater, washers, silent travel. Unlettered and in excellent order. **£325.**

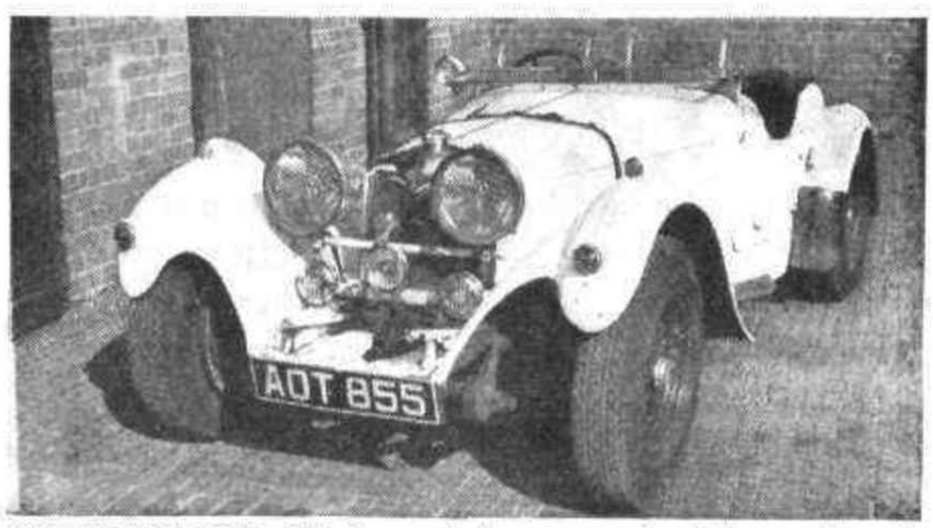
1934 BENTLEY 3½-litre sports saloon by Hooper. Finished in black with brown leather upholstery. An attractive car with recent engine history. **£195.**

1953 BUCKLER Mark V 2-seater fitted with 1,172-c.c. Ford engine, twin carbs., close ratio gears, etc. Good weather equipment. **£165.**

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.**

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

1958 VOLKSWAGEN saloon de luxe. Black with red interior. Excellent order throughout, now available at **£425.**



1935 RILEY M.P.H. This is one of the very rare 6-cylinder models and one of two fitted with the attractive Bertelli body. Finished in ivory with black leather upholstery. 16-in. wheels, etc. Excellent order. **£295.**

1957 AUSTIN-HEALEY 100/6. Black with red interior. Heater, wire wheels, etc. Exceptional condition. **£565.**

1958 (November) AUSTIN-HEALEY Sprite. Ivory with red upholstery. Reconditioned engine recently fitted. Heater and every extra. Exceptional. **£395.**

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

1954 M.G. TF 2-seater. Finished in ivory with red leather upholstery. Reconditioned engine, wire wheels, Michelin "X" tyres, etc. Exceptional. **£395.**

1950 M.G. TD 2-seater. Cream with green interior. Luggage carrier, badge bar, spotlight, etc. **£265.**

IMMEDIATE HIRE PURCHASE AND INSURANCE

EXCHANGES WELCOMED

ANY MAKE OF NEW CAR SUPPLIED

SPORTS AND VINTAGE CARS URGENTLY REQUIRED

JACK BARCLAY (Service) Ltd

Officially Appointed Repairers for
ROLLS-ROYCE AND BENTLEY
offer an unequalled service

MAINTENANCE SCHEDULES
DECARBONISING BRAKE RE-LINING
AND OVERHAULS

ACCIDENT WORK AND RE-CELLULOSING
WITH CHROMIUM PLATING

LARGE STOCKS OF SPARES

100 YORK ROAD · BATTERSEA · LONDON · S.W.11
BATtersea 6444 (10 lines)

There are those who know

and those who don't

Be well informed with

Motoring News

MAY

3 Aintree 200 — Circuit of Ireland Rally — East African Safari full Report — Car Kit feature.

10 Targa Florio — Road-Test of the new Ford Zodiac — Hill-Climb Championship, Round 1.

17 B.R.D.C. International Trophy Meeting at Silverstone — Full Report Tulip Rally.

24 Dutch G.P. — Hill-Climb Championship, Round 2 — Road-Test of the VW 1500.

31 Nurburgring 1,000 km. — B.R.S.C.C. Brands Hatch — Acropolis Rally.

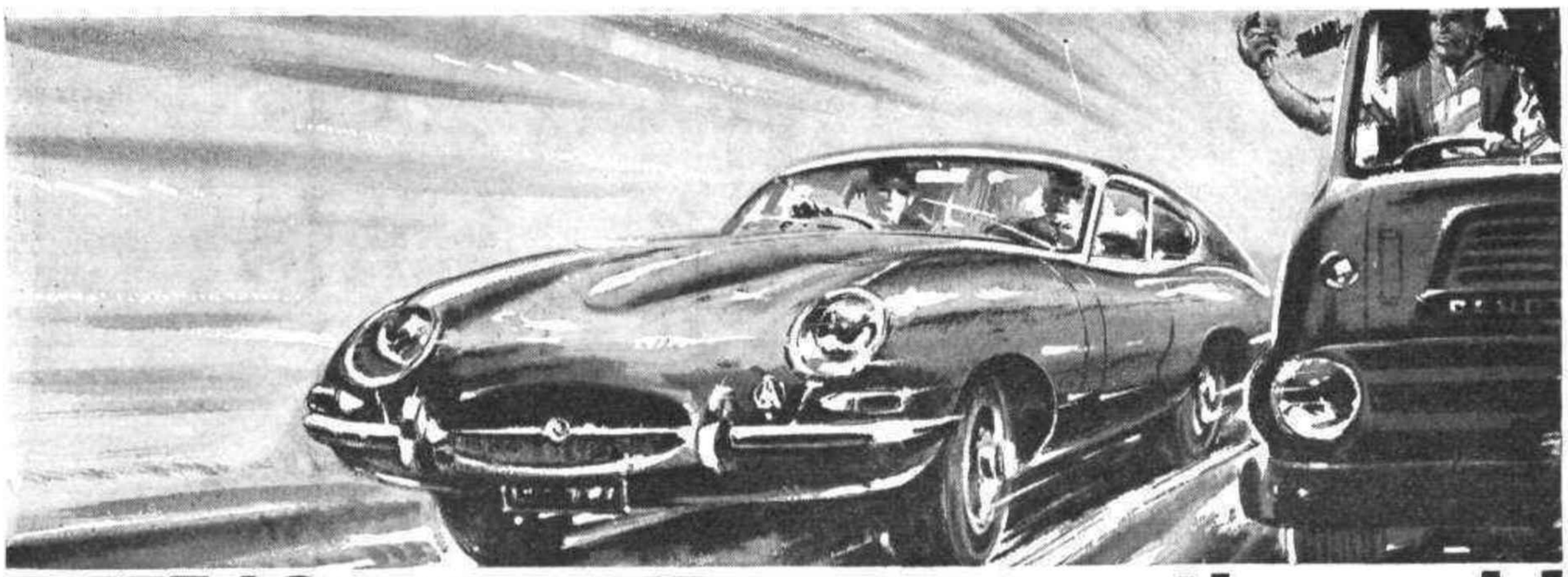
Plus Rally Round-up, Track Topics and full Club coverage.

FROM YOUR USUAL NEWSAGENT OR BOOKSELLER

EVERY THURSDAY, PRICE 6d.

Subscriptions : 19/6 26 weeks; 39/- 52 weeks, from

News Publications Ltd., 15 City Road, London, E.C.1



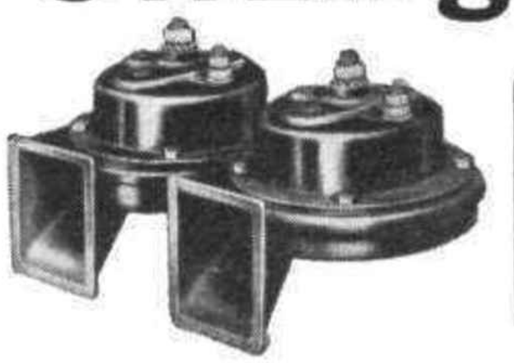
MIXO POWER gets you through!

'TOWN AND COUNTRY'

* **MINOR TR 80-2** (as illustrated) **75/-**

MAJOR TR 109-2 **99/6**

* Special sets available for 'Mini's' and 'Anglia's'



'STRICTLY COUNTRY'

DYNAMIC DYNR-2 **124/-**

SUPRADYN SUPR-2 **99/6**
(as illustrated)



EACH HORN SET CONSISTS OF HIGH AND LOW NOTE HORNS AND RELAY

Made in France

MARCHAL DISTRIBUTORS LTD · BROOK LANE NORTH · GT. WEST ROAD · BRENTFORD · MIDDX · Phone: Isleworth 2111/5111

Smee's M.D 24

You can get NEW CAR BRAKING for the car you have now

FERODO brake lining materials are 'model-matched'. The right size of lining isn't enough. For good-as-new braking you need also the right material. All Ferodo lining materials are scientifically developed and 'model-matched' to suit the individual braking behaviour of every car model on the road.



Ask your garage for FERODO

Anti-Fade Brake Linings & Disc Brake Pads

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

11/12

VOL. XXXVIII No. 5 CANDID IMPRESSIONS OF THE VW 1500 MAY 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

© Teesdale Publishing Company Limited

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

Telephone: MONarch 8944

Subscription Rate 30/- per annum, Canada $4·00, America $4.50, post paid

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

MATTERS OF MOMENT

MOTORISTS AND POLICE

The need for amicable relations between the Police and the motorist is becoming generally recognised. The Metropolitan Commissioner of Police has instructed his men not to take action against normally law-abiding drivers who go slightly over the limit of speed in a desire to keep the traffic flowing. In Essex the constabulary have been told to look for dangerous driving rather than parking offences and providing motorists use common-sense they can usually park unmolested in Southend and district.

Brigadier J. N. Cheney, Chief Constable of Buckinghamshire, has announced that during May and June his Officers, whether on foot, in cars or on motorcycles, will be engaged on a Courtesy Campaign involving all classes of road users, in order to prevent the committing of offences by road users, reduce accidents and bring about a better understanding between police and public.

All this is most laudable and a wise trend, which could do much to offset the overnight down-grading of speed limits on safe (and expensive) dual carriageways that seems to be Mr. Marples' Easter gift to already harassed (and heavily-taxed) road users.

It is all the more regrettable that goodwill, laboriously earned, is occasionally thrown away by the thoughtless or aggressive personalities of certain policemen. For instance, we were stopped recently in Surrey by a motorcycle policeman and accused of "driving in a manner dangerous . . .," which was 70 m.p.h. in a 1962 disc-braked saloon in daylight over open commonland and derestricted roads, with no other vehicles leading or pursuing us. This young policeman seemed quite certain speed in itself is highly dangerous and went on his way only partially convinced that, in the right place, it is perfectly legitimate. Another case was brought to our notice, and is outlined in the following correspondence :—

Sir,

In recent years I have noticed Police Officers on several occasions making very genuine, and much appreciated, efforts to be fair yet firm with the public. I think everyone will admit that on occasion the public must annoy the Police, and not help in fostering a spirit of mutual assistance. On the other hand, every so often one encounters examples of the Gestapo attitude on the part of the Police, and I witnessed such an incident today. It was so flagrant that I feel compelled to write and express my views, particularly as it is so important, in view of the crime wave, that the Police should not act in a way calculated to alienate the public.

At approximately 9.50 a.m., I was driving along Barking Road in East Ham, approaching the crossing with High Street North and South, where there are traffic lights. They were at green, and a lorry was waiting to turn right from Barking Road into High Street South with its trafficator out. Behind it was a Police car, also with its trafficator out, waiting very obviously to turn right after the lorry. About 30 yards behind it was a motorcycle in the near-side lane going straight on. I was following about 50 yards further back. As the motorcycle came up to the near-side of the Police car the car driver pulled out *to the left of the lorry still with right trafficator out ! ! !* He caused the motorcycle to swerve and had to pull his wheel to the right to avoid hitting him. The motorcycle carried on across the crossing and the Police car followed, having pulled round the lorry, *still with right-hand trafficator out.* This did not go down for another 50 yards at least. About 150 yards further on the car drew level with the motorcycle and the passenger waved it down. I wondered what would happen in view of the fact that the car was so obviously in the wrong, and so decided to stop. I walked back and found the Police driver talking in a very bullying manner to the motorcyclist. When I asked him if he was referring to the cross-roads, he almost shouted at me—"No, not that, but about doing 40 m.p.h." This was ludicrous since he could not possibly have checked the speed of the motorcycle in the distance (approximately 200 yards) and in any case as I was following them both I knew neither had exceeded 30 m.p.h. As it was obviously useless to argue with the driver, and I was short of time, I contented myself with telling the plain-clothes man in the car why I had interfered and suggesting that he talked to his driver about it. I only hope that the motorcyclist was not charged either with speeding or nearly scraping a Police car. I have never before witnessed such appalling driving and subsequent behaviour by a Police Officer.

In my opinion, as a 20,000 miles per year driver, the Police Chiefs would do well to remove such bullies and dangerous drivers from the wheels of Police cars and put them on foot patrol to prevent lorry robberies and pay snatches, when their use of tough attitudes and talk might be of better service. Give such types a big black car with a bell and they become small-time tyrants.

From letters in your correspondence columns I know your excellent magazine is read by numerous Police Officers. Let me say to them that I feel the Force carries out a difficult job in, generally, an efficient and courteous fashion. Why then are types such as I have described chosen as road patrol drivers, where a diplomatic attitude is of such value in gaining the public's trust and, more important, assistance in outwitting lawbreakers?

Epsom. D. B. BRUCE.

We showed the aboved letter to the authorities, who replied . . .

Sir,

With reference to your letter of February 28th, addressed to the Chief Constable of Surrey, I am directed by the Commissioner to inform you that inquiries have been made into Mr. Bruce's complaint.

It appears that it was the intention of the driver of the Police car to turn right, but he subsequently decided not to do so, and reset the indicator switch accordingly. Unfortunately, however, the indicator arm remained extended and the driver subsequently had to reset it by hand.

The motorcyclist was advised as to the driving of his machine, as it appeared to the Police that he was not experienced in the handling of it (and this proved to be the case), but he was not warned or reported for any offence.

Mr. Bruce has been seen by a Senior Officer and has stated that he does not wish to receive any further communication on the subject.

New Scotland Yard, R. M. SEARMAN.
London, S.W.1. *for* Assistant Commissioner.

[In spite of the last paragraph of the Assistant Commissioner's letter, we con-

(Continued overleaf

CONTENTS

	page
MATTERS OF MOMENT	311
FIXTURES FOR MAY	312
BOOK REVIEWS	314
READERS' CAR SURVEY — THE MANUFACTURERS REPLY	316
LOMBANK TROPHY	320
GRAND PRIX OF BRUXELLES	322
RUMBLINGS	327
MOTORING MEMORIES	329
VW 1500 ROAD TEST	334
READERS' CAR SURVEY	338
CONTINENTAL NOTES	344
WHITE ELEPHANTITIS No. 5	346
VETERAN—EDWARDIAN—VINTAGE	350
FRAGMENTS ON FORGOTTEN MAKES— No. 19 : THE TAMPLIN	351
MOBIL ECONOMY RUN	355
GOODWOOD SEASON OPENS	358
BMW 700 ROAD TEST	362
LETTERS FROM READERS	364

Front Cover Picture : THE GRAND PRIX SEASON OPENS.— A. E. Marsh in his privately-owned B.R.M. V8 leads W. Mairesse in the factory Ferrari with 65-degree V6 engine, round one of the hairpins on the Heysel circuit during the Bruxelles Grand Prix. The lamp-post, signpost, kerbstones and trees are all natural background to this road-race, while the wet and shining roads were a feature of the opening laps of Heat 1.

Motoring Sport Events for May

★ **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
May 4/5th ..	I.O.W. C.C.	Jack O'Lantern	Southampton	I.O.W. Rally (*R.*)	9.30 p.m.
May 5th ..	V.S.C.C.	" Bull i'th' Thorns "	Buxton	Rally	10.30 a.m.
,, ..	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (*R.*)	12 noon
,, ..	B.A.R.C. (N.W.)	Aintree	Liverpool	Spring Sprint (*R.*)	2.00 p.m.
,, ..	Shenstone & Dist. M.C. ..	Bull's Head Inn	Shenstone	Little Rally (*R.*)	3.00 p.m.
,, ..	Vickers Armstrong (Hurn) C.C.	Hurn Airport	Hurn	Maytime Rally (*C.*)	8.30 p.m.
May 5/6th ..	Ilkley & Dist. M.C.	Ilkley Moor Hotel	Ilkley	2nd Jubilee Rally (*R.*)	11.00 p.m.
,, ..	Steel Co. of Wales M.C. ..	See Footnote	—	Red Dragon Rally	7.30 p.m.
,, ..	Guildford M.C.	Tilthams Garage	Ash	Rallye Printemps	9.00 p.m.
May 6th ..	BUGATTI O.C.	PRESCOTT	CHELTENHAM	HILL-CLIMB (*N.B.*)†	11.00 a.m.
,, ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
,, ..	S.M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
,, ..	B.A.R.C. (Yorks.)	Hudson Road Mills	Leeds, 9	Spring Sprint (*C.*)	2.00 p.m.
,, ..	Sutton & Cheam M.C.	Croydon Airport	Croydon	Sprint (*C.*)	10.00 a.m.
,, ..	Cambridge C.C.	Duxford	Cambridge	Speed Trial (*R.*)	10.00 a.m.
,, ..	S.I.A.T.S.	MADONIE CIRCUIT	PALERMO	TARGA FLORIO (*INT.*)	—
,, ..	Model-T Register	Market Square	St. Albans	Touring Assembly	12.30 p.m.
,, ..	Aston Martin O.C.	Market Square	Banbury	*Concours d'Elegance*	11.00 a.m.
,, ..	N.A.L.G.O. (Met. Dist.) M.C.	By-pass Car Park	Rickmansworth	Cup Rally (*C.*)	10.01 a.m.
,, ..	Yeovil C.C.	166/557244	Yeovil	Driving Tests (*R.*)	12.30 p.m.
May 7/12th ..	R.A.C. WEST/HOLLAND ..	GRAND HOTEL	NOORDWIJ aan ZEE	TULIP RALLY (*INT.*)	Morning
May 8th ..	Northampton & Dist. M.C. ..	Westonia Garage	Weston Favell	Tankard Rally	7.00 p.m.
May 12th ..	B.R.D.C.	SILVERSTONE	TOWCESTER	RACE MEETING (*INT.*)	10.15 a.m.
,, ..	S.U.N.B.A.C.	Ragley Park	Alcester	Hill-Climb (*R.*)	2.00 p.m.
,, ..	Triumph Roadster Club ..	" 3 Compasses "	Cowcross St., E.C.1	Technical Evening	7.30 p.m.
,, ..	VW O.C. (Eastern)	Springfield	Chelmsford	Rally (*C.*)	5.30 p.m.
May 12/13th ..	Harrow C.C.	Tring	Hemel Hempstead	Moss Trophy Rally	10.30 p.m.
,, ..	LANCS A.C.	MORECAMBE	MORECAMBE	RALLY (*N.B.*)	9.00 p.m.
May 13th ..	750 M.C. (Southern)	Blandford Camp	Blandford	Hill-Climb (*R.*)	1.30 p.m.
,, ..	E. Electric (Stevenage) M.C. ..	Six Hills Way	Stevenage	Driving Tests (*R.*)	11.00 a.m.
,, ..	Malden & Dist. M.C.	Louisberg Barracks	Bordon	Driving Tests (*R.*)	11.00 a.m.
,, ..	B.A.R.C. (Yorks.)	Tibthorpe House	Driffield	Autocross (*R.*)	2.00 p.m.
,, ..	Ferranti M.C.	Drunmore Hotel	Tranent	Toothill Rally (*R.*)	10.00 a.m.
May 19th ..	Aintree Circuit Club	Aintree	Liverpool	Race Meeting (*R.*)	1.30 p.m.
,, ..	King's College M.C.	Blagdon Hall	Newcastle	Sprint (*R.*)	2.00 p.m.
,, ..	VW O.C.	Hindhead Engineering	Hindhead	Lupin Rally (*R.*)	10.30 p.m.
,, ..	Stafford & Dist. M.C.	128/985852	Llanidloes	Mercury Rally (*R.*)	11.00 p.m.
,, ..	B.A.R.C. (Surrey)	171/379½685½	—	Summertime Rally (*C.*)	9.00 p.m.
May 19/20th ..	W. HANTS & DORSET C.C.	WISCOMBE PARK	HONITON	HILL-CLIMB (*N.B.*)†	12.30 p.m.
May 20th ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	2.30 p.m.
,, ..	B.R. & S.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	2.00 p.m.
,, ..	Chorley A.C.	Sand Quarry	Chorley	Hill-Climb (*R.*)	2.00 p.m.
,, ..	Eastern Counties M.C. ..	Civic Car Park	Felixstowe	Rally (R).	11.45 a.m.
May 24/27th ..	A. & T.C. of GREECE ..	ATHENS/GRAZ	—	ACROPOLIS RALLY (*INT.*)	—
May 26th ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
,, ..	Jaguar Drivers' Club	Snetterton	Thetford	Race Meeting (*R.*)	1.00 p.m.
,, ..	M.G. C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.30 p.m.
,, ..	WESTMORLAND M.C. ..	BARBON MANOR	KIRKBY LONSDALE	HILL-CLIMB (*N.B.*)	2.15 p.m.
May 26th/27th	Taunton M.C.	Cadeleigh	Tiverton	Rally (*R.*)	10.00 p.m.
May 27th ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*N.B.*)	1.30 p.m.
,, ..	V.S.C.C.	Beaulieu	Lyndhurst	Driving Tests (*C.*)	11.30 a.m.
,, ..	Morecambe C.C.	Leighton Hall	Warton	Hill-Climb (*R.*)	2.00 p.m.
,, ..	Singer O.C.	Long Marston	Tring	Sprint (*C.*)	2.00 p.m.
,, ..	A.D.A.C.	NURBURGRING	ADENAU	1,000 KMS. RACE (*INT.*)	—
,, ..	Mid-Surrey A.C.	Croydon Airport	Croydon	Driving Tests (*R.*)	11.00 a.m.

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

FOOTNOTE: Starting points will be located at Gloucester, Cardiff and Swansea, and the finish will be at Brecon.

MATTERS OF MOMENT—continued from previous page

tacted our correspondent, who states that he has no objection to his letter appearing, as his only desire was to see that a fellow road-user did not suffer any injustice. We have made the point before that motorists must assist one another when incidents arise in which they are not the guilty party and in this case fair play has resulted in a happy ending all round and amicability between all parties. Which is good.—ED.]

Let us hope that those responsible for training our Mobile Police will correct any idea that motor vehicles are safe only when they are standing still and that never will law-abiding British citizens (with whom we include motorists) tolerate for one moment " Gestapo " acts savouring of Television thrillers or a Police State. London, Essex and Bucks have set a lead towards better understanding between Police and motorists that should be widely followed.

ALLARD DOES FASTEST BRITISH s.s. ¼-MILE

Congratulations to intrepid Sydney Allard and his mechanics for fastest standing-start ¼-mile ever recorded in Britain. Allard clocked 10.48 sec. over this distance in his supercharged 4.7-litre Chrysler-engined Allard slingshot at the W. Essex C.C. Sprint Meeting at Debden on April 15th, timed by beam apparatus under the auspices of the National Sprint Association. The run was all the more meritorious because Allard was using only one gear and had to make cautious starts, without spinning the slicks, and because a gusty wind was blowing across the runway, causing the slingshot to snake unpleasantly. In all, Allard made three runs, all of them without trouble, releasing his parachutes on the third one. Second fastest ¼-mile time was made by George Brown on the big Vincent " Nero " in a courageous 11.49 sec., the motorcycle riders, who were giving a demonstration, having to lean against the wind. Tony Marsh's B.R.M. sprint car was third fastest, in 11.92 sec. The event proper was won by Marsh, who clocked 18.33 sec. over the s.s. ¼-mile.

COOPER-MINI TEAMS

In addition to their Formula One activities, the Cooper Car Company Ltd. intend to race two teams of Mini-Coopers during the coming season. One team will compete in the U.K. and the other on the Continent.

The cars will be transported on miniature trailers towed by Mini vans. The complete units are finished in traditional British racing green with the familiar white stripes over the bonnets which distinguish all Cooper " works " cars. The team drivers will consist of Messrs. Blydenstein, Whitmore, Maggs and Love.

[Surely the Cooper Car Co. Ltd. does not regard the Cooper-Mini as so unreliable that trailers are essential to get them to race meetings? I am all in favour of saloon-car races between the " hottest " possible closed cars but such cars should surely be driven to the races in which they appear before the public?—ED.]

FORTHCOMING ATTRACTION

The B.R.D.C. International Trophy Race Day at Silverstone on May 12th promises to be more than usually interesting. Apart from the Formula One race, which has attracted nearly all the expected drivers and cars, including Ginther, Graham Hill, Marsh and Lewis in 1962 V8 B.R.M.s and Ashmore's Cooper also with this year's V8 B.R.M. engine to ensure plenty of the right sound, and, we hope, a couple of Ferraris, an exceedingly welcome demonstration is to take place—Moss is to cover a number of laps in a 1939 3-litre G.P. Mercedes-Benz, brought by Daimler-Benz from the Stuttgart Museum.

The Saloon Car Race will be enlivened by three of the new Ford Zodiacs, driven by Moss, Ireland and Uren, and four Vauxhall VX 4/90s.

Tickets should be obtained now, from the B.R.D.C. Booking Office, Silverstone Circuit, Towcester, Northants.



When you use Esso Golden
you feel you're driving a better car
—and you are!

BOOK REVIEWS

" Sleepless Knights," by John Sprinzel. 123 pp. 8¾ in. × 5⅝ in. (*Motor Racing Publications Ltd., 62, Doughty Street, London, W.C.1. 21s.*)

This is John Sprinzel's light-hearted account of his rally experiences, with plenty of pithy annecdote which captures admirably the spirit behind this branch of motoring sport. But this slim volume also serves as a guide to European rallying, and, indeed, concludes with an Appendix giving details of the R.A.C., Monte Carlo, Tulip, Acropolis, Alpine, Midnight Sun, Viking, and Liége rallies, not overlooking information about the parties to be expected at the prize-giving!

Sprinzel dedicates his book to his mother " for, amongst other things, lending me her Austin A30." But in a fascinating chapter about the cars he has used for competition work he admits that he prefers a hot Sebring Sprite, says he had the most fun from the little A35 and writes in warm praise of the Mini Minor that he uses for personal transport in London and odd club events.

I enjoyed this book very much and so will other present and potential rally drivers. There are splended " pen portraits " of the " greats " of the game and useful illustrations of pages from maps and road books used in modern rallies.—W. B.

" Combat Aircraft of the World," by F. G. Swanborough. 122 pp. 7½ in. × 9⅞ in. (*Temple Press Ltd., Bowling Green Lane, London, E.C.1. 21s.*)

This landscape-shape book describes and illustrates all major aircraft now in production which have designed to engage in combat with an enemy. This fascinating account of futuristic-looking, phenomenally fast and more then faintly disturbing winged projectiles covers nearly 60 types of eight nations.

There is a great deal of specialised information in this book, for the development history of each type is related, with reference to first flight dates, quantities produced and operational employment and dimensions, weight and performance figures are quoted for each aircraft, and design changes from prototype to the latest Service variant are traced through a series of illustrations An excellent reference work in every way to modern fighters, bombers and anti-submarine aircraft, but the pictures would have benefited from glossier paper.—W. B.

Some extremely useful holiday-guide volumes have come to hand from Arthur Barker. Written by Alison Lascelles, these brightly written and informative guides comprise " Motoring Holidays in France " (16s.); " Motoring Holidays in Spain " (16s.); and " Motoring Holidays in Switzerland " (15s.). Routes, resorts, and much very useful information about hotels, food and wine are included.

NEW DUNLOP ROAD MAPS

An entirely new series of five road maps of Europe have been added to the range of Dunlop touring guides. In addition, the fourth in the series of " Width of Road " maps of Great Britain and a new extended edition of " Motoring about London " have been introduced. The European set have been arranged to cover, as far as practicable, the most popular touring grounds of the different countries and these are grouped together over the five separate sheets. For instance, No. 1 comprises Spain, Portugal and Southern France. Map No. 3 consists of France, Belgium and Switzerland, Austria and Northern Italy. In addition to these countries the complete set of sheets covers Germany, Holland, Poland, Scandinavia and the Yugoslav Adriatic coast. Special features of these maps, which cost 3s. 6d. each, are an index to place names, the marking of roads and places of scenic and historical interest, car air-ferries and international airports.

The latest " Width of Road " map (No. 4) is of Wales and West Midlands and, like the previous releases in this series, provides the reader with a clear picture and choice of modern highways or less-frequented roads. New and projected by-pass roads and motorways are included, together with town plans and an index to place names. Cost is 5s.

The new (third) edition of " Motoring About London " has been extended to Windsor at its western edge. Amongst the many improved features are the inclusion of the Piccadilly Underpass, the Hammersmith and Chiswick flyovers and a number of other major road projects both under construction and planned for the future. An index of district names is printed on the reverse sheet. The price remains unchanged at 4s. All the maps are in washable covers and are obtainable from most booksellers or direct from Geographia at 114 Fleet Street, London, E.C.4.

MINIATURES NEWS

The 3⅝ in. long Dinky Jaguar E-type (No. 120), with detachable hard-top and substitute folded hood, costs 6s. It has smaller wheels than the same size Corgi E-type. Dinky Toys also have a 4⅛ in. Ford Fairlane R.C.M.P. patrol car (No. 264), at 6s. 6d. Corgi's latest is a 3¾ in. long Aston Martin DB4, with a replica of the 3.7-litre engine under its lift-up bonnet. In green, with number discs and crossed-flag emblem, this fine miniature (No. 309) sells for 5s. 6d. The real car costs over £4,000!

Lesney have brought out an OO-scale Bedford-Lomas ambulance with opening double doors and interior stretchers, etc., for 1s. 9d. (Matchbox Series No. 14), and an HO-scale American Hendrickson Relay tractor unit with multiple box-car trailers, for 6s. 11d. (Matchbox Major Pack No. M-9).

HAROLD NOCKOLDS, ESQ.

In our issue for April 1961 we published a review of that year's edition of " Who's Who in the Motor Industry " in which we stated that we could not remember Mr. Nockolds ever having been editor of MOTOR SPORT. Mr. Nockolds has asked us to explain however that in July 1932 he joined the editorial staff of MOTOR SPORT and took an active part in assisting Mr. Moore, the then owner of the magazine, in writing and compiling it. The title of editor was not used at this time either by Mr. Moore or Mr. Nockolds hence our not remembering it, but by virtue of the functions they carried out the effective editorial position was that between July 1932 and December 1933 Mr. Moore was managing editor and Mr. Nockolds editor and between 1934 and 1935 Mr. Moore was managing and joint editor and Mr. Nockolds joint editor.

* * *

Britons should endeavour to look smart when abroad. A handy pack of Johnson's shoe polish, containing 2 fluid oz. and very suitable for stowage in car, is now available and with polishing pad under the lid, helps materially to this end.

ALVIS DAY AT THE CRYSTAL PALACE

Those who enjoy big one-make occasions should note that the Alvis O.C. will stage another Alvis Day at the Crystal Palace on May 20th, proceedings commencing at 10.30 a.m. Anyone who has a rare or famous Alvis is invited to contact the Secretary of the Alvis O.C. with a view to being invited to participate.

POLICE MOTOR CLUBS

Co-operation between the Police and sporting motorists is essential and it is nice to find that the former have their own Club, the Federation of British Police Motor Clubs. Last month the Southend Police M.C. held the Four Clubs driving tests on behalf of the Federation, at which five Police Forces were represented, which Southend won, and on May 6th this Club, which is the Southend-on-Sea Group of the Federation, has a Closed Rally starting at 2.30 p.m. from the very fine new Police Headquarters at Southend.

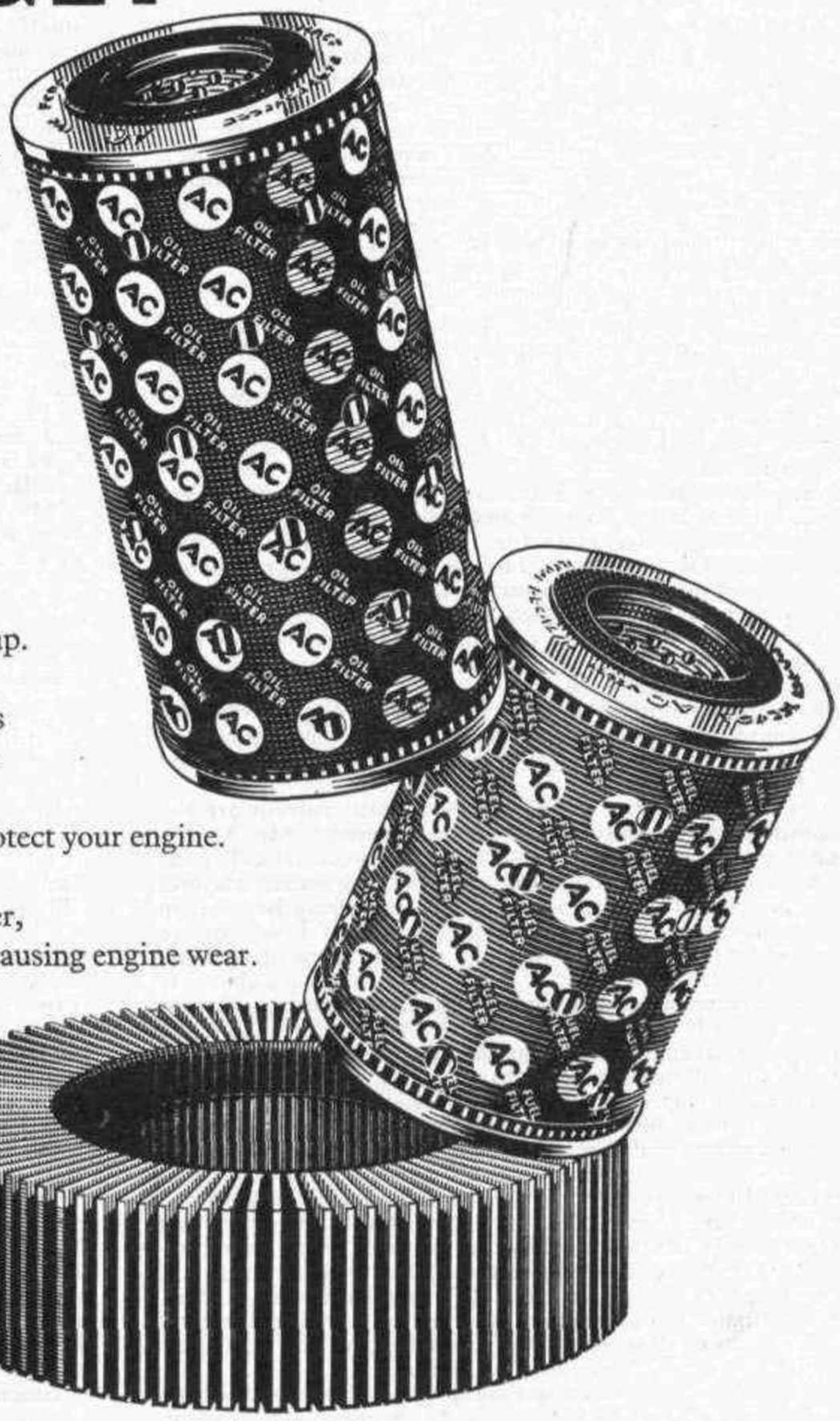
A CHALLENGE TO RALLY DRIVERS?

We happened to see a Mobil film recently of a coach journey made last year, the subject of which should intrigue all drivers who pride themselves on being fast long-distance motorists. A standard Bedford 41-seater diesel coach covered over 5,000 miles in just over a week at well over 50 m.p.h. average, including London-Moscow-London. The latter run comprised 3,823 miles in 72½ hours, a running time average of 51.6 m.p.h. Consumption of Mobil fuel-oil was 17.2 m.p.g. Relief drivers travelled in the coach, which weighed over 7 tons. The return journey occupied 4 days 16 hours, inclusive of several hours' customs delay out and home at the Polish frontier. The Channel was crossed by boat and the crew rested in Moscow from 9.07 p.m. on the evening of arrival to 12 noon the following day. The tyres used were 8.25 × 20 Michelin " X." Not bad?

The date of the Beaulieu Veteran and Vintage Car Auction has been changed from July 14th to July 7th.

This year's National Gliding Championships take place from June 2nd to Whit-Monday at R.A.F. Station, Aston Down, Glos. Joy rides, aerobatics and an air show will be held on the final day.

DON'T FORGET YOUR CHANGE!



Forget your change today
and a damaged engine could cost you
a lot of money tomorrow.
The oil filter in your car works as a trap.
It is designed to catch . . .
and hold the dust, dirt, metal particles
and carbon deposits that get into your
engine oil in 6,000 miles of driving.
Thus, it keeps your oil clean . . . to protect your engine.
After 6,000 miles, the filter fills up,
and if you forget to change the oil filter,
contaminants will build up in the oil causing engine wear.

So don't forget your change . . .
every 6,000 miles.

protective
You get / ACtion with

AC

OIL, AIR & FUEL FILTERS

AC-DELCO DIVISION OF GENERAL MOTORS LTD DUNSTABLE BEDS

Motor Sport—Readers' Car Survey
The Manufacturers Reply

AFTER the first part of our Readers' Car Survey was published last month we contacted VW, Standard/Triumph and B.M.C. to obtain their views on the results of the Survey.

VOLKSWAGEN

At VW Motors Ltd., St. John's Wood, we spoke to Managing Director Mr. J. J. Graydon, Wholesale Sales Manager Mr. Bingham, and Mr. Griffin of the VW Service Department who used to race a VW. On the subject of service Mr. Graydon made the point that when the VW was introduced into this country most dealers in this country were already contracted to other manufacturers and some of these contracts expressly forbade the dealer from selling other makes without prior permission from the manufacturer; therefore some quite large towns were without a VW dealer for some long while. This has gradually been overcome and quite a number of dealers who had previously been agents for British cars have gone over exclusively to VW. Referring to those complaints by readers whose local VW dealer had lost the agency, Mr. Graydon remarked that his sales and service representatives reported back to him separately on each dealer and if reports on the service side of an agency were consistently bad despite a good sales record, that agent would eventually lose the agency, as VW feel that good service is more important than a high sales record.

Naturally, VW dealers are situated in the more urbanised areas of Great Britain but it is estimated that the majority of VW owners should not have more than 20 miles to travel to their nearest agent. On the subject of sales there are approximately 75,000 VWs on the roads of Britain at the moment and this year VW Motors expect to sell 20,000 cars in Britain, although they expect to expand to 5% of the total market, or about 40,000 cars per annum, in the next few years, depending of course on whether Britain joins the Common Market.

With regard to modifications, the Volkswagenwerk at Wolfsburg do not approve of modifications and VW Motors follow this policy officially although they do sponsor one or two competition cars.

The two faults on the engine which are still current are the short-lived silencers and contact-breaker points. Mr. Griffin pointed out that silencers are in a vulnerable position for collecting salt spray from roads and do not last terribly long on any car, but they are now metal sprayed and seem to be wearing better than previous versions. The contact-breaker points of Bosch design are admittedly less "meaty" than the current Lucas design but Mr. Griffin pointed out that many of those which have a short life are incorrectly serviced, both by garages and owners. On the Bosch design only the "pip" should be taken off and not too much trouble taken to obtain mating faces. Efforts to obtain flat surfaces usually end in prematurely burnt points.

The other faults mentioned in our survey all occurred in various batches and have all been eliminated by modifications, but owners with serious engine maladies at low mileages are invariably treated generously. No modifications are contemplated for the clutch and it is expected to go on for some time in cable form. Some small modifications have been made to mountings but some of the cases of cable breakage can be put down to incorrect fitting or adjustment. Mr. Griffin did not agree that the overall percentage of cable breakage was as high as the 15.6% notified by our readers. There was a batch of cars at one stage which required replacement clutches due to oil leaks from the crankshaft oil seal and these were replaced free of charge by VW Motors.

The stiffness in the lower gears complained of by some readers was explained by Mr. Griffin. VW fit stronger synchromesh cones on the lower gears to avoid the crunching noises that one often gets with many other cars and although this makes for some stiffness in the early life of the car it does reduce gradually over a longish mileage. He felt that most owners would appreciate this fact if the garage mechanic told him the reason, but most mechanics usually shrug it off and say "They're all like that." VW Motors are doing their best to educate their agents on customer relations.

VW feel that the problem of oval brake drums is not significant but they have found that this can sometimes be caused on the back brakes by applying the handbrake too hard and leaving it applied overnight. Brake pipes only corrode or chafe over an extremely high mileage and VW Motors examine all brake piping on cars over four years old and often change it before the car is sold.

Problems with the steering are usually due to over adjustment or lack of adjustment, especially with wheel bearings. Suspension bush life is considered quite satisfactory and Mr. Griffin made the interesting point that the modification for de-cambering of the rear suspension actually prolongs the bush life if anything as they are subjected to a much lower loading.

The speedometer cable is, of course, a proprietary component and being driven from the front wheel is subject to more flexing than gearbox-driven cables. However, in mitigation, VW point out that being run from a front wheel wheelspin will not affect the mileage recorder. It was also pointed out that those people desiring a petrol reserve tap in the latest models fitted with a petrol gauge can have one fitted at a modest charge.

VW are manufacturing a much larger proportion of their own electrical equipment now and it is possible that the electrical system may become even more reliable in the future. The broken trafficator switches came in a particular batch of cars which are known to VW and any in that batch which suffer broken switches are provided with switches free of charge.

The horn failures are often due to ingress of water into the horn, and complaints of poor headlamps are often traced to deteriorated bulbs and VW feel that it is a good policy to change bulbs if the headlamp power seems to be fading.

Mr. Graydon pointed out that VW had a fine reputation for paintwork and any complaints of poor paintwork are dealt with sympathetically. In fact VW engineers from the factory who visit VW Motors from time to time remarked that the paintwork turned out by the St. John's Wood paint shop was better than on the new cars from Wolfsburg!

Triumph TR2 and TR3

At the Coventry factory of Standard/Triumph we were able to talk to Keith Hopkins, the Standard/Triumph P.R.O., and several of the engineering and sales staff.

The slowness of the spares service was explained as being related to the sales volume of the TR series. Quite large Standard/Triumph dealers probably sell only 10 or a dozen TRs each year, so it would be unduly expensive for an agent to hold a large stock of body spares, for instance, which might never be called into use. However, all spares should be obtainable quickly from the factory.

Failures of big-end bearings should be restricted to TR2s as the bearings were modified on the TR3. The modifications consisted of a change from copper to lead indium bearings with 1 thou. greater clearance, and a full-flow oil filter was introduced into the system. The crankshaft was also cross drilled to improve oil distribution to the bearings. These modifications cured this trouble under normal motoring conditions and owners are advised to have the cross-drilled crank when overhauling an engine without it. The oil leakage trouble on TR3 clutches was traced to the front end cover of the gearbox and this fault was quickly put right in the early production run of TR3s.

On the gearbox the overdrive solenoid is fitted in a position which allows a good deal of water and oil to be thrown over it but the sealing has been improved on the TR3 and this problem is not considered as a serious one any more. On the braking system Triumph have found that most of the master cylinder replacements are caused by dirt finding its way into the system because not enough care is taken in cleaning away dirt when replenishing the system.

Steering heaviness can often be traced back to lack of *regular* lubrication causing rapid wear in the bushes and consequent poor steering. Standard/Triumph claim that a properly lubricated suspension system will give reasonably light steering. Broken leaf springs are normally only found on high mileage cars especially TR2s, and replacement shock-absorbers usually come under this category although modified types of damper are fitted to the TR4.

Speedometer and rev.-counter cables do fail through lack of lubrication but Standard/Triumph feel that many of these cable failures are due to the cable being bent through more than its 8 in. minimum radius either in dealers' storage bins or by owners.

In the electrical system the 14.5% of dynamo failures can mainly be put down to an insufficiently strong mounting bolt on

TR2s which broke and put excessive strain on the bearings. A modified bolt is now in production and will automatically be supplied through the spares system in future. On the subject of general electrical reliability, it was remarked that there had been a tremendous improvement in the quality of electrical accessories in the last two or three years which was clearly reflected in the guarantee claims.

Rear axle half-shaft and bearing failures on early TR2 models was entirely due to the fact that the modified Mayflower components were not up to the stresses put upon them by sports car drivers and the rear axle was quickly modified.

On the TR2 and TR3 models the bodies were made and painted by outside suppliers and although Standard/Triumph had a certain amount of control it was impossible to keep such a close check on quality as they would have liked. An improved paint specification was introduced on the TR3 and this has led to a great improvement. As a point of interest the TR4 bodies are being made and painted at the Standard/Triumph factory. An improved nickel content chrome plating is being used which it is hoped will give better results than before.

The trouble with silencers mentioned by 13% is one which has received attention and a modified type with stronger end plates is now fitted to the TR4 and is being supplied through the spares system. This will be automatically fitted to any TR2s and 3s requiring a new silencer.

B.M.C.

At the B.M.C. Longbridge factory we spoke to Technical Director and designer of the Mini twins, Alec Issigonis. Of the engine troubles he mentioned that the shorting of electrics has been entirely cured by the fitting of protective caps and cars without these caps could be sealed with a protective grease which lasts for nine months or so. The breakage of the exhaust down pipe has caused a considerable problem as it is clamped at its lower end in order to give some assistance in the problem of engine rocking. Unfortunately this lower mounting bracket works loose and the exhaust pipe has too much movement, eventually breaking the joint. A modification has now been put into production which will eliminate this problem but Mr. Issigonis pointed out that tightening of the bolt periodically will forestall any breakage. The tie rod mounted at the front of the engine to keep engine rocking to a minimum has required re-bushing on some cars and a stiffer bush is now available for those who do not object to a little more engine vibration.

Oil leakage on to the clutch plates has been caused by the rubber seal being attacked by engine oil over a period. This has been cured by the fitting of a modified oil seal with a metal cover. Clutch drag is caused by excessive friction in the thrust bearing and Mr. Issigonis expressed surprise that more people did not suffer this trouble. The clutch and gearbox problems seem to be insoluble in their present form and Mr. Issigonis has designed a new baulk ring synchromesh gearbox unit for the Mini although he has no idea when it will go into production.

Mr. Issigonis feels that the brake lining chosen for the Mini is a good compromise bearing in mind the different types of driver who use the car; a hard lining would require pedal pressures which some lady drivers might not be able to give.

Owing to the large number of cars which have suffered loose shock-absorbers the mounting has been changed and this is now in production. The major trouble of water leakage into the interior has now been eliminated in production by modifications to the flooring which has been hermetically sealed to prevent the ingress of water.

These comments will probably do little to satisfy those readers who expressed dissatisfaction with their Mini as it seems there is little likelihood of faults being corrected in existing cars. Efforts are being made to correct these troubles in production, which is little consolation to Mini owners who have purchased one of these cars because of the splendid handling and excellent carrying capacity.

Sir,

I welcome the opportunity of taking part in your Readers' Car Survey, which reveals my B.M.C. Austin Seven as a very unreliable car, most of the troubles described by other readers have occurred at least once on my car and I would therefore like to make some general inquiries and comments.

(1) Why did B.M.C. put a car which leaked so badly on the market?

(2) Can B.M.C. honestly say that trouble was not experienced during development with water getting in the distributer? The fact is that this car will only operate in wet weather if a rubber glove is fixed over this item.

(3) Why did B.M.C. fit so many parts with only the cost of the part in mind? Components such as door pulls, boot lid supports, jack, horn button and petrol pump should have been properly designed, even if £5-£10 was added to the price of the car.

(4) Was it Issigonis's idea to put the petrol pump where it is inaccessible, exposed to water, mud, stones, etc., and is dangerously near the exhaust system? It is also positioned so that the filter cannot be removed without unscrewing the pump from its position, (inside of rear nearside wheel arch). There really is plenty of room in the boot.

(5) When buying the Mini are future owners aware that there is one leading and one trailing shoe in each drum? This means that practically all the braking is on four shoes. Surely two leading shoes in each front drum could have been fitted.

(6) Why is the jack such a uselessly and dangerously designed item? are there not any safety standards applying and does B.M.C. have no conscience about it? (I would explain that unless the jack is rammed hard into the lifting point on the car, it will buckle because the design is very weak and it depends on the car holding it in position, as much as it holds the car.)

(7) I do not believe some of the absurd claims made by your readers for the mileage of the tyres. Anyone who can get 12,000 miles per set is doing well and the limit is 15,000 miles per set. This includes whether or not the wheels are laboriously changed round every 2,000 miles, which incidently, must surely be a ruse of the manufacturers to kid one that the tyres last longer than otherwise.

(8) Why is it that Lucas get away with a complete lack of any real guarantee on their components? In the first 10,000 miles I had 5 light bulbs and one petrol pump replaced, all of which I had to pay for.

(9) B.M.C. appear to require a customer to become very irate and angry before they will sanction major repairs. In my particular case they repaired the gearbox after it became defective at 13 months, but only at the expense of my good-will. Surely it is obvious that good service will not only sell a good product, but also a mediocre or even a poor one?

(10) Those readers who buy a Standard Mini with cloth seats will be well advised to fit seat covers. The cloth on my car will just hold out for two years.

I would agree with your recent comments that the B.M.C.-Mini is based on the second most advanced car design in the world. It has by far the best performance of any other British small car and is a pleasure to drive, to park in busy cities, and is ideal for those of the gentler sex who have difficulty with large limousines and sports cars. But can one afford to keep it on the road? Those who have bought this car and are having little or no trouble with it, have a bargain indeed, but those whose cars are costing around £100 or more per year to keep on the road, as mine is, must, if common sense prevails and money is not unlimited, look around for a more reliable machine.

Surbiton. F. E. MALLETT

Sir,

Your Readers' Car Survey article in this months MOTOR SPORT, and similar articles in the future can only, in the long term, be of benefit both to manufacturers and the public, and will be read with avidity by every discerning motorist.

However, it seems that the most important statistic has been omitted, namely *how many* TRs, Minis and VWs were concerned in this survey? This vital piece of information would, I am certain, make your results and percentages for more poignant and pertinant to your readers, and I hope that you will rectify this in next month's issue.

The publication of this survey has already gained three more readers to my knowledge, and has also caused one to have doubts about his next purchase!

Stoke Poges. G. E. BRAYNE

[We have this in hand but the actual figures will not be published until the final article in the Survey.—ED.]

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

The test. The many advantages of driving on Cinturas are quite remarkable. So remarkable, the most convincing way of presenting them seemed to be to ask professional motorists to test them objectively; and then to base Cintura advertisements on direct quotations from their reports. Our first test driver is Ken Rudd: a man with 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 upon 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 o order of an additional 17 h.p. That's quite of horse power. For one thing, it must r in lower fuel consumption." **"Cinturas our standing quarter-mile time by 10%** sporting events with the A.C.Ace, the turas have given us so much better r holding that we can take a lower gear ratio more torque. We can get away so m more quickly that we have dropped our st ing quarter of a mile time by around 10 **"Talking quietly at 100 m.p.h.** Comp with other tyres, the car is much more c fortable on Cinturas. Take just one exam when you're motoring briskly, the noise of eyes and divisions in the road becomes a confusing thing, and your attention diverted. With Cinturas this is subdued, cease to worry about it, and there's no feel with the car. Even at 100 m.p.h. with turas you can sit there, talking quietly .

RUDD TALKS CINTURA

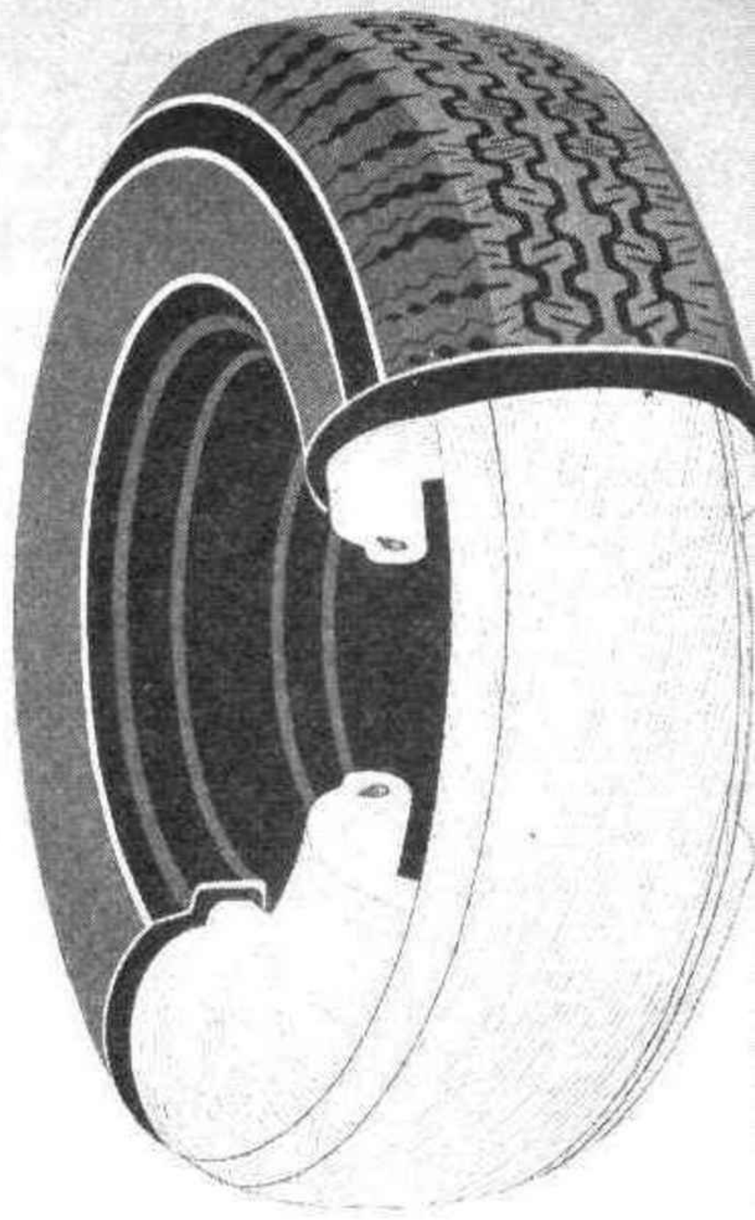


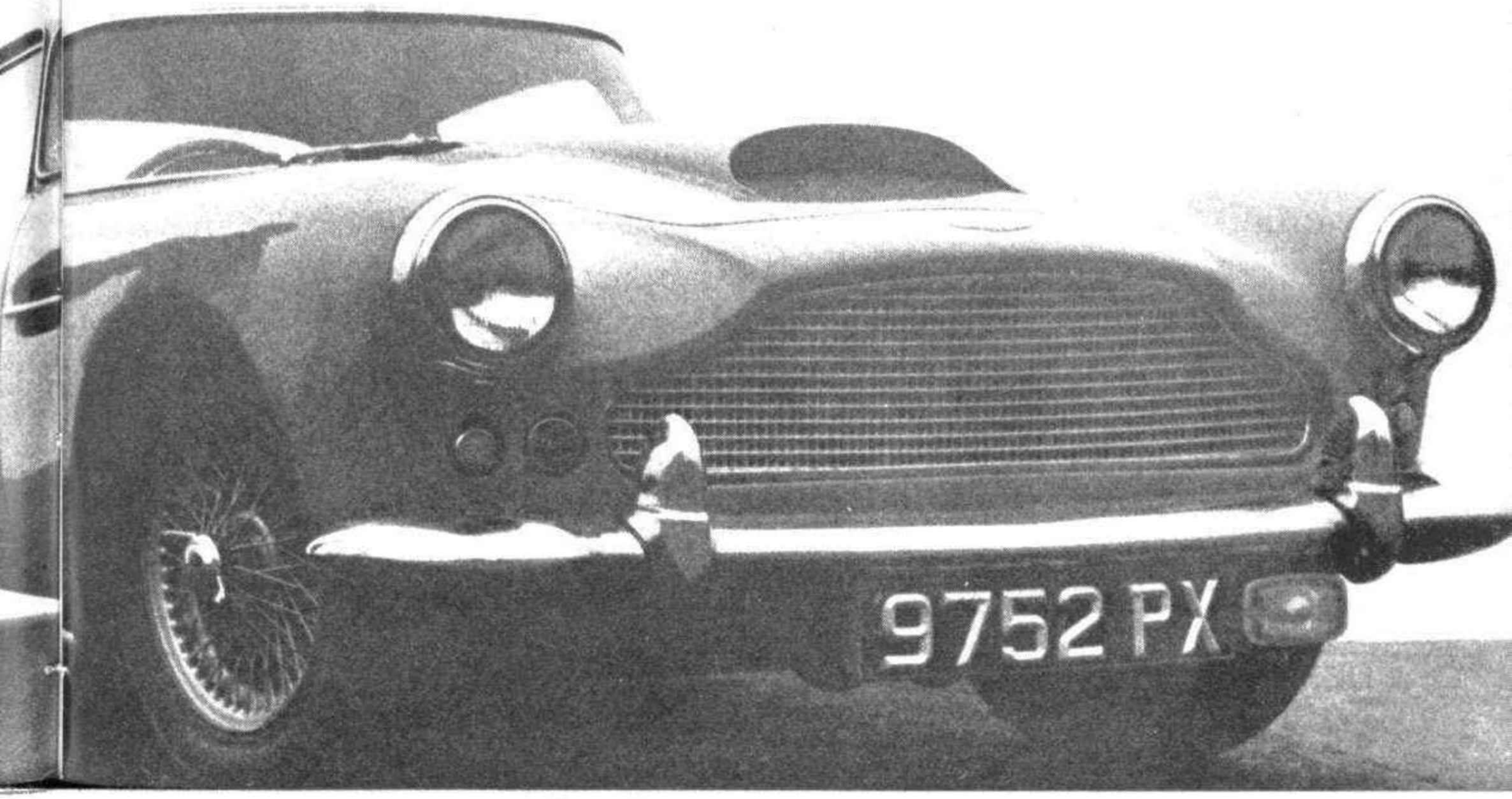
Cinturas don't heat up. Tyre heating at high speeds can be a serious thing. But if you run Cinturas at ordinary road pressures for cruising speeds up to 100 m.p.h., they don't heat up and yet they're still very comfortable. In fact, it isn't until you get down to ridiculously low pressures, something 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.

PIRELLI

CINTURA

The fabulous tyre with the built-in safety belt





International Lombank Trophy Meeting Snetterton, April 14th

THIS was the first event on British soil where entries had been made for Formula One cars using the Climax and B.R.M. V8 engines. Three cars were equipped with the new engines; Jimmy Clark's Team Lotus car, using a " bench engine," Stirling Moss with the latest U.D.T.-Laystall Lotus fitted with their recently delivered Climax unit, and Graham Hill in the B.R.M. Giving the International touch to the race were the Porsches of Joakim Bonnier and Wolfgang Seidel; the former being the 1961 works 4-cylinder car recently acquired by the Republica Venezia team and being liveried in Italian red and the latter, an identical car, being entered by Seidel's Auto-Sport team and still liveried in the work's silver. Apart from Clark's V8, Team Lotus had two 4-cylinder cars entered for Peter Arundell and Trevor Taylor—only Taylor's car appearing. With Moss driving their number one car, regular U.D.T. drivers, Innes Ireland and Masten Gregory were entered with 4-cylinder Mk II Climax-engined Lotuses of the latest pattern. The other finance company, Bowmaker-Yeoman had the Brussels' Lola for John Surtees and a stock Cooper-Climax for Roy Salvadori. Other Lotus drivers were the independants, Tim Parnell and Tony Shelly. Completing the entries was the Gilby-Climax of Keith Greene, the Emeryson-Climax of Graham Eden, and Chris Ashmore's Cooper-Climax. Jack Brabham's new Lotus was due to run but a fire at his workshop had damaged the car, and race day found him in the role of spectator. The second B.R.M. had been entered for Richie Ginther who was still recovering from burns received when the car caught fire during testing at the Bourne test track a few weeks earlier, and did not run.

Practice times on a dry track were soon getting near last year's fastest race lap set up by Innes Ireland in a 2½-litre works Lotus-Climax of 1 min 33.6 sec. (104.23 m.p.h.). By the time practice finished Moss had the U.D.T. V8-engined car in pole position with 1 min. 34.2 sec., with Clark's Lotus just 0.2 of a second behind and Hill's B.R.M. third with 1 min. 34.6 sec. Occupying the fourth position on the front row of the grid was the fastest of the four-cylinder cars, Surtees' Lola with 1 min. 35.8 sec. Second row held the two U.D.T. cars of Gregory and Ireland and Taylor's Lotus, all much slower than the first four. Third row held the four cars of Bonnier, Parnell, Greene and Salvadori, in that order. Fourth row had Shelly, Seidel and Eden while Chris Ashmore's Cooper had the back row to itself.

From the start it was Hill's B.R.M. straight into the lead and pulling away on acceleration from Moss and Clark the Bourne car finishing the first lap with a useful lead. Behind came Surtees in the Lola and then quite a gap until a close knot comprising Gregory, Ireland, Taylor, Bonnier, Parnell, Salvadori, Shelly, and a tail string consisting of Eden, Seidel and Ashmore. First retirement was Salvadori, whose engine died on him on the third lap. The position remained stagnant until the fifth lap when Moss' Lotus came through on the tail of the B.R.M. A lap later and Moss was through to the lead and before the hubbub, that usually ensues whenever Moss takes the lead, had died down, other excitement was in the offing in the form of Ireland and Gregory, who both rushed into the pits, having shunted each other at the Hairpin. Ireland had hit the rear of his team-mate's car, splitting his own radiator and damaging the gear selector mechanism on Gregory's Lotus. Ireland immediately retired and a hurried examination of the rear-end of Gregory's car certified the third retiral.

Hill had slowed slightly, the B.R.M. not sounding quite so crisp, and soon Clark was noticeably gaining. Tim Parnell pitted his Lotus with acute water shortage which cost him a lap for replenishment and Taylor in the second Team Lotus car completed his eighth lap at a very slow pace, retiring shortly after at the Esses. Moss was now motoring his Lotus well clear of Hill and Clark. Chris Ashmore made the first of several pit stops for water and Parnell continued fluctuating between pit and circuit.

Race order remained virtually unchanged, except for Seidel, who had at last pushed his Porsche from last position to eighth on the 10th lap and in the process was himself passed by the leaders. Clark had now closed on the B.R.M. and, still in fourth place, well ahead of Bonnier's Porsche and the rest of the field, was Surtees' Lola. On the completion of the 13th lap Moss had lost some of his headway to the B.R.M. and Clark and Hill were beginning to play tag. Surtees brought the Lola into the pits with chronic overheating and remained there for a lap, eventually going out in ninth place, Bonnier taking over his fourth position. Next move was up front on the 16th lap, when Clark took Hill's second place and pressed on after Moss. Two laps later Clark took the lead, which he was to keep until the finish. Moss dogged the leader until just before half way and then came round behind Hill's B.R.M. and pitted with throttle linkage trouble. The ensuing stop took 45 seconds and slowing and accelerating time added up to almost a lap—putting him down to fourth place, behind Bonnier and ahead of Keith Greene's Gilby, which had been lapping steadily throughout. Eden's Emeryson had lost its clutch and became the fifth retiral.

Clark was now unassailable and Hill still had the measure over Bonnier, who now had the task of keeping Moss at bay. This didn't prove so formidable as Moss again came in with throttle linkage trouble, costing yet another lap. With 20 laps to run, Clark, who had been lapping at a steady 1 min. 34.2 sec., which constituted a new 1½-litre F.1 record, lapped Bonniers' third place Porsche. Hill was about 25 seconds in arrears. Moss had yet more trouble to come from the throttle linkage and his final pit stop saw the job done properly by dismantling part of the mechanism and modifying with a hack-saw, a task with which car-less Ireland assisted. This put Moss completely out of the hunt in seventh position, ahead of Ashmore's Cooper, which was still overheating. Surtees had retired the Bowmaker car with a very hot engine and Parnell had driven straight into the dead car park with his Lotus. Race order at the 14th lap was: Clark, Hill, Bonnier, Greene, Shelly, Seidel, Moss and Ashmore. Only Clark and Hill were in the same lap; being almost half a lap apart.

Five laps from the end Moss was treating the 40,000 spectators to a real demonstration, lapping on his 14th lap at 1 min. 33.8 sec., while Clark was still steady on 1 min. 37 sec. Moss continued whittling down the lap times until he broke the lap record with 1 min. 33.6 sec. at 104.23 m.p.h., just before Clark crossed the line on the penultimate lap. Thus ended the first British Formula One race with the V8 engines, all of which finished, Clark's sounding just as sweet as at the start.

Supporting the main race was a 10-lap Formula Junior race easily won by Team Lotus driver Peter Arundell from John Fenning's Lotus 20, with Dennis Taylor's new Lola and John Love's Cooper-B.M.C. in a close group behind. A lengthy saloon car race finished the day, 3.8-litre Jaguars taking the major places.—E. L. W.

Results :

THE LOMBANK TROPHY—50 laps—135 miles—Dry and Windy

1st : J. Clark (Lotus-Climax V8) .. .. 101.09 m.p.h.
2nd: G. Hill (B.R.M. V8) .. .. 100.09 ,,
3rd : J. Bonnier (Porsche 4-cyl.), 49 laps .. .. .. 98.14 ,,
4th : K. Greene (Gilby-Climax 4-cyl.), 49 laps .. .. 97.26 ,,
5th : T. Shelly (Lotus-Climax 4-cyl.), 47 laps. **6th** : W. Seidel (Porsche 4-cyl.), 46 laps. **7th** : S. Moss (Lotus-Climax V8), 45 laps. **8th** : C. Ashmore (Cooper-Climax 4-cyl.).

Fastest lap : S. Moss (Lotus), 1 min. 33.6 sec. (104.23 m.p.h.)—*new F.1 record.*

FORMULA JUNIOR—20 laps :

1st : P. Arundell (Lotus) .. .. 95.68 m.p.h.
2nd: J. E. Fenning (Lotus) .. .. 95.36 ,,
3rd : D. Taylor (Lola) .. .. 95.34 ,,

Fastest lap : R. Attwood (Cooper), 1 min. 40.2 sec. (97.37 m.p.h.).

TOURING CARS :

1st : M. Parkes (Jaguar 3.8) .. .. 87.34 m.p.h.
2nd: J. Sears (Jaguar 3.8) .. .. 87.33 ,,
3rd : G. Hill (Jaguar 3.8) .. .. 87.06 ,,

Fastest lap : M. Parkes/J. Sears, 1 min. 50 sec. (88.69 m.p.h.).

QUERIES ANSWERED

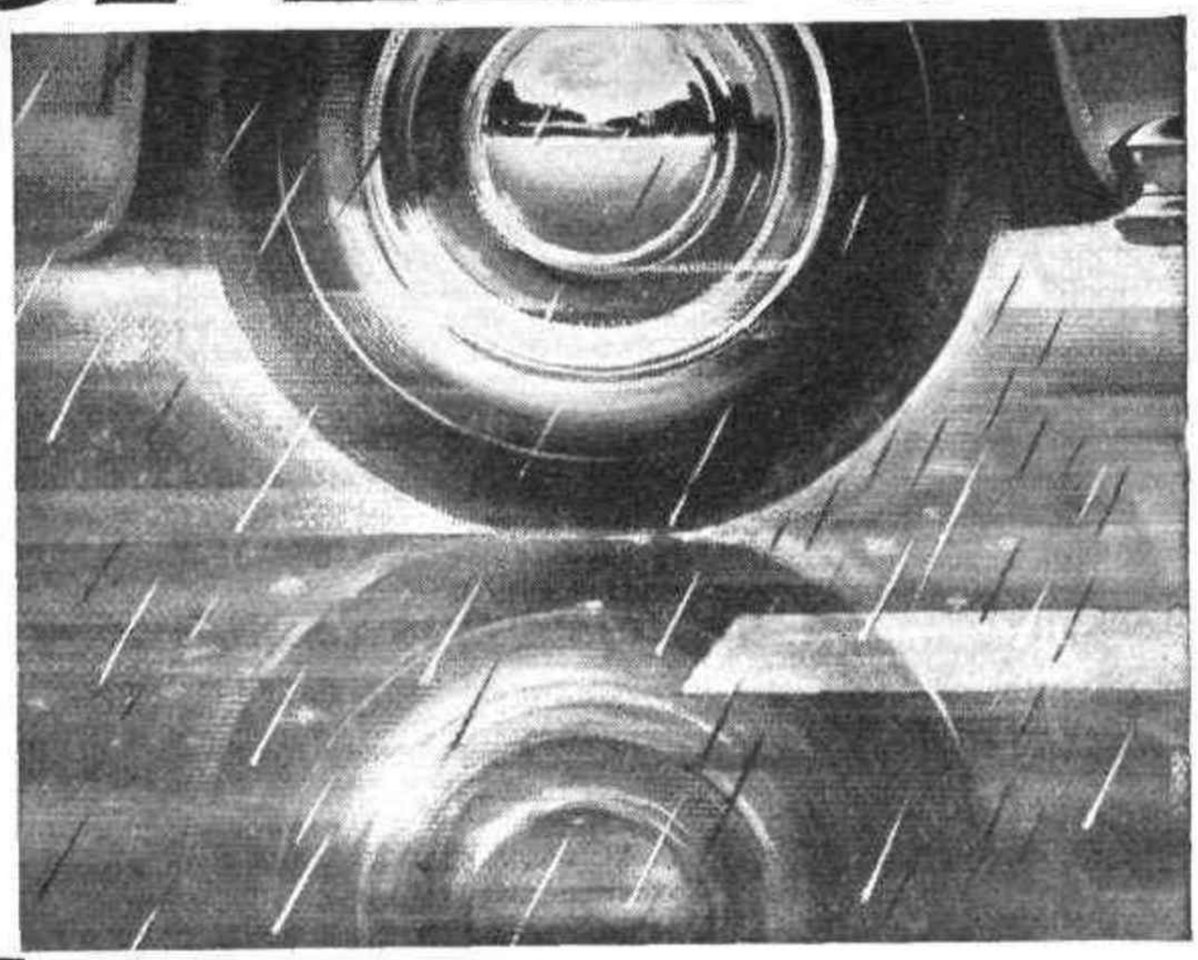
Since this heading first appeared, we hear that the **Triumph Roadster Club** has a new Secretary, Maurice Burton, "Cala Vella," 2, Burstead Drive, South Green, Billericay, Essex. Other Club addresses asked for include : **V.S.C.C.,** c/o T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Newbury, Berks. **Bentley, D.C.,** c/o Miss B. Gunstone, 76A, High Street, Long Crendon, Aylesbury, Bucks. **Fairthorpe O.C.,** c/o R. B. B. Gibbs, 235, Tring Road, Aylesbury, Bucks. **Humber Register,** c/o M. L. Hall, " Pippins," Angel Road, Thames Ditton, Surrey. **Southern Jowett C.C.,** c/o L. R. Reed, J.P., 43, Holtspur Top Lane, Beaconsfield, Bucks. **Bullnose Morris Club,** c/o L.P. Jarman, 27, Oakfield Road, Rugby, Warwicks.

GREATER GRIP IN THE WET AND HIGHER MILEAGE AT HIGHER SPEEDS!



NEW Mk 3 TURBOSPEED

Here is the successor to the TURBOSPEED Mark II which used the first-ever twofold tread of CLING and CUSHION rubber. With the same basic construction but with even better CLING and CUSHION rubber, the AVON TURBOSPEED Mark 3 is specially designed for the really fast motorist giving greater grip in the wet than ever before. So ask for Turbospeed — and be safe fast!



AVON

CLING RUBBER

Low-bounce 'dead' rubber which clings like a leech whatever the state of the road or weather. Grips tighter in the wet than ordinary rubber, eliminates tyre squeal in the dry, and gives you higher mileage too!

TURBOSPEED Mk 3

In sizes for Aston Martin, Austin Healey, Jaguar, M.G.A., Triumph etc.

GRAND PRIX OF BRUXELLES

BRUXELLES, *April 1st*

THE third Grand Prix of Bruxelles on the 4.552 kilometre circuit of Heysel, north of the Belgian capital and near the Atomium, opened the European season of Formula One racing, Siracuse having been cancelled. The circuit itself was unchanged from last year but the start and finish, pits, grandstand and timekeepers were all moved to the top of the hill on the fast downhill straight that used to form the back leg of the circuit, so that now cars went by the pits on full song and stayed on it until they were out of sight. As in previous years the event was run in Heats, there being three, each of 22 laps, the finishing order in Heat 1 deciding the starting order in Heat 2 and so on; final results being by adding the places gained in each heat, the lowest total providing the winner.

A good entry was received, 21 cars being accepted, of which 12 were invited with definite entries and of the remaining nine the fastest seven in practice would qualify for the start, the grid being limited to 19 cars. The entry was as table below.

The invited drivers were Moss, Ireland, Surtees, Salvadori, Clark, Taylor, Hill, Marsh, Bonnier and the three Belgians, Pilette, Bianchi and Mairesse. Moss had to use the old Lotus from last year as his new one had not yet returned from Australia, Lola were still awaiting their first V8 Coventry-Climax engine, so Surtees had to use the prototype Lola with 4-cylinder Climax engine, and Salvadori the experimental 1961 Cooper with Junior chassis. Team Lotus had only one V8 Coventry-Climax, installed in a brand new chassis, which Clark drove. This new car is surely the sleekest and neatest Lotus yet built, the only clue to the V8 packed tightly in behind the driver being the head-fairing covering the four double-choke Weber 38 IDF carburetters and the two tail pipes sticking out of the end of the car. Although basically of the same layout as the 1961 team cars, this new one has undergone a complete redesign, nothing being inter-changeable. The front suspension still has the coil-spring units inboard, but new and stronger king-posts are used, with large diameter tubular stub axles, and the foreward mounted track rod has been raised and mounted on stronger steering arms. The rear suspension is still by lower wishbone and radius rods, and upper transverse arm and radius rod, while the drive shafts have rubber inboard universal joints, the gearbox being as last year. The wheelbase has been increased by one inch, to 7 ft. 6 in. Taylor drove the second Team Lotus entry, which was a V8 type chassis frame, with 4-cylinder Coventry-Climax engine and Colotti gearbox, but with 1961 suspension all round. This special car has been built for the Swiss driver Siffert, who was due to take delivery after the race!

The lone Ferrari entry was a 1962 car, with 65-degree V6 engine and 6-speed gearbox. This is basically the same layout as in 1961 but the rear double-wishbone suspension has a transverse articulated strut midway between each pair of wishbones, to prevent wishbone flexing causing rearwheel steering. A new oil tank is fitted in the nose of the car, it having air cooling tubes passing through it like a Bugatti sump, while an 18-volt battery is mounted just behind it. Rear brakes are still mounted inboard and have Perspex airscoops on the tail, and shorter exhaust pipes are used this year. The engine is 67 × 70 mm. bore and stroke, and 190 b.h.p. is claimed at 9,500 r.p.m.

B.R.M. had intended to enter two cars, for Hill and Ginther, but the little American was still in hospital after a fire during some testing of the new V8 car, so the second entry was given to Marsh with his privately-owned V8 B.R.M. The works car was one of the long slim ones that appeared briefly at Monza last year, a lot of development work having gone into the engine and 194 b.h.p. is spoken of. Lucas low-pressure port-type fuel-injection is still used, with sliding plate throttles, and short stub exhausts are fitted to each cylinder; these curve sharply upwards from the cylinder heads and end in small megaphones. With the bonnet off the new B.R.M. is one mass of upward facing holes, eight for the injection and eight more for the exhausts. The Marsh car is a 1961 chassis that has been cut behind the driving seat and a complete 1962 rear end welded on to take the V8 engine. It uses Weber double-choke 35 IDM carburetters and similar exhaust pipes to the works car with the exception of the megaphones. On the Marsh car the engine is mounted in Silentbloc bushes, while the factory car has the engine mounted solidly to the frame. The works car uses magnesium alloy wheels, which are lighter than the duralamin ones used last year. Both V8 B.R.M. engines and both V8 Coventry-Climax engines were using Lucas transistor ignition with gap and timing on the flywheel, which does away with make-and-break mechanisms; all use one plug per cylinder, as against the Ferrari which continues to use two sparking plugs per cylinder.

Of the other entries Bonnier was on loan from the works Porsche team as there were no official cars from Stuttgart, the Scuderia SSS Repubblica di Venezia having bought a Porsche. This team is the same as the Scuderia Serenissima of last year, it still being owned by Count Volpi and run by Nello Ugolini. With Team Lotus using his new Formula One car the Swiss driver Siffert was loaned a special 1,500-c.c. Ford engine by Chapman to put in his Junior chassis. This engine uses 105E Junior type bore, with a Classic crankshaft and was Cosworth tuned, with two double-choke Weber carburetters.

Practice began a bit later than scheduled on Friday afternoon in pouring rain, and continued in pouring rain for nearly two hours. Conditions were so terrible that no fast times were possible, nor could much be done in the way of preparation of the cars as regards carburation and gear ratios. As the cars went by the pits in a cloud of spray one pitied the poor professional drivers whose team managers expected them to go out in such weather, whereas the private owner could please himself. Moss was his usual happy self in the wet, as was Tony Marsh, and they were easily fastest, Marsh doing a great number of laps in his new B.R.M. V8. The Gilby-Climax had hardly started before water got in the electrics and stranded Keith Greene out on the circuit, while Clark's V8 Climax in the new Lotus refused to start and never left the garage, something having gone amiss in the ignition department. Mairesse was out in the works Ferrari, finding conditions very slippery and spinning merrily on the glass-like surface, while Graham Hill spent a lot of time sideways on as the power of the B.R.M. V8 came on with a bang.

On Saturday the weather showed signs of improving and remained fine until the official car finished its road-closing lap, and then down came the rain again. In the hope of getting in a quick lap on dry roads nearly everyone was at the gate of the pits waiting to go, but the weather beat them by about 1 minute. Barely half an hour after splashing along in the rain the Frenchman Collomb spun off the road in his Cooper, escaping with slight

No.	*Driver*	*Entrant*	*Car*	*Engine*	*Gearbox*	*Chassis*	*Colour*	*Remarks*
1	S. Moss	R.R.C. Walker	Lotus	Climax V8	Colotti 5-sp.	Lotus 1960/61	Dark Blue	1961 Monza practice car
2	I. Ireland	U.D.T. Laystall	Lotus	Climax 4	Colotti 5-sp.	Lotus 1960	Pale Green	As 1961
3	M. Gregory	U.D.T. Laystall	Lotus	Climax 4	Colotti 5-sp.	Lotus 1960	Pale Green	As 1961
4	J. Surtees	Bowmaker-Yeoman	Lola	Climax 4	Colotti 5-sp.	Lola 1962	Dark Green	First appearance prototype
5	R. Salvadori	Bowmaker-Yeoman	Cooper	Climax 4	Colotti 5-sp.	Cooper 1961	Blue & Red	Junior chassis from 1961
6	J. Clark	Team Lotus	Lotus	Climax V8	ZF 5-sp.	Lotus 1962	Green	First appearance new car
7	T. Taylor	Team Lotus	Lotus	Climax 4	Colotti 5-sp.	Lotus 1961	Green	New car to special order
8	J. Campbell-Jones	J. Campbell-Jones	Emeryson	Climax 4	Colotti 5-sp.	Emeryson 1961	Green	As 1961
9	A. Pilette	A. Pilette	Emeryson	Climax 4	Colotti 5-sp.	Emeryson 1961	Green	Loan from Ashmore
10	W. Mairesse	Sefac Ferrari	Ferrari	Ferrari 65-V6	Ferrari 6-sp.	Ferrari 1962	Red	First appearance new car
11	L. Bianchi	E. N. Belge	ENB-Maserati	Maserati 4	Colotti 5-sp.	Emeryson 1961	Yellow	Built from 1961 car
12	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark Green	Works car Monza practice
14	A. E. Marsh	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961/62	Green & White	1961 works mod. for V8
15	N. Vaccarella	Scud. Venezia	Lotus	Climax 4	Colotti 5-sp.	Lotus 1960	Red	Ex-Walker, German GP winner
16	J. Bonnier	Scud. Venezia	Porsche	Porsche 4	Porsche 5-sp.	Porsche 1960	Red	1961 works car
17	W. Seidel	Autoport Team	Porsche	Porsche 4	Porsche 5-sp.	Porsche 1960	Silver	Ex-de Beaufort
18	H. Schiller	E. N. Suisse	Porsche	Porsche 4	Porsche 5-sp.	Porsche 1960	Silver	1961 works car
19	J. Siffert	J. Siffert	Lotus	Ford 4	VW 5-sp.	Lotus 1962	Orange	Cosworth Ford, Junior chassis
20	I. Burgess	Anglo-American	Cooper	Climax 4	Cooper 5-sp.	Cooper 1961	Green & White	1961 Camoradi car
21	K. Greene	Gilby Eng.	Gilby	Climax 4	Colotti 5-sp.	Gilby 1961	Green	As 1961
22	F. Collomb	F. Collomb	Cooper	Climax 4	Cooper 5-sp.	Cooper 1961	Silver & Blue	As 1961

EXHILARATION
ACCELERATION
now more than ever
THE BRILLIANT
AUSTIN HEALEYS



By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor
Company Limited

Backed by BMC 12-month
warranty and BMC service

This must be every sports car lover's ambition: get onto a firm, fast, horizon-to-horizon stretch of sand. Get into an Austin Healey. And *really* let it go—feel its surging acceleration.

Now Austin Healeys have even more acceleration—extra carburettor for the 3000 produces 130 b.h.p.; larger carburettors for the Sprite give over 85 m.p.h. Safety, too, is well and truly catered for: the 3000 has disc front brakes, and the braking can be servo-assisted, as an optional extra. As for lines, the Sprite is more sleekly stream-lined than ever. What's more, it now has a rear-opening boot. If it's rallies you're after, these Austin Healeys can give you a 'first', every time: Austin Healey 3000—outright winner of the Alpine Rally in 1961—costs the same inexpensive £824 plus £378.18.1 P.T. and Surcharge. Austin Healey Sprite, winner of its class in the Tulip Rally, costs £452 plus £208.8.1 P.T. and Surcharge—and this is real sports car motoring at far the lowest of sports car prices.

There's nothing holding the Austin Healeys back—what's holding you?

AUSTIN HEALEY

SPRITE MK II • 3000 MK II

PERSONAL EXPORTS DIVISION : 41-46 PICCADILLY, LONDON, W.1 · THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

you invest in an Austin

injuries, but the car caught fire and burnt out. This held practice up for a time, but nobody was worried in view of the awful conditions. Towards the end of the afternoon the rain stopped and a high wind dried the roads quickly so that the tempo increased rapidly and activity became more furious as the afternoon drew to a close. Bonnier was going quickly in the Venezia Porsche, it looking unusual in a coat of red paint, and Clark was going very fast in the sleek V8 Lotus-Climax, but was having trouble with the gear-change. With engines now peaking at close on 10,000 r.p.m. drivers were having to get accustomed to keeping the revs well above a figure that used to be maximum on the old 4-cylinder engines; in addition there was the hazard of a missed gear-change sending the revs to unbelievable heights, both B.R.M. V8 engines had been to around 12,000 r.p.m. in moments of stress, and Mairesse came in at one point with the indicator needle on the Ferrari rev-counter looking as though it had not started to go round the dial, whereas it had actually gone all the way round, and the markings finished at 12,000 r.p.m. The Ferrari mechanic's face was a study when he saw it, and he quickly covered it over with a piece of rag! The gear-change trouble on the Lotus caused Clark to miss a gear and his V8 also went well up into double figures, but in spite of this he managed to record fastest practice lap but the track was still damp in places so he could not approach the old lap record of 2 min. 02.6 sec. set up by Surtees last year. Moss and Hill were only fractionally slower, the old Walker Lotus not being the best of cars on handling, but the V8 engine was going splendidly and Moss was making full use of it. Graham Hill was still wearing a steel corset after straining his back on the way to Sebring, and was still learning how to drive the new B.R.M., not having done any pre-race testing. The little Lotus-Junior with 1½-litre Ford pushrod engine was going absurdly fast and Siffert was thoroughly enjoying himself, keeping up with Coopers and passing Porsches, and getting 8,200 r.p.m. in top gear, which caused Chapman to hurriedly look around for some large wheels to put on the back, as 7,000 r.p.m. was the top limit put on the engine by Cosworth.

Everyone's best practice lap is given in the accompanying starting grid for the first Heat.

Sunday was fine, but with a high crosswind that was bitter and penetrating, and just before 3 p.m. everyone set off on a lap of inspection before lining up on the grid. All, that is, except poor Vaccarella who was slowest of the non-invited drivers, even though he was faster than Pilette and Bianchi.

↑

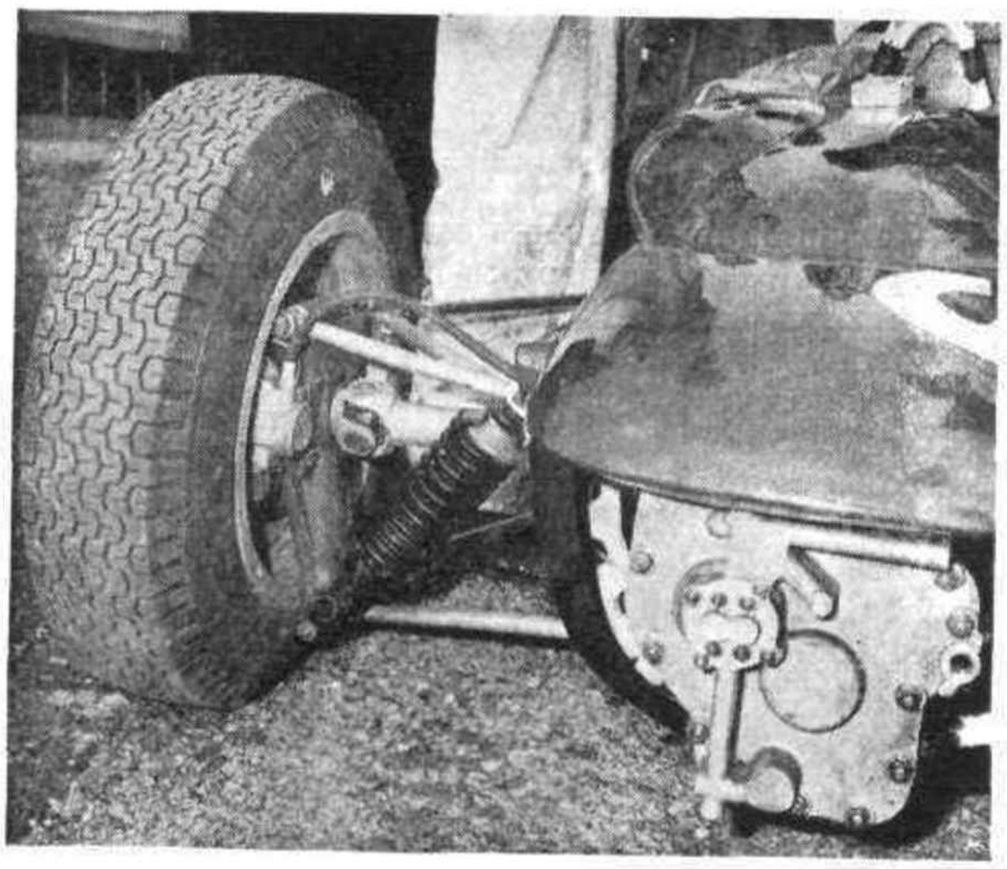
12 G. Hill (*B.R.M. V8*) 2 min. 03.9 sec.
1 Moss (*Lotus-Climax V8*) 2 min. 03.3 sec.
6 Clark (*Lotus-Climax V8*) 2 min. 03.1 sec.
14 Marsh (*B.R.M. V8*) 2 min. 06.0 sec.
10 Mairesse (*Ferrari V6*) 2 min. 04.7 sec.
5 Salvadori (*Cooper-Climax*) 2 min. 09.2 sec.
2 Ireland (*Lotus-Climax*) 2 min. 07.7 sec.
16 Bonnier (*Porsche*) 2 min. 06.2 sec.
4 Surtees (*Lola-Climax*) 2 min. 09.8 sec.
3 Gregory (*Lotus-Climax*) 2 min. 09.6 sec.
8 Campbell-Jones (*Emeryson-Climax*) 2 min. 13.0 sec.
7 T. Taylor (*Lotus-Climax*) 2 min. 12.0 sec.
21 Greene (*Gilby-Climax*) 2 min. 10.9 sec.
20 Burgess (*Cooper-Climax*) 2 min. 13.7 sec.
19 Siffert (*Lotus-Ford*) 2 min. 13.3 sec.
9 Pilette (*Emeryson-Climax*) 2 min. 25.5 sec.
17 Seidel (*Porsche*) 2 min. 19.5 sec.
18 Schiller (*Porsche*) 2 min. 17. 5 sec.
11 Bianchi (*E.N.B.-Maserati*) 2 min. 32.5 sec.

Non starter : N. Vaccarella (*Lotus-Climax*) 2 min. 21.2 sec.

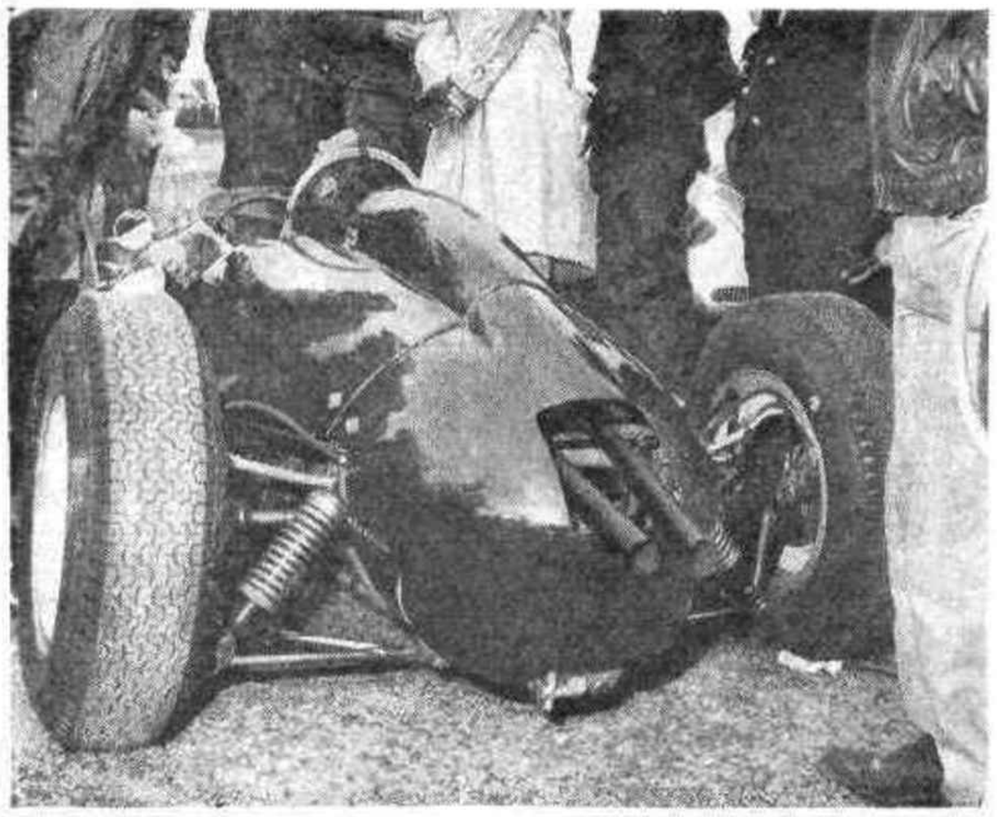
Although the weather was fine the track was not completely dry, there still being wet patches, but conditions were improving, and the start was good, with the first two rows full of new cars and engines, the V8s and Ferrari V6 all making such splendid noises that the 4-cylinders were completely overshadowed. Down the hill they all rushed, under the Autoroute and back up the short straight to the left-hander leading through a group of houses. Moss was in the lead and as he braked the front wheels locked-on and he slid straight on up the escape road. The rest of the field streamed round the corner with many a driver having a happy smile on his face at the sight of Moss struggling to turn round and rejoin the race. The smile went off Clark's face for his V8 Coventry-Climax engine started making "phutting" noises in his ear and he pulled into the pits at the end of the opening lap with something amiss in the valve gear department. All this excitement left the two B.R.M.s of Hill and Marsh comfortably in the lead, followed by Gregory, Mairesse and Surtees. Gregory was soon elbowed back out of the way and Surtees was the only one who could keep pace with the two B.R.M.s and the Ferrari. On lap four Mairesse displaced Marsh from second place, but could make no impression on Graham Hill who was out in front. However, the important thing was the progress of Moss, who had come by in last place on lap one, and was now going as only Moss can when put in a difficult situation. To be racing as best you can and yet to have Moss go by as though you are not trying must be depressing. In fourteen of the twenty-two laps of Heat 1 there were a lot of depressed drivers, for Moss went through the field as if everyone had given up. On lap 15 he was in 2nd place, but the B.R.M. pit was keeping Hill advised of the situation and though the V8 Lotus got within 4 seconds of the B.R.M. that was the best it could manage, and Hill speeded up and kept Moss at bay. To the casual eye there was no one else in the race, but in fact Surtees was doing a terrific job with the prototype Lola-Climax 4-cylinder, hanging on to Marsh in his V8 B.R.M., while further back the two U.D.T.-Laystall cars of Ireland and Gregory were having a grand scrap with Bonnier in the red Porsche. Ireland led this group and then Gregory went by and on lap 17 the two light green cars were nose-to-tail, but then Gregory subsided on the side of the road with a broken front wishbone and Bonnier got back in front of Ireland. Further back Campbell-Jones was going well in his Emeryson-Climax, but Greene in the Gilby-Climax was pressing him all the time, and right at the back of the field Siffert was making Seidel and Schiller wish they had not spent so much money on ex-works Porsches, the cheeky little Cosworth-Ford Lotus still going fast in spite of enormous Formula One back wheels.

Graham Hill was flagged home the winner of Heat 1, the B.R.M. going splendidly and needing no attention in the 20-minute interval before Heat 2. Moss was worried as his engine had been losing power towards the end of the first Heat, being reluctant to go over 7,000 r.p.m., whereas it had started off at well over 8,000 r.p.m. His mechanics rapidly raised the final drive ratio in the hope of saving the engine. Ireland's car was in trouble with its gear-change, as was Trevor Taylor, the latter having made a long pit stop in Heat 1 which had put him to last place, and Surtees had broken bottom gear on the Colotti box of his Lola.

At 4.18 p.m. the cars were on the grid once more, lined up in the order of finishing the first Heat, so that the front row was Hill (B.R.M.), Moss (Lotus) and Mairesse (Ferrari). As the 2-minute signal was given and engines were started Marsh was looking worried and raised his arm to indicate that his engine would not start. Then to everyone's dismay Graham Hill raised his arm to show that his B.R.M. engine would not start either. There



Rear suspension of the F1 Lola-Climax, showing the unusual top wishbone layout with the apex inboard. The Colotti gearbox can be seen standing out of the open tail of the car.



The Lotus-Climax V8 of Team Walker that Moss drove until it blew-up, showing the tidied up bodywork and new aluminium tail, with the exhaust pipes protruding through. The headrest conceals the four down-draught double-choke Weber carburetters.

was nothing to do except wait helplessly with silent engines amid the roar of everyone else's exhaust, for since last year all engines must be started on the self-starter, no pushing being allowed. Down went the flag and the back rows of the grid dodged round the two stationary B.R.M.s and mechanics ran to Hill and Marsh and push-started them. By the F.I.A. regs. of last year this is forbidden and the black flag was out for them when they came round next time, and both cars were disqualified. This was very hard on the two drivers, but as an F.I.A. official said, " it is a race for cars not for men, and the cars failed." An immediate post-mortem revealed that both Lucas starter motors had suffered an electrical breakdown of an identical nature during the course of the first Heat. Out on the circuit Moss was having it all his own way, having taken the lead on the third lap, Mairesse and Surtees having beaten him away from the start. The Belgian driver tried gamely to hang on to the tail of the V8 Lotus, but Moss is Moss and Mairesse is Mairesse, and on lap six the Ferrari spun wildly and finished up on the grass. Undismayed Mairesse shot back onto the track and clobbered the Lotus of Trevor Taylor who was passing, the right rear wheel of the Lotus breaking off just under the rim, so that rim and tyre parted company with the car, the Ferrari being unscathed and carrying on. Moss was now all on his own, for Surtees had motored quietly into the pits and retired with a blown-up engine, and this left Bonnier, Ireland and Salvadori, who were in a three-cornered dice, racing for second place, Mairesse being back in fifth place. On lap seven the engine in the Moss Lotus began to sound rough and on lap 11 he came into the pits to retire, the V8 Coventry-Climax making a " phut-phut-phut " noise on one bank of cylinders, indicative of derangements in the valve gear or valve timing. This left Salvadori in the lead, for he was holding off Bonnier and Ireland in a most spirited fashion, but his glory did not last long, for Bonnier got back into the lead and then on lap 14 the second Bowmaker-Yeoman engine blew-up. Mairesse had now caught and passed Ireland and it was just a matter of time before he caught Bonnier, which he did on lap 16 and then went on to win this second Heat. Before blowing up Moss had put in a new lap record at 2 min. 00.0 sec. — 136.560 k.p.h., which gives a good indication of the potential of the V8 Climax engine when it gets more reliability. Once again Siffert sorted out the two private Porsches with his Ford-engined Lotus.

The nine finishers of Heat two lined up for Heat three after another 20-minute break and were joined at the back by Trevor Taylor, whose Lotus had been fitted with another wheel and brought back to the pits. This 22-lap Heat was a mere formality and Bonnier led off, only to be passed by Mairesse on the second lap and from then on no-one passed anyone and the laps were ticked off while everyone stood around and nearly froze to death in the icy wind. Making no mistakes this time Mairesse drove a good steady race to win the Heat and the event overall, showing that strength and reliability in a car are all important for a successful final outcome. With all the stars dropping out it was nice to see some of the private owners, who spend most of their time at the back of the field, having a share of the spoils. Keith Greene drove a faultless race throughout, his car never missing a beat, and finished fourth overall, while Campbell-Jones was fifth with the Emeryson, his only trouble being a refusal to start on the line in the third Heat, his mechanics wheeled the car back to the pits and made it work and he joined in the race many laps late, but by reason of a good fourth place in Heat two, he still kept his overall place.—D. S. J.

Results :

Heat 1 — 22 laps — 4.552-kms Circuit — 101 Kilometres — Strong Wind, Damp Track

1st :	G. Hill (B.R.M. V8)	47 min. 01.5 sec. — 127.775 k.p.h.
2nd:	S. Moss (Lotus-Climax V8)	47 min. 07.0 sec.
3rd :	W. Mairesse (Ferrari V6)	47 min. 15.7 sec.
4th :	A. Marsh (B.R.M. V8)	47 min. 32.6 sec.
5th :	J. Surtees (Lola-Climax 4)	48 min. 00.6 sec.
6th :	J. Bonnier (Porsche 4)	48 min. 30.4 sec.
7th :	I. Ireland (Lotus-Climax 4)	48 min. 33.0 sec.
8th :	J. Campbell-Jones (Emeryson-Climax 4)	1 lap behind
9th :	K. Greene (Gilby-Climax 4)	1 lap behind
10th :	R. Salvadori (Cooper-Climax 4)	1 lap behind
11th :	I. Burgess (Cooper-Climax 4)	1 lap behind
12th :	H. Schiller (Porsche 4)	2 laps behind
13th :	J. Siffert (Lotus-Ford)	2 laps behind
14th :	W. Seidel (Porsche 4)	2 laps behind
15th :	T. Taylor (Lotus-Climax 4)	3 laps behind

Retired : J. Clark (Lotus-Climax V8) 1 lap, engine; A. Pilette (Emeryson-Climax) lap 9; L. Bianchi (E.N.B.-Maserati) lap 17; M. Gregory (Lotus-Climax 4) lap 19, suspension.

Fastest Lap : S. Moss (Lotus-Climax V8), in 2 min. 020.0 sec. — 134.321 k.p.h.

Heat 2 — 22 laps — 4.552 kms Circuit — 101 Kilometres — Strong Wind, Dry Track

1st :	W. Mairesse (Ferrari V6)	45 min. 39.2 sec. — 131.614 k.p.h.
2nd:	J. Bonnier (Porsche 4)	45 min. 46.5 sec.
3rd :	I. Ireland (Lotus-Climax 4)	46 min. 13.5 sec.
4th :	J. Campbell-Jones (Emeryson-Climax 4)	46 min. 56.8 sec.
5th :	K. Greene (Gilby-Climax 4)	47 min. 21.7 sec.
6th :	I. Burgess (Cooper-Climax 4)	1 lap behind
7th :	J. Siffert (Lotus-Ford)	1 lap behind
8th :	H. Schiller (Porsche 4)	1 lap behind
9th :	W. Seidel (Porsche 4)	1 lap behind

Retired : G. Hill (B.R.M. V8) lap 2; A. E. Marsh (B.R.M. V8) lap 2, disqualified; J. Surtees (Lola-Climax 4) lap 5, engine; T. Taylor (Lotus-Climax 4) lap 6, broken wheel; S. Moss (Lotus-Climax V8) lap 12, engine; R. Salvadori (Cooper-Climax 4) lap 14, engine.

Fastest lap : S. Moss (Lotus-Climax V8) in 2 min. 00.0 sec.—136.560 k.p.h. (New record)

Heat 3 — 22 laps — 4.552 kms Circuit — 101 Kilometres — Strong Wind, Dry Track

1st :	W. Mairesse (Ferrari V6)	45 min. 42.2. sec.—131.470 k.p.h.
2nd:	J. Bonnier (Porsche 4)	46 min. 10.4 sec.
3rd :	I. Ireland (Lotus-Climax 4)	46 min. 31.2 sec.
4th :	T. Taylor (Lotus-Climax 4)	46 min. 47.2 sec.
5th :	K. Greene (Gilby-Climax 4)	46 min. 56.2 sec.
6th :	J. Siffert (Lotus-Ford)	1 lap behind
7th :	W. Seidel (Porsche 4)	1 lap behind
8th :	H. Schiller (Porsche 4)	1 lap behind
10th :	J. Campbell-Jones (Emeryson-Climax 4)	10 laps behind

Retired : I. Burgess (Cooper-Climax 4) lap 19, engine — placed 9th on distance

GENERAL CLASSIFICATION
GRAND PRIX OF BRUXELLES — Formula 1 — 3 Heats — Addition of Placings

1st :	W. Mairesse (Ferrari V6)	3 + 1 + 1 = 5	points
2nd:	J. Bonnier (Porsche 4)	6 + 2 + 2 = 10	,,
3rd :	I. Ireland (Lotus-Climax 4)	7 + 3 + 3 = 13	,,
4th :	K. Greene (Gilby-Climax 4)	9 + 5 + 5 = 19	,,
5th :	J. Campbell-Jones (Emeryson-Climax 4)	8 + 4 + 10 = 22	,,
6th :	J. Siffert (Lotus-Ford)	13 + 7 + 6 = 26	,,
7th :	I. Burgess (Cooper-Climax 4)	11 + 6 + 9 = 26	,,
8th :	H. Schiller (Porsche 4)	12 + 8 + 8 = 28	,,
9th :	W. Seidel (Porsche 4)	14 + 9 + 7 = 30	,,
10th :	T. Taylor (Lotus-Climax 4)	15 + 12 + 4 = 31	,,

BRUXELLES BURBLES

Missing from the entry list were Brabham, with no suitable car to challenge the new V8 cars, McLaren and Maggs with no new works Coopers ready yet, and Gurney, Phil Hill, Baghetti and Bandini.

* * *

If the race had been a proper full-length Grand Prix the B.R.M. might well have won, for the starters had worked perfectly at the first start.

* * *

U.D.T.-Laystall can be well pleased with Ireland gaining third place overall for them in a car that they had tried to sell a short while ago, expecting their new Lotus V8s to be ready. Luckily no one wanted to buy the old 4-cylinder car.

It is for one and the same reason

that

MICHELIN 'X' TYRES

grip so well last so long and SAVE FUEL

★

Due to special manufacturing techniques and tyre design the walls of a Michelin 'X' work independently from the tread. Complete safety and comfort thus become compatible with durability and fuel saving.

None of the advantages of a Michelin 'X' tyre is gained at the expense of another; actually, it is for one and the same reason that a Michelin 'X' grips so well, lasts so long and saves fuel. All stems from the reconciliation of amazing suppleness with tread control . . .

. . . suppleness to improve cushioning and to reduce heat generation, rolling resistance and therefore fuel consumption.

. . . tread control to intercept wall movements and to ensure constant, even contact with the road through elimination of tread distortion. Without tread distortion there is less skidding and less friction, tread wear is reduced, so is heat, rolling resistance and consequently—again—fuel consumption.



THEY'VE LESS ROLLING RESISTANCE

Last year, under R.A.C. surveillance, Michelin conducted fuel consumption tests, with cars, lorries and coaches showing in every case an improvement in miles per gallon of 5% to 15% when Michelin 'X' tyres were used. More tests are now being made, this time with the co-operation of Motor Traders. Results of these tests will appear in this paper.

IB62/32/P2A

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

RUMBLINGS

A VERY GOOD MOTOR CAR INDEED

The Volvo 122S has a fine reputation for high quality and now that it is available with the new 1780 c.c. 90-b.h.p. B12 engine and disc front brakes it has a very good performance as well. It is becoming an All-Right car here, for Tim Carson, Secretary of the Vintage S.C.C., seems to have discarded a series of Citroëns, 30/98 Vauxhalls and post-Bentley Bentleys in favour of one, and other discerning Volvo users are Gerry Crozier and Douglas Hull.

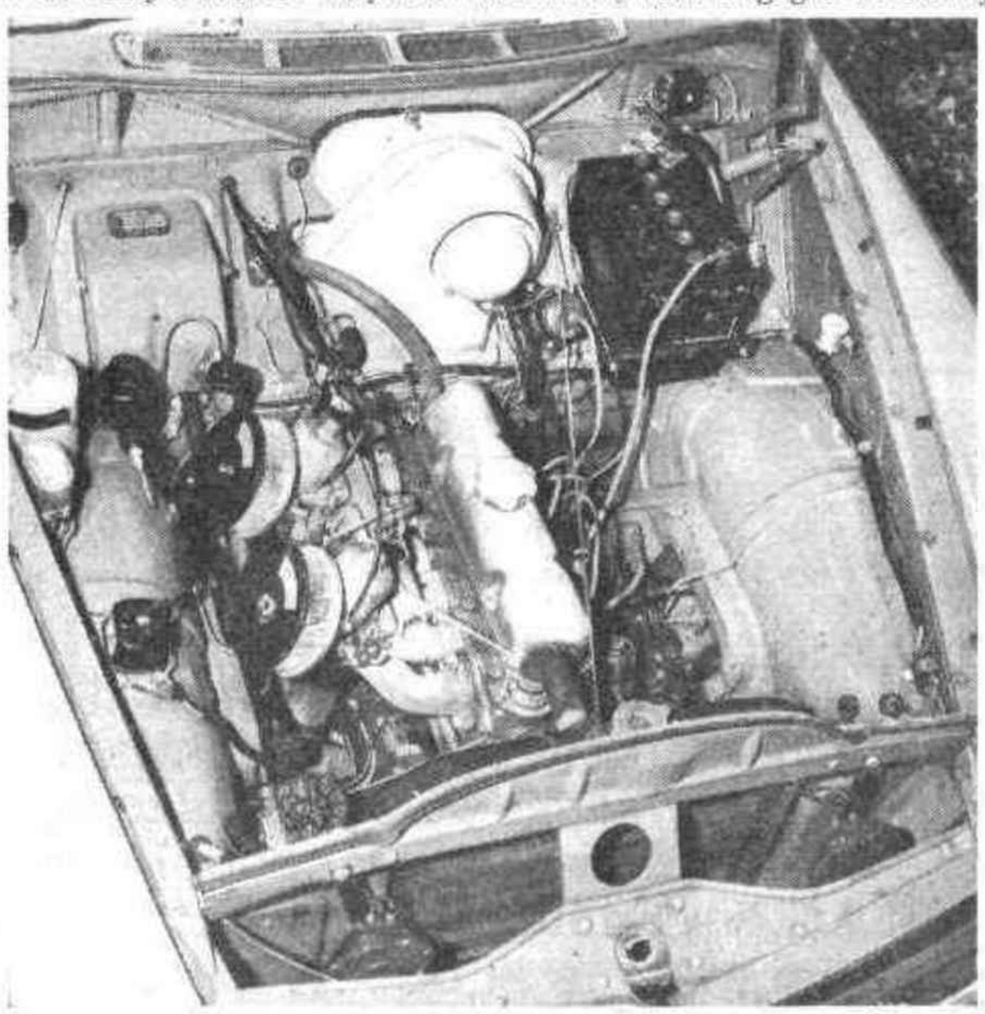
A full road-test report on the 122S was published in MOTOR SPORT for February 1959 and a detailed description of the precision methods of manufacture at the Volvo factory at Gothenburg appeared in the issue dated June 1960. As the car remains virtually unchanged apart from engine and brakes, to write of it at length would be mere repetition. But one was reminded that this is a very satisfactory motor car indeed.

At first the Volvo strikes one as somewhat old-fashioned, for the driver has before him a lengthy bonnet, reminiscent of that of a pre-war American car and about as undistinguished (giving no hint of the individual, aggressive twin radiator grilles), that conceals the near-side front wing. Also, the car does not ride particularly well over bad surfaces, undulations disturbing the 5.90 × 15 tyres (Firestone tubeless on the test car), which thud and transmit shock, to which the rigid back axle contributes, although it is properly located and suspended on coil-springs. The suspension is too lively and sway is transmitted through the steering wheel.

Having said that, let it be agreed that the body is beautifully finished and equipped, the control layout excellent (except for a previously-noticed tendency for the knobs to unscrew, which is particularly trying in the case of that working the panel-lighting rheostat), that the doors shut nicely and if the long central gear-lever is not quite so pleasant as a stubby remote lever, due to longer movements, it selects all the gears, including reverse, very smoothly.

Indeed, *refinement* is the key-note of the Volvo. The steering, heavy when parking, lightens up pleasantly once on the move and is smooth and accurate into the bargain. The 5-bearing B18 engine is silky smooth and gives no clue to its increased output by way of sound or roughness.

Extremely impressive is the excellent carburation from the twin 1¾-in. S.U. 45° carburetters with their drum-type Cooper (Volvo original) air-filters. Not only does the engine open up responsively without trace of a flat-spot but on zero-temperature mornings it starts instantly with a minimum of choke and pulls away at once without a trace of distress. There is available an electrically-actuated Laycock overdrive; this engages smoothly by means of a r.h. stalk control, a facia light indicating while overdrive is selected. It steps up the top gear ratio by 0.756 to 1 and is, therefore, not merely a Motorway overdrive but one that can be used even in built-up areas, for the engine runs without snatch in overdrive to below 30 m.p.h. This no doubt contributes to the excellent fuel economy. On a rapid run to Goodwood and back this worked out at just under 24 m.p.g.; crossing London and in local running the consumption dropped to over 27 m.p.g., the overall average being 25.6 m.p.g. (Esso Extra). This compares favourably with the 27 m.p.g. we got from the 1,583-c.c. 122S and approximately 23½ m.p.g. from another 122S Volvo that we used in Sweden in 1960. The tank holds just under 10 gallons, thus providing a range of approximately 250 miles.



The Volvo 122S B12 engine.

The disc front brakes, which are self-adjusting, shielded 10⅞ in. × ½ in. Girling with triple operating cylinders and a rubbing area of 29 sq. in., feel more like good drum brakes, needing fairly heavy pedal pressures for full retardation but having none of that sudden action at low speeds, and being progressive and completely silent.

The performance, with the B18 engine, is exceptionally good for a spacious, solidly-built 4-door saloon of 1,780 c.c. The Vdo ribbon speedometer will show 30, 50 and 70 m.p.h. in the lower gears, top speed is a genuine 99 m.p.h., acceleration is excellent —0 to 50 m.p.h. in 11.9 sec., 0 to 60 m.p.h. in 16.4 sec., and 0 to 70 m.p.h. in 24.6 sec. (Slightly better than the Mercedes-Benz 190, although that car's all-round-independent suspension is superior to the Volvo's beam axle rear suspension.)

Such items as neat instruments and very neat, labelled facia warning lights, good quality minor controls, effective Robo headlamps (with full-beam daylight flasher), Hella sidelamps, Bosch electrics, Tudor battery, pockets in the front doors, small under-scuttle shelf in lieu of a cubby-hole, coat hooks, radiator blind, 2-speed wipers-cum-washers, cigar-lighter, under-body rust-proofing, a good finish, and mud flaps are Volvo features, and, being a Swedish car, it not only starts promptly but possesses a *real* heater (with quiet 2-speed fan) and properly-fitted Volvo seat-belts. The driving seat is extremely comfortable and one sits in a natural, upright fashion, while the pedals are directly before the driver. There is a simple but effective cold-air ventilator. Wind noise does not intrude. No oil was required in 775 miles. Certainly, a very fine car!

As tested, with overdrive, the inclusive price is £1,459 11s. 5d. The car is handled here by Volvo Concessionaires Ltd., 28, Albemarle Street, London, W.1.—W. B.

* * *

NEW FORDS

When we received an invitation from the Public Affairs Staff of Ford of Britain to travel to Silverstone and see and try three new models, thoughts turned to independent rear suspension, overhead camshafts, petrol injection and similar design factors which represent modern practice, at all events in Continental design offices.

But as these brave new Fords arrived at the circuit driven by the elite of Britain's motoring writers they were seen to be very much as before, with Macpherson-strut i.f.s., rigid back axles on long cart-springs under rather cocked-up tails, and with normal water-cooled in-line motors up front, driving the back wheels *via* a propeller shaft. In appearance they were a curious mixture of Falcon and Taunus, with more than a hint of Pininfarina about the tail-fins, and three different grilles, of which those on the Zephyr 4 and 6 had clearly been copied from the Simca Vedette and had presumably been blown in by wind pressure. They came in all colours, from a handsome blue to others too horrible to contemplate.

The engines were new—a 4-cylinder 3-bearing 82.55 × 79.5 mm. (1,703 c.c.) push-rod o.h.v. unit developing 78½ gross b.h.p. at



The Editor cornering fast in a new Ford Zodiac at Silverstone.

Continued on page 333



SUNBEAM RAPIER

Not everyone can afford a Sunbeam Rapier. A pity. *Because it is pure pleasure to drive.* Rakishly styled, spacious and luxuriously comfortable, it has all the pep, power and performance of a sports car. The 1.6 litre engine is fast off the mark and takes hills in its stride. Steering is light and precise, cornering steady, stopping swift and sure (thanks to front disc brakes). No other car of comparable price can touch the Rapier for performance and reliability—proved by its rally-winning record! Ask any Rootes Dealer for a trial run.

SALOON: £705 PLUS P.T. £265-7-9. CONVERTIBLE: £745 PLUS P.T. £280-7-9

OVERDRIVE ON 3rd AND 4th GEARS AVAILABLE AT EXTRA COST

By Appointment
to Her Majesty The Queen
Motor Vehicle Manufacturers
Rootes Motors Limited

ROOTES MOTORS LTD

SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT DIV., ROOTES MOTORS LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W1

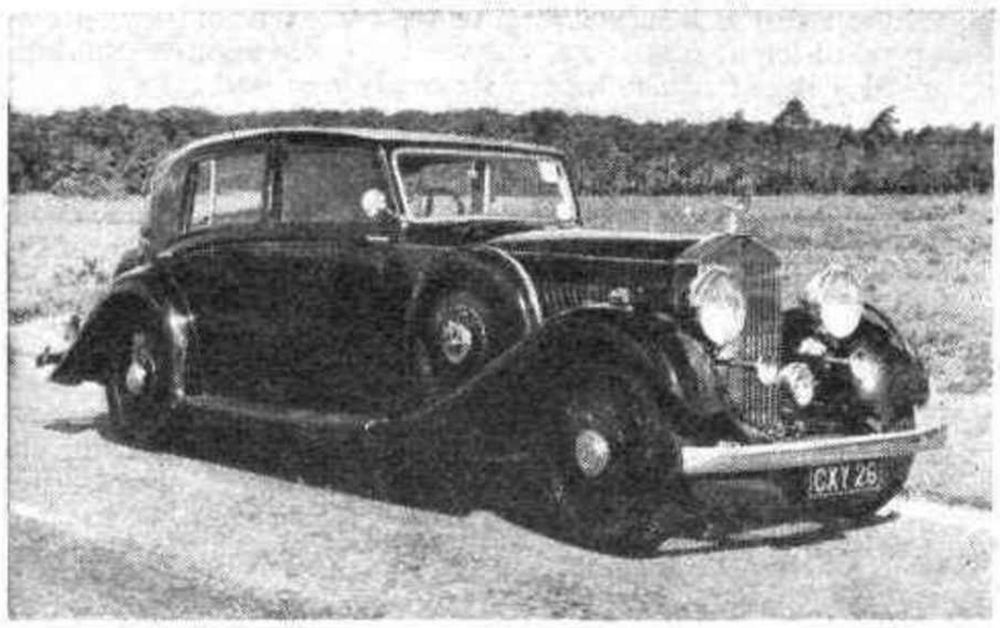
Motoring Memories

BY VICTOR HODGSON

MY earliest memories start with the stone age cars of the Avon tyre advertisements and the 1907 14/16-h.p. Argyll. I was only eight years old when this car was sold in 1913—my father considered it was worn out then—but I remember many features of it, as I saw it dismantled quite a few times. The T-head Aster engine had four separate cylinders which required careful alignment on assembly, as my father discovered when he broke an induction pipe flange. The Longuemare carburetter lived almost in the undertray on the off side, and the mixture had a long and sinuous journey through a swan-necked induction pipe to the firing point. Ignition was originally by four Connecticut trembler coils (with which I had great fun in later years) controlled by a vertical low-tension distributor on the near side of the timing case. I wonder whether the word " tuning " originated in the endeavour to have all the coil tremblers buzzing at the same pitch! The coils were later supplanted by a Bosch magneto, for which provision was made in the original design, and the range of the car was no longer dependent on a miscellany of accumulators charged from the 220-volt D.C. mains through carbon filament lamps at great expense. Accumulators were among the numerous expendable items in those days. Engine lubrication was attended to by a lubricator on the dashboard with a row of adjustable drip feeds and the chassis was equipped with the fashionable multitude of brass grease cups. The Hele-Shaw multi-plate clutch was lubricated by a mixture of engine oil and paraffin. I do not remember how many speeds there were in the gearbox, but reverse was engaged by a separate lever. Perhaps it was possible to engage reverse and a forward speed at the same time; it certainly was with the worn forks in the gate of our 1914 Studebaker Four. If my memory is correct, engine speed was originally regulated entirely by a hand-throttle. The hand-brake lever design was evidently copied from that of a stage coach. The car was equipped with a sprag, which my father never had to use, for the car would climb almost anything, and he used to say he would be afraid to use it, anywav. There was a tremendous amount of brasswork and this was usually spotlessly clean, as was the rest of the car. The petrol tank was under the front seat and fed by gravity; It was consequently advisable to keep the tank fairly full in our hilly neighbourhood. The cape cart hood seemed enormous in the eyes of a small boy, and it boasted two great leather straps fastened to the dumb-irons. These straps were not loosely flapping dummies—they were essential, because the hood was not attached to the windscreen.

Tyres were a source of great trouble and expense. I believe they used to last only 2,000 to 3,000 miles, and punctures were commonplace. My father had nine punctures in three days on one holiday tour. The wheels were fixed and a Stepney rim was provided to get the car home as an alternative to mending the puncture on the spot. Puncture mending was not as simple as nowadays, for the patches were anything but adhesive, and it was advisable to press them to the tube in a vice until the rubber solution dried. Work was also complicated by the numerous security bolts which were intended to hold the tyre in the beads of the rim, but were a fruitful source of punctures if they were incorrectly fitted. The tyres were painted with white or light grey tyre paint. It is interesting to observe that motor tyres are among the very few things that are no dearer than in the pre-1914 years, and the present cost per mile is infinitely less. The great improvement in road surfaces has had considerable influence on tyre life but this is countered by increases in speed and braking power, and the progress in tyre design over the past fifty years is immeasurable.

The Argyll never failed to get home, but it needed constant maintenance by 1913 when it was superseded by one of the earliest 25-h.p. D-type Vauxhalls. The chassis retained a number of features of earlier Vauxhall designs which persisted in the 30/98 and 23/60 models until 1928 and are well known to vintage enthusiasts. I doubt whether present-day clutches excel the smoothness of a carefully maintained Vauxhall multi-plate clutch. This clutch was lubricated with flake graphite and it was essential to flush the casing frequently with paraffin and replenish with the lubricant. The car was fitted with Bosch dual ignition (with two sets of plugs) and a White and Poppe carburetter. I wonder how many examples of the former are still in existence? The engine would often start on the switch when it was warm, and it occasionally did so from cold. The White and Poppe carburetter was not easy to adjust, but it was otherwise troublefree. The Vauxhall was a sturdy car with quite a good performance in its day, and it gave no trouble before it was sold early in World War I.



The author's present car, a 25/30 Rolls-Royce which has covered a total distance of 75,000 miles. The body was built for the Marquesa de Portago.

On his return from the war my father bought a 1914 Studebaker Four, and this car gave a fair amount of trouble in the two years of ownership. The gearbox was in the back axle and the gear-change was not as simple as might have been desired. It consequently suffered from earlier ham-handling, and had to be overhauled and fitted with new second-speed pinions. The leather-faced cone clutch was always rather fierce and was probably the cause of an axle-shaft breakage. The breakage, of course, occurred at a most inconvenient time. Petrol consumption was 13 m.p.g. until the Schebler carburetter was replaced by a horizontal Zenith, when it improved to about 20 m.p.g. (petrol at that time was much the same price as at present). The brakes were very poor indeed. The foot-brakes were external bands contracting on very thin drums, and the hand-brake mechanism operated normal shoes inside. Reasonable braking was obtainable only by using both brakes together to prevent the drums from distorting one way or the other. The car had a side-valve 4-cylinder monobloc engine with a fixed L-head, and this was quite reliable. It had Remy coil ignition and was equipped with a Wagner electric starter which turned the engine at the nose of the crankshaft through a chain-driven freewheel. The splash lubrication was supplied through a sight-glass on the instrument board from an accessible plunger pump driven by an eccentric on the camshaft. Front springs were semi-elliptic and the rear were full-elliptic. There were no shock-absorbers, and it was just as well that the maximum speed was only 45 m.p.h., for the ride was distinctly lively at that speed. The back axle was of the banjo-type, fully-floating, with the wheels secured on the sleeves by large nuts and lock-nuts. The straight-toothed final drive had a characteristic hum which could be distinguished blindfold at a range of one hundred yards. I started to drive in this car, so my memories of it are still affectionate in spite of its shortcomings.

In 1922 the Studebaker was succeeded by a 1917 25-h.p. Vauxhall. This car had served in the war and it bore three wound scars, probably from a shell-burst. It had undoubtedly covered a considerable mileage, and before we had the car long the engine was completely overhauled. At one time or another I dismantled every part of the chassis except the engine and steering-box, and did so single-handed, including the removal and replacement of the block for decarbonising. It is surprising how heavy lifting can be avoided with a few blocks of wood on such an accessible car. After four years the " War Model " was exchanged for a 1920 model and this was the last car my father had. It gave him very little trouble, but when I used it in 1932 during a holiday from overseas, it had a cracked foot-brake drum liner (the brake was on the propeller shaft). One serious application of the brake would shave down the lining sufficiently to render it useless. Of course I would not stop to adjust the brake every time it was used, and the usual practice was to do so before entering a town. Life was consequently full of excitement, but in

several thousand miles we never hit anything. The story would be somewhat different nowadays, but with this and another car to be described I learnt to use brakes sparingly and still do so.

My first employers placed a 1926 493-c.c., s.v. B.S.A. motorcycle at my disposal, and I rode several thousand miles on it over Cornish lanes and cart-tracks in all kinds of weather. I had many a tumble and soon got into the habit of never riding without gloves. I still think there is no land transport to compare for sheer delight with a motorcycle on an open road or a willing horse over clear country on a fine day. For several months I was also provided with a model-T Ford tourer. It was only two years old, but what a car! Although it had been fitted with a Bosch magneto, it was always a devil to start from cold. On the colder winter mornings I used to jack up a back wheel and engage top gear, fill the radiator with hot water, heat the plugs over the blacksmith's fire, replace them and start cranking! On steep hills it used to boil and on one occasion it showered so much boiling water over the windscreen that I had to use the (hand-operated) wiper. It sometimes steered to the right with the wheel on left lock. Punctures were innumerable, and a 4-lb. hammer was carried to remove or replace one of the detachable rims which had become oval. If reverse gear was used in conjunction with the foot-brake the braking was quite impressive, especially to back-seat passengers who sometimes unwillingly joined the party in the front seats. The Ford broke down three times in the last few days that I used it. The crown-wheel and pinion were the first casualties. Then a valve head dropped in a cylinder. On the last day there was an almighty bang and clatter and a large hole appeared in the gearbox casing. I left the car to be towed in and it was never driven again, but as a motoring interlude it was most interesting, and I would not have missed it for worlds.

After the demise of the "Tin Lizzie" I bought my first car, a 1923 12.1-h.p. Ansaldo. This creation deserved to be much better known. The chassis was beautifully finished and the only poor features in the design were the brakes and valves. The engine capacity was approximately 2 litres, and with a light chassis and body the performance was not bad for a touring car. The 4-cylinder engine had an overhead camshaft with a bevel drive attached to the head, and the vertical shaft was split with a tongue and fork connection. The latter could only be fitted in one way, so the timing was not disturbed on removing the head, and top decarbonisation was delightfully simple. The valve-stems were threaded at the ends and the valves were secured with a special cap nut. The nut exterior was conical at the open end and this portion mated with a female cone in the valve washer. The nut was hardened and the rocker operated on the closed end. Valve clearance was adjusted by turning the nut one way or the other with a spanner. This was all most beautifully simple when everything was new, but after wear had taken place and the threads had become slack the nuts tended to loosen. On two occasions a valve dropped into its cylinder. The first time this happened a piston and valve seat were dented and a new valve was required, but on the subsequent occurrence no damage was caused. Petrol was fed by gravity to the Zenith updraught carburetter from a tank on the bulkhead. Ignition was by a Marelli magneto and the car always started very easily.

The instrument board of the Ansaldo was most ingenious, and might still be copied with advantage. It consisted of an aluminium casting hinged at the bottom and secured at the top by two screws; after removing the screws and detaching the pipe from the oil-pressure gauge, the board could be swung backwards to a horizontal position to make everything accessible.

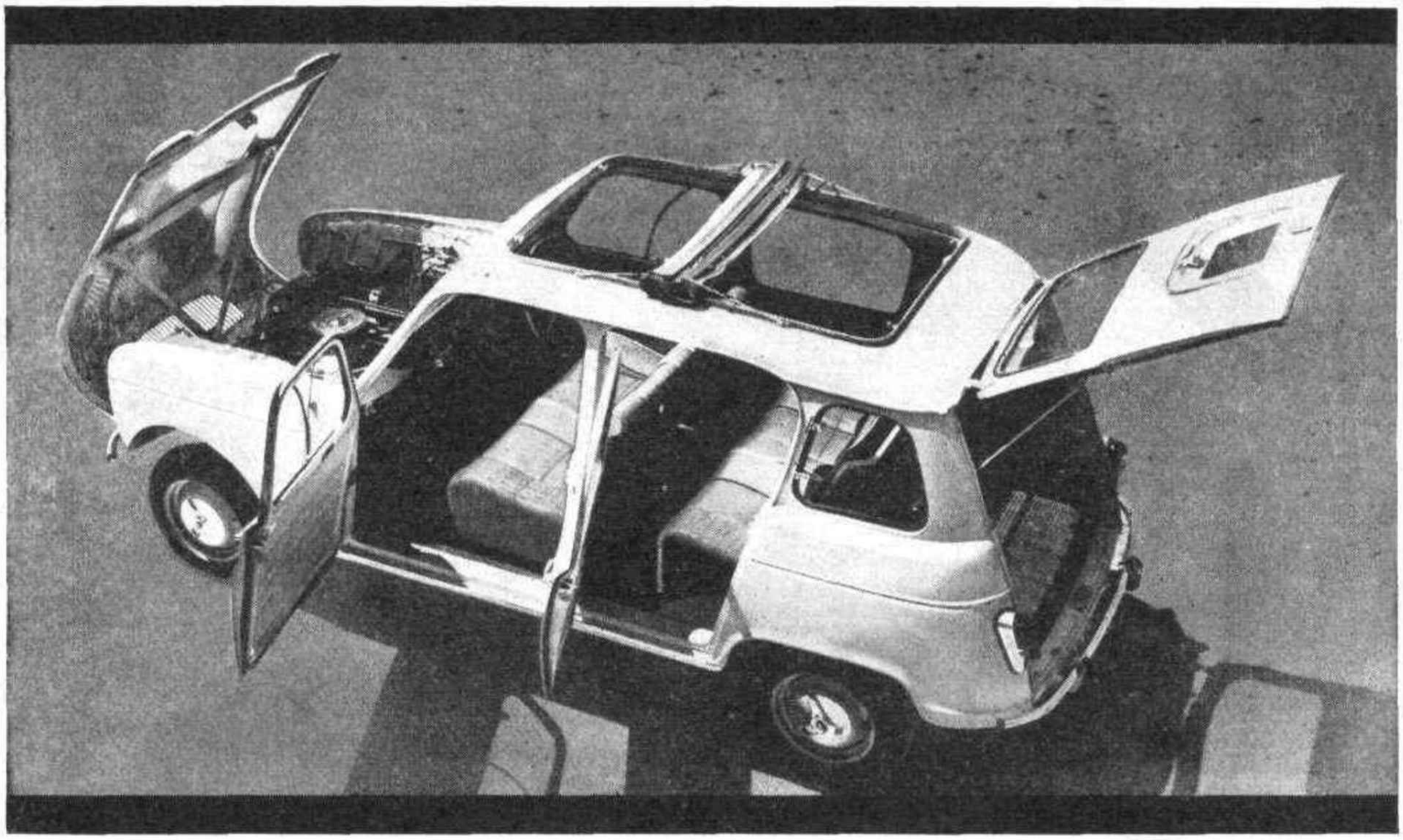
The 3-speed gearbox afforded a leisurely "butter-cutting" change that rendered synchromesh superfluous. All gear-ratios were rather low in the Italian fashion of that time, but the maximum speed was 55-60 m.p.h. and the car was very well suited to Cornish road conditions of the nineteen-twenties. The Ansaldo was very much livelier than most family tourers and could more than hold its own on winding hilly roads with contemporary 1½-litre sports cars. The cardan-shaft foot-brake was constantly lubricated from the gearbox through a worn oil-seal and when the rear-wheel hand-brake linings became worn out towards the end of my term of ownership, driving became somewhat exciting. Through a succession of miracles the only collision was a very light pat on the back of a Jowett. I was agreeably surprised when the wife of the Jowett driver charmingly apologised for his sudden stop; he was so astonished as to be speechless! By the time that I sold the car before going overseas, the tyres were all worn through the canvas and wear was taken by linoleum inserts. Apart from being illegal, such practice would be suicidal nowadays. I did not keep count of the punctures, but doubt whether I have had so many since that time.

My motoring in India started in 1929 with a 1918 4¼-h.p. Triumph motorcycle, and this was followed by a 1918 2¾-h.p. Douglas. As our communication with the nearest town was over 45 miles of *very* rough and rutty dirt road, I only rode there once and the round trip occupied a full day. The Douglas was an ideal machine for local runs; one just pushed it a couple of yards and hopped on. The bikes were succeeded by a 1933 Ford V8 touring car. On primitive roads and over deep sand and mud this was a worthy successor to the model-T. This Ford carried me many thousands of miles over the roughest tracks, breaking springs galore, and it never failed to get me home. Loose sand and known patches of deep mud could always be negotiated by charging them as fast as possible and correcting the skids. The special 7.50 in. tyres on the back wheels were of great assistance under such conditions. The abnormal thirst of this car was rectified by substituting the later dual carburetter and manifold for the original single-throat carburetter. The brakes were rather poor for that period, but were adequate for my purposes. The Ford was followed by a 1936 Oldsmobile Six, and a Pontiac purchased new in 1941 just before production for the civilian market ceased. In 1941 the Oldsmobile broke two axle-shafts and it was obvious that fatigue was setting in as a consequence of hard driving over rough roads. As the war seemed likely to last a long time a change was indicated, and I was fortunate to secure the new Pontiac before it was too late. Both cars were well suited to the conditions and gave good service. American cars of the 1930s were rather scoffed at by enthusiasts in this country, but in Colonial Service they were far superior to their British contemporaries. On dirt roads they steered very well and remarkably high speeds could be maintained over rough and rutted surfaces. The woodwork of the Oldsmobile became somewhat rickety after about three years' service and I had this replaced in teak by our patternmakers, who made a splendid job of it. The cars were washed every morning and Simonized regularly, so that they always looked well at home although they were plastered with mud or covered with dust long before the end of any journey. Regular washing with a hose is indispensable for the preservation of bodywork, and dry-cleaning is an abomination.

During my three home leaves before the war, I had a 23/60 Vauxhall and two 2-litre Lagondas. The Vauxhall was purchased for £10 from a garage where the car had been left and "forgotten." This was one of the last of the family touring cars in the Edwardian tradition. Apart from a somewhat smoother engine it was little different from the D model and I had a lot of troublefree fun with it. The car subsequently served an old garage-owner friend of mine as a breakdown truck for several years. The hand-brakes were relined by exchanging the shoes for good ones purchased at a breaker's for eight shillings, and the initially low oil pressure was rectified by repairing a broken oil feed to the Lanchester balancer. The "D" and "OD" Vauxhalls were wonderfully accessible when the very few eccentricities were mastered, and it is a pity that such accessibility is a thing of the past, as I can no longer work easily underneath a car—I have to remove the dynamo from my A95 to clean the petrol pump, and after greasing this car once I have always left the job to a garage!

The Lagondas were a 1930 Speed Model, VR2745, and a 1931 "blown" 2-litre, PJ5814. The performance of these cars was not outstanding, but they were delightful to drive after the gear-change was mastered. In these two cars I drove nearly 30,000 miles with the greatest pleasure. Both cars had covered considerable distances before I bought them and as a result of my overdriving on French roads the "blown" car twice broke a con.-rod, but on each occasion the bores were undamaged—possibly because the breakages were near the little-end and I switched off in double-quick time. The Zoller blower broke at speed one fine evening and made a heart-rending noise, but I was able to get it repaired by Arnott. A few years ago I heard that the "blown" 2-litre was still in use in East Africa. The 2-litre Lagonda was a fast touring car rather than a sports model, as it was rather heavy, but the controls were delightfully smooth, the steering and brakes were excellent, and there was nothing tinny about the car. I shall always have a soft spot for them.

After the war I was home for a couple of years and I bought a 1935 Austin Seven Ruby saloon as soon as petrol was available for private purposes. At one time I turned up my nose at these cars, but ownership brought appreciation of their great serviceability and reliability. My car was driven unmercifully and it never protested. It was ideal for town pottering and for short runs in the country. At the time the notice-boards prohibiting motoring on the prehistoric roads along the top of the Sussex downs had disappeared into Army campfires, and my wife and I explored nearly all these tracks in the little Austin, which could negotiate the



REMARKABLE

REMARKABLE

ENTER MOST REMARKABLE CAR OF YEAR

Biggest little car there is! Talk about expanding suitcases! You can pack the whole family comfortably into the Renault-4, bags and baggage, dogs and all—and still have space to spare. You can take out the rear seat like magic and—hey presto, you've estate wagon capacity! The new suspension takes you smoothly and sweetly over the roughest tracks—the new seating comfort brings you home as fresh as when you started—all so economically! At the same time, with no greasing and no worries, the Renault-4 is practically self-servicing! Now on demonstration at your nearest Renault Showrooms.

RENAULT-4 (saloon): £549.12.9. (inc.p.t.) RENAULT-4L (de-luxe): £581.5.3. (inc.p.t.)

THIS IS INDEED THE REMARKABLE RENAULT-4

FOR FURTHER DETAILS WRITE TO RENAULT LTD · WESTERN AVENUE · LONDON · W.3

RENAULT

CVS-434



...WITH THIS NEW

SMITHS

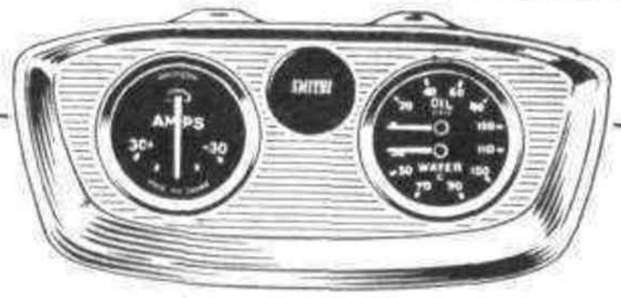
TACHOMETER!

Actual size 3½"

The motoring enthusiast of today likes to have as much information as possible: he relies a lot on his speedometer and tachometer. Here, from SMITHS, is an absolutely new, **electronic impulse** tachometer—superbly accurate, astonishingly inexpensive, and easily fitted as a supplementary instrument to your present car!

With a "tacho" as well as a "speedo", you will have all the command over your car that the racing driver has—you'll get the very best performance from your engine, and the new precision of your gear-changes will be a constant delight. For the outlay of a mere **£9.15,** you'll buy yourself a surprising lot of extra motoring pleasure.

There are models for four-cylinder and six-cylinder cars. SMITHS new electronic impulse tachometer is easily fitted (either in the dashboard or on a special bracket supplied) to any car with a 12-volt positive-earth system. Ask your garage man about it today! Or write to SMITHS for a fully illustrated leaflet.



SMITHS SUB-PANEL AND SUPPLEMENTARY INSTRUMENTS

Let us also send you a full catalogue of the wide range of SMITHS 2" supplementary instruments—Clocks, Oil Pressure Gauges, Water Temperature Gauges, Engine Performance Gauges, and this attractive sub-panel in which to mount them.

A NEW PRODUCT
FROM
SMITHS
FOR BETTER MOTORING

SMITHS MOTOR ACCESSORY DIVISION, SALES AND SERVICE, OXGATE LANE, LONDON N.W.2

narrow gaps through the bushy places. For longer runs, and to get an extra petrol ration, we bought a 1931 12/60 Alvis beetleback. This car was a " lemon." The engine was not at its best, and as I intended going overseas again it was not worth my while to rebuild it. I much preferred my Lagondas, for the Alvis did not handle any better and its performance was inferior. The service offered by the Alvis Company, however, was superb. Shortly before going abroad again I sold the Alvis at the top of the post-war market. After keeping the Austin laid up for a couple of years, I had to sell it when I was obliged to vacate the garage.

In Canada we lived in an isolated community where the aggregate length of roads did not exceed ten miles. I consequently contented myself with driving the various vehicles supplied by my employers. Of these the Willys Jeep was the only interesting car, but this handy little vehicle is too well known to call for more than my acknowledgement of its wonderful qualities in certain conditions. In the winters we used a Snowmobile at times when roads were temporarily impassable. This vehicle was carried on two rubber caterpillars which formed tracks for pneumatic-tyred wheels and idlers, and it was steered by two large skis at the front —not by caterpillars. Power was supplied from a 6-cylinder Chrysler engine at the rear, and the maximum speed was not much more than 30 m.p.h. The heaviness of the steering was phenomenal and no enjoyment was to be had in driving the monster, but it would arrive when nothing else could!

My personal vehicles in Cyprus were firstly a Ford V8 and a 1947 Chevrolet, which were reliable but no fun to drive on mountainous roads. They were followed by a 1955 Riley Pathfinder and a 1956 Morris-Oxford. The Pathfinder was most disappointing and I was obliged to bring heavy pressure on the agents before they made any serious efforts to rectify the various faults that appeared in the first few days of use of this car. Dust entered the car in great clouds, and the self-adjusting front brakes rubbed so much that molten grease flowed from the hubs in the first fifty miles. The brakes faded completely on mountain descents, and the frame anchorage of the Panhard rod broke—all within 6,000 miles. The brake servo was situated in the line of fire of stones from the front wheels; it therefore frequently became dented so that the piston would stick and lock the brakes. A spare was kept for use whilst the dents were being ironed out. The car was rather heavy to drive on twisty-turny roads, but on fast open bends it always felt safe, and the 4-cylinder engine seemed to be unburstable. The Morris-Oxford was perfectly reliable—and a good workhorse, but utterly uninspiring.

In my experience some of our manufacturers do not take sufficient interest in the after-sales welfare of the cars that they sell overseas. The activities of their agents should be more critically scrutinised, particularly in the spares departments, where stocks are frequently inadequate.

My present cars are a 1957 Austin A95 saloon and a 1936 25/30h.p. Rolls-Royce owner-driver 4-door Barker saloon. The A95 has done 40,000 miles without giving any trouble. It is quite fast enough for my everyday purposes, bearing in mind that it is not a sports car, and it is not at all tiring to drive 350 miles or more in a day over English roads. Petrol consumption has averaged 22.1 m.p.g. over the 40,000 miles and oil consumption is low. The engine was decarbonised after 32,000 miles and the rear springs were dismantled and cleaned at 25,000 miles; otherwise the car has required only routine attention and examination.

The 25/30h.p. Rolls-Royce, CXY26 was found after a long, search and I am very proud of her. The total mileage since new is now 65,000, of which I have driven 10,000 miles in three years. Certain minor items received attention after the car was purchased, and a dynamo drive ball race had to be replaced a few months later. The exterior chromium plate was renewed this year with plating of the very highest quality. The windscreen wipers were overhauled recently. An additional driving mirror has been fitted to clear a large blind spot for safety's sake, but the car is otherwise unmodified and whilst I am concerned it will remain so. Apart from these affairs the car has needed only routine lubrication and adjustment. The body of this car was built for the Marquesa de Portago and the interior is " one-off." I was not particularly attracted by it at first, but appreciation has grown in the course of time and I would not swop the car for anything else in the world. Cars with such individuality are rarely made nowadays. I endeavour to keep the whole car as clean as a Rolls should be; in fact I don't feel comfortable in a dirty car of any kind.

It is often said that there is no pleasure in motoring nowadays, but I enjoy driving and working on motor cars as much as ever. The Rolls is quite accessible, but I wish I could say the same of the Austin. I find modern cars much easier to wash than those of the vintage and earlier periods, for there are fewer inaccessible corners, but much of the chromium-plated muzzle " never would be missed." After the criticisms, I consider that modern cars are a great improvement on their counterparts of former times. In earlier days there were some well-designed cars, but there were also numerous " duds " that gave endless trouble from the moment they left the works. Today we may prefer some cars to others, but they are all serviceable. Many enthusiasts will disagree with me, but others may remember that in the vintage decade also it was fashionable (but untrue) to say " they ain't made like the old 'uns." Despite this opinion I feel that the veteran, vintage and similar clubs have had an immense influence in the preservation of certain cars which may justly be described as works of art, and I should like to pay a tribute to the many who devote so much of their spare time to the administration of these clubs.

RUMBLINGS—continued from page 327

4,800 r.p.m. for the Zephyr 4, and a 6-cylinder 4-bearing 82.55 × 79.5 mm. (2,553 c.c.) unit giving 106 gross b.h.p. at 4,750 r.p.m. for the Zephyr 6. The latter engine, made to yield 114 gross b.h.p. at 4,800 r.p.m. on the same (8.5-to-1) compression-ratio, is used in the new Zodiac Mark III.

These new engines were mated to a new 4-speed all-synchromesh gearbox, alas with the old Ford " bent wire " column-change. High gearing is now the order of the day : 17.21, 9.17, 5.87 and 3.9 to 1 on the Zephyr 4; 11.23, 7.86, 5.01 and 3.55 to 1 on the Zephyr 6 and Zodiac. Overdrive is available as an extra, or you can specify fully automatic transmission. Retardation is by 9¾ in. dia. front discs and 9 in. dia. rear drums, with hydraulic servo assistance, the tyre size is 6.40 × 13 and the wheelbase measures 8 ft. 11 in.

The people mainly responsible for these new Fords are Sir Patrick Hennessy, Chairman, Ford of Britain; Executive Engineer Ernest Page; Victor Raviolo, Director of Engineering; Terry Beckett and his Product Planning Staff, and Roy Brown, Ford's Canadian-born Chief Stylist, while the man who has got to sell 'em is John Read, Director of Sales. Points which these gentlemen make in favour of the new Fords include a 21¾ cu. ft. luggage boot, 0-60 m.p.h. in approximately 15 sec. from the 2½-litre versions (the Fiat 1500 does this in *under* 15 sec.), special attention to noise reduction (a claim Vauxhall made for their new cars), a heater on the Zodiac proved in Sweden, lubrication and oil-change at 5,000-mile intervals, care in rust-proofing that is now commonplace in many factories, such as Saab, Volvo, Vauxhall, etc., and doors that " close at a touch."

The new Zephyr has been tested for more than one million miles in Europe and America; so it seems strange that the fact that a screen-washer is standard fitting is apparently a matter of some pride and that heater and demister are extras on the Zephyr 4 and 6!

Performance claims for the newcomers are over 80 m.p.h., a cruising 70 m.p.h. and an average of 33 m.p.g. for the Zephyr 4 and cruising in the 80s, with up to 30 m.p.g. at 30-70 m.p.h., and a top speed of 100 m.p.h. from the Zephyr 6. The Zodiac Mk. III has a walnut-finished facia and dual headlamps.

We naturally prefer to reserve judgment until full road-testing is possible. The " dicery " round Silverstone was most enjoyable but didn't prove much, except that the control layout is fussy and garish and that oversteer is so pronounced you don't need brakes on the corners. The Zephyr 4 went to a speedometer 65 m.p.h. in 3rd and felt more stable than the Zephyr 6, which was good for approximately 80 in 3rd gear. Overdrive is of the kind that engages automatically but can be locked out with a toggle lever—a flick-switch is far more useful. The brakes are very light and powerful. Wind noise round the closed quarter-light on a Zephyr 4 was excessive. Visibility is excellent. The clutch seemed to engage unduly sluggishly on two of the Zephyrs we drove. This " motor-racing," by the way, was by grace of Cleveland fuel and Firestone tyres.

In this fast but limited experience we don't feel wildly enthusiastic. Even if our plea that support in 1962 should go only to those enlightened makers who provide i.r.s. and have eliminated the prop.-shaft does not meet with your approval (many readers have quite rightly pointed out that a light beam rear axle properly located can be very good indeed), one may, perhaps, be excused for hoping that the great Ford concern would have designed rather more modern automobiles with which to replace the old Consul and Zephyr models. After all, even Henry Ford got rid of the planetary transmission and trembler-coil ignition of the model-T in the course of time. . . .—W. B.

MOTOR SPORT's Candid Opinion of the

VW 1500

A 1½-litre Car of the Highest Quality



FOREIGN INVADER.—The VW 1500 in front of the lighthouse at the Bill of Portland, high above the Chesil Beach on the Dorset coast. It attracted practically no attention, perhaps because it looks like quite a normal small saloon, although anyone examining it closely could not fail to note the high-quality paintwork.

THE beetle-shaped Volkswagen has built up such a stupendous post-war reputation that inevitably MOTOR SPORT feels compelled to draw attention to it frequently and advise readers to sample this economical, reliable and delightful-to-drive family saloon.

From 1945 onwards steady improvements of an engineering basis were made to the VW as occasion required, as has happened to many other famous and successful makes, from Mercedes-Benz to Ford. Thus the outwardly little-changed VW became an exceedingly good car, as so many of our readers recognise, judging by last month's Car-Survey analysis.

It was natural, therefore, that a new VW should arouse enormous interest, although the 1500 was merely intended as a luxury version of the existing theme, comparatively costly and to be produced in limited numbers compared to the emphatically mass-produced 1,192-c.c. model, which it in no way supersedes.

The new car, with larger engine and conventional exterior lines, uses the accepted, proven mechanical features of the older VW but it is, nevertheless, an entirely redesigned car—a small car of the highest quality and built to engineering standards of the highest integrity.

My first feeling on driving the smart cream VW 1500 out of N.W. London from the St. John's Wood premises of VW Motors Ltd. was, quite simply, how nice to be in a Volkswagen again. This not without good reason, for the 1500 is closely akin to the smaller VW in those aspects that place these cars in a class apart—a case, if you like, of chocolate eclair to plum cake! There is the same muffled note of a well-balanced flat-four air-cooled engine working away behind; the impeccable gear-change, finger-light and quick as lightning; the direct steering, comfortable seats and sure but unexceptional braking. And, overall, the splendid finish, inside and out.

In this country a VW 1500 saloon costs nearly £1,100 but if you remember that its basic price here is but £752 you get a better appreciation of the value offered by its high-quality finish and complete equipment.

The new Volkswagen has much in common with its five million brothers. Forward visibility is still excellent, and there are now front wings in view. The separate front seats are generously proportioned, deeply and firmly upholstered, so that they are fully supporting and very comfortable. The squab angle is adjustable by means of a wheel-control and these seats, mounted well off the floor, slide easily when side catches are released. The facia sill is neatly finished in matt-black and instrumentation is confined to a 90-m.p.h. Vdo speedometer, petrol gauge and clock, all hooded. Details of the controls accompany the layout diagram, so it suffices here to remark that four very small and neat push-buttons, paired to flank dual rheostat wheels, are well placed for operation by the right hand.

The gear lever, with sensibly-formed knob, is centrally located, as is the substantial pull-up handbrake lever. The gear-change calls for the highest praise, being light, rapid and positive, although a change can be missed if the clutch pedal is insufficiently depressed—which will only trouble casual drivers. Reverse is quite easily located beyond 2nd. If the lever was held over to the right from the top-gear position (the gate is conventional) some irritating noise was transmitted.

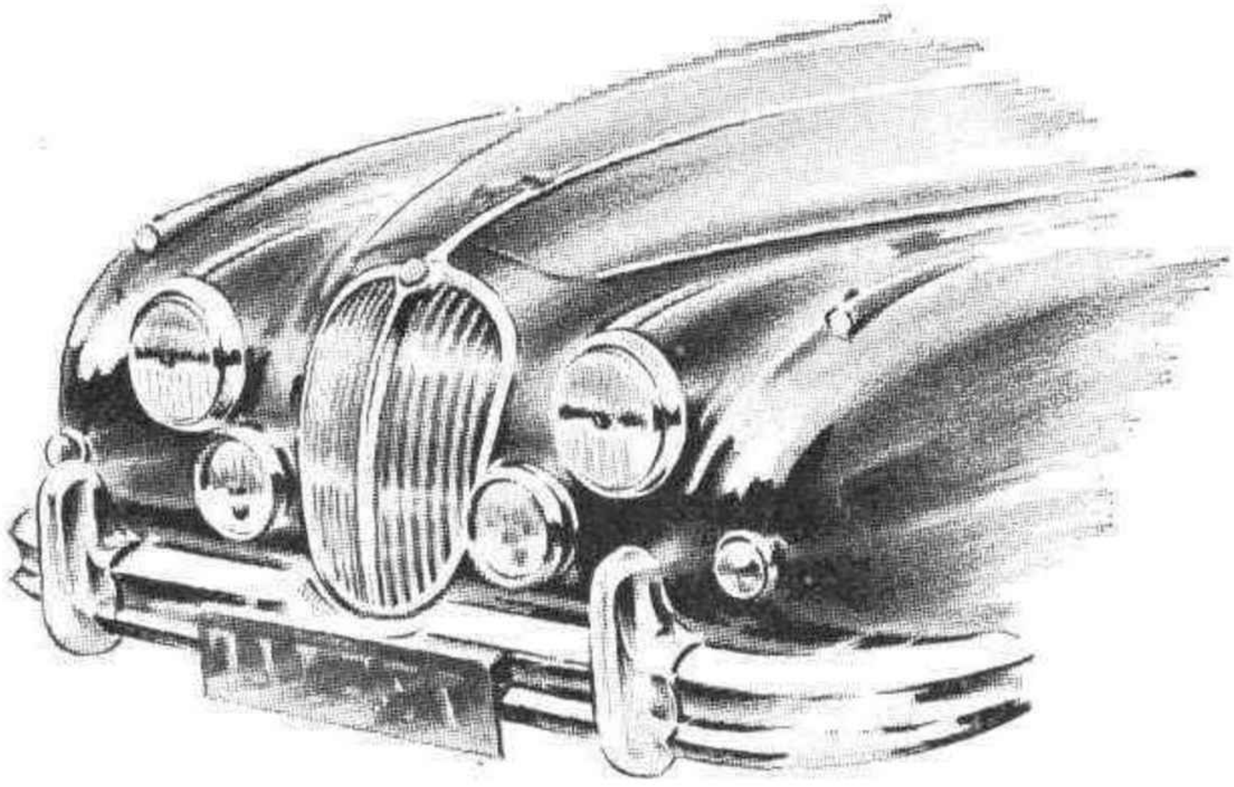
The steering wheel is exceptionally small and set low, entirely clear of the driver's line of vision. It is nicely finished, with under-rim finger holds and the Wolfsburg Castle emblem in its hub. It carries a neat half horn-ring, not entirely convenient to operate and occasionally apt to be indecisive.

Soft swivelling vizors are provided, but no vanity mirror. There is a fully adequate rear-view mirror. The doors shut "expensively," after a window has been opened to release air pressure, so well sealed is a VW. Three turns wind the windows down fully and guttered quarter-lights are provided, although the catches no longer have locking pips. The rear side windows open as vents. Cleverly-shaped arm-rests are fitted, which are both comfortable and constitute "pulls" for closing the doors. Each door has an elastic-topped cloth pocket, but the non-lockable cubby-hole is rather shallow. Its lid tended to stick shut and, in assisting it to open, the chrome trim strip along the top of the facia was found to be loose. The interior door handles are very neat, consisting of a small pull-out plated lever, with a smaller lever that, pushed in, acts as the lock. The external lock receives its key easily.

Access to the broad back seat, with central folding arm-rest, is facilitated by moving forward the squabs of the front seats and there is neat automatic locking of the squabs when the doors are shut.

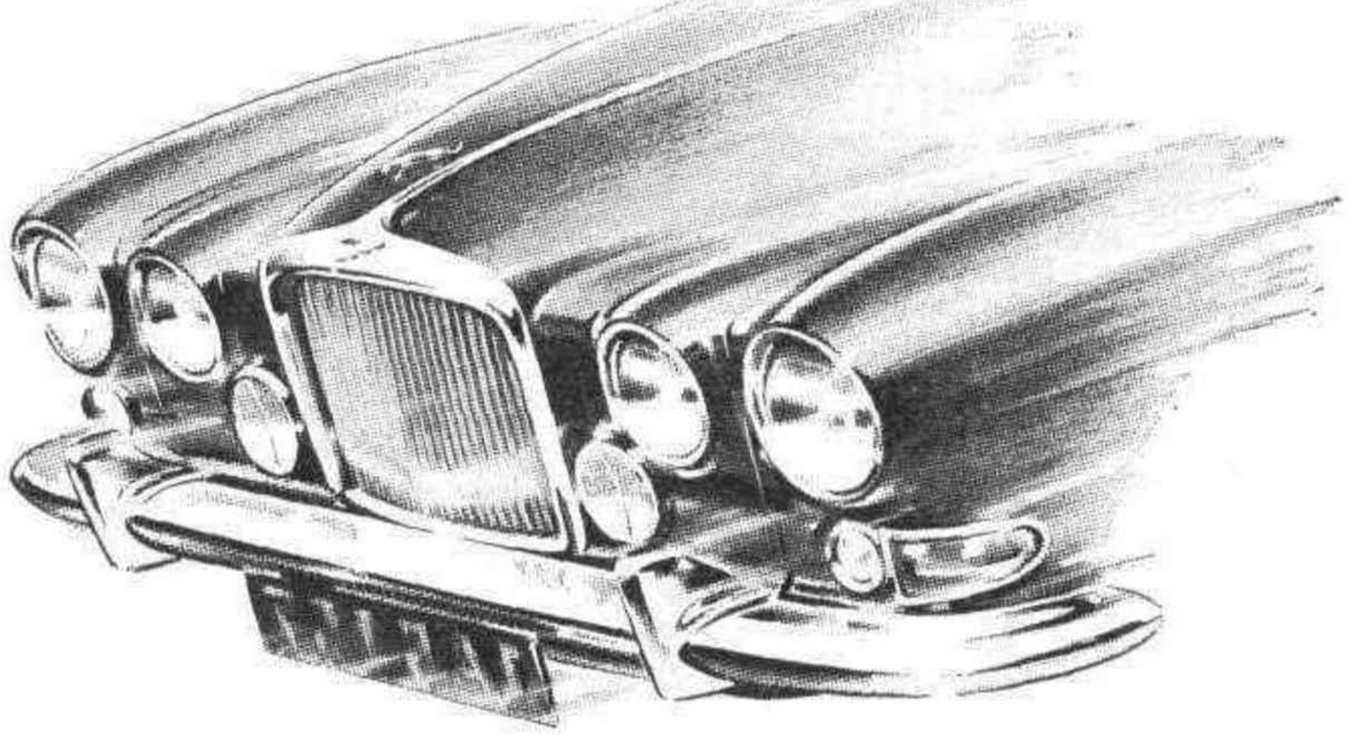
Evidence that a r.h.d. conversion has been made of a normally l.h.d. car is found in the presence of interior lamp and front bonnet-release button on the near-side of the car, while the thief-defeating release lever for the rear boot is built into the near-side door pillar (accessible, as on a Skoda, only when the door is open), when all these items would be more convenient if they were on the driver's side. Somewhat offset pedals may also be a legacy of bringing them over to the right. The interior lamp is operated by moving its glass and it is rather dim; courtesy action is also provided.

The rear boot lid opens and shuts nicely to disclose a shallow but very long stowage area and a filler-cap-cum-very-long-dipstick, labelled "Oel," for checking sump level without removing the floor panel that covers the almost impossibly-compact power unit. This panel is easy to remove completely, or it can be clipped up, revealing the new 1,493-c.c. engine with its re-positioned cooling fan. The front boot lid lifts from the leading edge, to expose further, very reasonable luggage space, the petrol filler (no longer of unusually large size) also and the almost vertically-mounted spare wheel, and tools.



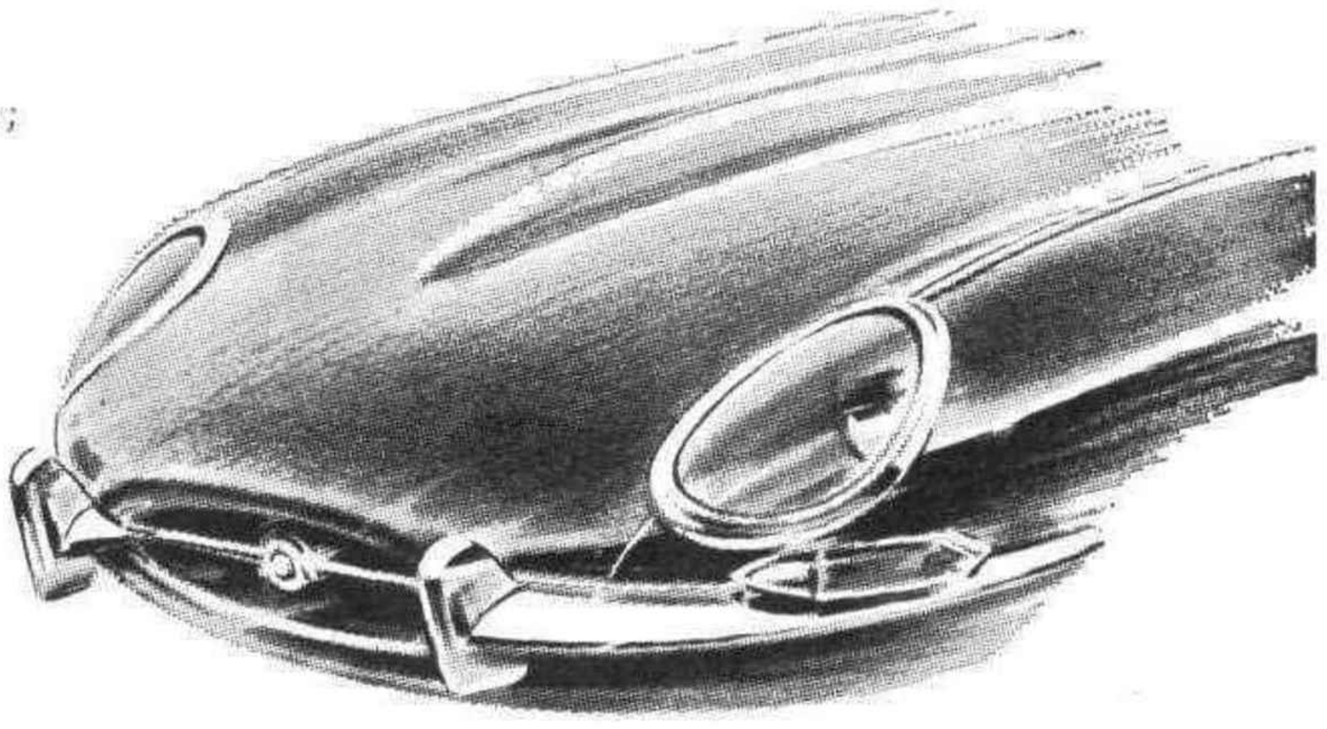
grace...

space...



pace

Three basic models constitute the Jaguar range;
the Mark 2, the Mark 10 and the "E" Type.
Each is endowed with its own individuality, each is
outstanding in its performance and, together,
they satisfy every requirement of those motorists
who, however diverse their needs, have a common
aspiration—to enjoy a special kind of motoring
which no other car in the world can offer.



JAGUAR

LONDON SHOWROOMS 88 PICCADILLY W.1.



What the VW 1500 looks like at close quarters. There are several hundreds in this country already.

Both boot lids remain up automatically. When the car is locked, both become thief-proof without their own locks but normal external locks could be fitted with advantage.

The conventional shape of the VW 1500 means that there is a small parcels' shelf behind the back seat. It also means that the car is mistaken for a Ford Popular, or similar, so that beetle-drivers invariably fail to return your friendly lamps-flash and petrol-station attendants search the back of the car for a fuel filler!

The facia incorporates a neat inbuilt grab-handle and a pull-out ash-tray, repeated on the sides of the rear compartment. The wheel arches intrude to some extent on front floor space and the pedals, on first acquaintance, seem inconveniently high off the floor. This impression is soon forgotten and the treadle accelerator is convenient. For those who anticipate looping-the-loop and wish to emulate aviators VW provide proper safety-belt anchorages.

Driving the VW 1500

The characteristics of the new VW are exactly like those of the 1,192-c.c. model in most respects and therefore need no qualification of praise in these pages. There is, however, much improved performance, this enhanced acceleration and speed enabling the VW to more than hold its own in fast traffic. Third gear is particularly useable, to a speedometer maximum of over 60 m.p.h., when the engine, although turning over fast, still seems, as it is, virtually unburstable.

It is difficult to describe the charm of the VW 1500, but this is bound up with very brisk " step off " and easy acceleration higher up the speed-range, so that in effortless fashion this compact but comfortable car gets through traffic and sets up cross-country averages seemingly better than other cars the actual performance figures of which are better. Certainly there is a sense of great security in driving the VW close to its limit, and so easily and quietly does it run that such progression becomes habitual, without bringing in its train any driver or passenger fatigue in a full-day's motoring.

The makers claim a top *and* cruising speed of 78 m.p.h., which can be exceeded under favourable conditions. A high top gear and very " over-square " engine is obviously a contributory factor to the car's lack of effort, and in towns 3rd gear is required to avoid transmission snatch—the gearbox is such a delight to use that this can be set down as an advantage rather than otherwise, especially as 3rd gear is about as quiet as top. The more effective heater and fresh air supply contribute much to the comfort and serenity of the occupants, and, of course, the heater is completely silent.

Another noticeable aspect of the VW 1500, complementary to the increased performance, is the revised road-holding. Pronounced oversteer has changed to noticeable understeer, until extreme cornering speed is reached, and roll is reasonably well restrained. The tubeless Dunlop B7 tyres do not protest under high loadings and grip well.

The steering, geared rather more than 2½ turns, lock-to-lock, is no longer the feather-light steering of earlier VWs but it is by no means heavy, even for parking, and is quick and accurate. Transmission of front-wheel movement rather than kick-back is felt, but no vibration.

Suspension, torsion-bar independent all round, is firm, so that rough roads generate some up-and-down movement, but actual shocks are well absorbed, in which the excellent seats assist.

The clutch pedal has rather a long travel and harshness is sometimes unavoidable when starting uphill. The brakes do not feel particularly powerful but as experience of the car grows they are appreciated as good if not outstanding, although needing firm pressure and tending very slightly to pull to the near-side.

The screen-wiper blades were not 100% efficient; the washer was, but its fluid froze in the winds of March. It is of an ingenious type, pressurised to 36 lb./sq. in. with the tyre pump. Both it and the brake reservoir are transparent. Early in the test the speedometer failed, the needle sticking between 30 and 40 m.p.h., but the mileometer continued to function. There seemed to be a slight carburation flat-spot, as the engine would pick up with a vicious jerk from low speeds. The automatic choke gave fairly quick starting even in very cold weather and normal idling revs were soon achieved. I was asked to use Super but not 100-octane

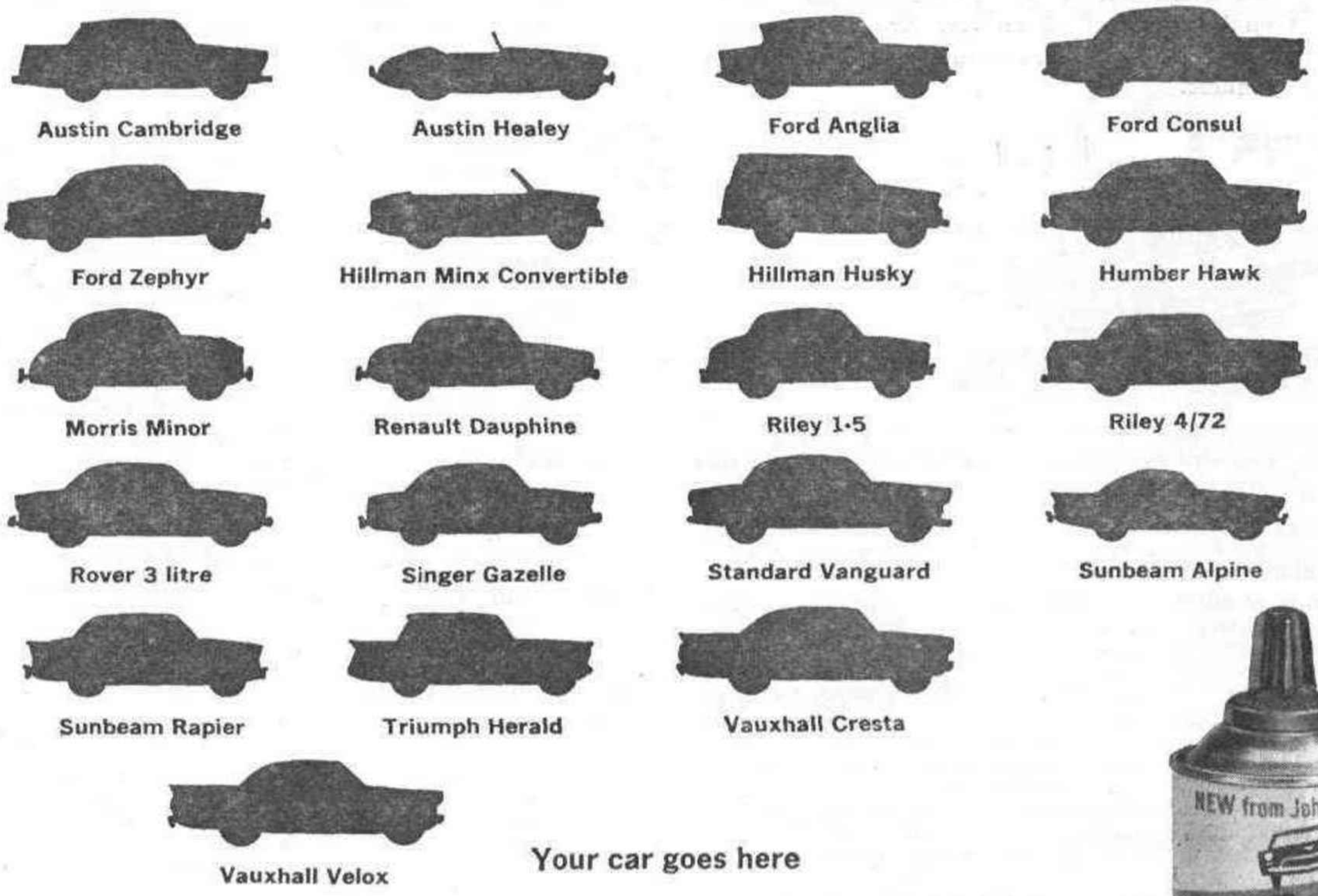
Continued on page 360





LUGGAGE SPACE FRONT AND BACK.—On the left the front luggage boot of the VW 1500, showing spare wheel stowage and fuel filler (the gallon petrol can indicates the depth of the boot). On the right is the deep if shallow rear boot, under the floor of which lies the compact 16-in. high air-cooled flat-four power unit. Oil can be replenished without lifting the floor, through the filler-cum-dipstick in the foreground.

Will your car be worth 10% more at the end of the year?



Cars like these are valuable investments. Investments that need bodywork protection—the solid wax protection of Johnson's One Step and Instant One Step.

Let's take an example.

The standard trade price for your 1960 A55 is £550*. But for a car in above average condition this could rise to as much as £605*. Car care increased the value by 10%*

**Average trade prices at January, 1962.*

A product of JOHNSON/S WAX research.



One-Step 5/6d and 10/- sizes and Instant One-Step. Available from garages, accessory dealers and Halfords everywhere.

One-Step—the easy to use solid wax/shield protection

Motor Sport—Readers' Car Survey
(Part 2)

With part two of our readers' car survey we report on the Ford Anglia, the Austin-Healey 100 and 3000, the Renault Dauphine and the Austin-Healey Sprite. Unfortunately, due to pressure on space, we have had to omit the Triumph Herald this month but it will be included in the June issue. On pages 316 and 317 we publish some remarks made by representatives of the manufacturers of the VW, the Triumph TR2 and TR3 and the B.M.C. Mini twins, together with some of the more interesting letters we have received from readers on the subject of this Survey. Also on page 343 is a table showing the growing totals of petrol and oil users. This will be added to month by month to give an authoritative guide to the brands of petrol and oil used by readers.



Ford
Anglia
105E

Is service satisfactory? 70.5% of Anglia owners reported themselves satisfied with the service offered, 16.1% were dissatisfied, and 6.5% carry out their own servicing. With Ford's long reputation for good service and cheap spares one might have expected a larger degree of satisfaction with the service, but many people seem to feel that with the growth of trade, workshop service and skill has deteriorated and become too impersonal.

If car is modified give brief details. Quite a variety of modifications have been made to the Survey Anglias. 2.9% have fitted the tuning kit offered by the Ford Motor Co., whilst 2.6% have fitted anti-roll bars of varying types. Carburetter modifications are most popular, 2.0% fitting S.U.s, 1.8% Solex, 0.8% Webers, 0.6% Zenith, and 1.8% have fitted different jets in the standard carburetter. Modified exhaust systems have been fitted by 3.1%, 2.7% have added the Servais silencer and 1.4% the Burgess silencer. Modified camshafts have been fitted by 2.0% cylinder-head modifications carried out by 3.9%, and stronger valve springs fitted by 1.4%. The crankshaft from the 1,340-c.c. Classic has been fitted to 0.2% and complete Classic engines to 0.2%. The Shorrock supercharger has been fitted to 0.6% and copper lead bearings to 0.6%, although not necessarily the same 0.6%! A sports coil is fitted by 1%, lowered suspension by 0.8%, anti-tramp bracket by 0.2%, lower axle ratio by 0.2%, rev.-counter by 0.2%, Koni dampers by 0.6%, extra instruments by 1.6%, Peco boosters by 1.6%, Norton spark intensifiers by 0.4%, and 0.4% have fitted full Group III Appendix " J " engines tuned to Formula Junior standards. Wow! 1% have moved the driver's seat position, whilst of those that mention the name of a particular conversion, Mangoletsi is mentioned by 1% and Derrington by 0.4%.

ENGINE 21.2% reported that they had suffered no engine trouble. One of the most common complaints was of a carburetter flat-spot, 13.9% complaining of this trouble, and a number of people remarking that the carburetter had been replaced free of charge, although this had not always offered a cure; some drivers getting three or four new carburetters. The timing-chain has also caused a good deal of trouble, 12.4% having the chain tensioner replaced, most of them with a modified type. The timing-chain itself has been replaced on 7.1%. The water pump seems to have suffered more than its fair share of troubles, 8.2% requiring replacement, whilst more serious troubles, such as main or big-end bearing failure, were suffered by 2.9%, burned valves by 6.7%, tappet trouble, mostly due to soft threads, by 3.1%, broken crankshafts by 0.8%, damaged camshafts by 1.6%, broken oil pumps by 3.1%, piston trouble by 2.5%, thermostat trouble by 2.9%, and broken fan belts by 2.2%.

As this engine has been in service such a short time major overhauls have been rare; 0.6% have had major overhauls, 0.6% have had replacement engines, 1.2% have fitted new cylinder blocks and 0.4% have had replacement cylinder heads. A number of other minor problems have arisen but do not seem to be at all general. These replacements include broken dynamo brackets by 0.4%, sticking and dropped valves by 0.8%, water hoses by 3.1%, broken con.-rods by 0.4%, broken rocker arms by 0.8%, engine mountings by 0.4%, throttle linkage by 0.8%, broken fly-wheel by 0.2%, distributor skew gear by 0.2%, fan-belt pulley by 1%, exhaust pipe by 0.4%, silencer by 0.2%, various gaskets, mainly cylinder head, by 9.6%, petrol pump by 1.2%, oil leaks by 3.5%, damaged oil seals by 1.2%, radiator troubles by 0.4%, whilst 2.2% complained of poor starting, 0.8% of roughness and 4.3% of excessive noise.

CLUTCH 72.3% reported that they had suffered no major troubles with the Anglia clutch. General complaints were stiffness (0.8%), judder (3.3%), slipping (1.8%), and oil on clutch (2%), although of course some of those who remarked on clutch slip may well have oil on the plates. 2.8% have replaced clutches at mileages between 2,000 and 30,000, although the average seems to be around 14,000. Master cylinder troubles were experienced by 2.8%, slave cylinder by 0.8%, hydraulic leaks by 2.4%. The centre plate has been replaced by 1.2%, the thrust bearing by 0.8% and springs by 0.4%. 5.1% remarked that the thrust bearing squeaked on engagement.

GEARBOX 70.4% expressed satisfaction with their gearbox. Few real troubles were reported but 8.8% felt that the box was too noisy, 6.1% remarked that gear selection is difficult or that the lever jumps out, 1.6% reported on gearbox vibration, 1.4% on stiffness and 1% on roughness. Of actual faults, 1.6% have had replacement gearboxes, 2.0% have had individual gears replaced, broken shafts were suffered by 0.4%, and various bearings by 0.6%, slip rings by 0.4%, oil seals by 2.4% and other oil leaks by 0.6%. The synchromesh on one or more gears was replaced by 4.3%.

BRAKES 49.2% had no trouble with brakes. General complaints concern grab, pull and snatch, which were reported by 5.3%, the phenomenon usually occurring when the drums are cold. 7.6% remarked that the brakes are noisy, either squealing or squeaking on application, and 3.5% report that the drums let in water too easily, the rear drums apparently being the most susceptible. Brake relining has been carried out by 30.6% at mileages varying between 4,000 and 35,000, but the vast majority seem to have been changed between 10,000 and 20,000 miles. One general complaint was that frequent adjustment was required. 3.5% remarked on this, while 3.1% reported that their brakes faded.

Brake drums were replaced by 1.8%, scored drums by 2.4%, and oval drums were skimmed by 0.4%. The handbrake cable stretched on 1%, the cotter failed on 0.2%, and a rod broke on 0.2%.

STEERING 68.2% suffered no steering troubles. The most prolific complaint concerns wheels being out of balance, 11% mentioning that steering shimmy could only be cured by balancing. In addition, 1.6% remarked on judder, 1.8% on vibration and 2.5% on wobble—no doubt wheel balancing will effect a similar cure for these people. Noises from the steering-box were mentioned by 0.8%, leaks from box were reported by 0.6%, and new steering-boxes were fitted by 0.6%. 0.6% remarked that the toe-in was wrongly adjusted and a further 0.8% that the wheels became

misaligned in service. Other troubles are relatively minor, including cracked steering wheels by 0.6%, steering-idler troubles by 1%, new sector shaft on 0.4%, and steering column replaced by 0.2%.

SUSPENSION No trouble was experienced by 70.6%. Actual faults were usually rather minor, 1.8% of wheel bearings being changed, 0.8% of dampers being replaced, whilst 0.6% reported damper leaks. Excessive noise was mentioned by 2.4%, tramp by 1.4%, rear axle hop by 3.1% and softness by 3.5%.

INSTRUMENTS 67% reported no trouble with instruments. As seems most usual with instruments, the speedometer proved the most unreliable, 6.3% of speedometer cables being replaced and 11.3% of speedometer heads being changed. Of the remainder 7.3% of petrol gauges failed, 3.3% of temperature gauges, 1% of oil-pressure warning lights, 0.6% of dynamo warning lights and 1% of odometers, whilst 2.3% considered that the car possessed insufficient instruments.

ELECTRICAL 21.4% suffered no electrical trouble at all. There have been numerous electrical troubles with the Anglia but several failures have often resulted from one particular fault, for there are no fuses on this car and a number of fires in the wiring harness have resulted from this; in fact, 5.1% reported this fault. Some of the 6.5% of battery failures and 3.5% of dynamo failures in less than 2½ years may well be attributable to the fact that the automatic voltage control was set incorrectly on delivery or burnt out in service on 4.9% of the survey cars. A number of bulb failures were attributed to the fact that water seeped into the number-plate light and brake-light housing. Starter motor failures were suffered by 3.3%, distributor by 1.4%, door courtesy light switch by 8.4%, heater by 1.4%, heater fan by 1.8%, dip-switch by 6.9%, horn by 1.8%, and coil by 0.8%. The windscreen-wiper motor failed on 7.9%, the winking indicators on 17.5%, and ignition switch on 1.8%.

FORD ANGLIA

"No fuses fitted. Tail lights shorted out, burning the headlining as well as the wires."

"Voltage control shorted at 3,000 miles, burning out dynamo and wiring, which was repaired under guarantee. At 14,000 miles complete wiring loom had to be replaced following burn out. Cause unknown."

FINAL DRIVE 73.2% suffered no actual troubles with the rear axle. Of general complaints 12.5% mentioned excessive noise, 2.4% mentioned a clonk on take up, 2.9% mentioned play, and 3.9% reported whine. Oil seals were replaced on 1.4% and the crown-wheel and pinion on 2.2%. Otherwise the rear axle seems to have been extremely reliable.

BODYWORK 23.2% had no faults to find with the bodywork of their cars. The most serious fault and also the most common is the breakage of a small spring in the door locks, which often allows the doors to fly open. This was reported by 26.1%, and many mentioned that the spring is worth 4d. or 6d. but that the garage charge to repair the lock runs from 12s. 6d. to over £1. The next most common complaint was the ingress of water into the interior, 22.3% reporting this defect. The water appears to find its way through in several places but the windscreen surrounds seem to be the main culprits. The poor standard of chromium plating is reported by 14.9%, and 12.9% mention poor paintwork, many of these having had partial or complete resprays carried out, whilst a further 11% specifically mentioned rusting of the body-

FORD ANGLIA

"Both door locks have had four or five failures. Patches of rust."

"Five new door catches, carpets never stay in place, rust on chrome, doors out of line."

"Usual British Racing Rust finish."

"Both door lock and window winders failed before 20,000 miles. Quarter-lights allow water to pour through."

work. The window winders came in for a good deal of criticism, 10% having trouble with these, many people remarking that the windows jam when wet. Broken boot hinges were suffered by 3.9%, door pulls by 4.9%, rubber door seals by 2.9%, whilst 5.9% mentioned that trim panels fall off and 2% that external badges come off too easily. 8.4% reported that the doors dropped and became difficult to close, and 2.9% suffered from split seats or broken seat springs. Broken door check straps were reported by 1.5%, glove-box lids by 1%, whilst 2.8% mentioned that they considered the bodywork was too thin.

OTHER SERIOUS DEFECTS Few troubles which have not already been mentioned were brought out in this section, but 4.5% commented on the carburation flat-spot, 1.6% on the short exhaust system life, 1% on wheel bearings, and 1% on insufficient seat adjustment, while 0.8% expressed their regret at the lack of a starting handle.

TYRES Fords supply several makes of tyre as standard equipment, so the range of tyres are more evenly distributed than on some makes. 31% have Goodyear tyres, 25.2% Firestone, 10.6% Michelin, 7.9% India, 6.3% Dunlop, 3.5% U.S. Royal, and 1.4% Avon.

Would you buy this car again? Yes, 71.2%. No, 28.8%.

The following cars were named by those who said they would not buy a Ford Anglia again :

Not yet certain	5.7%	Morris	0.4%
VW	4.7%	Citroën	0.4%
Austin (various)	2.6%	Saab	0.4%
Mini Minor	2.4%	Ford Consul	0.4%
Hillman	2.2%	Turner	0.2%
Triumph	2.0%	Fiat	0.2%
Vauxhall	1.8%	Volvo	0.2%
Any Continental car	1.4%	M.G.	0.2%
Sunbeam	1.0%	T.V.R.	0.2%
Peugeot	0.6%	Alfa Romeo	0.2%
Riley	0.4%	Wolseley	0.2%
Jaguar	0.4%	Simca	0.2%
Morgan	0.4%	Lotus 7	0.2%



Austin-Healey 100 and 3000

Is service satisfactory? Yes, 50%. No, 36.4%. Most British owners seemed to be well satisfied with service but a few foreign owners mentioned that factory-trained mechanics ought to be in attendance. 13.6% of owners carry out their own servicing.

If car modified give brief details Of the Austin-Healey 100 models, which represent 59% of the total, 10.6% have been fitted with the full works Le Mans modifications. Other modifications have not been made in large quantities, presumably because most people consider that the Healey is fast enough in standard form. A shorter exhaust system terminating in front of the rear wheels is most popular, being fitted by 7.6%, whilst the Rudd suspension has been fitted by 3.1%. On the engine 3.1% have fitted high-lift camshafts, 4.5% have modified the cylinder head, whilst a further 3.1% have raised the compression ratio. Larger carburetters have been fitted by 3.1%, and balanced crankshafts by 3.1%.

ENGINE Both the 4-cylinder and the 6-cylinder engines appear to have been quite reliable, the only replacement recurring in any quantity being big-end bearings on 9.1% and replacement water pumps on 7.6%. New rings have been fitted on 4.5%, and a further 4.5% have been given a rebore.

CLUTCH On the Austin-Healey 100 models the clutch-operating rod has failed on 25.6%, mainly due to its proximity to the ground. The later 3000 models having hydraulic actuation do not suffer this problem. Clutch overhauls have been carried out on 16.6% at varying mileages.

GEARBOX The gearbox is not the best feature either of the 100 or the 3000 model. The earlier BN1 and BN2 100 models have a 3-speed gearbox which is available with overdrive, and hard driving usually causes fairly rapid wear in this box. However, the 4-speed box does not seem to be a great improvement. Of the total 30.4% have required replacement or overhauled gearboxes, failures in mainshafts, layshafts and the pinions being fairly evenly distributed.

> *"Blew-up—circlip broke, causing seizure, at 10,000 miles. Gear-changing rough on new box."*
>
> *"Bottom layshaft broke up at 9,700 miles. B.M.C. would not supply new gearbox without overdrive unit, which was O.K."*
>
> *"Virtually disintegrated at 14,200 miles."*
>
> *"Had to be completely replaced at 1,500 miles."*

BRAKES Very little actual trouble seems to have been discovered on either model. Those with drum brakes all round hanker after the front discs of the 3000 model as the stopping power is not up to 100-m.p.h. motoring. Those with discs seem to have had some bothers with rapid pad wear and disc scoring, but most of these people have fitted the dust shields which are now being offered. Pad and lining life now seems to average better than 20,000 miles.

STEERING Most people appeared to be quite happy with the steering, only the normal replacements due to wear being necessary. The steering side rod was replaced on 6.1% but king-pin and swivel-pin replacements occurred mostly at high enough mileages to be considered as normal wear and tear.

SUSPENSION The rear leaf-springs seem to weaken and break after longish mileages for 19.7% of the survey cars suffered from this problem in one or more of the rear springs. Some people took the opportunity to modify the suspension when the breakages occurred by fitting the Rudd conversion or a different make of shock-absorber, usually the Koni. Shock-absorbers have been changed because of failure on 6.1% of the Survey cars.

INSTRUMENTS The petrol gauge has proved to be the most inefficient of the Austin-Healey instruments, 27.3% requiring replacement on all models. The speedometer required replacement on 12.1%, the temperature gauge on 3.1%, and the oil-pressure gauge on 3.1%. Several people remarked on the lack of an ammeter, which they consider essential for a car of this class.

ELECTRICAL The fuel pump, which failed on 18.2% of the survey cars, was the most troublesome of the electrical accessories. The overdrive solenoid switch, which seems to fail on whatever type of car to which it is fitted, was replaced by 7.6%. The battery on the large Healey model seems to have a satisfactory life.

REAR AXLE The rear axle seems to have been most reliable, the only complaint recurring in any quantity being of excessive noise at some speeds, but of actual failures there have been very few indeed, only isolated cases of half-shaft and panhard rod failure being notified.

BODYWORK Some complaints were made of water leaks, mainly into the floor area around the driver's and passenger's feet. This was mentioned by 7.6%, whilst rusting of various parts, mainly the areas below doors, was mentioned by 9.1%. Poor chromework was reported by 4.5% and poor paintwork also by 4.5%.

OTHER SERIOUS DEFECTS The exhaust system came in for a good deal of criticism here, but this is mainly due to the poor ground clearance of this model which causes the silencer to hit the ground sometimes. The poor ground clearance was also criticised separately by 12.1%, some of these suffering cracked sumps because of this fault. The only other fault mentioned in any quantity was the looseness of spokes in the wire wheels which occurred after prolonged periods of hard driving. This was reported by 7.6%.

TYRES Dunlop tyres are fitted to 57.6% of Healeys, Michelin to 27.3%, Avon to 3.1%, Goodyear to 3.1%, Firestone to 1.5%, Davies to 1.5%, and Trelleborg to 1.5%. Tyre life of Healey owners varies considerably due to the make fitted and the type of driving, varying from 8,000 to over 50,000 miles per set.

Would you buy this car again? Yes, 72.8%. No, 27.3%.
Of those who would not buy the large Healey model again the following cars were named as the successor :

Jaguar (XK and E-type)	9.3%	M.G. (M.G.-A) ..	1.7%
VW (1,192 c.c.) ..	4.8%	Rochdale (Olympic) ..	1.7%
Triumph (TR3 & TR4)	3.2%	Alfa Romeo (Giulietta)	1.7%
Volvo (122S and P1800)	3.2%	Not certain	1.7%



Renault Dauphine

Is service satisfactory? 73% expressed satisfaction with Renault service, 21.3% expressed dissatisfaction and 5.7% carry out their own servicing.

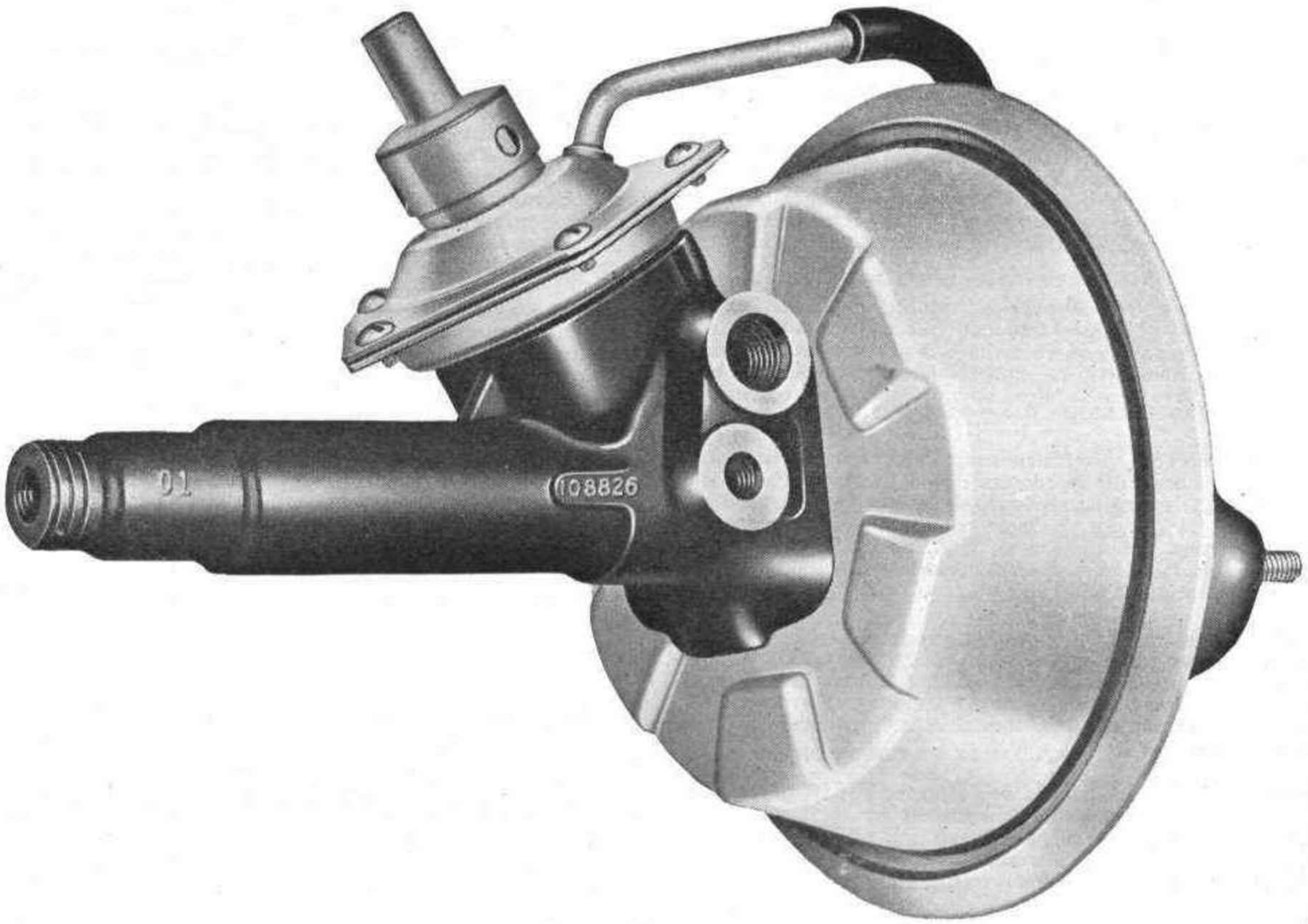
If car is modified give brief details. The most popular modification to the Dauphine is the fitting of a modified exhaust system. The exhaust was modified on 15.8% of the Survey cars, the Abarth system being most popular. A different silencer has been fitted by 5.7%. Carburetter modifications have been carried out by a number of people, 1.7% having fitted single S.U.s, and 5.7% fitting twin-carburetter layouts, S.U.s being the most popular. Cylinder-head modifications have been carried out by a further 2.8% having the compression ratio raised. The suspension has been lowered on 4.5%, Ken Rudd being responsible for most of these. A modified camshaft has been fitted to 2.3%, valve springs to 2.3% and modified shock-absorbers to 1.1%.

ENGINE 52.5% of Renault Dauphine owners have had no engine trouble. The Dauphine engine appears to have suffered a number of minor troubles rather than a few serious ones. However, 7.9% of engines required replacement pistons at fairly low mileages, the highest mileage mentioned being 37,000. Several other readers remarked on piston slap. In view of the fact that the automatic choke was given as a cause of trouble by 5.1% this may well tie in with the piston replacements, as excess petrol may have been washing down the cylinder walls. Cylinder-head gasket replacements were fairly frequent at 7.9% and the water pump gasket was replaced on 10% of the Survey cars. The fibre timing pinion failed on 8.5%, the water pump was changed on 2.8%, the crankshaft broke on 2.8%, the big-ends were changed on 1.7%, fan belts on 3.4%, exhaust valves on 3.4% and inlet valves on 1.7%.

CLUTCH 76.9% of Dauphine owners suffered no clutch trouble. With this high percentage of satisfied owners it is obvious that few troubles have been encountered. Breakage of the cable has been encountered by 6.2% which is a better percentage than the cable-operated VW clutch. One or two drivers have converted to hydraulic operation. Those with the Ferlec automatic clutch seem to be quite satisfied, although minor electrical faults which appear to be expensive to repair have marred some owners enjoyment. One or two comment that the automatic choke causes the Ferlec clutch to creep on initial starting. Clutch slip has been experienced by 3.9%, 2.8% have replaced the thrust race, and 8.5% have required complete overhaul.

GEARBOX 75.2% have had no gearbox trouble. Although not a fault, 11.3% have commented that the gearbox is too noisy while 4.5% remark on the rather poor change and 3.9% criticise poor synchromesh. However, of actual troubles, only 2.8% have required replacement of one or more gears and 1.7% have required new bearings.

BRAKES No trouble was experienced by 55.4% of Dauphine owners. The most criticised aspect of the Dauphine brakes was



Lockheed 5½" power-braking unit.

Power Braking–made by Lockheed to make driving easier for you

Lockheed power braking is for every motorist who has ever wished for an extra edge of speed-control in traffic—or for effortless braking. It's for drivers whose brakes and whose car-control are already good. Power-aided brakes respond firmly and smoothly to the merest touch of the pedal. You enjoy easier driving, less tension, less fatigue. Thousands have found they can't help being better drivers with Lockheed power braking. Fitting is simple. Ask at your garage. PRICE £13—plus fitting charge dependent on type of car. Available for cars with hydraulic brakes.

REGD. TRADE MARK
LOCKHEED
POWER BRAKING

AP AUTOMOTIVE PRODUCTS GROUP
Makers of Borg & Beck clutches, Lockheed brakes & hydraulic equipment, Purolator filters, Thompson steering joints—and components for aircraft, ships and industrial applications.
AUTOMOTIVE PRODUCTS COMPANY LIMITED · LEAMINGTON SPA · Export Division: Automotive House, Great Portland Street, London, W.1

the subject of grabbing. This seems to be most apparent when the drums are cold but 20.9% felt strongly enough about brake grab to mention it. Some owners have had the linings replaced by a different type under guarantee so presumably Renault are well aware of this fault. Brake lining life appears to be fairly low, an average mileage being around the 25,000 mile mark. Comments on brake fade were made by 5.1% and on too frequent adjustment by 2.8%.

STEERING 93.8% of Renault owners had no steering troubles. Apart from king-pin replacements 1.7% and bushes 1.7%, there has been little trouble with the Dauphine steering. However, there were one or two comments on the low geared steering and several readers mentioned that they had fitted the Rudd higher geared steering box.

SUSPENSION No suspension trouble has been experienced by 66.1%. The most frequent replacement has been to the shock-absorbers, 15.3% of which have required renewal at mileages varying from 5,000 to 40,000. Various suspension bush replacements have been required by 7.9% and wheel bearings by 2.4%.

INSTRUMENTS No instrument trouble was experienced by 72.3%. As is usual the speedometer cable was the main cause of complaint, 9% requiring renewal. The speedometer head was replaced on 3.4% and 5.7% remarked that the speedometer was becoming noisy, indicative of an impending failure. The fuel contents gauge failed on 7.9%, the rev-counter cable on 1.7%, and the water temperature gauge on 1.7%.

ELECTRICAL 52.5% had no electrical failures. The poor headlamps were criticised by some and 6.8% have fitted new headlamps to give better illumination. Other failures include windscreen wiper motor 6.8%, dynamo 5.7%, horn 3.9%, starter 2.8%, contact breaker points 2.8%, indicators 4.5%, heater 2.3%, and faulty wiring 2.3%.

FINAL DRIVE No failures were reported by 82% of Dauphine owners. Excessive noise was mentioned by 10.7% but actual failures were limited to 2.8% of oil seals, and 1.7% of drive shafts, needle roller bearings and universal joints. Otherwise the gearbox/final drive appears to be extremely reliable.

BODYWORK 42.4% of Dauphine owners had no trouble with the bodywork. The bodywork of the Dauphine is probably the most criticised part of the car, for many people remarked on the thin gauge of metal used and the ease with which panels could be dented. Premature rusting was mentioned by 22% whilst 22.6% reported on poor chromium plating. Water leaks into the interior were mentioned by 8.5% and 5.1% suffered from defective door locks.

RENAULT DAUPHINE

" Body metal very thin, buckles if leant against."

" Bodywork very fragile and rust prone. Underseal fails to prevent rust."

" Numerous body leaks, paintwork poor and rust has to be checked on frequently."

" Red paintwork blotchy after 12 months."

" Windscreen leaks from new with no cure. Paint nearly all flaked off 2 years ago. All body seams rusted through and chrome pitted."

" Worst feature of car. Makers do not paint between wings and body, hence rust in all joints. Rust under chrome rubbing strips and underseal peeling off."

" Bodywork too thin. Dents caused by hands around door handles. Showing signs of rust at joints."

" No defects but very light and easily dented. Paint poor. This is my third Dauphine and all have leaked badly."

OTHER SERIOUS DEFECTS Although a number of items were mentioned under this heading they were mainly repeats of failures in components which had already been dealt with. Unbalanced wheels were mentioned by 2.8%, poor upholstery by 2.3% whilst 1.7% mentioned that the steering and roadholding was poor!

TYRES The Michelin " X " tyre is most popular wear on the Dauphine, no less than 87.6% using this make. Mileages in excess of 20,000 miles seem quite common with these tyres. Dunlop tyres are used by 3.4%, Englebert by 1.7%, Firestone by 1.1% and Kleber Colombes by 0.6%.

Would you buy this car again? Yes, 58.8% No, 41.2%

This is the first model we have dealt with where, under certain circumstances, more owners said they would not buy the car again than those who said they would. The above percentages under the " Yes " answer include 9.1% who would buy only the Gordini version in the future. If these are transferred to the " No " section then 50.3% would not buy the Dauphine again and 49.7% would. Of those who said they would not buy a Dauphine again the following makes were mentioned :—

VW	9.6%	Simca	0.6%
Gordini-Dauphine	9.1%	Morris Minor 1000	0.6%
Austin Mini	4.5%	D.K.W.	0.6%
Citroën	2.3%	Austin A.60	0.6%
Saab	2.3%	Morgan	0.6%
Vauxhall Victor	2.3%	Hillman	0.6%
Triumph Herald 1200	1.7%	Volvo	0.6%
Ford (various)	1.7%	Rover	0.6%
M.G.	1.7%	Bristol	0.6%
Fiat	1.2%	T.V.R.	0.6%
Ford Anglia	1.2%	Jowett	0.6%
Sunbeam	1.2%	Rolls-Royce (vintage)	0.6%
Mini-Cooper	0.6%	Peugeot	0.6%
Alfa Romeo	0.6%		



Austin-Healey Sprite

Is service satisfactory? 65.2% of Sprite owners expressed satisfaction with service, 17.4% were dissatisfied, and 9.2% carry out their own servicing.

If car is modified give brief details Replacement of the standard exhaust system is the most popular modification for the Sprite, 18.4% fitting a modified type, whilst 4.3% have attached a new silencer to the standard exhaust system. On the engine, 5.9% have modified the cylinder head, 5.3% have raised the compression-ratio, 5.3% have fitted stronger valve springs, 6.3% have fitted high-lift camshafts, 2% have changed pistons for a high-compression type, 3.6% have fitted different models of S.U. carburetters, and 0.7% have lightened the flywheel. The full Sebring engine has been fitted by 1.3% and a supercharger by a further 1.3%.

On the chassis side, 9.2% have added an anti-roll bar, 0.7% have modified the suspension, 1.3% have fitted different types of shock-absorber, 2.3% have added disc brakes, 1% have changed to wire wheels, and 1.3% have fitted harder brake linings.

ENGINE 53% of Sprite owners suffered no engine trouble. Like the Austin Seven and Mini Minor the Sprite engine seems to suffer a number of small troubles rather than serious defects. Oil leaks were reported by 10.9%, the main point of oil leakage being from the mounting of the external oil filter; broken oil pipes were suffered by 1%. Water leaks on the engine were mentioned by 2.6%, radiator leaks by 1%, burst radiator hoses by 2%, and water pumps were changed by 2.4%. Valves were replaced by 4.9%, valve guides by 1.3%, and valve springs by 2.4%. Big-end bearings were changed by 4.9%, pistons were re-ringed by 2.6%, new pistons fitted by 1%. Fuel pumps were changed by 2%, carburetters by 3%, exhaust systems by 2.6%, oil pumps by 0.7%, camshafts by 1%, timing chains by 1.3%, and crankshafts by 1%.

CLUTCH No clutch trouble has been experienced by 65.9% of Sprite owners. Replaced or fully overhauled clutches have been fitted by 16.2%, usually at relatively low mileages, 7.9% being changed below 18,000 miles. The thrust bearing has been changed on 4.6% and the master cylinder on 1%. Complaints of a general nature are levelled against the squeaking which this clutch often emits on taking up the drive; this was mentioned by 3.9%, and slipping clutches were reported by 2.3%.

GEARBOX Although 59.6% reported no actual mechanical failures with their Sprite, there was general dissatisfaction with this gearbox, both on the Mk. I and Mk. II models. Poor synchromesh was mentioned by 5.6%, stiffness by 11.8% and noise by 19.1%. Many people remarked that the box becomes noisy within a few thousand miles, especially when on the overrun in 3rd gear, whilst comments that 1st gear is difficult to engage were made by many people. Replacement gearboxes have been fitted by 5.3%, and broken teeth have been suffered by 1.3%, usually on 1st gear.

BRAKES No trouble has been experienced by 56.9%. A failing which seems common to many cars is the short brake lining life, 34.9% of the Sprites requiring relining and 15.5% having relined brakes below 20,000 miles. A general comment was that adjustment is required too frequently. Master cylinder replacement has been carried out on 4.9%, new drums on 1%, and hydraulic piping replacement on 0.3%.

STEERING The rack-and-pinion steering has been almost entirely trouble-free, 94.4% having no trouble at all. Only 1% have had the column replaced and 1.3% have remarked on poor alignment. Of the 1% who have found that the car pulls to one side most will probably find that attention to wheel balancing will cure the trouble.

SUSPENSION Trouble-free suspension has been encountered by 65.2% but 12.2% felt that the suspension is too noisy, 2.6% felt that it is too hard, and 3% mentioned that the suspension bottoms too easily. Of actual failures, 4.9% had to replace a rear spring, 9.2% changed shock-absorbers, 1% changed U-bolts, and 0.7% replaced wishbone pins.

INSTRUMENTS 39.2% had no instrument trouble. The most failures were recorded on the speedometer and rev.-counter heads, 20.7% of each being exchanged, whilst 14.3% of speedometer cables and 5.6% of rev.-counter cables required renewal, the drive gearbox of the rev.-counter cable being susceptible to seizing. The fuel gauge has been replaced on 9.2%, the water-temperature gauge on 7.5%, the oil-pressure gauge on 3.3%, and the dynamo warning light on 2.6%.

ELECTRICAL No electrical trouble was experienced by 49.7%. The battery has been changed on 15.2% of Sprites at varying mileages, although it should be remembered that the Sprite has been in production only since mid-1958. Horn failure was experienced on 8.9%, the ignition/lights switch failed on 6.9%, dynamo trouble was found on 4.3%, coil trouble on 3.9%, the wiper motor on 2.3%, distributor on 1.6%, and direction indicators on 1.6%.

REAR AXLE No rear axle trouble has been experienced by 70%. The most common complaint concerned excessive whine and backlash in the rear axle, many people mentioning a "clonk" as the drive is taken up. Oil seal failures were reported by 3.3%, broken half-shafts by 1.6%, broken crown-wheels and pinions by 1.6%, and exchanged rear axles by 2.3%.

BODYWORK No bodywork troubles have been experienced by 38.2%. The most serious complaint was against water leaks in various places. Body rust was complained of by 19.7%, the most vulnerable points being the sealing between wings and bonnet and the foot pans below driver's and passenger's feet. Poor chromium plating was mentioned by 11.2%, ill-fitting side-screens by 6.9%, body rattles by 4.6%, discoloration of the rear window by 1.6%, ill-fitting bonnet by 2.3%, poor door catches by 2.3%, and poor floor covering by 2.3%.

OTHER SERIOUS DEFECTS The water leaks into the interior were reiterated by 8.2% whilst 3% mentioned rusting. Leaking hoods were complained of by 2.3% and a leaking hard-top by 2%.

TYRES As Dunlop tyres are supplied as standard equipment they are fitted to 68.2% of the Survey cars, Michelin to 21.4%, Avon to 3.6%, Goodyear to 2%, and Firestone to 2%.

Would you buy this car again? Yes, 70.7%. No, 29.3%.

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

Mini-Minor	5.3%	Volvo	0.8%
Lotus	3.9%	Porsche	0.8%
VW	3.3%	Ford	0.8%
Triumph	2.6%	Simca	0.8%
M.G.	2.6%	Morgan	0.3%
Not certain	2.3%	N.S.U.	0.3%
Turner G.T.	1.3%	T.V.R.	0.3%
Sunbeam	1.3%	Skoda	0.3%
Jaguar	1.0%	Rover	0.3%
Saab	1.0%		

PETROL USED BY FORD ANGLIA USERS

Esso	20.8%	Cleveland	6.3%
Shell	17.9%	Regent	5.7%
B.P.	9.2%	Mobilgas	4.2%
National Benzole	7.7%	Anything	9.3%
Jet	7.3%		

OIL USED BY FORD ANGLIA USERS

Castrol	47.0%	Esso	4.7%
B.P.	14.7%	Mobiloil	4.3%
Shell	13.8%	Anything	4.7%

PETROL USED BY AUSTIN-HEALEY 100 AND 3000 OWNERS

Esso	29.2%	Mobilgas	3.1%
Shell	20.0%	Jet	3.1%
Cleveland	10.8%	Regent	1.5%
B.P.	9.2%	Anything	6.2%
National Benzole	4.6%		

OIL USED BY AUSTIN-HEALEY 100 AND 3000 OWNERS

Castrol	55.4%	Mobiloil	4.6%
B.P.	10.8%	Duckham	1.5%
Esso	7.7%	Anything	1.5%
Shell	6.1%		

PETROL USED BY RENAULT DAUPHINE OWNERS

Esso	23.7%	Cleveland	6.8%
Shell	16.9%	Mobilgas	4.0%
B.P.	14.7%	Regent	2.3%
Jet	7.9%	Anything	15.2%
National Benzole	7.4%		

OIL USED BY RENAULT DAUPHINE OWNERS

Castrol	38.4%	Esso	7.9%
B.P.	24.8%	Havoline	3.9%
Shell	10.2%	Anything	4.5%
Mobiloil	7.9%		

PETROL USED BY AUSTIN-HEALEY SPRITE OWNERS

Esso	22.7%	Jet	5.9%
Shell	17.4%	Regent	4.6%
B.P.	10.2%	Mobilgas	2.3%
National Benzole	8.9%	Anything	11.5%
Cleveland	8.9%		

OIL USED BY AUSTIN-HEALEY SPRITE OWNERS

Castrol	60.0%	Mobiloil	3.0%
B.P.	19.1%	Duckham	2.0%
Shell	10.0%	Anthing	2.0%
Esso	3.6%		

PERCENTAGES TO DATE

Oil		Petrol	
Castrol	53.4%	Esso	22.3%
B.P.	13.1%	Shell	16.5%
Shell	11.9%	Jet	9.3%
Esso	4.6%	B.P.	8.1%
Mobiloil	4.0%	National Benzole	8.0%
Havoline	1.7%	Cleveland	7.0%
Duckham's	1.5%	Regent	4.9%
		Mobilgas	3.5%
		Fina	1.1%

All other makes under 1%

RON FLOCKHART

It was with great regret that we learned of the death of Ron Flockhart in an air crash. He was preparing for an attempt on the Sydney to London record in a Mustang fighter. In a long motor-racing career, which commenced with a TC M.G. in 1949, he drove many of the foremost Grand Prix and sports/racing cars, driving such cars as Connaught, B.R.M., Jaguar, Tojeiro, Aston Martin, Lotus and Cooper. Perhaps his greatest successes were his two consecutive wins at Le Mans in 1956 and 1957 driving the Ecurie Ecosse D-type Jaguars. Director of a motor engineering business, Flockhart was aged 38 and leaves a widow, Gillian, to whom we offer our sincere condolences.

CONTINENTAL NOTES

NOW that the Grand Prix season has begun it is worth casting a look at who is driving what, so that the alarums and excursions of the winter can be ignored. Taking Ferrari first, as they won the first F.1 race, we see that the Grand Prix team will be Phil Hill, Giancarlo Baghetti and Lorenzo Bandini, and they will use two versions of the 1½-litre V6 Ferrari car. The first is a development of last year's 65-degree car and is described in the Bruxelles race report, this being in the nature of a second-string. The second is the 1962 version of the 120-degree-engined car that went so well last year. This new engine now has four valves per cylinder, presumably in a pent-roof head, and the 6-speed gearbox is now between the engine and the final-drive unit, instead of out the back, although the flywheel, starter ring and clutch assembly is still behind the final drive. The chassis and suspension have been improved as on the 65-degree car, and the general body shape remains unaltered. In addition to the three drivers mentioned, Willy Mairesse is in the team as chief test driver, spare Grand Prix driver and sports-car and G.T. driver, so he can be assured of a busy year, while Olivier Gendebien, Ricardo Rodriguez and Michael Parkes are lined up for long-distance races needing reserve drivers.

The B.R.M. team consists of Graham Hill and Ritchie Ginther and they have the 1962 B.R.M. V8 cars for Grand Prix racing, these also being described elsewhere in this issue. No doubt Ginther will do a lot of the test-driving of the B.R.M.s, though his first such outing ended in disaster for the car caught fire and was badly damaged, he suffering from severe burns. These two official works B.R.M. runners will be aided by Jack Lewis and Tony Marsh with private V8 B.R.M.s, these being 1961 cars brought up to date. Among the many people who have V8 B.R.M. engines on order are R. R. C. Walker, for Moss to use, and U.D.T.-Laystall to put in new Lotus chassis frames. The Lola cars sponsored by Bowmaker-Yeoman will also have V8 engines, probably Coventry-Climax, and Surtees should be able to make good use of this promising newcomer. The 1962 works Lotus appeared at Bruxelles and looked almost too smooth to be true, but like all the British "small manufacturers" the eventual outcome will depend on the engine-building firms. In spite of much ballyhoo about light weight, good torque and so on, I think the true race-winning answer still lies in sheer b.h.p. and reliable power at that, so that British racing is really going to be done by Coventry-Climax and B.R.M., with Cooper, Lotus, Lola and Brabham tagging along.

In Germany the flat-8 Porsche Grand Prix car has at last been out on test, and it looks remarkably small and compact, so that we can reckon on seeing it at Zandvoort, with Bonnier and Gurney making good use of it. The fact that the Porsche factory have disposed of some of their old 4-cylinder cars rather indicates that the flat-8 is approaching raceworthiness.

Italian racing circles are as busy as ever, with the Colotti firm of G.S.D. churning out gearboxes for the English as fast as they can, and what was the Scuderia Serenissima now being the Scuderia SSS Republica di Venezia, still run by Nello Ugolini for Count Volpi. In Bologna a new organisation has started, called A.T.S. Serenissima, which is designing and building a Grand Prix car and a G.T. car, and while it is nothing to do with the Scuderia Venezia at present, when the job is done, ready for next year, it will combine with Volpi's Scuderia to form one company. Chief engineer and designer of the A.T.S. Serenissima is Ing. Chiti, who left Ferrari last winter, and with him is Romolo Tavoni, who also left Maranello. A number of rich gentlemen, including Volpi, are financing this project, of which nothing can be expected until the end of the year. Other long-term projects which may appear this year, next year, sometime, or never, are the transverse straight-8 air-cooled Ferrari/Gilera engine which is being schemed up by those two firms, and the V8 Honda car from Japan. That the Honda company has staggered the motorcycle world is now history, but it took them three concentrated years, so, assuming Honda enter Grand Prix racing in 1963, we shall not feel the full force of their impact until 1966, unless the 4-wheeled European opposition is less strong than the 2-wheeled.

With the 1½-litre Formula only one year old things are already getting very interesting in the engine world, with B.R.M., Coventry-Climax, Ferrari and Porsche on this year's starting grids, and it already seems as though the Formula will be having a prolongation of a further two years on top of the allotted three-year span. Just think what the Grand Prix engines will be like at the end of 1965, which is not so far ahead. The year 1958 saw the end of the front-engined Grand Prix car era, and that is already more than three years ago.

* * *

At Bruxelles there was a mild furore over the disqualification of the two B.R.M. cars that were push-started. Early last year this was permissible, but by mid-season there had been a nasty accident at Monza due to someone pushing his car on the circuit, and the F.I.A. passed a new rule almost immediately that made any form of pushing on the circuits strictly forbidden. This applied to starting engines on the grid, starting on the start line, restarting out on the circuit, or pushing a disabled car to the finish. The only permissible pushing was in order to remove a disabled car from the path of others, or starting in the paddock. The trouble at Bruxelles was that the organisers printed an English version of last year's regulations and a French version of this year's regulations, and even now, in 1962, there are people who can't or won't read French. Since racing began International rules have been written in French and no translation is valid, the F.I.A. invariably writing large that the French version of any rules shall be final. Any team manager who takes serious notice of an English translation of regulations does not deserve to keep his job. The French text in the Bruxelles regulations has this statement, "De toute façon le moteur devra toujours être mis en marche par les moyens de bord," and nothing can be clearer than that.

The B.R.M. fault, and it applies to most English teams, is that they are reluctant to use the starter motor at all times, such as in the garage, paddock or pits in practice. The battery and electric starter are still regarded with suspicion, and rightly so in some cases, and used merely to comply with the regulations. While the English cars are push-started from the pits in practice, the Ferraris are invariably started on the button, as they were long before starters were made compulsory.

Before starters had to be carried on the car the Italians, and Germans, had portable starters and battery trolleys and these were used continually throughout practice, it being obvious that a means of starting the engine without pushing had been designed into the car from the start. At one time this took the form of a shaft stuck through the radiator on to a dog on the crankshaft, this being turned by a portable starter, and later this was stuck up the rear end of the Ferraris on to an extension of the prop.-shaft, where the drive entered the bevel drive to the gearbox. During 1955-59 there were occasions when local rules insisted that engines be started by mechanical means on the starting grid. This was simple for the Italians, but the English teams were always in trouble, none of the cars having been designed for attaching a portable starter, and many of the engines were bad starters anyway so that the whole affair was fraught with anguish. This mistrust of self-starting seems to be still with us, which is silly, for only by continual use can such a system be made foolproof. The search for light weight has been overdone at times, with sizes of battery and electric motor being skimped to save a few pounds weight, oddly enough at very great cost of pounds sterling. Ferrari is not faultless in this question, for last year Phil Hill threw away the French Grand Prix because he could not restart his engine at Thillois after he had spun, presumably because the battery could not turn the hot engine fast enough. He restarted by pushing the car, in violation of the F.I.A. rules, but luckily he was not placed so no protest was put in.

Personally I think this business of starter motors is stupid and it is a rule I would like to see thrown out, but if it is with us then we should not dodge the issue but face up to the fact and use the starter at all times. It is high time someone designed another means of self-starting an engine, without the need for starter motors and batteries.

* * *

The Le Mans 24-Hour Race being the longest and requiring the most preparation, the A.C. de l'Ouest provide a testing weekend, this having taken place on April 7th/8th. It allowed competitors a chance of trying out new cars, drivers to learn the circuit, and for the organisation to have a practice run. This year's test weekend was wet and windy and provided little useful information, except perhaps that the new V8 Ferrari sports car needs water-proofing in its ignition system. This blood-and-thunder rear-engined 2½-litre sports car is pure Formula One as regards chassis and final-drive, and the V8 engine is remarkably compact, having single o.h. camshafts on each bank of cylinders. This is Ferrari's first attempt at building a V8 engine, if one discounts the Lancia engines he developed in the Lancia-Ferraris. When firing on all eight cylinders it sounded terrific and should liven up the 24-hour race, that was going to be for G.T. cars only.

* * *

Finally, in this issue of May, it is worth recommending a trip to Holland for the Dutch G.P. on May 20th, for it looks like being a terrific race. Another weekend trip for those who cannot travel far from England's Green and Pleasant Land, will be to Rouen on July 8th for the French G.P., where high-speed driving at its best can be seen from the public enclosures better than anywhere else.—D. S. J.

weather BEATEN

Enjoy a new freedom with the Volkswagen. Freedom from garaging, from worry over weather deterioration. Freedom to leave your car wherever you like, whatever the weather.

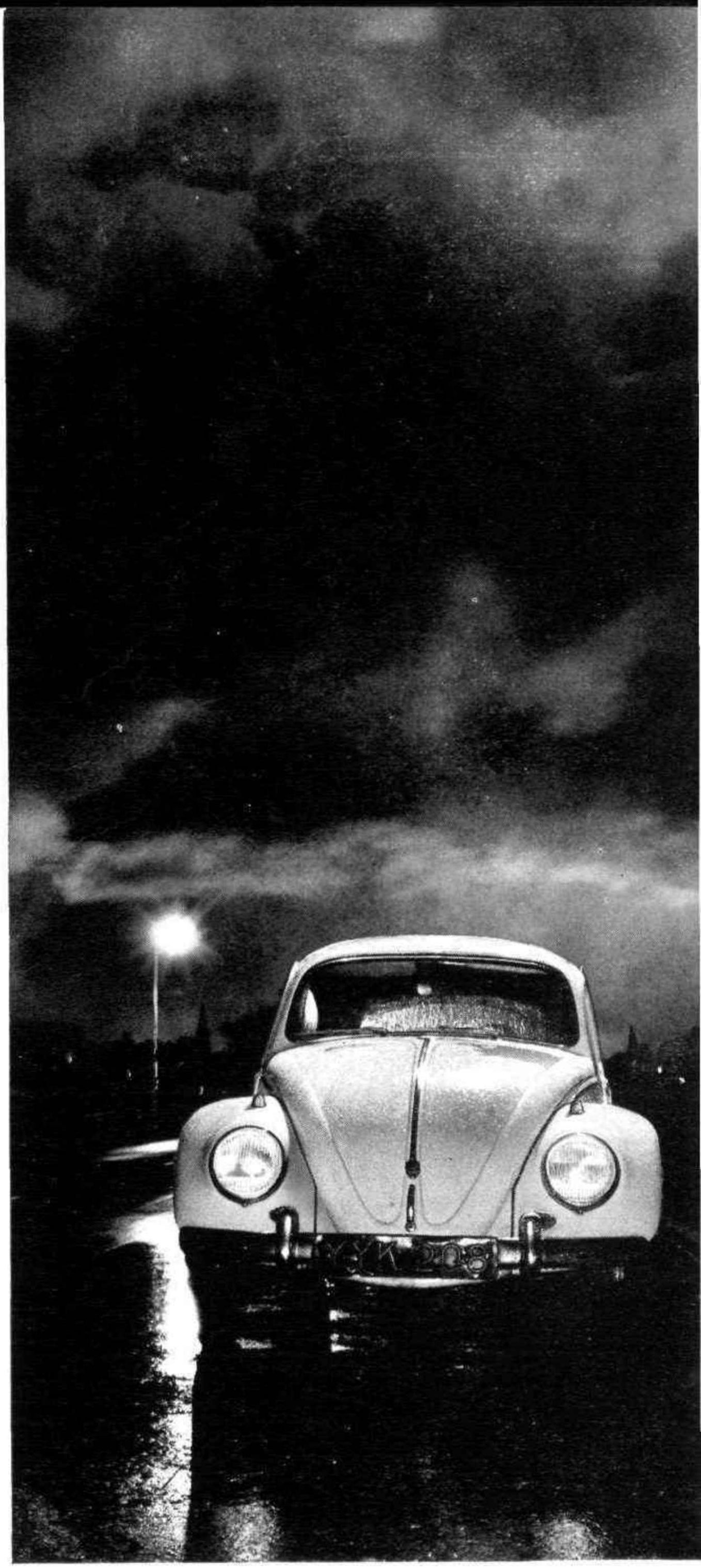
Every VW has three coats of baked enamel—a lasting lustrous all-weather finish—that seals and protects your investment. No wonder owners say "a Volkswagen is its own garage".

Your VW is designed to be left out, all night, in all weathers, and to give you an instant get away under any conditions. The engine is air cooled—there's nothing to freeze.

Fifteen years of continuous improvement make to-day's VW the most highly developed light car on the road.

All independent suspension, synchromesh on all four forward gears, built-in heater, demisters, windscreen washers—they're all part of the Volkswagen.

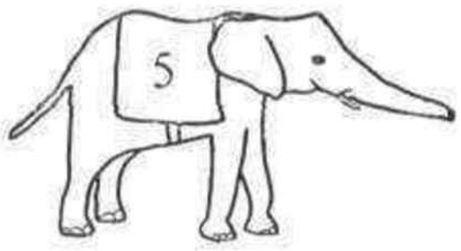
In addition, you'll enjoy an immediate spare parts service, with factory trained mechanics in all parts of the country, and the highest resale value in the world. **Ask any one of the 5 million owners.**



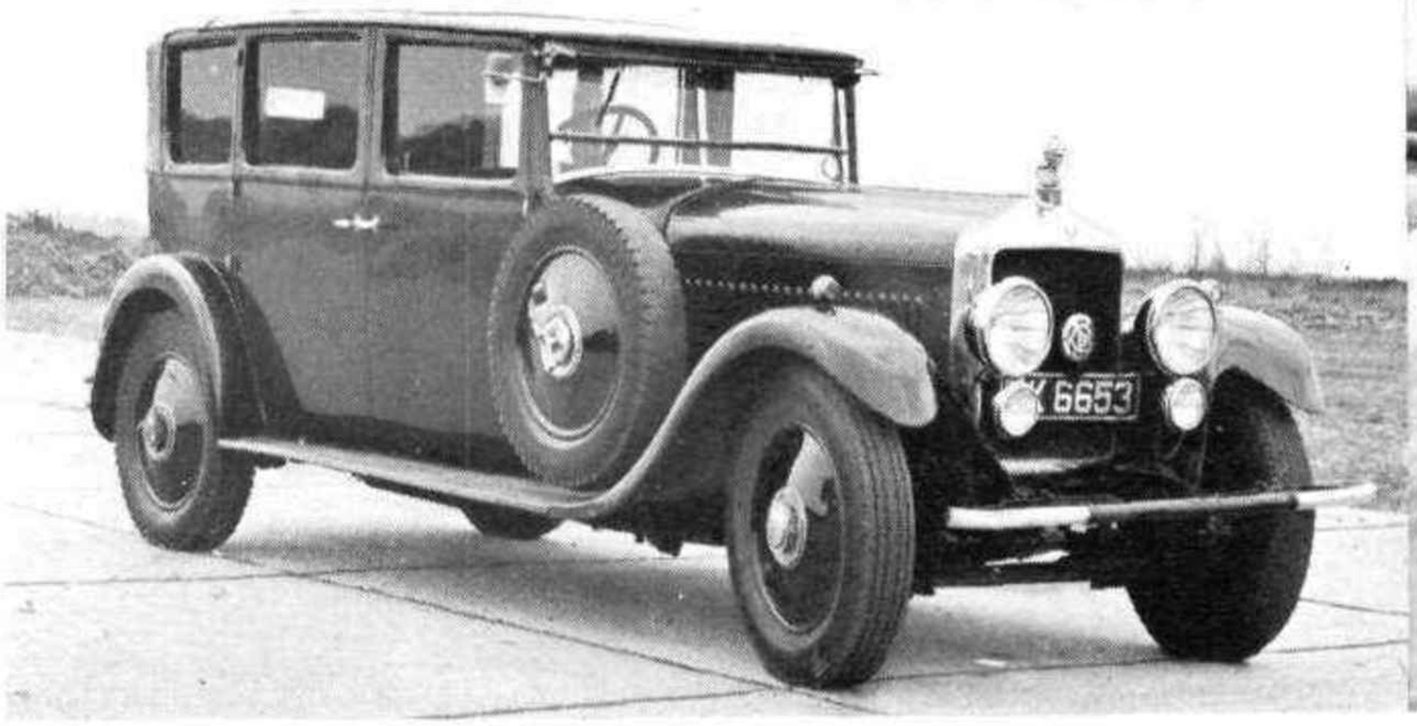
VOLKSWAGEN

West End Showrooms: 34 DOVER STREET, LONDON W.1. Tel: HYD 1881
Head Office: 32-34 ST. JOHN'S WOOD ROAD, LONDON N.W.8. Tel: CUN 8000

WHITE ELEPHANTITIS—



RENDEZVOUS WITH A GODDESS





Above : The 1930 32/34-h.p. 5.9-litre sleeve-valve Minerva and its classic mascot.

Below : The enormous full-width toolbox, the purpose of which is explained in the text. Note also the height of the steering wheel !



IT should have been Bath, where you can see in the museum the head of the Goddess Minerva, claimed to be the most beautiful, best preserved and most thought-provoking antiquity in the country. But, in fact, we rendezvous-ed at Blackbushe, where the untidy common has been handed back to the public after serving as an Airport, although Wing Comdr. Bennett, who makes Fairthorpe cars, is hoping to get part of it for a flying club.

It was here, on a bitter Sunday afternoon, that I met her—a lofty, dignified, stately carriage from an age long departed, the head of the Roman Goddess Minerva (chromium on brass) riding prominently above the dark blue bonnet, signifying the acme of perfection in the arts and sciences.

The car is, indeed, a Minerva; a 1930 type-AK 32/34-h.p. Victor Broome full landaulette. Of this big vintage car in particular it is true that " they don't make 'em like it today." It is also very soon apparent, as you examine this Minerva from Antwerp, that she is a car generously endowed with many highly-individual features.

Open the shapely bonnet behind the scintillating chromium radiator and you are confronted with a 6-cylinder 95 × 140-mm. (5,956 c.c.) double-sleeve-valve engine with the cylinders in one enormous block. Whereas a Daimler Silent Knight rather immodestly exposes its separate cylinder heads, those of a Minerva are hidden beneath a water jacket and are thus surrounded by coolant—the very devil if they leak! This detachable jacket, itself carefully sealed, could be mistaken for a valve cover, except that the leads to the Bosch plugs pass down through it in unmistakable sleeve-valve fashion.

On the off-side a double-choke Zenith carburetter feeds, *via* an external 2-branch water-warmed inlet pipe, to the half-buried induction manifolds. On the near-side is the ribbed exhaust manifold, its off-take at the front in the form of a flexible pipe passing through the off-side engine bearer, presumably to impart warmth to the crankcase. Ahead of the silencer is a cut-out, controlled from a little footboard lever.

An amusing attempt at interior heating comprises an under-scuttle box fed with hot air from the exhaust manifold through very small-bore tubing; more practical is a bleed from the rear breather that takes oil-mist to the piston of the brake servo. There

Continued on page 357

PICTORIAL REVIEW

Bruxelles G.P. Lombank Trophy, Snetterton

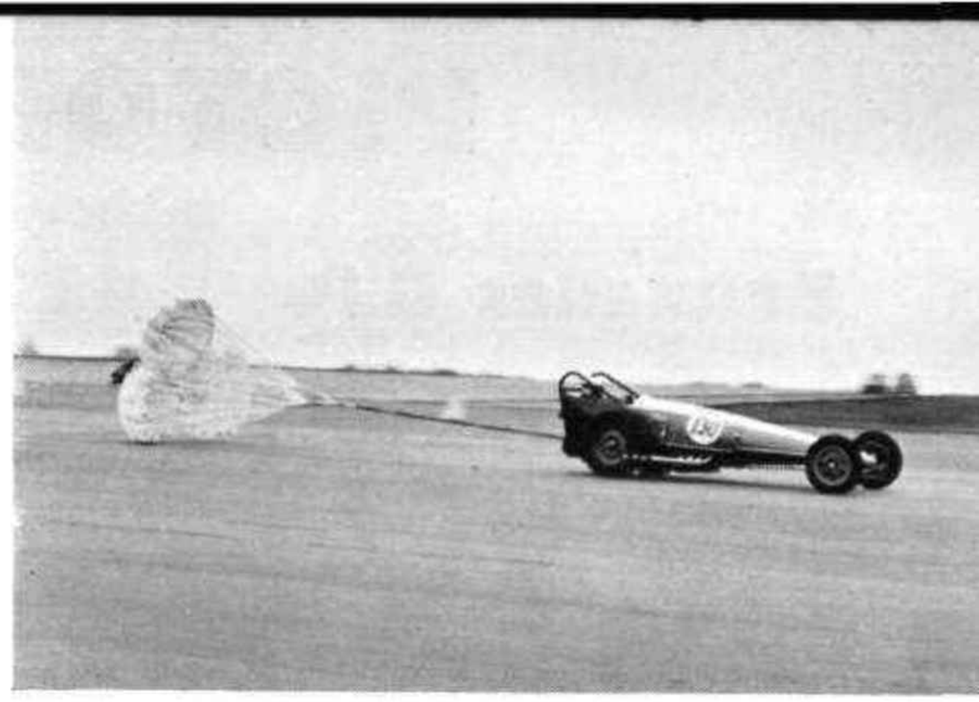
W.E.C.C. Debden Sprint B.A.R.C. Oulton Park

IN THE SECOND HEAT of the Bruxelles Grand Prix Willy Mairesse (Ferrari V6) tried hard to keep on the tail of Moss (Lotus-Climax V8) and is seen in a full slide, heading apparently for the curbstone behind the tail of the Lotus. Eventually he " lost it " a bit further round the circuit, but he need not have tried so hard as the V8 Coventry-Climax blew up shortly afterwards, while the Ferrari did not miss a beat.





IN HEAT 1 of the Bruxelles G.P. John Surtees did a fine job with the Bowmaker-Yeoman Lola-Climax keeping close company with Marsh in his V8 B.R.M.



'CHUTES OUT.—Sydney Allard ends the last o three courageous runs over the s.s. ¼-mile at Debden i his Allard "sling-shot." His best run, in 10.48 sec. is the fastest ever British standing-start ¼-mile time



AFTER SPINNING off in Heat 2 of the Bruxelles G.P. Willy Mairesse soon caught up those who had passed him and is seen about to take Ireland's U.D.T.-Laystall Lotus-Climax, while Bonnier (Porsche) prepares to take the next left-hander.





BY DETERMINED DRIVING in an outclassed car Innes Ireland finished an overall third at Bruxelles and is here seen passing through the "built-up" section of the Heysel circuit.

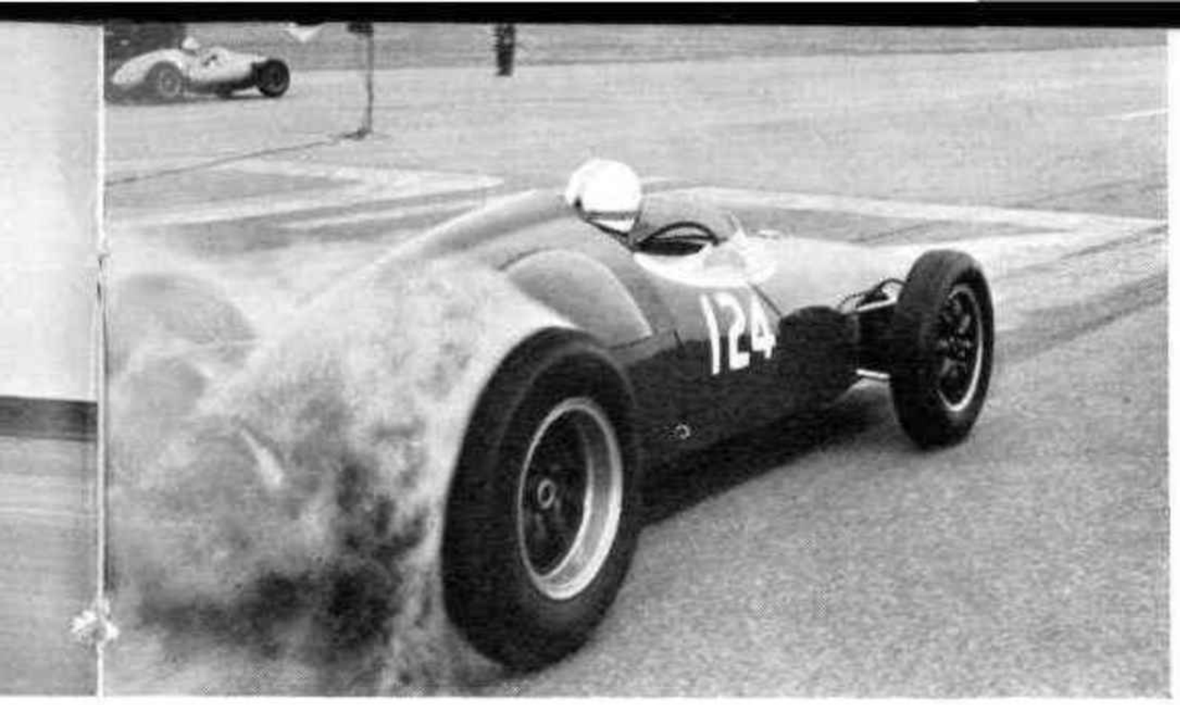
SALVADORI was in terrific form at Bruxelles and is here seen leading Bonnier in the Scuderia Venezia Porsche. For one glorious moment in Heat 2 Salvadori actually led the race but then his Climax engine blew up.

GRAHAM HILL in the V8 B.R.M. in which he won th tapering nose of the car and the u

MICHAEL PARKES in the red 250GT Ferrari of Equipe Endeavour/Maranello Concessionaires showed excellent form in the 25-lap Trophy Race for G.T. cars at Oulton Park. He stormed into the lead before Old Hall Corner on lap one—and stayed there.







FASTEST TIME OF THE DAY.—Tony Marsh's B.R.M. sprint car getting away at Debden to record f.t.d. in 18.33 sec. for a s.s. ½-mile.



e first Heat of the Bruxelles G.P. This view clearly shows the long pward pointing megaphone stub exhaust pipes.

MORRIS-FORD-AUSTIN-FORD.—John Love (Cooper-Morris) leads Peter Arundell (Lotus-Ford), the eventual winner, through the Cascades at Oulton Park. Following close behind are Tony Maggs (Cooper-Austin) and Frank Gardner in Jack Brabham's new Brabham-Ford.



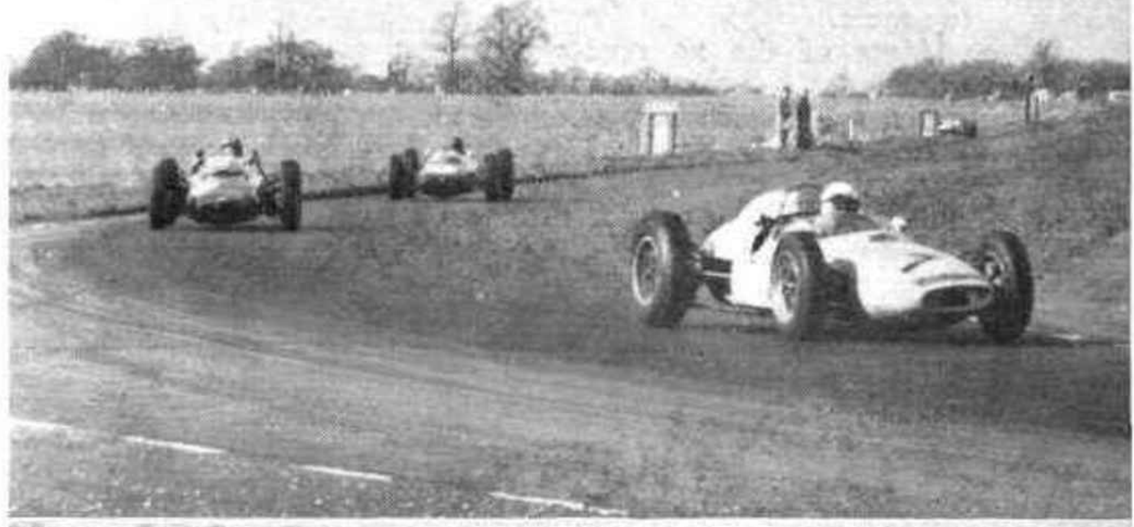
FIRST man to score a Formula One win with the 1½-litre Coventry-Climax V8 was Jim Clark, here seen leading the Lombank Trophy race at Snetterton on April 14th. The high Vanwall-type tail covering the centrally-mounted Weber carburetters can be discerned in this view. A report appears on page 320.

DRIFTING through Riches Corner is the V8-engined B.R.M. of Graham Hill, which finished second, almost a lap behind Clark. The length of the exhaust pipes can be clearly seen.

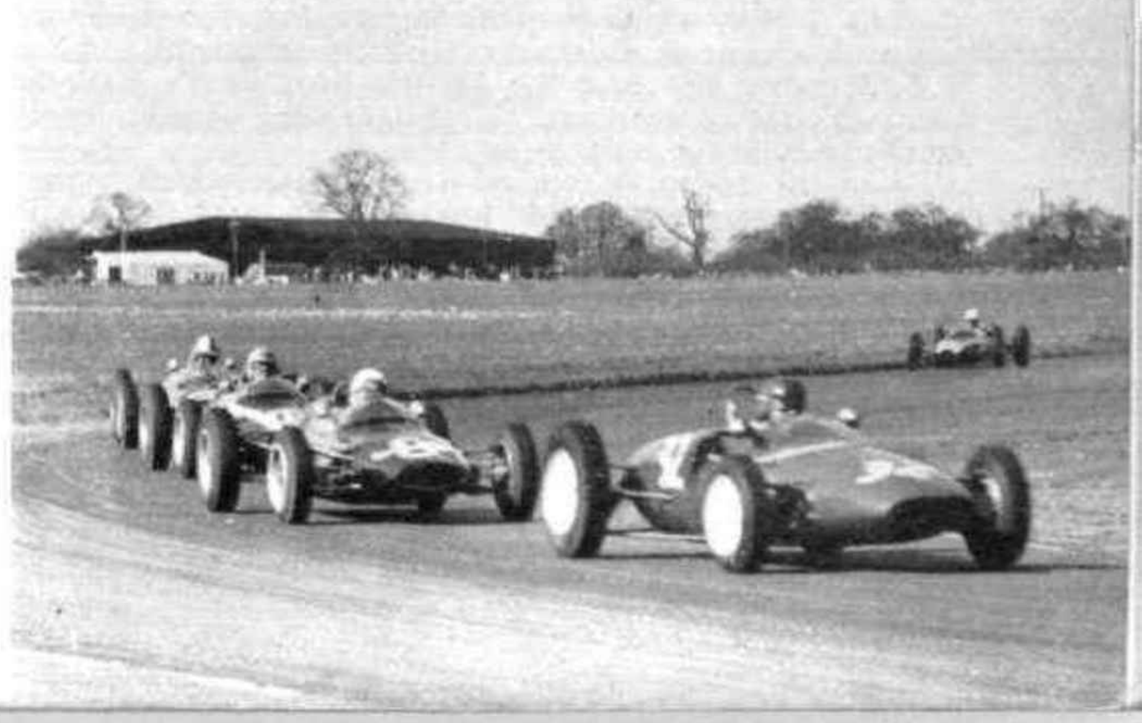
V8s IN CONVOY.—Stirling Moss' U.D.T.-Laystall Lotus leads Graham Hill's B.R.M. and Jimmy Clark's works Lotus. After taking the lead Moss was dogged with throttle linkage trouble which dropped him to seventh place.

JUNIOR line up. John Fenning's Lotus, which finished second in the Formula Junior race preceding the Lombank Trophy, leads Attwood's M.R.P.-Cooper, John Love's Cooper and Dennis Taylor's Lola into the Esses. Attwood eventually spun at the Hairpin, thus dropping out of the hotly contested second-place battle.









VETERAN—

EDWARDIAN—

VINTAGE

A Section Devoted to Old-Car Matters

V.S.C.C. SILVERSTONE RACE MEETING (April 14th)

IN spite of bitterly cold weather both grandstands at Silverstone were full for the V.S.C.C. Meeting of April 14th, when 168 varied vehicles contested a One-Hour High Speed Trial and ten races.

Most of the 29 sports cars that started for "the hour" qualified, the luckless ones including a small M.G. Special, a 1934 Riley, a Lagonda Rapier, a Brescia Bugatti, three 12/50 Alvis, Winder's early Frazer Nash, an Avon-Standard, a V-radiator 1926 2,625-c.c. Alfa Romeo and a 1934 Speed 20 Alvis.

The first 5-lap scratch race was a runaway win for Bradley's 4½-litre Bentley, smoking somewhat, from Ashley's fast Frazer Nash and St. John's A.C. Six-engined Frazer Nash. Martin's Riley Special spun at Becketts.

A 5-lap Handicap followed, and again one car led all the way—Riseley's 1931 Aston Martin with carburetters protruding from its bonnet. Crabtree's blown 1½-litre Alfa Romeo held second place for three laps, but the back-markers came up in force, Hutchings' 328 B.M.W. and Morley's slab-tank 2-seater 4½-litre Bentley occupying second and third places.

Vintage cars up to 750 c.c. s/c., 1,100 c.c. normally aspirated, now assembled in numbers for the Spero and Voiturette Trophies 10-lap scratch race. Entries ranged from a quite splendid replica of the original racing Austin Seven of 1923, in mottled finish, by McElligott, somewhat spoilt by hydraulic front brakes, to Winder's pathetically pedestrian ex-Marcus Chambers' Marshall-Nordec-blown single-seater Austin Seven. Batho drove his nice Amilcar-Riley in a "period" crash-hat and it carried its racing number on a "200-Mile Race" vertical disc on the tail. Abrahams has further tuned his neat Singer Junior Special this year by fitting a tachometer, and McLellan, of the Salmson Register, was appropriately, if slowly, mounted. No-one proved able to catch Mayhew's non-vintage-looking Riley Nine and the Spero Trophy was a Riley benefit, Binns, Heap and Scott in these cars following the winner home. Marsh's Ulster Austin deservedly won the Voiturette Trophy. May's Humber Special just won a race-long ding-dong with Lockhart's Peugeot-J.A.P.

Another 5-lap Handicap saw Retter's Aston Martin lead throughout, Beavis' Riley Nine finishing second and Goodman's Lea-Francis, which has a "Brooklands" air about it and a 3-carb. Alvis Silver Eagle engine under the bonnet, third.

The Edwardian Handicap produced pre-race drama in the starting of Mephistopheles, the entire paddock, almost, being cleared so that the 21-litre Fiat could be tow-started behind a Jaguar saloon. Alas, it defaulted on the line. This left six runners, a crash-helmeted Mrs. Jeddere Fisher appearing first over the skyline in her lofty Lancia Theta. This isn't a racing car, so Barry Clarke's Talbot, which won handsomely from Lord Montagu's Coupe de *l'Auto* Sunbeam, both off the same mark and Neve's T.T. Humber just beat Sir Francis Samuelson's T.T. Sunbeam which had 5-sec. start. Clutton, in Persil overalls, lapped at 60.18 m.p.h. in the Itala, to no avail.

So to the 10-lap Allcomers' Scratch Race which spectators as well as competitors could really enjoy. Syd Day's E.R.A. proved difficult to start but from the back of the grid he stormed through the field. After four laps the Hon. P. Lindsay in the E.R.A. Remus led Murray's green E.R.A. and Day was third, having taken Waller's E.R.A. into Woodcote.

A lap later Murray, driving very fast indeed (he lapped at 82.93 m.p.h.) was close up to Lindsay but the order was unchanged for another two laps, after which Murray got past Lindsay, who was troubled with a boiling radiator, sticking throttle and other minor maladies. It was a splendid sight—Murray sliding wildly, the E.R.A.'s starting handle swinging from side to side, Lindsay on the grass out of Woodcote trying to hang on.

They finished in the order Murray, Day, Waller, and Chapman, all in E.R.A.s A splendid race, Murray averaging 78.96 m.p.h. Further back in the field Clifford's Alta was black-flagged for trailing what proved to be a piece of rag, and Begley's A.F.M./B.M.W., Sutcliffe's Alta, Charnock's 4.3 Alvis and the Derby-Maserati retired and Merrick's blown 750 M.G. came to its pit.

The next 5-lap Handicap incorporated an Inter-Register Trophy race, which excused the presence of 2- and 4-seater Austin 12/4s, a scruffy Sunbeam 25 coupé, Humber 9/20s and other improbable racing machinery. After a gaggle of Austin Seven Chummies had been caught, Marsh's Ulster Austin won strongly from May's Humber Special (1923/29—8/18-cum-9/20) and Clarke's Edwardian Talbot. Runners included Butlin's smart Amilcar, Copping's 12/50 Alvis with its frame turned upside down, Watts in the Peugeot-J.A.P., with large back wheels, and Wilson's s.v. Aston Martin.

The 10-lap Itala Trophy Race for vintage and historic racing cars had a mixed field, from "Mephistopheles" to Winder's Austin Seven, with Blanford's Riley listed as 1929 in spite of its 1½-litre 4-cylinder Centric-blown engine. Horton's 1924 2-litre Bugatti actually had Dunlop "herringbone" 710×90 tyres on its front alloy-spoke wheels. Bradley's Bentley, a 4-seater running stripped, took the lead, pursued by Ridley's Semmence, until the latter tired after half-distance. Tozer's Amilcar Six then took up the chase, to be replaced a lap later by Bergel's 2.3 G.P. Bugatti, which is how they finished, followed in by Mudd's Alfa Romeo and Binn's Brooklands Riley Nine. Bradley not only won but made fastest lap, at 72.19 m.p.h.

The meeting concluded with a couple more 5-lap Handicaps, in the first of which Berridge drove a nicely original-looking M.G. NE Magnette but the winner of which was Morley's Bentley, from the A.C.-Frazer Nash and Cottam in Chapman's E.R.A., Waller's E.R.A. retiring early when a vital something came adrift and released all the oil pressure. The last race was won fairly easily by Askew's neat blown 1,750-c.c. Alfa Romeo 2-seater, Ashley's Frazer Nash coming through very creditably from "10 sec." to take second place ahead of Beavis' Riley Nine. It was amusing to see Wickham's 1929 Alvis beetle-back with one aero-screen and Brooklands outside exhaust and Mann's 1931 Alvis beetle-back with discreetly-hidden exhaust and fold-flat screen together on the line; the latter car got away better but was eventually overtaken by the vintage version. Millar again ran a 1926 30/98 Vauxhall Wensum, his wife's Christmas present to this keen Sunbeam exponent. Moffatt's Brescia Bugatti was fourth.

So ended a splendidly supported meeting, which indicates the enthusiasm that exists in 1962 for pre-1931 motor racing. The entry was excellent, although there could be fewer of those "specials" that are more in the "boy-dicer" than the vintage tradition, and less of the very touring models temporarily turned racer. Lindsay did not run his Napier-Railton because he wanted to run his E.R.A. and cannot drive both at once, but he promises to demonstrate it at the V.S.C.C. Oulton Park Meeting, perhaps in company with Schellenberg's Bentley—you did say *demonstrate*, not race, Sir?

An interesting car in the Paddock was the E.H.P. that G. W. Olive raced at Brooklands, its handsome mahogany-planked body in fine condition and a twin-cam, twin-S.U. 1,750-c.c. Alfa Romeo engine replacing the original French blown engine; a square opening in the middle of the radiator still exists where the inlet pipe passed through.—W. B.

The winners were :

Allcomers' Scratch Race : A. G. Murray (E.R.A.)		78.96	m.p.h.
Itala Trophy Race : R. P. Bradley (Bentley)		70.12	,,
Spero Trophy Race : E. J. Mayhew (Riley)		64.83	,,
Edwardian Handicap : B. M. Clarke (Talbot)		57.85	,,
Vintage Sports Cars' Scratch Race : R. P. Bradley (Bentley)		69.46	,,
5-lap Handicap A : A. E. Riseley (Aston Martin)		60.29	,,
,, ,, **B :** J. A. Retter (Aston Martin)		63.06	,,
,, ,, **C :** C. P. Marsh (Ulster Austin)		59.66	,,
,, ,, **D :** J. Morley (Bentley)		67.92	,,
,, ,, **E :** A. L. Askew (Alfa Romeo)		58.37	,,

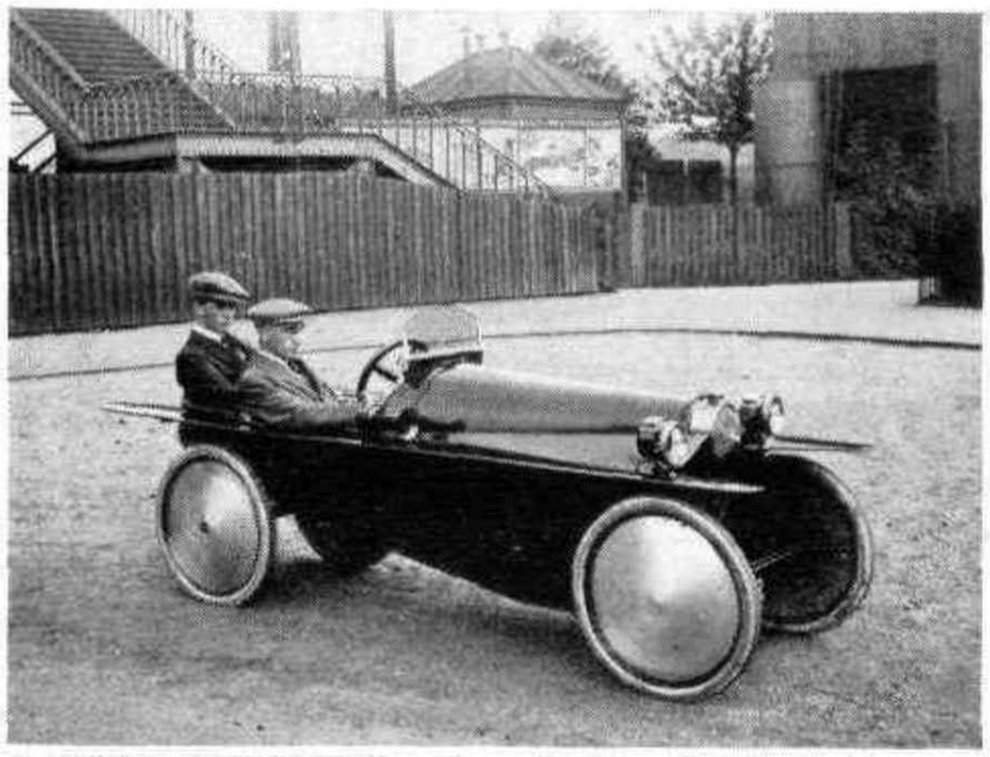
Fastest lap of the day : A. G. Murray (E.R.A.), 82.93 m.p.h.

* * *

Something like 12,000 spectators were present. The next V.S.C.C. Race Meetings will be at Oulton Park—don't miss this one!—on June 23rd and another Silverstone Meeting on July 21st.

FRAGMENTS ON FORGOTTEN MAKES

No. 19: THE TAMPLIN



A TRUE CYCLECAR.—One of the original tandem-seated Tamplin cyclecars in the Station yard at Staines, near the factory at which they were assembled between 1919 *and* 1924.

THE cyclecar boom began in 1912, when nearly 40 different makes were exhibited at the Motor Cycle Show at Olympia and it was claimed that the first issue of *The Cyclecar* sold 100,000 copies. The cyclecar survived the war but the advent of the Austin Seven in 1922 killed off these simple vehicles. Amongst the better-known cyclecars the Tamplin is remembered with affection.

After the Armistice of 1918 Mr. Edward A. Tamplin, A.M.I.A.E., who is now retired and living in Hove, realised that there would be a glut in cars and designed the Tamplin cyclecar. The Tamplins were well-known Sussex brewers whose ancestral home in Lewes has only recently been demolished to make way for modern town planning. Edward Tamplin's father, Mr. W. F. Tamplin, owned a cycle business in Twickenham and early introduced motor vehicles, often sending his son to school on a de Dion Bouton tricycle, which, at the age of 12, the young Edward rode to Sheerness. In due course the boy was first apprenticed to the Enfield Autocar Co. in Redditch, and trained as a very capable and accomplished engineer. He went later to Milnes-Daimler-Mercedes, who were then British concessionaires for Mercedes cars and Milnes-Daimler-Vanguard 'buses. Mr. Tamplin overhauled H.M. King Edward VII's two personal Mercedes cars which the King preferred among those in his Daimler fleet.

In 1907 he opened a motor business at 12, King Street, Twickenham (the premises have since been demolished), after working on Mercedes cars. He came to know Mr. Avey whose A.C. cyclecar became a competitor after the war.

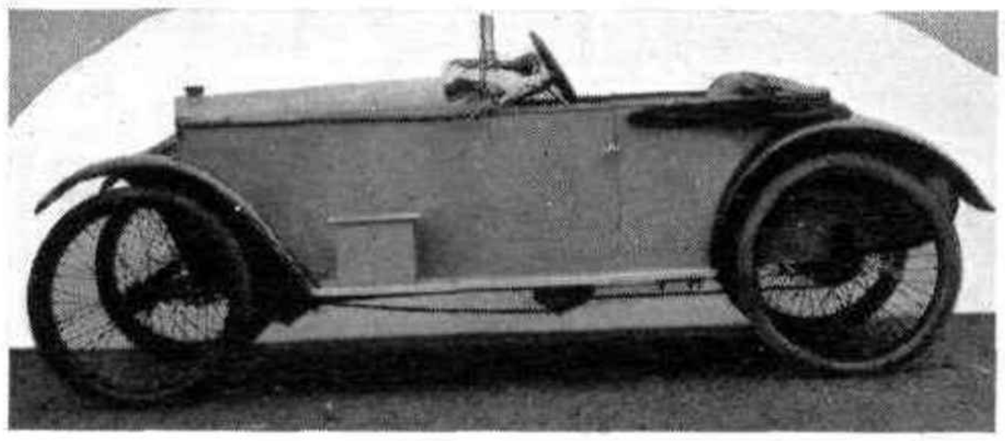
In 1913 or 1914 Mr. Tamplin sought quieter premises and moved to a garage close to Staines Station. The 1914/18 war found him in charge of transport maintenance at the Ministry of Munitions National Shell-Filling Station No. 7 at Hayes, Middlesex, where a fleet of 30 lorries, mostly de Dions and Straker-Squires, were kept in good order in spite of a severe shortage of spares. Mr. Tamplin found skilled fitters in short supply and devised a means of replacing engine bearings without the customary hand-scraping. But a greater achievement was designing a carburetter that enabled the lorries to be run on coal gas or petrol as required. A distance of 35 miles could be covered on one gas-bag with no falling off in performance on hills. In carrying out these experiments Mr. Tamplin converted his own model-T Ford to run on gas. The Ministry of Munitions was so pleased with the conversion that they depicted one of the de Dion lorries with its big gas container on an official postcard.

Returning to his Staines works, Mr. Tamplin designed the simplest possible form of cyclecar. This was virtually a single-seater, very narrow, but with provision for a passenger to sit sideways behind the front seat, legs extended beside the driver—when ladies were carried this arrangement found favour with the men, 75-year-old Mr. Tamplin told me, with a twinkle in his eye. In recent years I have sampled this extra seat on Neil Smith's Tamplin and didn't find it very comfortable!

The petrol tank comprised the bonnet of the Tamplin, the top deck lifting off to provide excellent accessibility. The body-cum-chassis was made of light yet strong ⅜-in. fibre-board impregnated with linseed oil, supplied by Sundeala of Sunbury. Horizontal decking acted as a continuous mudguard on each side. Front suspension, by coil-springs and vertical pillars, *a la* Morgan, was independent. An 85 × 85 mm. 980-c.c. side-valve air-cooled J.A.P. engine controlled by a hand throttle was mounted on the side of the body and drove *via* a gearbox by belt to one side of the solid back axle.

The Tamplin was extremely simple and very light, so that it had an excellent performance. Driving standard models in M.C.C. Trials, sprints and speed hill-climbs like the J.C.C. event at S. Harting, Mr. Tamplin gained at least 18 gold medals, many of which he still possesses. He recalls an occasion when a petrol-pipe union gave way in Dorchester during an M.C.C. Trial. A garage allowed a soldering-iron to be heated in a forge, the union was welded without emptying the tank of petrol, and the Tamplin resumed its long journey within 20 minutes, to win another "gold." On another occasion Mr. Tamplin, in spite of being allocated a very heavy observer, won a Fuel Consumption Contest with a figure of 102 m.p.g. The normal tandem-seat model gave some 70 m.p.g. but on this occasion the fuel was pure benzole and small jets had been fitted.

The Tamplin would climb the dreaded 1-in-2.9 Alms Hill near Henley without difficulty, and in all these trials and hill-climbs standard gear ratios were retained.



The more conventional side-by-side 2-seater Tamplin, still with fibreboard body, which went into production in 1924.

In effect these little cyclecars were *assembled* at Staines, because the bodies were made by three different concerns, respectively at Ascot, Teddington and Ashford, arriving ready-painted. A few Tamplins had Blackburne and M.A.G. engines but the former lacked speed and the latter, although nicely made, was sadly out of balance. A special J.A.P. engine was also out of balance, so was returned to its makers, all competition successes being achieved on standard J.A.P. vee-twin engines. Re-balancing was done by Tamplin before the engines were installed. A staff of about 20 assembled between 6 and 12 Tamplins a week, from 1919 onwards.

In 1924 Mr. Tamplin decided to produce something more akin to a conventional car. After toying with the idea of a broadened-out version of the original model, with dickey-seat and a R.-R. shape "radiator," he saw the need to redesign an entirely new Tamplin. Going down to Worthing he slaved away and in about three months a car had been completed, just in time for the Olympia Show, the lubricator being fitted actually on the stand.

The new model had a remarkable chassis, made by bending angle-section steel into an oval, and placing three cross-members across this oval on which to mount the body. This ingenious chassis cost 11s. An air-cooled J.A.P. engine was retained at the front, behind a dummy radiator and under a proper bonnet. It drove by a long chain to a Sturmey Archer gearbox, from whence another long chain conveyed the drive to a solid back axle. A wooden member below the chain, and the floorboards above, restricted chain whip. The entire top of the body lifted off and the bonnet sides were detachable, for accessibility. Front suspension was by ¾-elliptic springs and the side-by-side 2-seater body was still made of compressed-fibre. Most of the bodies were made at Teddington. A bulb-horn and battery lighting set and hood were fitted; one car was actually provided with a dynamo. Avon supplied the tyres, the chains were Reynolds, a single brake drum with contracting band without and shoes within proved quite effective, and the new Tamplin was so light that two men could easily lift it to chest level. The result was that it was unexpectedly

CASTROL WINS

AT

OULTON PARK

B.A.R.C. SPRING MEETING

SPORTS CAR RACE (UP TO 1150 c.c. CLASS)

1ST IAN WALKER RACING LTD. LOTUS-FORD

DRIVER : PAUL HAWKINS

(Subject to official confirmation)

Castrol MOTOR OIL

Follow the experts – always ask for CASTROL by name!

fast, being capable of 65-67 m.p.h. Because drivers of large cars forced the pace to read the name on the radiator, the Tamplin name was also displayed on the back of the body. Incidentally, a single cycle-type cotter pin retained each hub, another the axle sprocket, another the brake drum, but these always proved adequate and never worked loose.

An attractive display was staged at that 1924 Motor Show and orders for 100 cars were taken, providing a reverse gear could be installed. To do this proved a difficult task but Tamplin eventually put a reverse into the Sturmey Archer gearbox and the new Tamplin was built at the rate of half a dozen a week. An attractive sports model, with aluminium body, was listed, which would do 72 m.p.h.

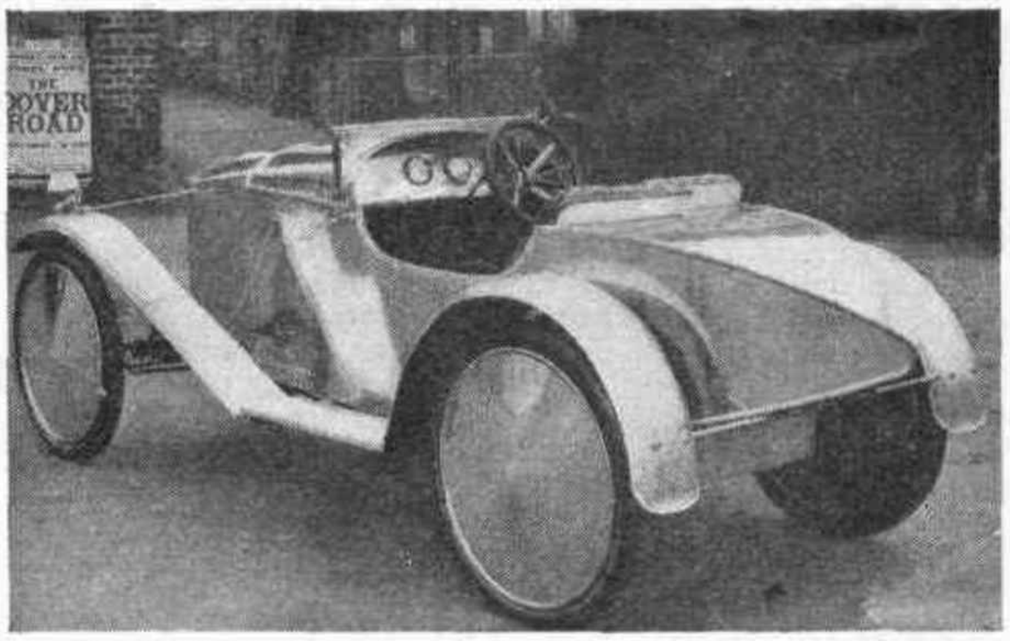
The normal 2-seater was priced at 143 gns. The aim was to make the car for about half the selling price, but the discounts demanded by agents, labour charges, etc., made this ideal unattainable.

In 1924 Mr. Tamplin moved to a garage at 48/50, Malden Road, Cheam, and commenced a normal motor engineering business.

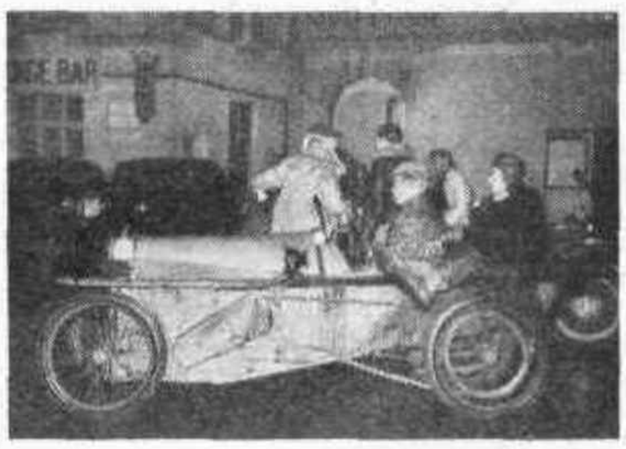
At Cheam, having one solitary M.A.G. engine on his hands, he built the last of the Tamplin cyclecars. In all, 1,896 were made between 1919 and 1924.

Mr. Tamplin retired from the motor trade in 1935 and has no desire to return to it. Today he lives in retirement and derives much satisfaction from a Ford Zodiac, after keeping a Mercedes-Benz 220 for a very brief period. He also speaks well of a rather elderly Chrysler he had a few years ago.

I do not know of more than two or perhaps three Tamplins surviving today, all the original tandem-seater belt-drive version. The Curator of the Montagu Motor Museum has said that he would like to see one take its place beside the A.V. cyclecar in the Brighton Motor Museum or with the Bleriot-Whippet, Morgan and Castle Three cyclecars on display either there or in the Montagu Motor Museum at Beaulieu.—W. B.



The aluminium-bodied sports version of the Tamplin cyclecar.



The Editor knows about Tamplins—here he is in the back seat of Neil Smith's car in 1953.

V.S.C.C. POMEROY TROPHY COMPETITION
(March 24/25th)

This contest, to find the ideal touring car, was contested as usual at Silverstone, with s.s. and f.s. ¼-mile runs, and a one-hour high-speed trial, and over a short road course in the Banbury area which included a number of tests. An extremely good entry of 60 varied cars was received. Clutton drove his Bugatti, Harry Bowler his Bentley, Judy Neve her 1927 Lancia Lambda and Mrs. Hinchcliffe an Austin-Healey Sprite. In this one event vintage cars compete with moderns, the latter including post-1959 Alfa Romeos, Lotus, Lockhart's Peugeot, a T.V.R., three VWs, and the Volvos of Douglas Hull and Crozier, etc. There was even a trio of Edwardians—Cuthell's Alphonso Hispano Suiza, making a welcome re-appearance, Jeddere-Fisher's dignified Lancia Theta and Clarke's sporting Talbot 25.

A pleasing entry was Pilkington's 1951 Lago Talbot, making all the right sounds, its occupants wearing very French linen helmets. Kain's road-equipped G.P. Bugatti was also very spartan. Ronald Barker in that incredible Downton Mini-Austin of 1,088 c.c. that thinks nothing of the ton-plus, won the under-2½-litre Class and the Silver Cup from a 1959 1½-litre Riley, and the Trophy was won by J. T. Williamson's 1928 4½-litre Bentley, with a 1953 Lancia Aurelia G.T. as runner-up. Interesting times for the s.s. ¼-mile, incidentally, were 17.34 sec. by Barker, 15.75 sec. by the Lago-Talbot.—W. B.

News from the Registers. The Sunbeam-Talbot-Darracq Register's Inter-Register contest will be a day rally in Warwickshire on June 3rd. The Fiat Register's driving tests and *Concorsa d'Eleganza* is scheduled to happen at Melton Mowbray on July 8th.

The Vintage Austin Register now caters for all pre-1931 Austins, an independently-run section catering for vintage Austin Sevens. Its associate section caters for post-1930 Austin 12/4s, 16/6s and 20/6s. The Ford Model-T Register now has 96 full members; its next event is the Chiltern Rally on May 6th. The Early Standard Car Register will hold its 3rd National Rally at Nottingham on May 26th, starting with driving tests in Wollaton Park, followed by a run to Cotgrove for lunch, returning over Trent Bridge to the Park for a *Concours d'Elegance.*

* * *

Miscellany. A 1922 11.6 Standard SLO-model 2-seater, converted for carrying milk churns, which task it was doing up to about 1956, has been found, tatty but complete, in Central Wales. The apprentices and students at Standard-Triumph have nearly completed renovation of a 1929 Standard Nine "Teignmouth" saloon and hope to restore to display condition a 1922 SLO model chassis and a 1913 9.5 engine and gearbox unit.

Cars for sale recently include a 1929 Standard Nine in danger of being scrapped in Surrey, a one-owner 1927 Fiat 503 tourer in Devon and a rare 1927 Short Eighteen Armstrong Siddeley converted to a pick-up, at a garage in Essex.

At the Vintage Motor Cycle Club's A.G.M. the proposal that machines of 1931-39 be admitted was rejected 61/35. This active Club has more than 1,300 members and its Banbury Run is on June 24th. A 1924 Lanchester Twenty-one limousine was sold by auction recently for £85. A reader who owns a 1928 Austin Seven Chummy and a 1929 Austin 16/6 Burnham saloon, the latter capable of climbing Hardknott Pass in 2nd gear, tells us that picture postcards of the vintage era are still sold to tourists in Keswick. A sample he encloses shows flat-radiator Morrises and Austin Sevens in the town, with a Chummy Austin Seven parked in the foreground. The Tank Museum is at Bovingdon Camp, Wareham, and not as given last month. A Salmson has been languishing in a Wolverhampton garage for some years and a vintage motorcycle with commercial sidecar, make unidentified, is at work in Birmingham.

* * *

The Veteran Car Club's Cheddar Caves and Gorge Rally, Road Tour and *Concours d'Elegance* rallies to Gough's (Cheddar) Ltd. Car Park by 1.30 p.m. on May 26th. The *Concours* will be judged at 2 p.m. and at 3 p.m. the cars will proceed *via* Shipham, Churchill, Sandford, Winscombe, Axbridge and back to Cheddar. On May 27th the Marchioness of Bath will start the Tour, at 11 a.m. This proceeds through the Gorge to Priddy Green and to Dearlap for lunch. There will be tests at Old Quarry in the Gorge and at Priddy Green. At 2 p.m. the Tour will continue to Wells *via* Nine Barrows, Priddy Pool and Hunter's Lodge. At Wells the veterans will halt around the Bishop of Bath and Wells' Palace moat. At about 3.15 p.m. they will continue the return journey to Cheddar *via* Easton, Westbury, Rodney Stoke and Draycott, arriving about 4 p.m. So if you want to watch the veterans, there you are—but please give every consideration to their drivers.

On June 2nd the S.W. Section of the V.C.C. has a rally at Clapton Court, 2.6 miles south of Crewkerne on B 3165, in aid of village hall funds. They meet in the grounds at 2.30 p.m. and only 25 entries can be accepted.

VINTAGE POSTBAG

A.C. and Warrick Carriers

Sir,

Your reader, Mr. Collis, last month reminisced on A.C. and Warrick carriers. There has always been confusion with these two firms and I will give you the facts.

The A.C. was first sold in 1907 as a 3-wheeled delivery van. This was a great success. At the time most small parcel deliveries were made by tradesmen's pedal tricycles, many of which were made by John Warrick of Reading. There are reasons to believe he was the inventor of the trade bike. John Warrick saw the threat of the motor and developed the idea in 1911. His version appeared identical but was an improved development. The A.C. was known as the Autocarrier, and the Warrick as the Warrick Motor Carrier.

Mr. Collis remembers Sainsbury using them. They had three before 1915. The first on October 12th, 1912, LF 5019, costing £105; delivered by rail for £1.

The Warrick Edgware Road Depot still exists and I believe the Manager, Mr. Chuter, is still there.

The Autocarrier was discontinued during the First World War, but Warricks produced the tricar until about 1927.

A.C., after the success of the box-car, in 1907 turned to passenger models and produced a model with a single passenger seat in place of the box, later widened to seat two. At the end of 1909 they produced the Sociable, with one passenger by the side of the driver.

Warricks made only a few passenger tricars, of which I have one. The works still have a car which was used for cycle delivery and was in constant use from 1913 until 1952, and is still active.

Southend-on-Sea. LAURENCE MATHEWS.

* * *

Any Deemsters?

Sir,

I have a shy friend who is the proud owner of what I think is the only Deemster in existence. Can any reader contradict this or confirm it?

Middlesbrough. M. P. WILSON.

* * *

The Model-A Ford

Sir,

I found the article on model-A Fords very interesting as from the middle 'thirties until the outbreak of war I worked for a firm who ran a fair-sized fleet of these cars on self-drive hire.

As the horse-power tax was operative at that time, most of our cars were AF models with the 14.9 engines but otherwise they did not differ from the 24-h.p. job. Indeed, at least one taxation officer was quite unable to distinguish one from t'other.

The very early jobs in 1928 had side-mounted handbrakes and multi-plate clutches which proved almost indestructible on the extremely arduous type of duty our cars were used on. The 1929 version had a centrally located handbrake, so positioned that it was impossible to engage high or reverse gear with the brake on. The 14.9 version could not match its big brother for speed, but almost any of the models I had charge of would better 30 m.p.g. and one used to do a consistent 35 m.p.g. on long runs.

They were inclined to use up a lot of ignition condensers and I recollect running around for several weeks with a wireless condenser dangling from the distributor body. Another little idiosyncracy was for the hub of the camshaft gear to part company with the gear portion. This has kept me out of bed all night on a number of occasions when rectifying this on the roadside.

I can bear your contributor out as to the strength of the transmission. It was not unknown to be able to get two gears at once when the selectors became worn. If this took place in flight the result could be the splitting of the gearbox casing, but it was unusual for damage to occur to the gears themselves.

Axle shaft failure was rare and was usually the result of not keeping the nuts tight on the end of the shaft. It should be mentioned that no model-A had a straddle-mounted pinion, nor for that matter did the model-B, but except for early 1928 products, which had no pinion shaft lock nut, and were consequently prone to come undone, final-drive failure was no more prevalent than with contemporary Yank cars.

I look back on the years I spent on the model-As with nostalgia. The cars had a maximum of engineering and a minimum of frippery; they were full of character. I ruefully admit that it was often bad character, but character nonetheless. About the people who hired our cars I could write volumes but would probably be sued for libel and defamation of character!

Aston-on-Trent. GEORGE BAGGULEY.

* * *

Kelly Lorries

Sir,

Anyone remember the Kelly? Many of us in Chesham certainly recall these giants among the early commercials, with their Renault-type bonnet, left-hand control, massive chain drive, and unprotected seat—apart from an ugly great pram hood strapped in position in wet weather.

The late Mr. Charles Catling began business in about 1919 with two of these ex-W.D. flat-bodied trucks, later adding a third which came from a vehicle depot at Watford. They frequently went to and from the London docks, carrying timber and flour amongst other things, and were a familiar sight in this area until 1923 or later, when they were sold for breaking up. Large jacks were used for taking some of the weight off the springs when a fully laden truck was parked overnight, and one of these is still in the possession of the family business.

At least two of the original drivers are still resident here, and one of them confirms that the radiator, which Mr. Dobbs queried, was just behind the bonnet. In this position it often boiled, of course, and a lump of rag was used in place of a rad. cap. The starting handle was unusual, in that it disengaged when not in use and hung loosely at an angle from a hinged coupling.

One out-of-the-ordinary run for the Kelly team during 1919 was to remove our neighbour's furniture to a farmhouse in the depths of rural Suffolk, and having passed over this route last Summer I can imagine what an experience this must have been, on good old solids and the road surfaces of that time. So much for the Kelly.

Chesham. S. V. JOWETT.

* * *

Smokeless Cars

Sir,

In your article on Pilgrim cars in your February issue you featured an extract from the sales catalogue of the 25/30, in which it was stated that the car ran without smoking.

Smoky exhaust systems were weak points on many Edwardian cars, so in 1907 the R.A.C. staged a "vapour emission" competition to find out which cars suffered the least from this ailment. In it a 32-h.p. Pilgrim came first, with a 20-h.p. Lanchester, Albion, Belsize, and a Chenard-Walcker as runners-up.

Thus it can be seen that not all sales catalogues make exaggerated claims.

Merthyr Tydfil. BRIAN WEBLEY.

Another historic racing car is expected to compete in V.S.C.C. races this year. Sir Ralph Millais has almost finished restoring the 4-litre V12 Sunbeam "Tiger" to original condition. A new crankshaft, roller bearing and cages and new pistons restoring the c.r. to near original, have been installed, following assistance from Firth Brown, who supplied correct steel for the crankshaft, Laystall, who machined it, and Jack Fairman, who made the rollers and cages. Sir Ralph Millais hopes the car will appear at the V.S.C.C. Oulton Park meeting on June 23rd.

* * *

Vintage cars can be seen in action this month in the Aston Martin O.C. Race meeting at Silverstone on the 5th, when there is a 10-lap race for vintage sports cars, at the Stanley Sears Trophy meeting at Snetterton on the 6th, which will include a scratch race for vintage, historic and p.v.t. cars, and in the Morecambe C.C. Leighton Hall Hill-Climb, near Morecambe on the 27th. The V.S.C.C.'s own Buxton Rally takes place on May 5th, starting from the Bull i' Thorn Hotel between Ashbourne and Buxton.

* * *

Following the great Bentley D.C. assembly at Oulton Park on Easter Sunday the National Rolls-Royce Rally, as a welcome to members of the R-R. Club of America, will be held at Blenheim Palace on June 3rd. All the R.-R. organisations in the country are making this a combined operation and some 400-500 Rolls-Royce cars are expected to assemble for this rally and Concours d'Elegance.

THE GRAND PRIX OF THE GLOBULES

Kendrick Achieves an Astonishing 58.68 m.p.g. in an Austin-Cooper in Tough Mobil Economy Run



NOT CONDUCIVE TO ECONOMY.— The Editor taking a Vauxhall Victor de luxe saloon over the Trossachs during the 1962 Mobil Economy Run.

THE Mobil Economy Run has become famous throughout the World—in America, Australia, Rhodesia, Norway, Malaya, Ghana, Turkey and Venezuela, etc.—and so the British event, ably organised by the Hants & Berks M.C., is of considerable importance. The 8th International Mobil Economy Run took place from March 31st to April 4th, over real rally terrain in Scotland, Yorkshire and the Lake District.

This is a unique contest, from several angles. Cars have to be post-1959 British cars in standard trim—scrutineering involved dismantling carburetters to check choke and jet sizes and even cutting open the fuel tanks of class winners. Competitors pay an entry fee, but get all their petrol and hotels free, as well as a full Mobiloil service for each car. Tyre pressures had to be standard, observers were carried to ensure that no coasting was indulged in or the Highway Code ignored, and along some of the 1,070-mile route overdrives, where fitted, had to be locked out. Each car carried at least three occupants, and luggage on two days of the three. A 30-m.p.h. average had to be maintained and any excess mileage involved through getting lost penalised the m.p.g. figures.

So that the Press could see the sort of conditions under which the 1962 Mobil Economy Run was held, certain journalists were invited to compete, Mobil providing the cars, which were scrutineered with competitors' vehicles in the big exhibition hall in Harrogate before the start.

That is how the Editor of MOTOR SPORT came to sleep again in the Crown Hotel, where he was stationed during the war, and walk out into the snowy dawn to drive an Avon-shod Vauxhall Victor de luxe saloon, with 4-speed floor gear-change, that he had never seen until Nancy Mitchell flagged him away.

The cold weather was an added hazard in this stern " G.P. of the Fuel Globules," but our Vauxhall commenced with a minimum of choke, whereas Clerk-of-the-Course Birkett had been seen ruefully regarding his Lotus Elite Pilot Car, which, snow-covered, had been reluctant to commence.

Soon we were pressing on pretty fast, overhauling the field, in fear of icy hills ahead. M. L. Twite, my Assistant Editor, who was on this occasion driving for the up-and-coming weekly newspaper *Motoring News*, with which we are so closely associated, started late in a Vauxhall VX 4/90 and was pressing on behind us. Momentary panic that our tank was but half full of Mobilgas was allayed when the " lazy " petrol gauge woke up and indicated " full."

As we were leading the field after an exciting run up and down slippery Tan Hill a r.h. turning was missed and we had to return in haste at 70 m.p.h. and re-pass everyone up the ice-covered Two-Top Hill, which isn't good for economy.

Already Thompson's Hillman Super Minx had hit a wall, and subsequently it had another accident, and Roden's Riley 4/68 was damaged by a grit lorry. A Triumph Herald skidded, hit a post, and left the road. Kendrick, " the economy king," was getting carburetter icing in the Austin-Cooper but hoped to reach 60 m.p.g. on the morrow. The Victor was proving to have comfortable separate front seats and to corner nice and flat, but until a mat was flung into the rear compartment the throttle tended to stick, there were sundry rattles and the complexity of the heater controls proved exasperating.

Scotland was entered at Gretna and pleasant back roads brought us to an excellent picnic-lunch at Dumfries. The afternoon run was along the beautiful coast road by the Gatehouse of Fleet and New Galloway; alas for scenery, when it wasn't snowing it was sleeting and when it wasn't sleeting there was heavy rain. Snow and bitter cold set in for the run into Edinburgh over a succession of escarpments including 2,000-ft. peaks around Wanlockhead in the Lowther hills. We were piped ceremoniously into the Impound Area in Edinburgh's Castle Esplanade and taken by coach to the North British Hotel.

Monday's run was equally cold and bleak, over the Trossachs and past numerous lochs, *via* Aberfoyle, Aberfeldy, Perth and Cupar, back to Edinburgh. A Press Herald proved reluctant to start and Gilbert's Rover 80 was run into by a straying Land-Rover, resulting in severe damage to the off-side front wing and lamp. The last day, through the Lake District back to Harrogate, was the most eventful of all. Peat Hill was taken in driving snow, causing competitors to speed up in anticipation of trouble ahead. Beautiful Kielder forest scenery brought the contingent to Newcastle and the lunch stop at Lord Crewe's ancient monastery-inn at Blanchland. Hereafter the Editor of *Good Motoring* came in for many leg-pulls, having motored so well that he left the road in a Mini Minor after demolishing a length of farm fencing, to bog down in a field. The car continued, only to run out of petrol—which is just about the end on an economy run, but enabled co-driver Bishop to get another drink!

There was the highest A-road in England to negotiate, over Melmerby Fell to Penrith and Keswick, and a fast " dice " over Honister Pass, where we followed Rodney Crouch's Ford Zephyr,

Continued on page 357



H. G. W. Kendrick, who achieved 58.68 m.p.g. with an Austin-Cooper, taking the Mennock Pass to Wanlockhead, highest village in Scotland, on the first day of the Globules G.P.

Five-upmanship!



3 FAMILY APPEAL

Carries five with ease — in comfort and safety

With success after success in the world's major rallies, Saab has swept to fame as a sports car *without* equal. Yet it also has everything you could wish for in a *family* car. Ample room for five passengers and all their luggage. Plenty of headroom. Smoothness. Comfort. And a degree of safety unparalleled in its class. Saab's "family appeal" is but one of many features. For full details, and name and address of your nearest distributor or dealer, write to the address below.

SAAB

Price **£826.0.3** (inc. P.T.) including under-body coating, windscreen washers, temperature gauge, ammeter, 8-day clock, first-stage air-conditioning and many other "extras".

The Swedish car with the aircraft quality

1 ACCELERATION

2 BODY STRENGTH

4 ROADHOLDING

5 AERODYNAMIC STYLING

Administrative office: Saab (Gt. Britain) Ltd, 207/9 Regent St, London W1 · REGent 6537

WHITE ELEPHANTITIS—continued from page 346

are four such breathers, through any one of which the 3-gallon sump can be replenished and through one of which the inverted-tooth timing-chain can be inspected. Under the exhaust manifold is the Scintilla magneto driven from the dynamo. Also under the bonnet are a multiplicity of plaques, displaying data in three languages, one of which specifies Minerva sleeve-valve oil. The present owner compromises with a good modern oil liberally laced with Redex. A multi-plunger oil pump supplies the main bearings and the sleeve operating mechanism but the big-ends are trough lubricated. A convenient tap provides for oil draining or checking the sump level without grovelling under the car. The cooling system holds some 6½-gallons of water circulated by pump and cooled by a tube-radiator with cowled belt-driven fan.

This impressive power unit has a chassis to match—a massive channel-section frame of ⅜-in. steel, with a ½-in. thick aluminium footboard, the instrument panel being mounted on a cast-alloy girder frame cross-strutted with a 1½ in. dia. steel bar. Rigidity of construction certainly applies to this Belgian motor car, the wheelbase of which is as long as that of a Rolls-Royce Phantom II (12 ft. 6 in.). Suspension is by undamped cantilever rear springs and ½-elliptics at the front, with Houdaille hydraulic shock-absorbers. The separate 4-speed gearbox has a filler cap measuring 7 in. in dia., removal of which leaves the gears in full view! The drive goes *via* a propeller shaft enclosed in a torque tube which is supported at the front by a massive forked bracket pivoted to a cross-member. The Gleason-bevel back axle has stabiliser rods.

Centre-lock wire wheels, covered by discs, are shod with 7.00×21 Dunlop Fort tyres, steering is by worm and full-wheel, permitting adjustment for wear, and there are 48 Tecalemit lubrication points to grease. From front tubular bumper to tail this Minerva measures all of 18 feet.

It might have been thought that the designer would have been worried about the possibilities of stopping this 2⅛-ton motor car. But this he contrived to do very effectively. The enormous steel-lined aluminium rear brake drums are actually of greater diameter (over 22 in.) than the well-base rims. The footbrake operates on all wheels, through Perrot mechanism at the front, assisted by a Dewandre vacuum-servo, and the handbrake applies separate rear shoes. Over 14 *feet* of 2¼ in.×⅜ in. lining is needed to reline all the shoes and these brakes STOP the car, Mr Marples.

Even now the unique and endearing features of this particular "White Elephant" have not been exhausted. Lighting, for instance, is by headlamps and pass-lights built in one unit by Willocq-Bottins of Brussels, who seem to have thus sewn up the dazzle problem 32 years ago! The petrol gauge in the 22-gallon Autovac-feed reservoir is a proper mystery—its needle floats in alcohol and is 100% accurate but the gauge lifts from its mounting to disclose no wiring or mechanical connections between it and the float. Could the solution be magnetism?

The entire space under the leather-upholstered front seat is taken up with a tool-box, 4 ft. long, that slides out on rollers and can be locked with a carriage key. The need for such a spacious container does not imply unreliability but serves to emphasise the generosity of the manufacturer, who supplied with each car *no fewer than* 140 *spare parts*, including spare jets, gaskets, con.-rod bolts, sleeve-rod studs, etc., apart from a very comprehensive tool-kit, even to hub-extractor, paraffin syringe, etc. Yet the spare wheel was always supplied without a spare tyre!

Climbing up into the driving compartment I was confronted by the highest steering wheel I have ever held. It is 19½ in. in diameter and I was obliged to look *through* the four spokes to obtain a view of the road. The head of Minerva—helmeted because of her furtherance of war and consequent hazards!—rides majestically on the distant filler-cap. Unobtrusive ignition and mixture controls occupy the wheel centre—the latter not used, rumour has it, since a chauffeur left it too long at "weak" and ruined the sleeves!

To start, you turn the key on the Scintilla electrical panel and—another unique feature—the pinion of the starter motor moves magnetically co-axially into mesh with the flywheel, for silence and preservation of the starter-ring dentures. The multi-plate clutch, which lives within the huge flywheel, is extremely light; the gears are engaged by a long r.h. lever in a visible gate, with the hand lever beside it. First gear is relinquished for 2nd as soon as the car moves. Upward changes call for double-declutching; downward ones for considerable skill. The steering is light and feeding the gigantic wheel through the fingers is aided by useful castor return action. I have said that the brakes are powerful; separate Klaxon and Bosch horns supplement them, with facia-sill push-buttons.

I did not care to trundle along above an easy 40, but am told that a cruising 50 and occasional 60 is within the compass of this big Minerva. So silent is the engine you never think about it. To kill it there is a cut-out button; to coax it to start a Ki-gas injecting into the base of the internal inlet manifolds.

Instrumentation on the polished facia includes a J. E. Malivent of Paris "indicateur d'Huile," 95-m.p.h. Jaeger speedometer, Jaeger clock, "Gaz" slow-running lever, and a petrol tap, flanked each side by lockable glove boxes. Upholstery in the back parlour behind the glass division is cloth, with walnut panelling offset with inlaid bird's-eye maple. Top quality, m'lady, and if you want the chauffeur kindly press one of those buttons and speak to him through the microphone—which has its own 6-volt dry battery. You can't now, but formerly the head folded open from halfway along the back window of the 6-light body. Why not now?—because it began to leak and has been permanently sealed.

Not everyone's idea of a car, perhaps, but Mr. E. A. Price, the present and third owner (he found her in Guildford, but her first owner was a Brighton lady of title) considers Minerva motoring worth the 10 m.p.g. it costs him.

Certainly he has a rare car, for apart from another type-AK Weymann fabric saloon this is probably the only 32/34 Minerva to be regularly exercised. Nor should we forget that the late Mr. G. L. Baker got over 100 m.p.h. at Brooklands from an open-bodied version—I must remember one day to ask his son how this was done!—W. B.

◆◆◆

THE GOODWOOD SEASON OPENS

THE B.A.R.C. opened the Goodwood season with a Sports-Car Meeting on March 24th which was extremely well attended in spite of bitterly cold weather. The new track surface was given a thorough try-out but the new stand at St. Mary's had not been erected. But new enclosures were in use, enabling spectators to get a very good close-up view of the racing.

The programme opened with a 5-lap Scratch Race for 1,100-c.c. sports cars. Searls was amongst the non-starters, having crashed Parvin's Lotus at St. Mary's that morning. He was thrown out, the battery narrowly missed him and his strapped-up crash hat was torn off. He suffered scalp injuries and a broken wrist. Hegbourne had things all his own way, building up a useful lead in his Lola-Climax to win by 11.8 sec. from Hyslop in Dickinson's Lola-Climax, Veness (Elva-Climax) snatching third place from Jerham's Gilby-Climax, which had begun to smoke, on the run-in.

The next race, from a Le Mans start, was a 7-lap Scratch event for *Marque* Sports Cars and counted towards the Veedol Prize of an F.J. Lotus. Burnard won this one, his A.C.-Bristol, hood up, leading from lap two. Jones in the ex-Lawrence Morgan Plus Four had a fine tussle with Bell's Lotus Elite, passing the latter on the inside out of St. Mary's on the last lap to secure second place by 1.8 sec. Eva had a bad start (I dislike Le Mans starts for short races) in his Twin-Cam M.G. coupé but recovered splendidly, to finish fourth and make fastest lap at 82.29 m.p.h. The first of many accidents happened when Hodgson's Sunbeam-Harrington left the road at Fordwater and up-ended. Banks' A.C.-Bristol retired with gasket trouble.

In the first race Paul (Lotus) was penalised a minute for spinning and the same fate befell Amato in this race, his Elite performing astonishing gyrations at St. Mary's but continuing safely and promptly.

Another 7-lap Veedol Scratch Race followed, in which Brooke's Lotus 7-Cosworth Ford tried hard to catch Soley in Manfield's neat D.R.W.-Ford, which is the 1961 ex-Oliver car. But the D.R.W. won by 0.6 sec., both lapping at 84.71 m.p.h. No-one else had a look in but later in the afternoon Cole's Lotus-Ford came in to take third place. Lewis crashed the other D.R.W.-Ford on the outside of St. Mary's, and Grant (Sprinzel Sprite) stopped at his pit for petrol—in a 7-lap race!

Raby, Jnr., in a Turner-B.M.C. tuned by himself, shed fluid and retired. This race saw the advent of Spender in a remarkable idea of Chris Lawrence's—no less than a rear-engined B.M.C. Mini, called a Deep-Sanderson, on Michelin-shod Mini wheels, its power unit housed in a box behind the driver, reminiscent of one of those discreet delivery vans used by perfume firms or family butchers. It managed to pass Young's sick Sprite.

The next race was *much* more interesting, for although the programme said we were at a Sports-Car Meeting, every one of the 15 starters in this 10-lap Scratch contest was a Formula Junior car. Moreover, the entire Lotus team seemed to be present to watch Peter Arundell drive the new Lotus 22, and three of the new Lola-Fords were there to do battle with it.

The race was fully up to F.J. standards, for four drivers were penalised for jumping the start and Raby in the new Merlyn-Ford with his own ideas of engine tuning collided with the Lotus 22 and although he did one lap Arundell was virtually finished from the start. For a couple of laps Peter Ashdown carried Lotus hopes, in a Lotus 20 with inboard disc brakes at the back and 5-speed gearbox, after which first Prior and then Taylor in the very low, very stable new Lolas passed him, the latter on the last lap, by which time the Lotus was smoking with discomfort. But as Taylor had jumped the start he was relegated to fifth place, and the result was Prior, Ashdown, Hine (another new Lola-Ford) and Lyon, from the U.S.A., in a Lotus 20. Unusual in modern racing, Berrow-Johnson's Lotus 20 burst a tyre (off-side front) and in avoiding him Fruitnight's new Merlyn-Ford spun off—the B.A.R.C. decided this would be excused under the circumstances! Horace Gould's 17-year-old son drove a Lotus and Ghazala came from Sweden to drive a last-year's Caravelle-Ford. Pillette appeared in Fitzwilliam's Ecurie Mille Miglia Lola from Le Zoute. Dick Prior did a lap at 97.08 m.p.h. (1 min. 29 sec.)—the commentator *thought* this *must* be a new F.J. lap-record (old boy!) but wasn't sure and no-one **else enlightened us.**

De Selincourt proved his mastery of mighty machinery in the 10-lap Scratch Race for unlimited sports and G.T. cars, his ex-Whitehead 3.8 Lister-Jaguar leading all the way, out on its own, to win a dull race by 18.4 sec. Nicholson's 1100 Lola, Salmon's Aston Martin Zagato and Derisley's ex-Lumsden Elite followed at discreet intervals. The big crowd in the new St. Mary's enclosure saw Pearce demolish the front of his Jaguar XK150 against the bank. Officially, he was given as "retired, with collapsed front suspension." As only one breakdown truck had all the clearing up to do the next race started late, being held after the 3-min. signal had been given—which is *not* in the B.A.R.C. tradition. Alas, we never saw Addicott's splendid Lotus, said to do 140 m.p.h. along Lavant straight, on which a power bulge on the bonnet from which two carburetters protrude hints at the presence of a V8 light-alloy 3½-litre Buick engine. It lost its gears in getting away—better perhaps if Addicott had merely used top, which he claims is all he needs, instead of a lower ratio of the five available. Keates drove—slowly—the prototype Le Mans V12 Lagonda, now with Aston Martin DB3S engine.

A 5-lapper for non-o.h.c. 1,200-c.c. sports car allowed Manfield's D.R.W.-Ford to display its superiority over sundry Lotus cars, although five of the latter followed it home. The Lotus 7s of Smallman and Wilson did not appear to benefit from enormous and incongruous head-rests, the latter's being delayed with fuel starvation; the aforesaid Deep-Sanderson-B.M.C. delivery van lost its transmission and Fletcher's Lotus had clutch trouble.

There followed the best race of the afternoon, another 10-lap *Marque* Scratch Race, in which Eva again drove his Twin-Cam M.G. coupé magnificently but was hard-pressed to hold off Meredith's Morgan Plus Four, although, having been passed on the last lap, Eva contrived to get by Meredith on the inside going into St. Mary's—quite something! There was also an unholy dice for third place between Burnard's A.C.-Bristol and Jones' Morgan Plus Four, until the A.C. pulled away somewhat on the last lap. J. Dangerfield spun his A.C.-Bristol but worked his way up again, ending in a harmless spin. The other Dangerfield held a smart Triumph TR4 in fifth place.

A freezing afternoon ended with the crowd on its toes as de Selincourt streaked through the field from scratch in a 5-lap Handicap but failed to catch the flying Meredith.—W. B.

The winners were :—

5-lap Scratch Race for 1,100-c.c. Sports Cars : A. V. Hegbourne (Lola-Climax)	85.48	m.p.h.
7-lap Veedol *Marque* Scratch Race : R. Burnard (A.C.-Bristol)	77.68	,,
7-lap Veedol Class Scratch Race : D. A. Soley (D.R.W.-Ford)	83.21	,,
10-lap F.J. Scratch Race : R. N. Prior (Lola-Ford)	95.49	,,
10-lap Scratch Race for Unlimited Sports Cars : R. W. de Selincourt (Lister-Jaguar)	89.11	,,
5-lap Scratch Race for 1,200-c.c. non-o.h.c. Sports Cars : J. E. Manfield (D.R.W.-Ford)	81.36	,,
***Marque* Scratch Race :** D. Eva (M.G. Twin-Cam)	80.51	,,
5-lap Handicap : R. Meredith (Morgan Plus Four)	80.63	,,

The next round in the MOTOR SPORT Brooklands Memorial Trophy Contest will be contested at Goodwood on May 26th.

MONTAGU MOTOR MUSEUM FIXTURES

Those contemplating a visit to this famous Museum, Stately Home and Abbey at Beaulieu, Hampshire, may care to note that on the undermentioned days rallies will be in progress in the grounds :

May 6th ..	D.K.W. Owners' Club Rally.
,, 13th ..	Porsche Club Rally.
	Southampton Motor Cycle Club Vintage Rally.
,, 20th ..	Federation of National and One Make Motor Cycle Club Rally.
,, 27th ..	Vintage Sports Car Club Rally.
June 2nd ..	M.G. Car Club Rally.
June 10/11th	Steam Traction Engine Rally.
July 14th ..	Veteran Car Auction.

NEW VW PRICES

While other manufacturers and concessionaires were fiddling with slide-rules or subtracting on their figures, VW Motors Ltd. had put revised VW prices in the post within four days of the Budget speech.

You can now buy a standard VW for £618 7s. 9d., a de luxe version for £717 7s. 9d., a sun-roof saloon for £763 9s., a K.G. coupé for £1,128 10s. 3d., a Microbus for £1,025 7s. 9d. and a 1500 VW for £1,035 14s. (disregard, therefore, the price quoted on page 334), all inclusive of Import Duty and purchase tax.



THE NEW DKW 800 S, THE CAR WITH LUBRIMAT OIL INJECTION

MORE space, more comfort and an enormous boot. **MORE** economy, tough, trouble-free engine; routine service only every 4,500 miles. **MORE** engine life—up to 100,000 miles before major engine overhaul. **MORE** power from brilliant engine design—three cylinders do the work of six. **MORE** average m.p.h. plus the DKWs fantastic cornering and acceleration. **MORE** finish—up to the exacting standards set by Mercedes-Benz and Auto Union. All Auto Union and DKW cars now carry a 12-month warranty. Contact **AUTO UNION (G.B.) LTD., GREAT WEST ROAD, BRENTFORD, MIDDLESEX. TEL. ISLEWORTH 5341 OR YOUR LOCAL DEALER.**

AUTO UNION DKW

A PRODUCT OF MERCEDES-BENZ AUTO UNION PARTNERSHIP

Free Servicing for the first 4,400 miles as per manufacturers coupon on all new DKW cars

THE VW 1500—continued from page 336

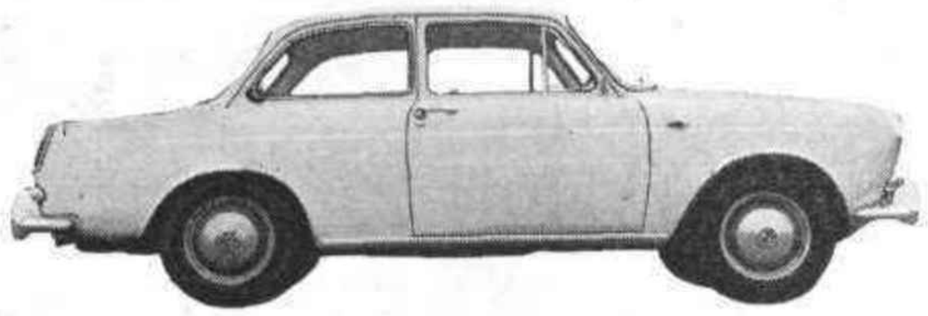
petrol, the average consumption being somewhat disappointing at 29 m.p.g. This included many cold-starts and London traffic; on a long run it dropped to 30.5 m.p.g. The absolute range, without filling the tank absolutely to the brim, was a sensible 366 miles and although I regret deletion of the reserve-tap, the gauge is marked with an "R," and after the needle has reached this point enough fuel remains for some 47 miles.

I was delighted to find Bosch electrics on the engine and the Hella lamps give a wide and generous beam and excellent illumination when dimmed. Being accustomed to a VW that never required oil replenishment between sump-drainings, it occasioned no surprise that after more than 770 miles the level of the Castrolite remained at "full." Incidentally, sump-draining is normally recommended every 3,000 miles. The engine, apart from achieving a miracle of *multum in parvo*, makes most intriguing frying noises sometime after the car has been put away, audible reminder of the reassuring fact that it can neither boil nor freeze, the latter a comforting thought in a country where over-night frosts have persisted to the Spring. Sound damping is so thorough that engine noise is subdued unless peak revs (3,800 r.p.m.) are approached, and cruising in top gear the VW 1500 is quieter than a Porsche and most other family saloons. Such noise as there is probably comes from the all-indirect gearbox, in the form of transmission grumble, while wind whispers a little round the screen pillars. Even rear-seat passengers cannot complain of noise but "outsiders" will still tell you a VW is noisy.

The finish of a VW is on a par with the best there is. I had evidence of this when a man wheeling a hand-barrow loaded with rubbish that included protruding lengths of old gas-piping let it run with a rasping sound into the tail of the 1500. When I got out, expecting to find scratches and dents, all I could see was a scratch on the British number-plate but nothing whatsoever on the German paintwork and panels.

To sum up, this is a very high-class family car, not over-complex in fittings or controls, but beautifully made and finished, and giving the impression it will go on for ever. There is now really useful performance, but the car is still "unburstably" high-geared, it now handles in a much more conventional manner while contriving to corner in a fashion of its own, it is delightful to drive and quite effortless on long journeys. The dual luggage boots give considerable stowage space but do call for shallow luggage. How nice to be in a VW again!—W. B.

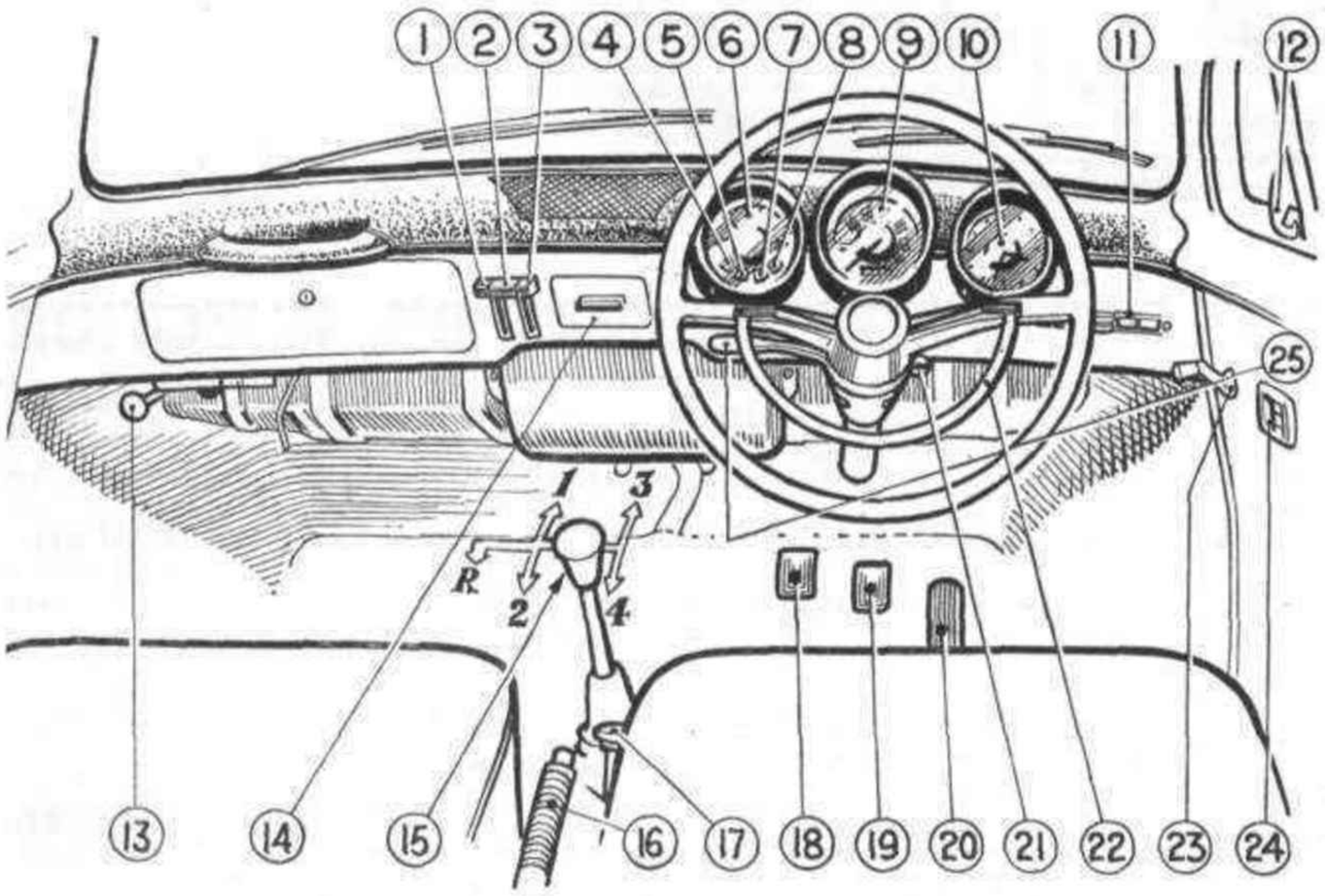
THE VOLKSWAGEN 1500



Engine : Four cylinders, horizontally-opposed, 83 × 69 mm. (1,493 c.c.). Push-rod-operated overhead valves. 7.2-to-1 compression-ratio. 45 (net) b.h.p. at 3,800 r.p.m.
Gear ratios : 1st, 15.67 to 1; 2nd, 8.50 to 1; 3rd, 5.44 to 1; top, 3.67 to 1.
Tyres : 6.00 × 15 Dunlop B7 tubeless on bolt-on steel disc wheels.
Weight : Not weighed. (Maker's figure, 16 cwt. 3 qtr. 20 lb. unladen.)
Steering ratio : Just over 2½ turns, lock-to-lock.
Fuel capacity (maker's figure) : 8.8 gallons. (Range : 366 miles—but see text.)
Wheelbase : 7 ft. 10½ in.
Track : Front, 4 ft. 3⅝ in.; rear, 4 ft. 5 in.
Dimensions : 13 ft. 10½ in. × 5 ft. 3 3/16 in. × 4 ft. 10 in. (high).
Price : £752 10s. (£1,035 14s. inclusive of purchase tax).
Makers : Volkswagenwerk A.G., Wolfsburg, Germany.
Concessionaires : VW Motors Ltd., 32/34, St. John's Wood Road, London, N.W.8.

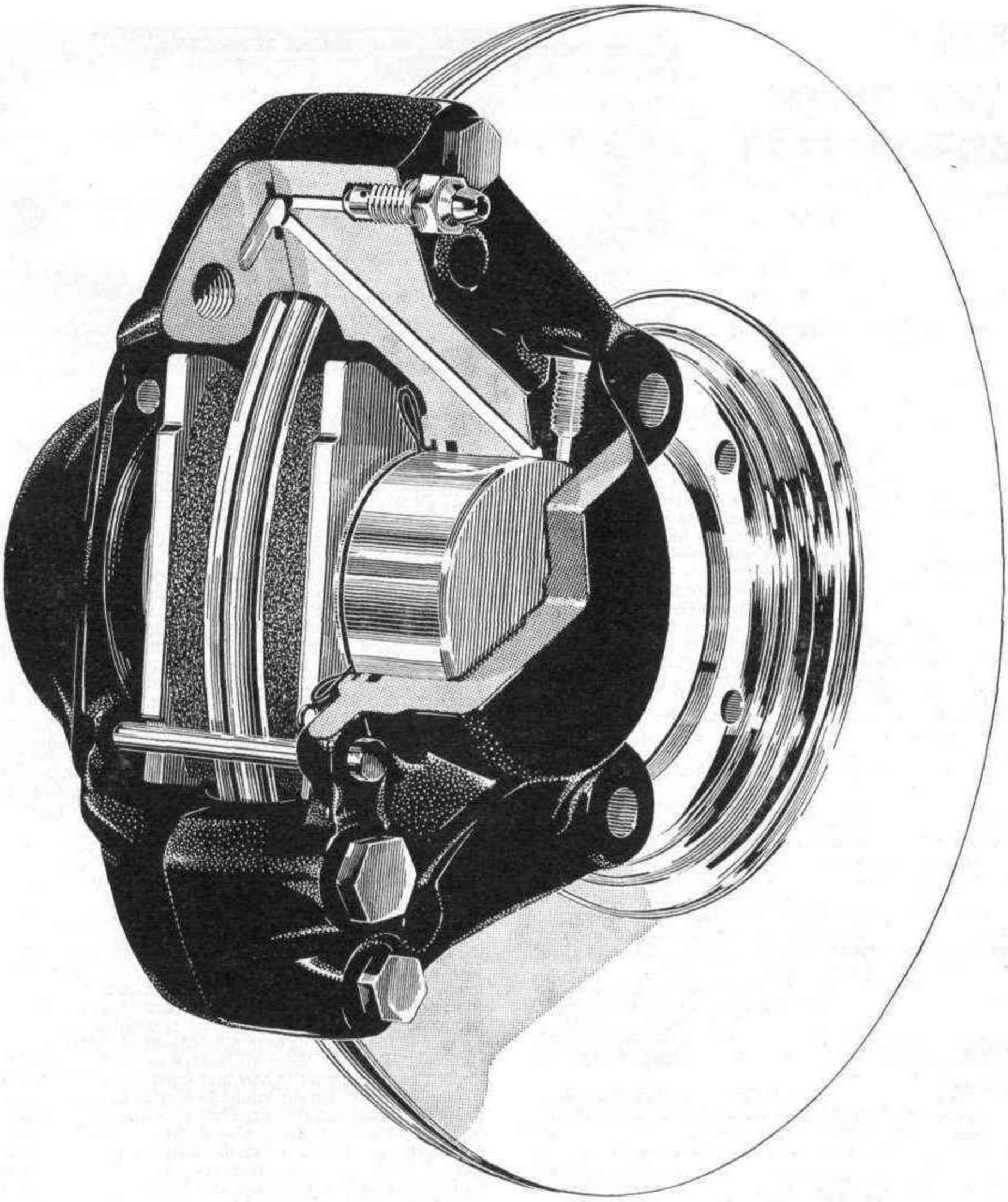
VW 1500 CONTROLS AND FACIA LAYOUT

NOTES.—The control layout is mainly self-explanatory from the diagram and key below. The very small push-buttons have identification symbols and are generally convenient but invisible at night, as the instrument lighting does not illuminate them. The dual horizontal rheostat wheels between them are rather "fumbly." The ignition key will lock the steering. The very rigid indicators stalk has a button-switch under its extremity that flashes headlamps full-beam intermittently (and automatically) in daylight, ditto but dimmed beam with sidelamps on, and dims the full-beam with headlights on. It also selects the near-side or off-side parking lamp. When the flashers are working both *winkers in the fuel gauge operate. The wipers only work with ignition "on." There are the usual indicator lights. The heater is brought in by a knob, requiring many turns, placed ahead of the gear-lever (clockwise = off). Fresh air is vented at screen level to either side of the car by the vertically-moving small controls shown and foot-level volume is varied by means of the larger central toggle. Some whistle occurs when the full supply (levers down) is used and the action is not as refreshing as it might be.*



KEY

1. *Fresh air control, windscreen vent, passenger's side.*
2. *Fresh air control, ventilation to floor.*
3. *Fresh air control, windscreen vent, driver's side.*
4. *Parking lamps indicator light (green).*
5. *Headlamps high beam indicator light (blue).*
6. *Petrol gauge (indicates down to "R," after which 1.1 gallons remain in reserve.*
7. *Dynamo indicator light (red).*
8. *Oil-pressure indicator light (green).*
9. *Speedometer with mileometer.*
10. *Electric clock.*
11. *Press buttons (four) controlling wipers, screen-washer and lamps, with horizontal rheostat knobs for facia lighting and (above) wiper speed between them.*
12. *Quarter-light catch.*
13. *Front boot-lid release knob.*
14. *Pull-out ash-tray.*
15. *Gear-lever.*
16. *Handbrake lever.*
17. *Heater control knob.*
18. *Clutch pedal.*
19. *Brake pedal.*
20. *Accelerator pedal.*
21. *Ignition-key-cum-steering lock.*
22. *Half-horn-ring.*
23. *Window winding handle.*
24. *Interior pull-out door handle and door-locking handle.*
25. *Direction-flashers' stalk lever (also used for headlamps flashing and changing from full to dimmed headlamps beam).*



GIRLING
DISC BRAKES

THE COMMON SAFETY FACTOR BUILT INTO MANY OF TO-DAYS FAMOUS CARS

GIRLING LIMITED · KINGS ROAD
TYSELEY · BIRMINGHAM · 11

FUN WITH—

THE TWO-CARBURETTER B.M.W. 700

An Energetic 697-c.c. Air-Cooled, Flat-Twin, All-Independently-Sprung Sports Coupe from Germany



BAYERISCHE Motoren Werke of Munich built up a fine reputation for high-quality flat-twin shaft-drive motor-cycles of notable longevity. To meet economic demands after the war they introduced the Isetta 3-wheeler, later made as a 4-wheeler, a single cylinder " bubble-car " that survives when so many vehicles in this class have been discontinued. B.M.W., apart from their luxury cars, then turned to a normal 700-c.c. rear-engined small car, which is now available here in saloon and coupé form, the latter with two-carburetter engine, through the B.M.W. Concessionaires in Brighton.

Enthusiasts in England had their first chance to assess this fast little German car when Herbert Linge brought one to Silverstone last year and won the up-to-1,000 c.c class of the B.R.D.C. British Empire Trophy Production Touring Car Race at 69.06 m.p.h., trouncing Whitmore, Aston, and several other well-known drivers in B.M.C. Minis. He actually finished third in the entire race, behind the 3.8 Jaguars of Parkes and Graham Hill!

I recently drove the Sport coupé version of the B.M.W. and came to the conclusion it is great fun, a modern cyclecar of sparkling performance, which gives the impression of being well made and likely to carry on the B.M.W. tradition of quality and long life.

Although, when you open the " piano-top " covering the engine compartment, there is little to be seen apart from the elaborate ducting round the fan-cooled horizontally-opposed cylinders, two Solex 34 PC1 carburetters taking air through a remote cylindrical air-cleaner and an individual coil for each of the aforesaid cylinders (which keeps the wiring very simple!) this is no reason for disparaging this unusual engine. This remarkable 78 × 73 m.m. (697-c.c.) engine with pushrod operated inclined o.h.v. runs up to 7,400 r.p.m. if pressed, can be habitually extended to 6,500 r.p.m. and develops 40 (net) b.h.p. at 5,800 r.p.m. Although it is noisy at low speeds, as the pace mounts above 60 m.p.h. it not only smooths out to become a very unobtrusive power unit but is appreciably quieter. The compression-ratio is 9 to 1 but 100-octane fuel is not necessary and the engine starts reasonably easily, doesn't run-on and feels completely " unburstable ".

This B.M.W. coupé is a compact little car but its performance is such that I had difficulty in believing that it has a capacity of under 700 c.c. It is, indeed, capable of reaching a genuine 70 m.p.h. (approx. 5,300 r.p.m. in the 4.56 to 1 top-gear) very easily indeed, and along a motorway or similar road, speed will build up by another 12 m.p.h. This is definitely a sports car, in which the revs. should be maintained at between 5,000 to 6,500 r.p.m. to get the best results. The makers suggest maxima in the gears of 25,44 and 66 m.p.h. but if the red mark on the tachometer is ignored these can be pushed up to 34,56 and 75 m.p.h. on the speedometer. The ratios are 14.48, 8.68 and 6.23 to 1 respectively.

The need to keep the engine revving results in acceleration in any one gear that is not especially impressive but if the gearbox is used the B.M.W. Sport will see off normal B.M.C. Minis up to 60 m.p.h. and beyond. Yet there is real flexibility in top gear, for which the prominent rubber engine mountings and good balance of a flat-twin are doubtless responsible.

Few cars can be as easy to drive as this little B.M.W. Visibility is excellent, forwards or over the modest tail-fins. The rack-and-pinion steering, needing just over 2½ turns, lock-to-lock, is light, accurate and vice-free, with mild castor action. The stubby, rigid central gear-lever comes readily to hand, controlling a 4-speed, all-synchromesh gearbox, with reverse easy to engage beyond second. It is necessary to move the lever precisely and the action is spongy, reminder that the lever is operating via lengthly controls, but the change is quite a pleasant one. It is possible to crunch bottom gear, if the driver is clumsy.

The brakes are insensitive, so that intended progressive stops are apt to become fierce retardation, but they give retardation fully in keeping with the available performance, given a hearty pressure on the pedal.

The suspension is interesting, because this is a rear-engined car without the expected swing axle i.r.s. Instead, trailing arms are used at the back, the drive shaft having rubber universals, and the suspension medium being coil springs. Front suspension is also by coil springs, with leading links, and Boge hydraulic shock-absorbers are used all round, with an anti-roll bar at the back. The cornering tendency is definite and quite pronounced oversteer, and this is evident also by the manner in which the car is easily deflected from a straight course, by camber or cross winds. Nevertheless, road-holding is of a high order, the wheels seldom losing grip until the tail slides, which the quick steering easily controls. However, really rapid cornering introduces roll at the rear-end which leads to untidy correction of a slide, and consequent ragged cornering. Through all this the 5.20 × 12 Continental " Schlauchlos " tubeless tyres never protest.

The ride is apt to be lively without being uncomfortable unless bad roads are negotiated at speed. There is little head-room to spare for a driver of average height, and a tall driver's head would contact the roof under these conditions.

This little B.M.W. gains high marks for general convenience. For example, although compact it has a generous-sized back seat the back of which folds, or can be completely removed if required, with a parcels space behind it and the front boot will swallow much luggage, the spare wheel being mounted vertically at the front of it. The control arrangements could hardly be more simple. Confronting the driver are the Vdo tachometer reading to 8,000 r.p.m. and the matching 95 m.p.h. Vdo speedometer-cum-distance-recorder. Between these are four warning-light windows. To the left are a cigarette lighter and knob for wipers-cum-washers. To the right two similar knobs look after lamps-cum-facia lighting and rheostat control of the latter. Convenient stalks protrude from beneath the steering wheel, that on the left dimming the headlamps or, pulled upwards, flashing a full-beam daylight warning; that on the right actuates the self-cancelling direction flashers or, pulled upwards, the horn. Under facia controls operate the parking lamps and provide for distribution of ventilation.

Two tiny quadrant levers behind the gear-lever respectively operate the choke and vary the degree of interior heat, and a little panel below the facia contains an instantly accessible reserve fuel tap (labelled " Auf " — " Zu " — " Res. ") with a pull-out knob for warm air distribution beside it. Ingenious features — the petrol gauge is like a ribbon speedometer in reverse, showing diminishing readings until an all-red indicator warns that the reserve supply is needed (this gives about 24 miles' supply) and the ignition-cum-starter key is on the floor ahead of the gear-lever, so arranged that neutral must be selected before the engine can be switched off, after which the lever is locked in this position.

That this is a truly small car (wheel base 6 ft. 11½ in.; weight unladen 12¾ cwt.) is evident from the intrusion of the front-wheel arches, causing the pedals to be strongly biased to the left, but this does not seem inconvenient in practice. More serious is

lack of space in which to rest one's clutch foot. The treadle accelerator needed a very firm pressure to open it fully, possibly a safeguard against too eager revving up. There are good Hella lamps, a small interior lamp above the off-side door with courtesy action, twin non-swivelling vizors and an enormous lidded ash-tray on the facia sill.

The small separate front seats, with squab angle adjustable by means of cams, are specially shaped for firm support of the thighs and although they are hard a stronger criticism would be that they are rather low-set. The sliding adjustment controls are too close to the doors. Generally I found the B.M.W. 700 only moderately comfortable.

At speed wind-noise is commendably low, and although the engine has a busy note when accelerating hard, and the small wheels transmit road-noise over certain surfaces, the combined cacophony is no worse, if of a different nature, than that to be endured within other very small cars.

Both front and rear boot lids have to be propped up manually. A push-button opens the rear lid. The door windows don't open fully but wind almost down with three turns of very flexible plastic handles. There are no ¼-lights but the rear windows open as vents. I liked the exterior door handles, whereby you press a button and the handle comes out conveniently to hand, the lock works well, and the small interior handles move *back* to open the wide doors. There is mild padding under the scuttle but no real crash padding. The central hand-brake lever is well placed and for access to the back seat side levers are operated to permit the front-seat squabs to hinge forward; they are otherwise locked, a good point, but not much space is allowed for getting into the back compartment. An exterior mirror supplements the interior rear-view mirror. Horn and wipers function only when the ignition is " on ", which I dislike.

Slightly crude is the unsheathed steering column terminating in a flexible joint within the driving compartment. The doors have substantial interior grip-handles and the facia incorporates an open cubby hole.

The gear-lever has a rubber fume-excluding sleeve and a good feature is a rubber shield to prevent spilt fuel from running past the front filler into the luggage compartment. The tank holds just over seven gallons and I averaged 34½ m.p.g. so the range is approx. 240 miles inclusive of the reserve supply. Driving gently 42 m.p.g. was possible and 36 was normal on main-road runs.

The body is free from rattles, the plastic/fabric upholstery is smart and looks durable, and I like the rather aggressive appearance of this little sports coupé, with its non-tapering wide body lines. The smart B.M.W. badge is displayed front and back and on the wheel knave plates but of the motifs at the rear only the word coupé discloses that this is the quick 51½ (gross) b.h.p. per-litre version. The wrap-round side lamps are sensible. In the engine compartment is evidence of much felt-sound insulation on air-ducts and push-rod covers, the Sonnenshein battery is accessible and the dip-stick available by unscrewing the very small, deeply threaded oil filler cap. That there is nothing wrong with the breathing of this flat-twin is evident by how clean it keeps and the fact that not a drop of oil had been used after 580 miles.

I found this little B.M.W. cyclecar good fun. Over 80 m.p.h. from 700 c.c. is not to be sneezed at, especially with excellent acceleration to 70 m.p.h. which makes passing slower vehicles a safe accomplishment. The flat-twin engine is not a deterrent to the charm of the B.M.W. 700 and I need hardly reiterate the advantages air-cooling confers, not least of which is a quiet system of interior heating (very adequate in the case of the B.M.W.) — and the fascinating sounds the cylinders make while cooling off! An experienced friend who drove it expressed the view that it would take a Cooper-Mini to catch it over cross-country journeys, although the B.M.C. Mini handles in a superior manner. Either as serious transport or as a handy second-car of individual character, I commend this B.M.W.

The Sports version costs £651 which Import Duty and p.t. unfortunately inflates. It is handled by B.M.W. Concessionaires Ltd., New England Street, Brighton, Sussex.—W.B.

WISCOMBE PARK HILL-CLIMB

This excellent venue in Devon, close to Honiton and adjacent to delectable seaside resorts, anticipates a very good season this year. Amenities have been carried out and Major Lambton and Major Chichester, the keen and energetic organisers, have effected various improvements. They compete themselves, Major Lambton owning a 2-litre Alta and G.P. Bugatti.

The opening event on May 19/20th ranks as a National Open Speed Hill-Climb qualifying for the R.A.C. Hill-Climb Championship. The hill is usually opened by some exciting vintage or veteran vehicle. The 1962 fixtures comprise :

Date and Club	*Category*	*Details from*
May 19/20th West Hants and Dorset C.C. (12 noon)	NATIONAL OPEN. (Qualifying round for R.A.C. Hill-Climb Championship)	H. W. T. Hughes, 114, Sheringham Road, Branksome, Poole, Dorset. Tel.: Westbourne 65170.
June 11th (Whit Monday) West of England M.C. (1.30 p.m.)	Closed.	C. W. Bartlett, 138, Cowick Street, Exeter, Devon. Tel.: Exeter 54086.
August 12th West of England M.C. (1.30 p.m.)	Closed	C. W. Bartlett, 138, Cowick Street, Exeter, Devon. Tel.: Exeter 54086.
September 22nd/23rd B.R.S.C.C. (S.W.) (12 noon)	NATIONAL OPEN.	L. Hutchings, Newport Gardens, Countess Weir, Exeter, Devon. Tel.: Topsham 3579.
October 13/14th 750 M.C. (12 noon)	Restricted.	Mrs. Phyllis Hood, High Noon, Petersfinger, Nr. Salisbury, Wilts. Tel.: Salisbury 5970.

FLEET CARNIVAL RALLY

This rally takes place at Fleet, Hampshire, 36 miles from London, on June 17th at 2 p.m. and is open to owners of all types and ages of vehicles, which will be divided into appropriate classes, including those for veteran and vintage cars and motorcycles, pre-1940 taxis, fire-engines, steam wagons and traction engines, vintage commercial vehicles, and p.v.t. and modern cars, motorcycles and scooters. Entries at 5s. per vehicle, per class, will be judged on merit, classes to be merged if insufficient entries, and the fee includes a free tea for driver and one passenger. Extra teas can be bought. There will be separate prizes for most elegant lady and car and for the dog most appropriate to its car! Well-known motoring personalities are being asked to act as judges. Entry forms from Councillor Mrs. W. Boddy, c/o Fleet Council Offices, Fleet, Hampshire.

CARS IN BOOKS

Some fascinating motoring references are to be found in " Freddy Lonsdale—His Biography," by Frances Donaldson (William Heinemann, 1957), which also presents pleasing glimpses of the 1920s. We are told that later in life Freddy Lonsdale, the greatest playwright of his day, had " a great Bentley car," chauffeur-driven; indeed, during his successful years his wife had a Bentley saloon, he had an open Bentley and his daughters an A.C. 2-seater, looked after by two chauffeurs—this in 1923.

In this book we meet Lord Grantley, once associated with a Bentley record attempt, Ronald Squire who started his stage career as the boy in the Harry Tate motor-car act, and Ernest Day, Lonsdale's chauffeur from 1926/7, who became his valet, friend and companion.

One unexpected item concerns cars sold to people of fame and distinction at a very cut price for publicity purposes—could they be those of the Rootes brothers, who were staunch friends of the Lonsdales? Naturally, " people scrambled to take advantage of this opportunity " but one who refused was Oliver Stanley, the younger son of Lord Derby.

At the height of his success Freddy Lonsdale, with his friend Lady Maureen Stanley, " lived the life of a country gentleman of those rich and thoughtless days "—and I am glad to know that their pleasures included fast cars. Even when he was over 70 he would drive in a fast car from Paris to Cannes, from Cannes to Paris in two days.

" Australians, Go Home! " by Stuart Gore, F.R.G.S. (Robert Hale, 1958), is a most entertaining account of how two Australian visitors toured Britain in an Austin Seven van bought in London for £60. It is that exceedingly rare thing, a travel book it is difficult to put down and it could be the basis of ideas for drives by Englishmen who know their Island far less intimately than Stuart Gore does. There are some excellent impressions of motoring about England in modern traffic in an ancient Austin Seven too. But one must severely tick-off author Gore for one comment—describing the Underground, he likens the speed of the trains to " an attempt by London Transport to regain the World Land Speed Record for Britain." Now Mr. Gore wrote this in 1958, and Britain had then held the record without a break since 1929—and still does!

Finally, a reader recommends " Wanderbirds " in " Along the Road : Notes and Essays of a Tourist," by Aldous Huxley (first published in 1925; reprinted in the Collected Edition in 1948), wherein Huxley tells of buying a Citroën in which to drive from Turin and over the Alps, whereupon he is humiliated by being repeatedly passed by a red Alfa Romeo road racer doing hill-climbing tests.—W. B.

LETTERS FROM READERS

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

UNHAPPY COURIER

Sir,

I do wish that I had read Mr. Snook's letter after he had written instead of only today, the first of the month, it would have saved me a deal of disgust regarding Standard-Triumphs. For a couple of weeks ago they brought out, with a lot of ballyhoo, a Courier model, and my wife, fed up with my constant moaning about her Boxer dogs (which she breeds as a hobby) messing up the inside of my Sapphire, suggested that I purchased one for her to run the dogs about.

I did. It was delivered before the insurance and tax were through, otherwise I'd never have accepted delivery. To start, wing mirrors were useless; footbrake virtually ditto. On turning a right-hand corner there is a terrible noise from the near-side rear. On anything bar a billiard-table road there is terrible drumming plus a sound of metal surfaces chafing.

This car could never have been tested and if that is how Standard send their cars out no wonder C.A. shows them up. My wife says she gets a "buzzing in her head and a singing in her ears," and refuses to use it. The suppliers are apologetic (why?) and say they will do all they can when it goes in for first service. Anyone want a 500-mile Courier?

Cheam. L. FREWER.

* * *

THE SUNBEAM ALPINE

Sir,

I must concur with your correspondent Mr. Leslie Seyd in his views on the Sunbeam Alpine. I have owned a 1,600-c.c. model for the past year and my overall impressions have not been very favourable.

My main criticism is of shoddy workmanship. The hinges on boot and engine cover were improperly aligned. The interior was liberally covered with rubber solution, but much of the rubber beading was unattached. The hood stowing mechanism was badly twisted and had to be dismantled from the boot before the flaps could be opened for the first time. The boot itself filled with water and mud from below and caused rusting of the tool kit. Waterproofing was carried out at an additional charge of £10 by the suppliers!

There was continuous shedding of nuts and screws due to faulty tightening, culminating in breakage of the throttle linkage. Faulty wiring caused four total breakdowns, as well as periodic failure of lights, indicators, etc.

The gearbox was exceedingly stiff from new. After some time a slipped baulking ring eliminated 3rd altogether. My dealer informed me that only the cost of the ring was covered by the warranty and that I would have to foot the heavy labour charges of engine and gearbox removal! (This information, fortunately, was found to be incorrect.)

In fairness it must be recorded that when I wrote to the makers after months of growing irritation, my complaints were promptly and capably dealt with by their local organisation. Since then, the general condition and performance of the car are much improved.

I find steering, road-holding and braking very sound. The engine is underpowered for a car of this type and shows early loss of carburetter tune. I would be very interested to learn of readers' experiences with conversions.

General design criticisms are: The luggage boot is too shallow to be of practical use. The hood lowering and stowing mechanism is straight from Heath Robinson, time consuming, complex and liable to cause damage to the hood fabric. There is a gap between hood and window. The bonnet release handle is placed just in front of the driver's left knee cap. Even a minor crash is bound to produce serious injury to the joint.

Summing up, it seems a pity that a car of such outstanding appearance, basic design and general finish should cause at least two of your correspondents so much irritation, and at that mostly avoidable.

Fallowfield. H. L. EIREW.

Sir,

I purchased a Sunbeam Alpine in November 1959 (a 1,500-c.c. model) and had the same extras as Mr. Seyd. I would agree entirely with Mr. Seyd concerning the water leaks and gearbox. I still have the water leaks after two and a half years and innumerable visits, during the first twelve months, to the local Main Agent. The gearbox ratios are appalling, 1st and 2nd gears being far too low; incidentally, they are the same as those of the Rapier which, being a 4-seater and having a much larger boot, could conceivably require a low gear in order to pull a heavy load in mountainous country. The Alpine, however, can never by any stretch of the imagination carry a heavy load, as there just isn't enough room.

With regard to Mr. Seyd's comments about luggage space both in the car and the boot, this of course is clearly visible when the car is purchased and for that reason I think cannot be criticised. I cannot, however, criticise the back axle and I would suggest that Mr. Seyd has been most unfortunate in this respect.

The main reason that I am writing this letter is to praise the engine. After running-in this car, very carefully, for 3,000 miles I then did a further 4,000 miles of normal driving, after which the head and inlet manifold were polished and the compression-ratio slightly raised. This improved the performance of the car, as would be expected, and I then proceeded to thrash the engine for a further 12,000 miles, including three races; the total mileage was then 19,000 miles.

We decided to strip the engine and examine it thoroughly; we found the bore wear was negligible, that the main bearings showed very small signs of wear, but that there was a reasonable amount of wear in the big-ends. As the car was going to be raced again we replaced both the main and big-end bearings; we then proceeded to make several modifications such as: lighten flywheel, change over to Weber carburetters, and increase the horsepower to 105.

Since this time the car has done a further 16,000 miles, has raced in a further four or five races during which time the revs frequently reach 7,000 and upwards.

Despite all this the engine shows no sign of impending trouble, uses practically no more oil than as new, and our own opinion (somewhat biased you may say) is that had it not been for the excessive weight and bad gear ratios the Sunbeam Alpine would be one of, if not the, finest sports car in its price-range and c'ass produced in this country.

It may interest you further to know that we are endeavouring to overcome the weight problem by fitting this engine into a T.V.R. for experimental purposes, and while it was our original intention to conduct this experiment with a new Sunbeam Alpine 1,600-c.c. engine, modified to the same standard as at our existing 1,500-c.c. engine, we have now decided to leave well alone and use the old engine for the experiment.

W. R. BENNETT,

Liverpool. Team Manager, "Ecurie Bendicoll."

* * *

WHO D'THEY THINK THE'RE KIDDIN'?

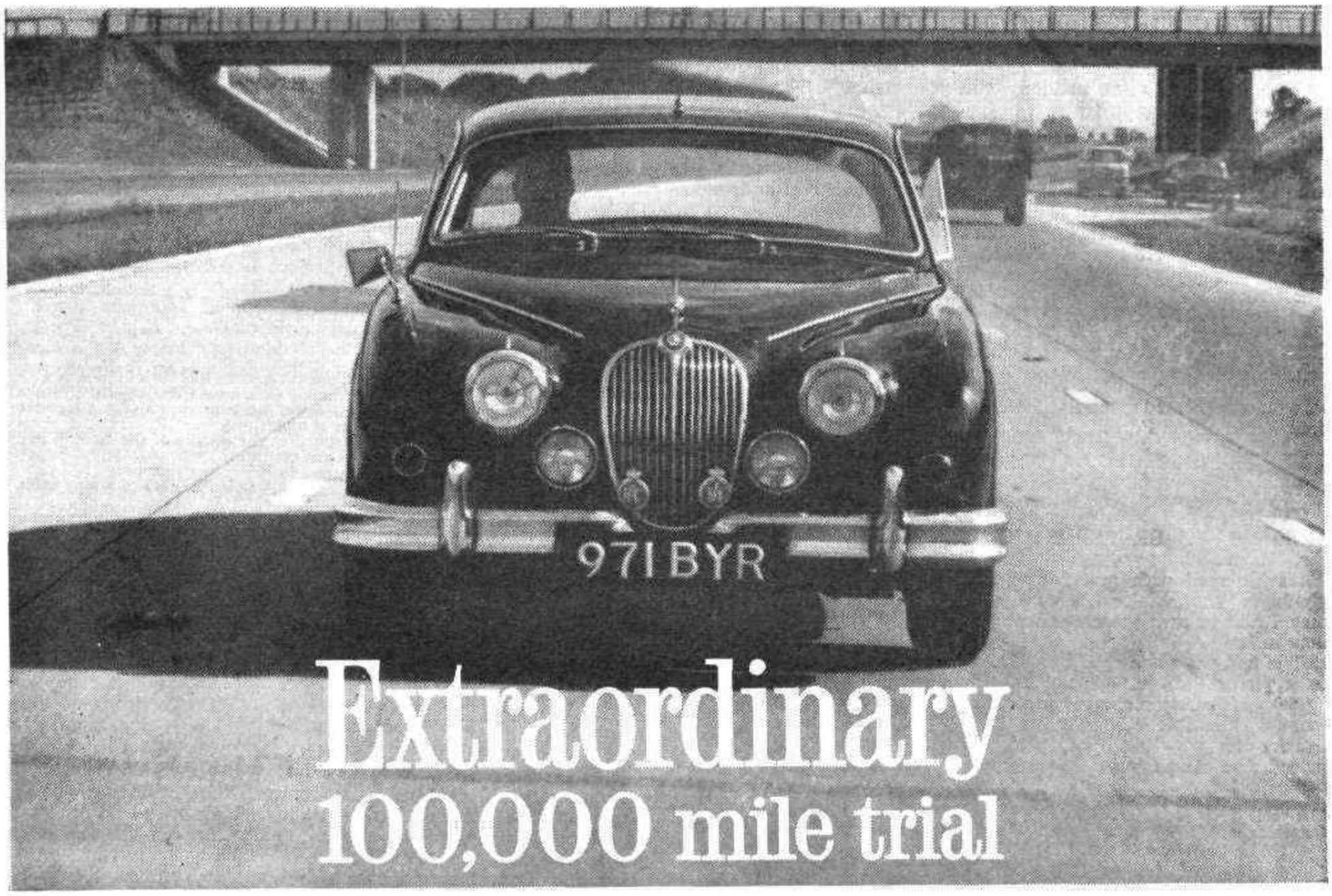
Sir,

Reference the recent "100,000 miles" R.A.C. observed trials on various cars using B.P. visco-static motor oil.

For some time past we have been induced to think, by means of television and other media, and with the aid of radioactive isotopes, geiger-counters and the like, that the majority of engine wear takes place in the few minutes immediately following a cold start; and B.P. have devoted much energy to demonstrate that their visco-static oil, being extremely mobile at low temperatures, does much to counteract this condition by flowing to the various working surfaces much more rapidly than the more normal oils which are too viscous under these conditions.

If we accept this as reasonable, and thus understand that the majority of our engine wear will occur in those few minutes subsequent to each cold start, it requires little intellect to realise that an engine running for 100,000 miles in nine months will have so little opportunity of being cold, that wear will be extremely light. What then do these tests prove, other than that a modern engine, run under cruising conditions, serviced at regular intervals, and with the necessary repairs being executed in good time, and kept at optimum temperature for the vast majority of its running time, does not wear out in 100,000 miles? I even venture to suggest that a similar test under such "test-bed" conditions would show very much the same results, the only safeguard being "Sludgum's Super."

The inferred claim of the man from B.P. (on the tele), a most plausible type, that these tests are equivalent to 12 years of normal motoring is thus seen to be ludicrous—nay pitiful—and what is more fantastic is that the Chief Engineer



PROVES THAT IN A JAGUAR 3·8 WITH BP 'VISCO-STATIC' MOTOR OIL YOU GET HIGH PROTECTION—LOW CONSUMPTION

(And that the same thing goes for your car too)

BP recently conducted one of the most stringent trials ever run. They took a new 1961 Jaguar 3·8 (and 5 other cars too) and ran it, under the supervision of the R.A.C., for nine solid months. For 100,000 miles. An equivalent of 12 years' average motoring. *This car was just like yours—the only difference between it and yours was that it was run on BP 'Visco-static'.* Then the engine was stripped down by R.A.C. engineers.

THE R.A.C. SAID "The engine stayed in extremely good condition throughout the entire trial. No decarbonisation was needed and not even the tappets required adjustment. On strip-down, all moving parts showed negligible wear and if the valves are refaced it seems probable that the unit could repeat the trial. Perhaps the most remarkable thing is that cylinder wear was only 1 thousandth of an inch; there was so little wear in the bores that the original machining marks were still visible. Final oil consumption was over 400 miles to the pint."

AND WHAT DID THE CAR'S MANUFACTURER SAY? A representative of Jaguars who went over the stripped down engine was most impressed by the very low wear figures, and remarked—"This engine shows no sign of having covered such a big mileage."

This is positive proof that BP 'Visco-static' can make a marked difference to the way your engine wears, the amount of *trouble-free* running you can expect from it, and the amount of oil it will use. And why? Because it is an advanced, multi-grade oil—gives perfect protection in all conditions.

Get all the facts—on the BP 100,000 Mile Trial, with the free, illustrated 32-page book. It contains a complete record on *your* car's performance. Ask at your BP Station—or write BP, Dept. M S, Publicity House, Finsbury Market, E.C.2.

USE BP 'VISCO-STATIC' GET HIGH PROTECTION—LOW CONSUMPTION


FORD ANGLIA


HILLMAN MINX


JAGUAR 3 8


MINI MINOR


TRIUMPH 1200


VAUXHALL VELOX

BP

of the R.A.C., a supposedly neutral body, who makes his appearance in scene two of the farce, merely talks of the lack of wear to the various components, bores, bearings, etc., and does nothing to discredit the previous " 12-year claims," thereby by inference supporting it.

I suppose the enormous expense of this campaign is considered justified by the theory that you can fool some of the people all the time, and all the people some of the time. One wonders, discounting the Chancellor's abortive levy, how much fuel and oil would cost if it was sold by reputation, rather than by exaggerated claims ?

I, sir, smoke " No Name " tobacco! !

R. G. E. RABETT,
B.Sc.(Eng.), A.M.Inst.B.E.

Chesterfield.

* * *

MADE BY HAND

Sir,

We would appreciate it if you can publish a note to the effect that we would be pleased to loan a colour film entitled " Made by Hand " descriptive of the Porsche car to any recognised Club organising a film show.

W. H. ALDINGTON,
for A.F.N. Limited.

Isleworth.

* * *

BRITISH CARS IN ROME

Sir,

Having read with much interest the contributions of " Unglaubiger " and Major Peaty on prices in France and Germany, may I add in turn some equivalent information on the situation here in Italy ?

The following is a representative selection of prices of cars up to 1,300 c.c., excluding Italian Government purchase tax of 33%(!), registration charges and road tax (based on a sliding scale from, for example, 6,805 lire for the 499-c.c. Fiat 500D to 30,620 lire for the 1,295-c.c. Fiat 1300). Delivery charges are usually included in the basic price.

	Lire × 1,000
Fiat 500D	450
Bianchina 110DB	520
Fiat 500 Giardiniera	565
Bianchina Giardiniera	600
Fiat 600D saloon	640
Renault R4 Alfa Romeo	650
Citroën 2 c.v.	795
Dauphine Alfa Romeo	795
N.S.U. Prinz IV	850
Abarth 850TC	850

	Lire × 1,000
Innocenti A40	880
Fiat 1100 Export	890
600D Vignale	895
Simca 1000	935
Anglia	975
VW 1200	980
Mini 850	995
Simca Aronde	1,025
D.K.W. Junior	1,070
B.M.W. 700 coupé	1,075
Panhard PL17	1,145
Innocenti Sprite	1,150
Fiat 1300	1,190
Lancia Appia	1,215
Mini-Cooper	1,350
Sprite Mk. II	1,355
Giulietta T1	1,370

If the editor is not surfeited by statistics perhaps he might let me quote some sales figures of cars imported into Italy from January-November 1961 inclusive, culled from a reputable motoring journal :—

Sales Figures, Italy, 1961 (Jan.-Nov. incl.)

VW	9,719	N.S.U.	697
British Ford	7,443	Peugeot	694
Simca	3,106	Panhard	423
Renault (excluding cars assembled by Alfa Romeo)	1,769	Jaguar	319
Citroën	1,744	D.A.F.	187
B.M.W.	1,574	Triumph	160
Ford Cologne	1,514	Morris	144
Auto Union D.K.W.	904	M.G.	136
Mercedes	872	Austin	69
		Wolseley	2
		Riley	1

Despite impeccable road-holding, space, and a lively performance the Mini suffers from yet a further handicap here as well as those mentioned by Major Peaty, *i.e.*, minimal fuel capacity and undergearing. This is, of course, its total lack of " aesthetics," one of the most prized qualities that are taken into account in this country when buying an (expensive!) foreign car. B.M.C. would do well to look at, for example, a Bianchina, which might show them that it is possible to produce a very small car that is at once cheap, attractive and well finished. And then the eternal spares problem seems to be with us still; you may be interested to hear of two friends of mine in Rome, both with Morris Minors. One had to wait six weeks for a gearbox, and the other two months for a crankshaft which, when it finally arrived, was found to be of the wrong type; another month elapsed before the right part eventually arrived.

One can only hope that the largest motor corporation in Europe, having amused itself enough with its Spridgets, Rolesley Wolves and so on, not to speak of delightfully misleading publicity statements, will eventually get down to the business of selling motor cars.

I have experience of both Cowley and Mirafiore products and I fear that I shall again be resorting to one of the latter, as I can at least vouch for the following :

It will not—
(1) require a replacement engine after 20,000 miles nor new tyres after 9,000 no matter how hard it is belted down the Autostrada del Sole.
(2) a gearbox " ricostruzione " at 8,000 miles no matter how hard it is caned up the Stelvio, nor frequent replacement brake linings, however fast it goes down the other side.

It will have—
(1) Underseal.
(2) Only two greasing points.
(3) A 230-mile fuel range.
(4) A 24-ft. turning circle.
(5) A waterproof ignition system.
(6) A silent heater.
(7) A demister that works.
(8) A *thiefproof petrol filler that doesn't spit the fuel back in your face.*
(9) Accessible light switches, including (*a*) a headlamp flasher that works without the sidelights, (*b*) a positive indicator switch with a repeater that does not blind the driver at night.
(10) Visible instruments (not clustered in the middle of the facia, where only the back-seat passengers can see them).
(11) Self-parking windscreen wipers.
(12) A speedometer needle that does not wander in spite of a long cable drive.
(13) A hand-throttle.

It will not—
(1) have any glued-on bits of wood adorning the interior, nor interior lights which concentrate their entire attention on the parcels shelves.
(2) have the slightest trouble in containing its six-foot owner.
(3) be an easy car to break into.
(4) fail to keep out torrential rain despite a sunshine roof.
(5) deposit its exhaust system in the road without due warning.
(6) be jet-propelled.
(7) be ludicrously expensive.
(8) resemble in any way a bow-legged sardine tin.

Rome.

C. D. L. PIGGOTT.

* * *

BRITISH PRESTIGE IN SWEDEN

Sir,

The entry of Britain into the Common Market being possibly imminent, the future of British cars in the face of full Continental competition is open to conjecture. Taking Sweden as a test case, being probably the most competitive selling market and most rugged testing ground for cars in Europe, one can find cars from every country in the World being treated equally; not even Swedish cars themselves having preferential treatment. As can be seen from the following 1961 figures for new cars registered in Sweden, the ubiquitous VW tops the list once more :—

(1) VW 1200	33,244	new units registered
(2) Volvo P544	24,931	" " "
(3) Saab 93, 96	18,934	" " "
(4) Opel Rekord	17,442	" " "
(5) Ford Taunus	8,051	" " "

The most popular British car is the Ford New Anglia, but it has a long way to go to overcome the bad name our vehicles have earned over recent years.

Cars have a tough life in Sweden, most spending their entire lives in the open, being driven hard the whole year round, often on poor roads in sub-zero conditions. Volvos and Saabs, of course, are built to take it and the inbuilt quality of the German products is a protection in itself; but body-rust and the general deterioration of British cars only three or four years old is painfully evident. The fact that American cars share the same bad reputation is of small consolation, and I only hope the big names in the British automobile industry make an even bigger effort to back up the limited success the new Anglias, Minis (christened " Hundkojan," or kennel) and Heralds are gaining.

The fact that a representative of the Swedish R.A.C. equivalent advised some friends of mine, who were interested in buying an English car, to wait a few years in the hope that the quality would improve, shows the prejudice against our products to be surmountable. It is going to take time and effort, however, to boost an English car amongst the first five most popular in such a free and international market. . . . or to make me change my VW.

Gothenburg.

ALAN L. FROOME.

* * *

A " SURVEY " REFLECTION ?

Sir,

Three days ago I took delivery of a new Mini-Minor, since then I have driven it about 160 miles. In this time nothing has gone wrong.

Is this a record ?

Old Windsor.

" LUCKY JIM."

[Name and address supplied.—ED.]

GOOD SERVICE

Sir,

I notice that from time to time you publish refreshing examples of good service from garages. May I add one?

I had a puncture in a tubeless tyre almost mid-way between Hertford and Stevenage and stopped at Watton Service Station Ltd., Watton-at-Stone. Here it was discovered that the pin at the end of the starting handle, necessary for lowering the spare-wheel casing, had sheared. The spare wheel was extracted by other means and concurrently the starting handle was mended. The tubeless tyre was repaired and it was then discovered that having run on it deflated the valve would have to be replaced. This, of course, necessitated removing the tyre from the rim and is not all that easy or quick to accomplish. In the meantime I had noticed that a windscreen washer jet was missing. A cheerful but fruitless search was made for a replacement and eventually a new complete set was cannibalised for this one trifling item.

Some fifty minutes later I departed from this delightfully courteous place. The total cost for all this? Nine shillings and ninepence.

Harlow. W. J. BODINGTON (Major).

* * *

PERFORMANCE COMPARISONS

Sir,

I am enclosing the attached road-test comparisons, one concerning a recently published report on the Vauxhall Victor and one on the Jowett Javelin published in *The Motor* in 1949.

It would appear to me that in the thirteen years between the two models that precious little progress has been made, especially in view of the fact that the test of the Javelin was carried out using Pool petrol.

I very much doubt if the Vauxhall could equal the Javelin for comfort, but on the other hand I am rather envious of the four greasing points in comparison with the Twenty on the Javelin. But in spite of this, I shall still not consider parting with my Javelin, which can still hold its own with comparable cars in spite of its twelfth birthday coming up shortly.

Gidea Park. P. BOYD-WALLIS.

Vauxhall Victor Super	**1949 Jowett Javelin on "pool"**
Acceleration through gears:	*Acceleration through gears:*
0-30 m.p.h. .. .. 5.5 sec.	0-30 m.p.h. .. .. 5.9 sec.
0-40 ,, ... 10.5 ,,	0-40 ,, ... 9.9 ,,
0-50 ,, ... 18.0 ,,	0-50 ,, ... 15.3 ,,
0-60 ,, ... 26.2 ,,	0-60 ,, ... 22.2 ,,
	0-70 ,, ... 31.4 ,,
Fuel consumption:	*Fuel consumption:*
27 m.p.g., driving hard.	34.0 m.p.g. at 30 m.p.h.
	35.0 ,, ,, 40 ,,
	32.5 ,, ,, 50 ,,
	28.0 ,, ,, 60 ,,
	25.0 ,, ,, 70 ,,
Engine capacity: 1,508 c.c.	*Engine capacity:* 1,486 c.c.
Turning circle: 33 ft. 6 in.	*Turning circle:* 32 ft.
B.H.P.: 49.5 at 4,600 r.p.m.	*B.H.P.:* 50 at 4,100 r.p.m.
Maximum speed in top: 78 m.p.h.	*Maximum speed in top:* 78.3 m.p.h.

* * *

ALL A HOAX?

Sir,

At the time of the introduction of the 10-year tests, there was a certain amount of publicity given to the fact that Mr. Marples might have been hoaxing, but there seemed to be no concrete proof of the fact.

Today, I had occasion to renew the licence of my 1930 Lea-Francis and duly went to the Taxation Office with my valid M.O.T. certificate which I proffered to the Clerk in charge, who, to my astonishment, said he was not interested!

I said that I thought certificates had to be produced after March 31st before a Road Fund Licence would be issued. He replied that he, too, had read something to that effect in the National Press, but that in reality the County Council had received no official communication on the subject from the Ministry of Transport! Consequently they had no authority to refuse anyone a licence without an M.O.T. certificate for a car over seven years of age.

It seems extraordinary that the Minister of Transport should be able to give such widespread publicity to a scheme of his that in fact he has failed to follow up and operate on the date publicised. Maybe he is generously giving people a month's grace, but it is undoubtedly odd that the Licensing Authorities have officially heard nothing.

I hope you will draw readers' attention to this. One begins to wonder how often we are hoaxed in other spheres of life if this sort of thing goes on. If I had posted my application form I would have been none the wiser about the situation.

Aston Sandford. E. C. S. MACPHERSON.

* * *

POLITICAL ISSUES

Sir,

What dim-witted people J. F. Duncan must take us to be—and what an odd commercial practice he ascribes to the Czechs (and, presumably, other East European countries). Of course, the fault lies in his source material. To rely upon a book written by a professional anti-communist is as wise as forming an opinion on democracy by a prolonged study of "Mein Kampf."

The example quoted—that of Czech exports to Egypt—is particularly absurd. Disruption of the home market indeed! Since when has Egypt been a country which could be "disrupted" by competition in the home market for cars and motorcycles, of all things! Presumably, Mr. Duncan means disruption of the home *industry*; if so, the existence of an Egyptian motor industry will be news to most of us!

Though the situation is a complicated one—the existence of trade or foreign aid agreements; the balance of trade; and the rate of exchange all have a bearing on it—the facts are these. Taking Mr. Duncan's own figures, a Skoda car sells in Egypt for less than £400; a Jawa motorcycle for some £150. These figures seem to tie in well with the probable cost of production, plus a commercial profit for the State sales agency. In Britain, for instance, the Skoda's basic price is £431—a figure which includes an import duty of roughly one-third of the landed price. The Jawa Senior motorcycle has a basic price of roughly £150, again including import duty. The figures for Britain and Egypt are thus consistent. From figures published in MOTOR SPORT, we know that the price of the Skoda in West Germany is £450; by comparison, the Austin 850 sells for £480. In Switzerland, the Skoda sells for £570; the Austin for £600. In Italy—with Western Europe's biggest Communist Party!—the Skoda costs £525 and the Austin Se7en £585. So, again, the price at which the Skoda is sold is consistent with the existence of a more or less standard export price set by the manufacturer, and varying only by reason of the normal commercial fluctuations which are common to all international trade.

And this, indeed, is confirmed by the experience of businessmen (I have spoken to many of them personally) who have had trade dealings with the Soviets. Their unanimous opinion was that the communist countries do *not* undercut, as a matter of course; that they always try to obtain an economic price for their goods; and that having made a bargain they stick to it scrupulously.

Of course, if one happened to be a Czech (and if the figures given by Mr. Duncan are accurate) one could feel aggrieved that the prices to home consumers are so high. On the other hand, this is not peculiar to Eastern Europe; there was a time when British governments found it necessary to impose taxes of a hundred per cent. on the sales of a wide range of goods, and many of us might well feel that the tax on cars here is hardly a light one. . . .

It may well be that the Czech fiscal system, in any case, is similar to the Russian, in which the major tax burden is placed not on income, but on expenditure. If less than four per cent. of *my* income was taxed I might, perhaps, not object quite so strongly to a heavy purchase tax.

Oh, and on this strike business . . . Why do so many people go out of their way to defame the British record of labour relations? They are still amongst the best in the world. If you look into the figures you will find that strikes cost, on average, one hour per worker per year. We could save three times as many working days if we cured the common cold. And for those who prefer statistics, at the present time days lost through strikes amount to roughly 0.1 per cent. of working time. Hardly disastrous, is it?

Crawley Down. JOHN THORPE.

P.S.—Try the raspberry jam sold by Globus, of Budapest. You may find it superior to the Rumanian brand.

* * *

SNETTERTON'S FACILITIES

Sir,

In the letter that you wrote to your own correspondence columns in the April issue, you query the presence of a public telephone at Snetterton; look closely at your cover picture, Sir! Slightly left of centre of the photograph is a telegraph pole, and beneath, if I am not mistaken, is a G.P.O. 'phone box!

Great Missenden. A. P. G. HAWKEY.

CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES FOR PRIVATE ADVERTISERS

9d. per word (maximum number allowed 80)

Minimum Charge 9/-.
Box Numbers, 2/6 extra.

Box No. Address : " Motor Sport "

15-17, City Road, London, E.C.1

No insertion will be made unless prepaid. Copy received after first post on the 20th of the month will be held over until the next issue unless cancelled in writing before the 10th of the following month. The publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

FOR SALE

RAILTON, 1937. 8-cylinder engine, axle, radiator, instruments. Sound. £25. "Takahe," Iffley, Oxford [4997

M.G. J2, 1933. Red. Completely rebuilt. Superb condition throughout. M.O.T. certificate. £110 o.n.o. Box. No. T.999. [4999

BRISTOL CLEARANCE. Suit 328 B.M.W Crank, £10; two sets pistons, £5; con.-rods, £10; oil-pump, £2; block, £10; flywheels, £2; everything excellent condition (8,000 miles only). Fidler, Stanton Avenue, Manchester, 20. Tel. : DID 6390. [5001

M.G.-A ('56). White, new hood and metal side-screens, extras. Above average condition. £435, o.n.o. Cooke, Mead-Croft, Coltishall, Norwich, Norfolk. [5002

ALVIS SPEED TWENTY D.H. coupé. 1934 show model, beautiful condition; over £300 repairs. Photographs and details. £250. Seen Edinburgh. Box No. T.004. [5004

LAGONDA, 1932, CONTINENTAL. M.O.T. cert. Over £200 spent recently, including respray B.R.G. Best offer over £200 or would consider exchange or part for Riley Nine Brooklands or 1mp, also in good condition. Cameron, Morley Arms, Plymstock, Devon. Tel. : 41191. [5005

TURNER ALEXANDER, Nov. '60. 16,000, discs, 13 in. w.w., heater, hard-top, etc. Not raced or rallied. Immaculate in Empress blue. £595 o.n.o. Gray, The Bungalow, Frating, Colchester. Tel. : Gt. Bentley 484. [5006

RILEY NINE SPECIAL. 4 amals, 4-branch, etc. Spares. Suitable road or trials. £80 o.n.o. Stroud, The Anchor, Froyle, Alton, Hants. [5007

AUSTIN 7-h.p. SPARES, 1929-1936. Approx. four engines, gearboxes, axles; vast heap well greased spares. Mr. M. Burn, 12, Cedar Road, Sutton, Surrey. Tel. : VIG 7906. [5008

INCOMPARABLE 1937 TA M.G. Maintained by an enthusiast. Engine recently reconditioned; 4 new tyres; repainted. New in last two years—hood, headlights, steering, silencer and many other parts. First offer over £160. Box No. T.010. [5010

1939 MORGAN 4/4. Modified standard engine, excellent condition. Recent overhaul. Rewired, new batteries. Body, hood, tyres very good. M.O.T. tested October. £140 o.n.o. Tel. : Halifax 60722. [5011

AUSTIN SEVEN SPECIAL. Alloy body. New tyres and battery. Needs attention. £20 o.n.o. Croydon. Tel. : SPR 1168. [5012

1913 ADLER open 2-seater. In immaculate *concours* condition throughout. Winner of numerous awards. Sensible offers. Rhodes, " Cross Gables," East Bierley, Bradford. Tel. : 681821. [5013

A35, JUNE, 1959. One owner, fully modified, immaculate condition, recent engine overhaul. An absolute bargain at £360. For further details : Tel. : EDG 4874 (after 6.30 p.m.). [5014

RILEY 1½ SPECIAL. Fibre body, shortened chassis; many extras, no reasonable offer refused—must go. Also many spares cheap. Daley, 87, London Road, Shrewsbury. Tel. : 6471. [5015

AUSTIN-HEALEY SPRITE, 1960. 20,000 miles. Blue, spots, k.o. wire wheels, Mintex " 20 " linings, hard- and soft-tops, tonneau, rev.-counter, amp. meter, carpets, anti-roll bar, stage three tuned, screen-washers, heater. Never raced or rallied. Selling for saloon, due to increase in family. £620 o.n.o. " Braemar," Common Road, Huthwaite, Sutton-in-Ashfield, Notts. Tel. : Sutton 178. [5016

TR3A, 1961. White. Overdrive, discs, radio, heater, washers, wing mirrors. Hide upholstery. 15,000 miles. Immaculate. £875, offers or exchange for other fast machinery. Jacques, 1, Ashway, Gayton, Wirral. Tel. : Heswall 3193. [5017

TR3 ENGINE/GEARBOX. Complete with all accessories; 8,000 miles. Brand new carbs. £90 o.n.o. Muirhead, 21, Holme Grove, Burley, W. Yorks. Tel. : Burley 2292. [5018

FOR SALE—*continued*

SUNBEAM ALPINE, SERIES I. First regd. Feb., 1961. 13,000 miles, o/d, wire wheels, heater, washers, safety-belts, flowed head, modified carbs, Alexander camshaft, new Michelin " X," immaculate red. £800. France, 74, Lexden Road, Colchester. Tel. : 73938. [5019

8-h.p. O.H.V. STANDARD ENGINE, complete. £35. Forknall, 20, Beach's Drive, Chelmsford, Essex. [5020

M.G. TD SPECIAL, fitted M.G.-A engine and gearbox, new 4.5 diff., Crypton, recent complete overhaul, immaculate, B.R.G. Offers over £300. Tel. : Uddingston 3452 (Nr. Glasgow). [5021

SUPERCHARGED " HERALD " SALOON (948 c.c.). 5 lb. boost Arnott supercharger fitted solely to provide adequate acceleration for safe family motoring. Never raced or rallied. " 1200 " clutch, rotating valves, manual ignition control, fully instrumented, water temp., oil temp., oil pressure, ammeter. Ball hitch for sailing dinghy trailer, press-button radio, " silent travel " soundproofing, spot and reverse lights. Nursed with loving care. Motoring perfection but family now demand more sedate transport. £500 o.n.o. Tel. : Field End 9518. [5023

£250 AND HOURS of toil, Ford Special boxed chassis, reconditioned engine, full interior trim and instrumentation. Spyder, fibre-glass body, hood. A versatile car. £100 or offers. J. Archer, Knowle Lodge, Lichfield. [5024

ROLLS-ROYCE, 1932. Black. Owner-driver. 25-h.p., 22,000 since £500 engine rebuild and clutch/brakes relined. Fabric roof needs attention; £250. Merivale, 9, Charlotte Street, Bristol, 1. [5025

A90 ATLANTIC CONVERTIBLE. Radio, heater, leopard covers, new tyres. Needs some attention. M.O.T. £35. Lamb. Tel. : Byfield 276. [5026

SET 11 in. × 1¾ in. Al-fin drums (Austin-Healey). Pair Lotus 11 in. × 2¼ in. magnesium drums, backplates, etc. Other parts. Cassells, 51, Sandown Road, Belfast, 5. [5027

M.G. TD, 1953. Immaculate. " Near-near-as-possible condition." Details sent to anyone prepared to own a real sports car. An investment at £395 o.n.o. An exceptional and outstanding motor car, dearer than most but a perfect example, with many extras. D. Brown, 11, St. Peter's Hill, Caversham, Reading. Tel. : (day) Reading 54011; (evenings) 72823. [5028

" MISS DIMLOW," 1929, Morris Cowley saloon. Delightful vintage character. Original. Excellent. £100. Atley, 41, Frayslea, Uxbridge, Middx. [5029

750 SPECIAL. Ashley body and hard-top. I.F.S., hydraulics, 15-in. wheels, spare engine. All mods. Cash required, haggle. £210. Details from Goose, 18, Churchfield Terrace, Cudworth, Barnsley. [5030

CARIBBEAN Mk. IV. Just completed. Reconditioned engine, 15-in. wheels, " X " tyres, less than 1,000 miles. £300 o.n.o. Tibbs, 8, Mount Pleasant Road, Wisbech, Cambs. [5031

TD2, 1953. Good condition. Many extras. £285. H.P. available. Tel. : Leamington Spa 1998. [5032

1960 NSU PRINZ 30 de luxe. New tyres, block, pistons, comp., exhaust, under-sealed. Immaculate. £375. Lord, 57, Shiphay Park Road, Torquay. [5033

BERKELEY 492 c.c., 1958, 4-wheeler. New hood, very fast, good condition. £250. Tel. : Harlow 24128. [5035

FORD SPECIAL. Attractive Falcon body with hard-top. Numerous modifications, 12-volt system. 12,000 miles. £130. Brockbank, 45, Binswood Avenue, Leamington. [5037

Photographs

All Motor Sport copyright photographs from this and past issues are available at the following prices :—

12"	× 15"	..	**12**/- each
8"	× 10"	..	**6**/- "
6½"	× 8½"	..	**4/6** "
4¾"	× 6½"	..	**3**/- "
3½"	× 5½"	..	**2**/- "

When ordering pictures please write your name and address in BLOCK LETTERS, and state the page number, caption, month of publication and size you require.

Please enclose remittance with your order, and post to :

MOTOR SPORT

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

FOR SALE—*continued*

TRII, 1955, MODEL. Overdrive, Michelins, heater. Never rallied. Bargain. £295. Tel. : MIL 5172. [5039

STAR 18/50 saloon, 1928. *Concours* potential. Superb interior. Rebuilt back axle, magneto. Rewired armoured cable. New battery. Mascot. Well shod. M.O.T. Taxed. Restoring another 18/50. About £85. Write : Sheppard, Hawthorne Cottage, Epping Green, Epping. [5061

TR3, a sprightly and attractive four-year-old, all extras, 48,000 miles. Tel.: Lochwinnoch 459, or write Box No. U.062. [5062

ROLLS-ROYCE. Director's car in mint condition. 25/30 Series, registered in 1938. Sportsman owner-driver saloon, coachwork by Thrupp & Maberly. Six new tyres. Faultless mechanical order. £500. A. Reginald Brown, 420, Ware Road, Hertford, Herts. [5063

1954/55 TR2, excellent condition. Red. Respray, overdrive, heater. £325. Tel.: Nottingham 60870. [5064

M.G. PA. Chassis complete both axles, front reconditioned. King-pins/bushes. Radiator good. Petrol tank no dents. All brakes new linings. All springs. Camshaft and sundry parts. No engine, no gearbox. When replying please enclose s.a.e. R. G. Eden, 510, Bramford Road, Ipswich. [5065

B.S.A. SCOUTS, two off Series 6. Both v.g. mechanically. For spares. G. van Someren, Porthill, Newcastle, Staffs. Tel.: 51055. [5066

PORSCHE, 1954, 1500. Low mileage, excellent condition. £680 o.n.o. Box No. U.067. [5067

1959 LOTUS SPECIAL. 1,172-c.c. engine, coil-spring suspension, glass-fibre body, tonneau cover, new battery. Good condition. £230 o.n.o. Tel.: Chatham 43492. [5068

ENTHUSIASTS WANTED to put finishing touches to Riley Special. Rebuilt chassis, new headlights, etc. Needs red Mistral body and radiator fitting. Owner moving with no accommodation. £100 o.n.o. to clear. 21, Finchley Road, Westcliff-on-Sea. [5069

LOTUS 7, Series 2. Beautifully finished, trimmed and equipped to meet the demands of the most fastidious. T. and I. Terms easily arranged. £455. Details. Tel.: Hither Green 9268. [5070

M.G. TA, 1938, sports. Excellent condition. £150 o.n.o. Wellings, 26, Belvidere Road, Shrewsbury. [5071

750 FORMULA racing car. Much modified engine, S.U.s, c/r. gears, hydraulics, i.f.s., etc. £175. Tel.: FOOtscray 7540. [5072

M.G.-A 1600, 1960. Iris blue. Wire wheels, new " X " tyres, heater, wireless, spots, undersealed. £680. Will accept Mini Minor in part exchange. Davies, Highways, Caswell, Swansea. Tel.: 68397. [5073

ROLLS-ROYCE 25/30, 1938. M.O.T. Sports saloon, o.d. Excellent condition throughout. Photo sent on request. £540 o.n.o. Tel.: Ashfield (Birmingham) 1078. [5074

R.M.F. RILEY 2½-LITRE black saloon. Two owners. New hood, pistons, big-ends, mains, etc. Good tyres. Immaculate except carpets. Taxed year. Demonstrated anywhere. Terms, exchanges. £290. Fineshade Motors, Duddington (Tel.: 248). Stamford, Lincs. [5075

TR3A, 1958. Excellent condition. Red. Barwell head, new " X " tyres, overdrive, leather upholstery. H.P. arranged. Exchange considered. £525. Andrews, 136, Long Lane, Chadderton, Lancs. [5077

ALVIS, NOVEMBER 1951, £225 o.n.o. Tel.: Seven Kings 5147 (between 5 and 7 p.m.). [5078

COLLECTOR'S PIECE. Sound 1934 Ford B, £80 o.n.o. Lander, 28, New Road, Chatham, Kent. [5081

ROLLS-ROYCE TYRES—700 × 18 : four brand new, four secondhand. Moorhouse, Bell Busk, Skipton, Yorkshire. Tel.: Airton 224. [5082

ALVIS SPEED TWENTY-FIVE saloon, 1934. Recently expensively overhauled, now in very good order throughout, a pleasure to drive and ready for many years of work. A fine-looking car for £150. Write, Perry-Smith, The Hole in the Wall, Bath. [5083

1938 1½ JAGUAR. Good engine. Blakey, 11 Gatehouse, Thorpe St. Peter, Wainfleet, Lincs. [5084

100E. H/c. head, Aquaplane twin S.U.s, inlet and exhaust, other bits. £15 o.n.o. Parrott, 180, Broughton Avenue, Aylesbury, Bucks. [5085

M.G. J2. Ford Ten engine (new B/Es), 4-speed box. Ignition requires timing. £35. Rowe, Rear 102, Lozells Road, Birmingham, 19. [5086

LANCIA AUGUSTA, '35. Excellent condition. £85 o.n.o. Birmingham, Tel.: South 3129. [5087

ALVIS 12/50 BEETLEBACK, big port, 1927. Engine undergoing overhaul. £100 o.n.o. Birmingham, Tel.: South 3129. [5088

RILEY NINE LYNX, 1934. Good condition. New tyres, brakes relined, recent top overhaul, spot-lamp, numerous engine spares. Very reliable. Ideal open car for family man. M.O.T. Company car forces sale. £65. Maybourn, The Hall, Cheddar, Somerset. Tel.: 157. [5090

1937 BENTLEY 4¼ Park Ward saloon. Excellent condition, full history. £300. Hall, 90, Topcliffe Road, Thirsk, Yorks. Tel.: 2158. [5091

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

Ceibaline *your car* (IT'S SELF-ADHESIVE)

—and drive in a quietness you never knew before!

BELOW THE DASHBOARD
reduces engine noise and vibration.

UNDER THE BONNET
cuts condensation, makes starting easier.



IN THE BOOT
prevents the boot becoming an echo chamber for road noises.

UNDER THE MATS
softens tread, insulates against transmission noises.

A 4-YARD PACK (3′ x 12′) is sufficient to equip most makes of cars.

ONLY 84/-

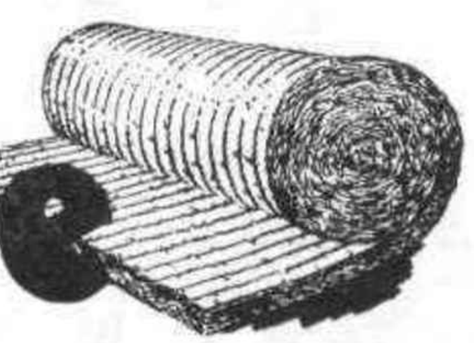
Here is the ideal do-it-yourself kit for the up-to-date car owner, to provide a new protection against noise, vibration and draughts, and greatly improve the comfort and pleasure of driving.

Self-adhesive CEIBALINE fits under carpets, in the boot, below the dashboard or under the bonnet—wherever it is needed. You can cut it with ordinary scissors—using your car mats or a piece of brown paper as a template.

CEIBALINE
—the new Kapok lining material will insulate your car against engine and transmission noises, drumming and other distractions, as well as giving protection against condensation.

SPECIAL ready-to-fit pack for **MINI-CARS 75/-**

Ceibaline



CEIBALINE ACOUSTIC AND THERMAL INSULATION IS MADE FROM FLAME-PROOF, HYGIENIC KAPOK FIBRES–THE BEST AND MOST ECONOMICAL INSULATOR FOR YOUR CAR

Order from Halfords, or from your local garage. For leaflet and full particulars, write to:

DEPT. M.S.
KAPOK LTD · INSULATION DIVISION · NORTH ACTON ROAD · LONDON · N.W.10 · Telephone ELGar 6868

AUTOBOOKS

76 BENNETT ROAD, BRIGHTON, SX., ENGLAND →

We are as near as your nearest postbox !

Please note our new address

OUR NEW PREMISES HAVE BEEN SPECIFICALLY DESIGNED FOR OUR USE BASED ON OUR UNRIVALLED EXPERIENCE IN DEALING PROMPTLY AND EFFICIENTLY WITH ORDERS FOR ANYTHING IN PRINT ON MOTORS AND MOTORING.

Veteran Car Owner's Manual

by Ernest F. Carter

This book gives an insight into the world of veteran cars; their acquisition, renovation; their repair and their idiosyncracies. No genuine veteran enthusiast can afford not to have this book.

All the mechanics of many makes of car are described in the fullest detail, and the whole volume is lavishly illustrated with 44 half-tone plates. Nothing is omitted. This is surely the last word on veteran cars. It is by that well-known authority on the subject, Ernest F. Carter, who has owned Rovers, Metallurgiques, Darracqs, Crossleys and a whole host of Edwardian private motor cars. His technique and expertise have been worked out, not in the drawing office but on the floor of the old coach-house where he has stripped and rebuilt numerous veterans. The author hopes that this detailed survey will short-circuit some of the running troubles of the veteran car owner without the services of a "garage".

SYNOPSIS OF CHAPTERS

1 **Acquiring a veteran car,** preliminary checks and faults
2 **Checking the cylinder block** and components
3 **Carburettor,** various types—European, English and American carburettors discussed
4 **Ignition systems,** advance and retard mechanisms, magnetos described
5 **Repair,** cleaning and care of veteran radiators
6 **Veteran engine** lubrication systems explained, some notes on oil
7 **A seized engine,** engine electrics
8 **Cone and disc clutches,** their adjustment and upkeep
9 **Gearboxes**
10 **Carden-shafts** and their troubles, looking after a chain drive
11 **The care of wooden artillery wheels,** Edwardian tyres and their pressures
12 **Bent steering arms,** curing unequal steering lock
13 **Types of chassis,** their care and adjustment, notes on shock-absorbers
14 **Brakes** and their faults
15 **Oil and acetylene lamps,** early electric lighting systems. "Klaxons," accumulators and speedometers
16 **Care of body work,** beading, polishing, upholstery
17 **Tools,** roadside repairs and "getting home"
18 **Driving** a veteran or Edwardian car

188 pages 10"×8" 44 plates

Price 44/6

A Racing Driver's World



by Rudolf Caracciola

Of the many famous names that thrilled the world of motor racing between the wars that of Rudolf Caracciola occupies one of the very highest places.

His career opened in 1922 when he drove an old 6-h.p. Fafnir in the Avus Race in Berlin; by the following year he had joined the Mercedes équipe. But it was not until 1926, when he had behind him a long string of victories in touring and sports-car races, that he was finally permitted to enter a 2,000-c.c. K Mercedes in the German Grand Prix. Dramatically, he won, setting up the fastest lap in the process, and his remarkable career was at last truly launched.

The years which followed brought "Cratch" many outstanding successes as well as personal tragedy with the death of his wife in a ski-ing accident. Just prior to this, in 1933, a terrible accident in practice at Monte Carlo shattered his right leg, but in spite of all predictions he returned to the track to snatch victory after victory in the Grands Prix for Mercedes-Benz, and he was largely responsible for the tremendous success which the *marque* of the three-pointed star achieved in the late 'thirties, becoming three times German and European Champion between 1935 and 1939. After the war "Cratch" returned to top-class racing, and it was not until two more crashes occurred that he finally quit racing in 1952, after thirty years of almost unparalleled driving.

240 pages.

Price 31/6

Veteran Cars in Colour

by A. Bird

The twenty-four colour plates in this book represent a pictorial pageant of the development of the motor car from its earliest conception to the mature state it had achieved by the outbreak of the 1914-1918 war. Among the makes featured in this book the Gardner-Serpollet Steamer, G.P. Itala, and Delaunay-Belleville, Mercedes-Benz, Sizaire-Berwick and the "Alfonso" Hispano Suiza.

70 pages. **Price 13/6**

The Sports Car

by J. Stanford

(*New Cheap Edition*)

An interesting review of the evolution and the development of the car for sporting use from 1903 to 1961. Special attention has been paid to the Vintage Period with all designs fully described and analysed.

208 pages. **Price 5/9**

Automobile Engine Tuning

by P. E. Irving

An excellent practical guide for the keen owner driver, rally and competition enthusiast. This book deals with its subject in a clear, concise manner, its coverage is one of the most comprehensive yet to appear in print, including first-hand up-to-date information on gearing and gear ratios, carburation and racing fuels, lubrication, balancing, induction, exhaust and ignition systems and supercharging.

228 pages. Fully illustrated.

Price 26/3

370

Workshop Manuals

During the last few years, due to the increase in garage labour rates, no motorist can afford to be without his Workshop Manual.

An average Manual contains 150 pages, 11in. by 9in., packed with easy-to-follow step-by-step instructions on all aspects of maintenance, repair and overhaul. This is supported by large exploded diagrams, thus making it impossible to have parts left over at the completion of the job!

The cost of a manual is negligible when compared with the cost of your next garage bill or, indeed, with next week's petrol bill.

On a test done recently by Autobooks on a 1949 Jaguar 1½ (the price of the Manual being 45/-), it was found that on adjustments made from information gleaned from the Manual the purchase price of the book was regained on petrol economy only in four weeks.

Here is a short selection of popular titles :—

AUSTIN A40 Devon/Dorset 1947/51	30/-	**PLYMOUTH,** all models 1936/42	35/-
AUSTIN A40 Somerset 1952/54	30/-	**PLYMOUTH** 1946/53	45/-
AMERICAN CARS, all makes, 1953/61	80/-	**PORSCHE,** all models	42/6
CHRYSLER, all models 1936/42	35/-	**RENAULT 750/760**	30/-
DE SOTO, all models 1936/42	35/-	**RENAULT Dauphine**	35/-
DODGE, all models 1936/42	35/-	**RILEY 1½/2½** 1945/56	30/-
FORD (American) V8 Mercury 1932/55	35/-	**RILEY,** all models 1930/60	36/6
FORD (American) V8 1949/54	35/-	**SIMCA Aronde Elysee**	37/6
FORD (American) V8 1955/56	35/-	**SINGER Nine 4A/4AB** 1939/53	30/-
HILLMAN side valve 1936/55, state year	35/-	**STANDARD 8, 10, 12, 14** 1938/48	30/-
HILLMAN o.h.v. 1955/61, state year	50/-	**STANDARD Vanguard I** 1948/53	30/-
HUMBER Hawk 1957/60	45/-	**STANDARD Vanguard II** 1953/55	30/-
JAGUAR 1945/9, all models	45/-	**STANDARD Vanguard III** 1956/59	32/6
M.G., all models 1929/60	36/6	**STANDARD Eight** 1953/59	30/-
M.G. TD 1950/53	30/-	**STANDARD TEN** (inc. **Standrive**) 1954/59	32/6
M.G. TC, TD, TF 1500, M.G.-A 1945/59	40/-	**TRIUMPH TR2/3** 1952/59	45/-
MORGAN Plus 4, 4/41, 4/4 II	13/3	**TRIUMPH 2000, Renown** 1948/54	30/-
MORRIS 8E/10M 1938/48	30/-	**TRIUMPH Herald,** all models	45/-
MORRIS MINOR MM II 1948/56	30/-	**VAUXHALL,** all models 1934/60	45/-
MORRIS MINOR 1000 1956/60	30/-	**VOLKSWAGEN,** all models to 1957	35/-
MORRIS OXFORD MO 1948/54	30/-	**VOLKSWAGEN,** all models to 1959	37/6
MORRIS OXFORD II, III 1954/59	30/-	**VOLKSWAGEN,** all models to 1962	40/-
MORRIS SIX MS 1948/54	30/-	**WOLSELEY 6/80** 1948/52	30/-
PEUGEOT 203	30/-	**WOLSELEY 1500** 1957/60	35/-
PEUGEOT 403	32/6		

TO ORDER: *State YEAR, MAKE, H.P., and enclose remittance.*

Here is a further selection of models covered

To obtain full details, state YEAR, MAKE, H.P.—descriptive quotation by return post.

A.C. Ace, Aceca; ALFA ROMEO Giulietta; ARMSTRONG SIDDELEY 16, 18, Sapphire; ASTON MARTIN; AUSTIN 8, 10, 12, 16, A40 Devon, Dorset, Somerset, Cambridge, Farina, A50, A55, A55 Mk. II, A90 Six, A95, A105, Princess, Gipsy, Metropolitan, A99, Omnicoach, Mini Seven; AUSTIN-HEALEY 100/4, 100/6, Sprite, 3000; BEDFORD CA types; BORGWARD Isabella; BRISTOL 404, 405; BUICK, all models; **CADILLAC,** all models; **CHEVROLET,** all models; **CHRYSLER,** all models; **CITROEN Light 15, Six, Twelve, DS19, ID19, 2 c.v.; COVENTRY-CLIMAX; DE SOTO; D.K.W.; DODGE,** all models; **FERGUSON tractors; FIAT, Old 500, 1400, 1900, 600, 1100, 1200, new 500, 1800, 2100, 1500; FORD model-T, A, 8/10, E93A Popular, Consul I, Zephyr I, 100E Anglia, 100E Prefect, 100E Popular, Consul II, Zephyr II; FORD (American),** all models; **FORD (German) Taunus,** all models; **GOLIATH 1100, HEINKEL; HILLMAN Minx** 1936 to 1961; **HUDSON,** all models; **HUMBER Snipe, Imperial, Pullman, Super Snipe, Limousine, Hawk, New Hawk, II; ISETTA,** all models; **JAGUAR 1½, 2½, 3½,** 1945/49 **Mk.V, Mk. VII, XK120, 2.4, 3.4, 3.8 Mks. I and II; JOWETT Javelin, Jupiter; LAGONDA 2.4-litre, 3-litre; MERCEDES-BENZ 300SL, 220B, 220SB, 220SEB, 190, 190SL; M.G.,** all models 1929/1961; **MORRIS 8E, 10M, Minor MM, II, 1000, Oxford MO II, III, V, Six MS, ½-ton van, Cowley 1200, 1400, Isis, Mini Minor; MORRIS COMMERCIAL J, J2, JB; N.S.U. Prinz and Sport; OLDSMOBILE,** all models; **PACKARD,** all models; **PANHARD; PEUGEOT 203, 403; PLYMOUTH,** all models; **PONTIAC,** all models; **PORSCHE 356A, 356B; RENAULT 750, 760, Fregate, Caravelle, Domaine, Dauphine, Gordini, Floride; RELIANT,** all models; **RILEY,** all models 1930/1961; **ROVER 60, 75, 90, 105, 3-litre; LAND ROVER,** all models; **SIMCA Aronde, Elysee, Vedette; SINGER Nine Roadster, SM1500, Hunter, Gazelle; SKODA 440, 445, 450, Octavia, Felicia; STANDARD 8, 10, 12, 14,** 1938/48, **Vanguard I, Vanguard II, Vanguard III, Eight, Ten, Ensign, Vignale, Sportsman; STUDEBAKER,** all models; **S.U. Carburetters; SUNBEAM-TALBOT 90, 90 II, 90 IIA, 90 III, Alpine, Alpine Special; SUNBEAM Rapier I, II, III, Alpine II, III; TRIUMPH 1800, 2000, Renown, Mayflower, TR2, TR3, Herald; VAUXHALL 12 DY, 14 DX, 10 H, 12 I, 14 J, Wyvern, Velox, Cresta** 1948/61, **Victor I, Victor II; VOLKSWAGEN,** all models; **VOLVO 122, 122S, PV444, PV5444; WEBER Carburetters; WOLSELEY 6/80, 4/44, 15/50, 6/90, 1500, 15/60, 6/99.**

AUTOMOBILE QUARTERLY

Spring 1962 Edition

A magnificently produced new periodical. This is the first edition. Describes in full detail the main sporting events, together with Road Tests, articles and reports on the most recent production models of the world. A feature of this book are the articles on Veteran, Vintage and Thoroughbred topics. 150 pages. Full illustrated 37/6

Any book on Motors and Motoring reviewed or advertised in *Motor Sport* available by return post.

Overseas orders welcome, no extra postage. Comprehensive catalogue available, free on request.

The following books are due to be published shortly :—

ROAD TESTS OF 1924/5 MOTOR CARS. Full data on 84 cars tested in 1924 and 1925.

THE GREAT RACING MARQUES, *by Posthumus.* A study in development of outstanding designs : E.R.A., Bugatti, Alfa, etc.

VETERAN CARS 1907. A make by make survey of all the models available in this country in 1907.

THE SCIENTIFIC DESIGN OF INLET AND EXHAUST SYSTEMS, *by P. Smith.*

A PICTORIAL HISTORY OF RACING CARS, *by T. A. S. O. Mathieson.*

On receipt of an inquiry regarding any of the above, we will send you full details, price, etc., on publication.

MAINTENANCE HANDBOOKS

These handbooks are supplementary to our range of Workshop Manuals, and contain information necessary for day-to-day running. They are of a size suitable for the cubby-hole. Listed below is a representative range—we have thousands of others. State YEAR, MAKE, MODEL.

AUSTIN, all models 1932/61	13/3
AUSTIN-HEALEY, all models	13/3
B.S.A. three-wheelers, all years	8/3
B.S.A. Scout 1935/39	10/9
CHEVROLET, all models 1929/55	16/-
CHRYSLER-DODGE, all models 1946/54	16/-
FORD (American), all models 1932/55	16/-
FORD Eight, Ten, Ang., Pre., Pop., 1932/61	13/3
FORD V8, Con., Zeph., Zod., all models	13/3
HILLMAN 1931/53 side valve	9/3
HUMBER, all models 1936/60	13/3
M.G., all models 1934/61	13/3
MORGAN three-wheelers, all years	8/3
MORRIS, all models 1934/61	13/3
PLYMOUTH, 1946/55	16/-
RENAULT Dauphine	23/9
RILEY Nine, all years	10/9
RILEY, all models 1936/61	13/3
ROVER, all models 1934/58	13/3
STANDARD, all models 1936/58	13/3
VAUXHALL, all models 1933/60	13/3
VOLKSWAGEN, all models	22/-
WOLSELEY, all models	13/3

Inquire for your car if not listed. State year, make and model.

OFFICIAL MONZA YEARBOOK 1962. Complete reports and articles on the 1962 season at the Monza Autodrome. Of special interest is the coverage given in this book to the 1928 to 1933 seasons at Monza, giving much information both technical and historical. AUTOBOOKS ARE SOLE DISTRIBUTORS FOR THIS SERIES. 160 pages 35/-

ANOTHER VINTAGE BENTLEY BOOK. Being of reprints of articles and reports reprinted from the *Autocar* and *Motor* between 1922 and 1930 on the races, such as Le Mans and the T.T., that this *marque* dominated during this period. 70 pages 12/6

AUTOMOBILE YEAR No. 9, 1961/62. This is the latest edition of the most magnificent motoring annual in the world. 240 pages. 10"×8" 52/6

JAGUAR COMPANION, *by K. Ullyett.* Full details of all models, showing evolution and racing history up to the introduction of the Mk. X. 150 pages 16/3

MOTOR CAR INDEX. Full technical details and specifications on all models available in this country from 1918 to 1929. "This invaluable guide to the Vintage Period" : *The Motor.* AN AUTOBOOKS PUBLICATION. 220 pages 30/-

ROLLS-ROYCE IN THE 'THIRTIES. Reprints of articles and road tests reprinted from issues of *The Motor* and *Autocar* in the 1930s on the following Rolls-Royce models : 20/25 P.II, P.II Continental, 25/30, 25/30 Wraith and P.III. 66 pages 10/6

THE MOTOR RACING REGISTER. Short biographies of over 200 present-day racing drivers ... 8/6

SLEEPLESS KNIGHTS *by J. Sprinzel.* A light-hearted book at International Rallying. John Sprinzel's witty and shrewd observations on the drivers, team managers, navigators and their trials and tribulations makes one of the most amusing Rally books yet to be written. 150 pages 22/3

THE RESTORATION OF VINTAGE AND THOROUGHBRED CARS, *by R. C. Wheatley and B. Morgan.* An excellent practical handbook on the art of restoring worthwhile cars. 192 pages. 70 illustrations 31/6

THE SPORTS CAR POCKET BOOK, *by W. Boddy* From the Edwardian "Prince Henry" Austro-Daimlers, through the classic Bugatti, Bentley and Vauxhall designs of the Vintage period and the thoroughbred Alfa Romeos and Lagonda of the "thirties" to the low drag, high-performance Porsche and Aston Martins of today, the history and specification of every major, and many a minor, sports car is included. 253 pages 9/6

THE RACING DRIVER, *by D. Jenkinson.* The theory and practice of fast driving by this leading sporting journalist who has driven beside Fangio, Hawthorn and Moss on innumerable occasions 19/-

MODIFIED MOTORING, *by J. Sprinzel.* A tuning manual covers all B.M.C. 948-c.c. engines (Minor, A35 and Sprite). 122 pages 22/3

AUSTIN SEVEN SPECIALS, *by Williams.* Full information on how to build from second-hand parts, how to maintain and how to tune and develop it for Sports or Racing. Includes complete overhaul and reconditioning instructions on all pre-war Austin Sevens. 174 pages. 22/3

TUNING AND MAINTENANCE OF M.G.s MIDGETS 1929-1955, *by P. Smith, A.M.I.Mech.E.* A complete tuning manual, including supercharging. 180 pages 18/6

THE SILVER LADY, *by N. Minchin.* An unusual and most interesting story of the life of a Rolls-Royce Silver Ghost, London-Edinburgh Tourer. 186 pages ... 26/3

THE VINTAGE BENTLEY BOOK. Reprints of *Autocar* and *Motor* Road Tests. 63 pages 10/6

VETERAN AND EDWARDIAN MOTOR CARS (paper back edition), *by D. Scott-Moncrieff.* A make-by-make descriptions of Veteran and Edwardian cars up to 1944 ... ... 5/9

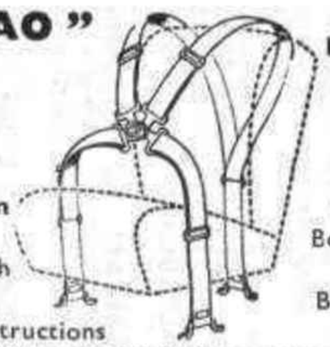
THE VINTAGE MOTOR CAR, *by C. Clutton.* New cheap edition of this fascinating book (was 31/6) ... 5/9

CARS OF THE CONNOISSEUR, *by J. R. Buckley.* A make by make illustrated survey of thoroughbred (classic) cars. Includes Rolls, Hispano, Mercedes, Bentley, Invicta, Lagonda, Bugatti, Delage, Ballot, Talbot, Isotta, Frazer Nash, Alfa, Aston Martins, Duesenberg, Cord, Packard, Stutz. 272 pages 31/9

371

SEND YOUR INQUIRIES TO AUTOBOOKS, 76 BENNETT ROAD, BRIGHTON, SUSSEX

"MOMAO" SAFETY HARNESSES



MARK 1 **35/-**
Colours: **White, Green** or **Brown,** complete with Bolts, Nuts and Fitting Instructions

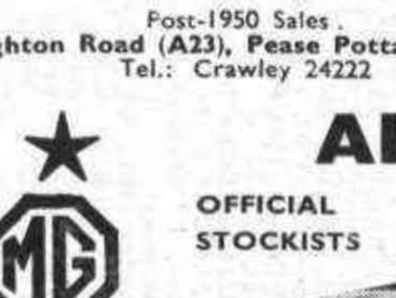
MARK 2 **75/-**
Colour: **Grey** only. Both suitable for BENCH or BUCKET-TYPE SEATS

Post and packing **2/6** *on* **each harness**

The New "CARE-FREE" SAFETY RESTRAINING HARNESS FOR YOUNG CHILDREN

A *must* for every family car fitted with **fixed** front seats

SENT Post FREE with Full Fitting Instructions



Price 39/6

Not for use with tip-forward seats

THE MINI-REST (*Regd. design No. 901804*)
The perfect Arm Rest for the Morris Mini-Minor and Austin Mini-Seven. Gives not only added comfort but greatly enhances the interior trim

Upholstered with plastic foam, and covered in p.v.c. to match the body, colours—Red, Grey, Blue, etc.



Price 39/- per pair. *Post and packing 3/6 per pair.* **Please state colour required**

S.A.E. for inquiries — or CASH WITH ORDER to:
"MOMAO"
293 ARCH, CAMBRIDGE HEATH ROAD LONDON, E.2. **POSTAL ONLY**

RUST GOES... CHROME GLOWS

A product of JOHNSON'S WAX research

only **2/9**

From garages, accessory dealers and Halfords everywhere.



A.V. MOTORS Ltd

of 1-15 Park Road, Teddington, Middlesex

Teddington Lock 4684

Three examples of our stock

(*offered subject to being unsold*)

(1) A 1956 (Jan.) **ROVER 75** saloon. This car has covered a mileage well below the average—but even more important, it has received all the care and attention which is so necessary in a car of this age. Accordingly it can honestly be described as a first-class Rover, with all that that description implies. **Price £495**

(2) A 1953 (June) **DAIMLER Conquest** saloon. The 2½-litre medium-size five-seater Daimler with top quality workmanship and appointments, coupled with moderate size, sensible economy (over 20 m.p.g.) and good performance. Extras include radio, heater, screen-washers, extra fog-lamps, etc. The car is unblemished and has an A.V. Motors history as well as having undergone our routine pre-sale overhaul. **Price £395**

(3) A 1961 (Dec. 1960) **VOLKSWAGEN de luxe** saloon. All latest modifications (remember the long list of improvements?), including all-synchro. gearbox, 40-brake engine, flashing self-cancelling indicators, etc., etc. Only extra—wheel trims. An unmarked one-owner car used for pleasure runs only. **Price £625**

S. H. RICHARDSON & SONS LTD.

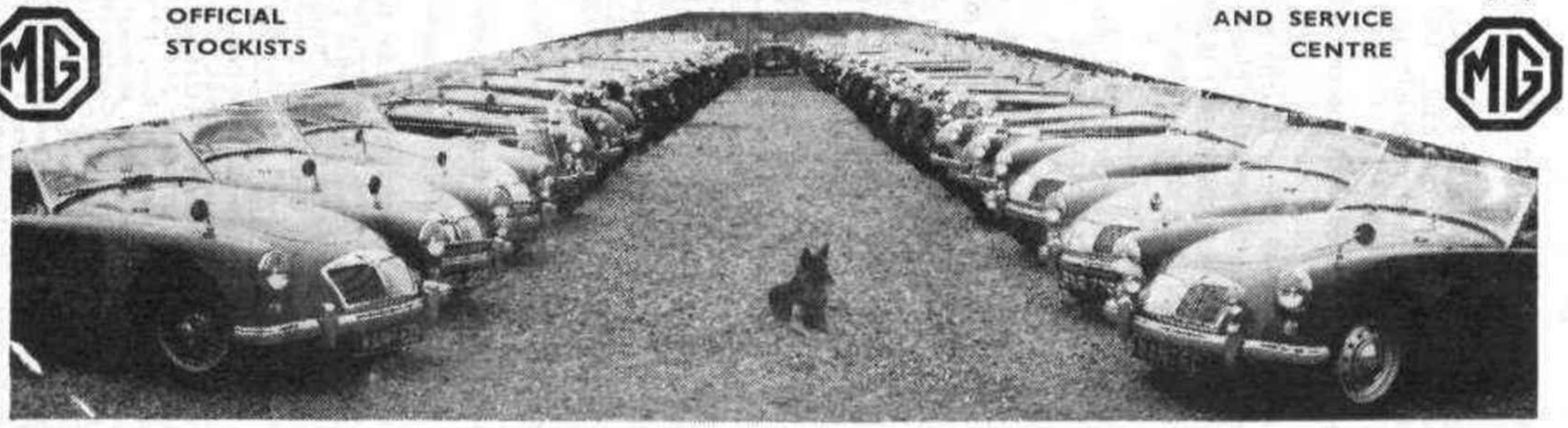
Post-1950 Sales.
Brighton Road (A23), Pease Pottage, Sussex
Tel.: Crawley 24222

The M.G. Specialists

Pre-1950 Sales:
Moor Lane, Staines, Middlesex
Tel.: Colnbrook 2258

ALWAYS 100 M.G.s IN STOCK

OFFICIAL STOCKISTS AND SERVICE CENTRE



MG WANTED MG

OFFICIAL 7-YEAR TESTING STATION AND ACCIDENT REPAIR DEPT.

TO BUY, SELL, EXCHANGE OR MAINTAIN YOUR M.G. come to the specialists — it will save you time and money. Experience counts. Our demand for ALL M.G.s continues to exceed our supply — remember, you need a NEW M.G., we desperately need your OLD M.G., ANY model, ANY year, ANY condition, ANY quantity — in mint condition, average condition suitable for rebuilding or just salvage of spares — we still buy. *i.e.*, **1.** We have never refused to make a cash offer on any M.G. **2.** We are never overstocked. **3.** We have room for over 500 M.G.s. Hire purchase accounts settled a pleasure. CASH ON THE SPOT. OFFICIAL STOCKISTS & SERVICE CENTRE. Highly experienced staff plus fully equipped workshops are at your command to carry out a 1,000-mile service up to a complete reconditioning on all models. FULL FACILITIES FOR ALL ACCIDENT REPAIR AND INSURANCE WORK. All major repairs 1946 onwards on hire purchase. Factory rebuilt exchange engines for every model 1946 onwards ex stock from **£43.** Tyres, wheels new and rebuilt for every model ever made. Dismantling this month for spares at Staines Branch: M, F, J2, PA, PB, NA, L, TA, VA, SA. (callers only please or Telephone).

NEW M.G.s

M.G.-A 1600 Mk. II Fixed Head Coupe. Blue	**Imm./List**	**M.G.-A 1600 Mk. II Roadster.** Old English White	**Imm./List**
M.G.-A 1600 Mk. II Fixed Head Coupe. White	**Imm./List**	**M.G. MIDGET.** Red	**Imm./List**
M.G.-A 1600 Mk. II Roadster. Red	**Imm./List**	**M.G. MIDGET.** Blue	**Imm./List**
M.G.-A 1600 Mk. II Roadster. Alamo Beige	**Imm./List**	**M.G. MAGNETTE Mk. IV.** Early Delivery	**List**

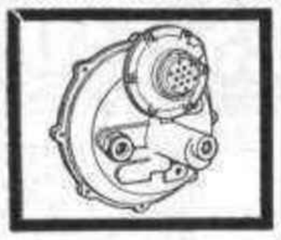
Please note our Staines Branch will be closed for business from Sunday May 14th to Friday May 25th

BOTH DATES INCLUSIVE

POWER BRAKING AT HIGH SPEED

TAILOR-MADE FOR YOUR CAR

The Mot-A-Vac power brake servo helps you cut your usual stopping-distance by as much as ONE THIRD. You can drive faster in far greater safety because you can pull up in less time—and with less effort. The Mot-A-Vac unit—already fitted to Works Team rally cars—enables you to fit harder linings and so reduce the risk of brake fade. Its action is progressive and positive. It gets its power from the engine induction and atmospheric pressure and is actuated by hydraulic pressure which it boosts directly to the brakes. It is lightweight, has a rustproof alloy casting, has no external pipes, needs no attention for a minimum of 50,000 miles. There is an individual kit for your car.



And the price is now only **£12.10.** (approx. fitting charge £3). You ought to get one.

The Mot-A-Vac unit is available as a manufacturer's accessory on the Vauxhall Velox and Cresta, and is also approved and distributed by Rootes and Standard-Triumph.

MOT-A-VAC REGD.

Write for free details from Dept. M.S.4:
CLAYTON DEWANDRE COMPANY, LIMITED · TITANIC WORKS · LINCOLN Tel: 25272



* FRANCE * ITALY *

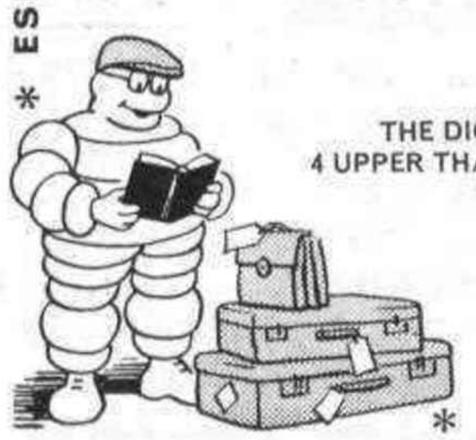


* BENELUX * PARIS * SWITZERLAND * ESPAGNE *

You'll do even better with

MICHELIN MAPS & GUIDES

Beg, borrow or buy some
—before you go



THE DICKENS PRESS,
4 UPPER THAMES STREET E.C.4.



* AUSTRIA

IT'S LIKE HAVING TWO CARS...



...when you fit a WEBASTO CONTINENTAL SUN-ROOF

Approved by leading manufacturers. Installed by skilled craftsmen within 3-6 days for £65 on most cars.
100% weatherproof and positively no draughts.

Full details from CAR-COVERALL LTD.

Think of Summer now

and send for illustrated leaflet and the name of nearest fitting agent.

CAR-COVERALL LTD.
168 Regent Street, London, W1
Regent 7124/5

NAME .....
ADDRESS .....
.....
..... MS3
MAKE .....
MODEL ..... *YEAR* .....

Direct from the makers!

HALF PRICE!

TWO YEAR GUARANTEE

Immediate delivery



NEW at half usual cost! Insisted upon by thousands of regular users. Prompt delivery and fitting within our depot areas. Exchange your old battery for a new heavy duty MACAULAY battery.

By any test—they're Britain's best

SPECIMEN PRICES	
6v. 56 a.h. for	£2.17.6
6v. 56 a.h.l. ,,	£3. 2.6
6v. 72 a.h. ,,	£3. 9.6
12v. 46 a.h. ,,	£5. 6.6
12v. 56 a.h. ,,	£5.13.6
12v. 75 a.h. ,,	£6.13.6

Charging for 6v. 4/-, 12v. 6/-

MACAULAY BATTERIES

LONDON: 25-27 Mallinson Road, S.W.11 (BAT 9242) and 2 Battersea Rise, S.W.11 (BAT 4566)

Also at: **EXETER,** 33 Holloway Street (Exeter 59042);
NEWPORT, Mon., 22 Malpas Road (Newport 58094);
GLOUCESTER, 117 Southgate Street (Gloucester 21911);
BRIGHTON, 3 Viaduct Road (Brighton 21134);
GRAVESEND, 198 Parrock Street (Gravesend 2786)

VOLKSWAGENERS!

IN KENT AND SURREY

those with know-how agree, that whatever their need — their problem, contacting us has solved it. Why not take advantage of our unique experience in the VW field. We have been talking, selling and maintaining Volkswagens for 14 years. There is no doubt that in Kent and Surrey, We are the VOLKSWAGEN CENTRE.

COLBORNE GARAGES LTD

STURRY · KENT *Tel.: Sturry 240*

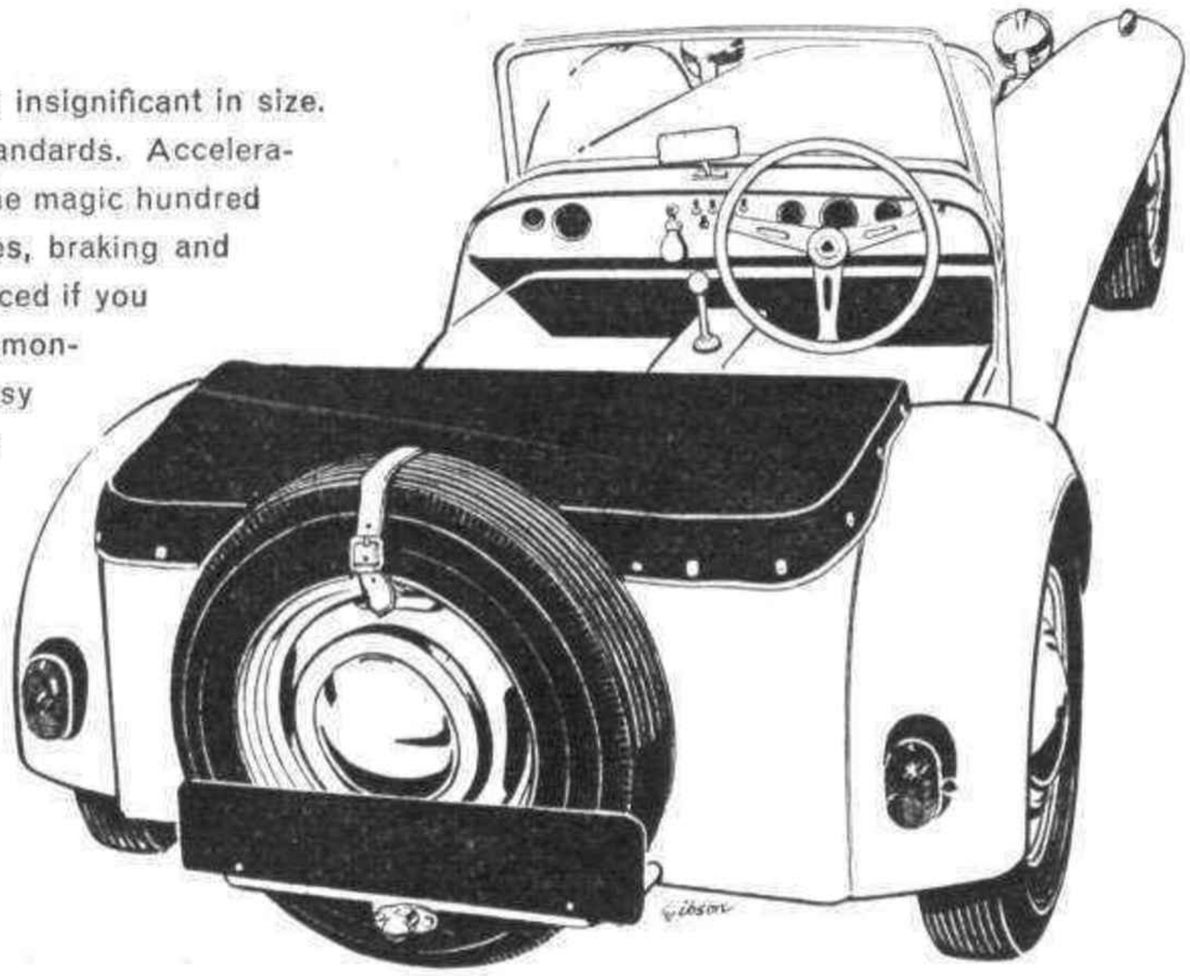
RIPLEY · SURREY *Tel.: Ripley 2361/2*

An average sportscar?

Purely functional in appearance, not unattractive; quite insignificant in size. But what a fantastic machine to drive, even by Lotus standards. Acceleration to 60 m.p.h. occupies a mere seven seconds and the magic hundred is at your beck and call. The superb handling qualities, braking and acceleration of the Lotus Super Seven may be experienced if you telephone Waltham Cross 26181 and arrange your demonstration run. You will then be convinced that in its easy to assemble component form the Lotus Super Seven represents true value for money, performance motoring at the low, low price of £599.

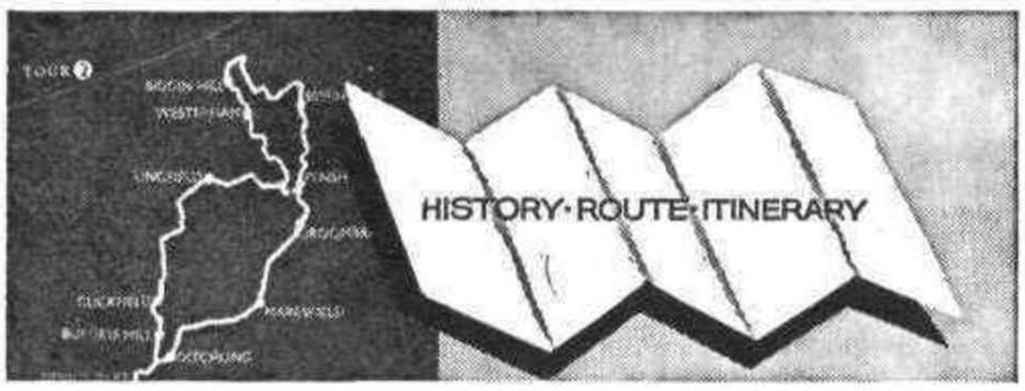
Other Lotus Seven models for Ford 100E and 105E and B.M.C. 'A' Series engines are available, from £399, less power unit.

Insurance and finance facilities can be arranged, and the Factory Sales Department can now even assist with the advantageous disposal of your present car.



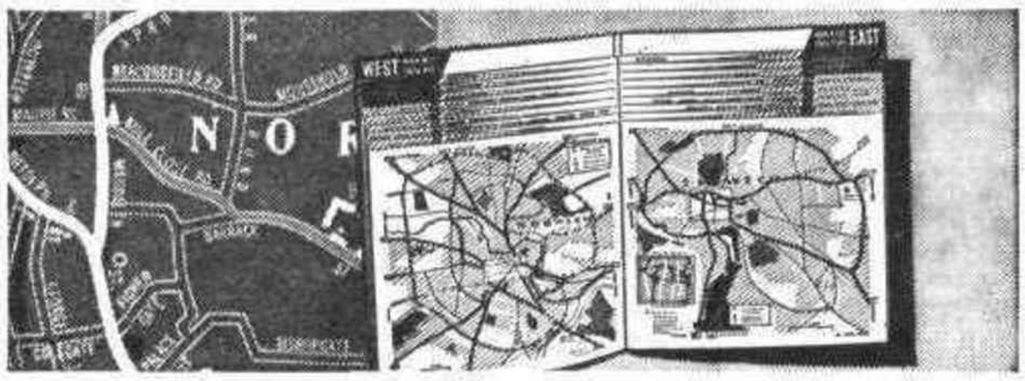
Call, or write, NOW for brochure to Lotus Components Ltd., Delamare Road, Cheshunt, Herts.
Waltham Cross 26181

WHICH OF THESE 3 MAPS WAS DESIGNED FOR YOU ?



THIS SPECIAL TOURING MAP SYSTEM

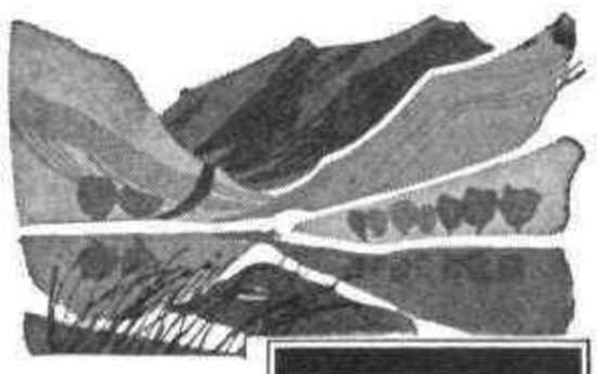
National Benzole has devised special maps of Britain's six most popular holiday areas. Result? You get far more fun out of your holidays because you know in advance all the local highlights and how to reach them. Central Scotland, Lake District, North Wales, Cornwall and South Devon, North Devon, Kent and East Sussex are the areas covered. **2/-** each.



THIS UNIQUE TOWN CENTRE ATLAS

At a glance you can find your way through 57 British cities (London is excluded because it is covered by a separate National Benzole map). Clear cartography specially prepared for the motorist. Ideal for travellers and businessmen. **3/6**





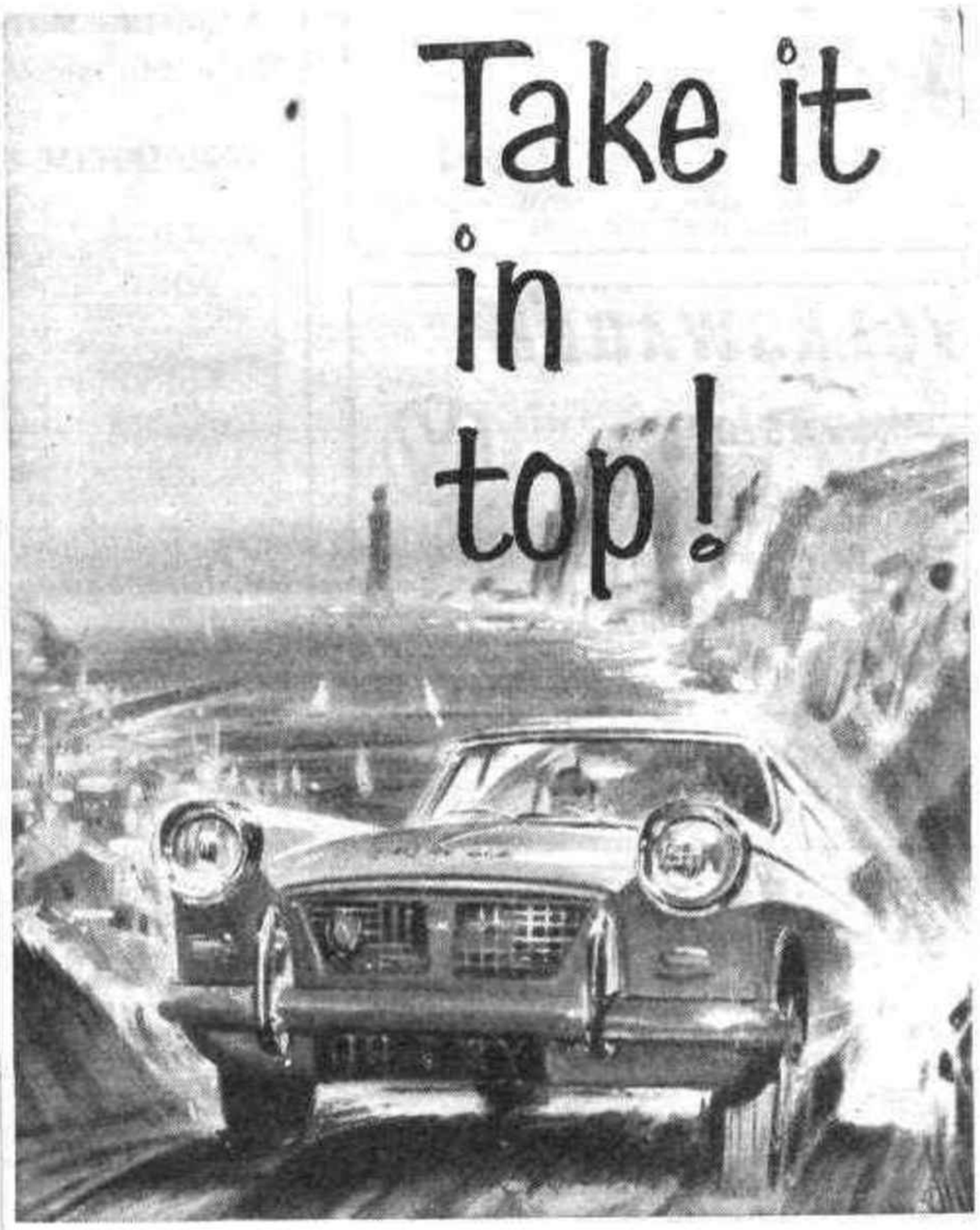
THIS UP-TO-DATE ROAD MAP

Big bold printing and clear distinct colours make National Benzole Road Maps easier to follow. Even recently-open roads are shown. That's why you can depend on these modern maps. 1/- each or set of 6 including Planning Map in plastic case. **6/-**

National

FROM **NATIONAL BENZOLE** STATIONS

M70/AS



with SHORROCK POWER on your Herald*

"...spirited acceleration...sparkling top gear performance...thrill to the new kind of motoring you get with **Shorrock Power**, the 'bolt-on' power pack which gives up to 50% more power **without increasing engine r.p.m.**"



SYDNEY ALLARD
famous sporting motorist says:–
*"The simplest, safest way to get the most power from a modern engine is to fit a **Shorrock Pressure Charger**. You can get your **Shorrock** fitted in a matter of hours and easy terms are available. Send me this coupon for details."*

* *There is a SHORROCK unit for most popular cars. Put a tick against your model or fill in if not listed.*

ANGLIA 105E ☐ **CLASSIC 315** ☐ **RENAULT DAUPHINE** ☐
SPRITE MK I/II ☐ **MORRIS/AUSTIN MINI** ☐ **TRIUMPH HERALD 948/1200** ☐

Other Model.....

Name.....

Address.....

.....M311

ALLARD

The Allard Motor Company
24 Clapham High St., London SW4
Telephone: MACaulay 3201
*World distributors for all **Shorrock** Pressure Chargers*

CYCLE WINGS

Domed and Beaded

5 in., 6 in. and 7 in. wide, steel. Fronts 11/- each; rears, 14/- each; carriage and packing: pairs 5/6; sets 6/6. Also Alloy.

W. G. FERGUSON

BATH ROAD GARAGE, NAILSWORTH, GLOUCESTERSHIRE

VOLKSWAGEN

sales
spares
service

We specialise in accessories
Send S.A.E. for list

PRESTWICH (HOVE) LTD.

GOLDSTONE LANE, HOVE, SUSSEX
Tel.: Hove 34037-8

M.G. HOODS BY POST

"BLACK OR FAWN DOUBLE DUCK"
T Model Hoods, **£6 15s. 0d.** Tonneaux, **£5 15s. 0d.**
J and P Tonneaux, **£5 0s. 0d.**
M.G.-A Tonneaux *in Genuine Vynide*, **£6 0s. 0d.**
T Model Screens, **£5 10s. 0d.** No frames.

A. C. WINMILL
S.A.E. please
49 TONSTALL ROAD, MITCHAM
Phone: MIT 6981

VOLKSWAGEN



Official Centre
New and Used VWs Always in Stock

STEVENSONS
Pound Hill Garage

CRAWLEY

TEL.: POUND HILL 2153

KONI SHOCK ABSORBERS

FOR IMPROVED ROAD HOLDING
AND LONGER LIFE
PROGRESSIVE DAMPING
DOUBLE ACTING
ADJUSTABLE FOR COMFORT

Available Ex-Stock for most cars.



Standard equipment on all Belgian made Fords and Falcons and Porsche, Ferrari, Frazer-Nash. Also included in the Ruddspeed conversion for Volvo, and available as an optional extra on factory built T.V.R Granturas.

From your garage or write
POSTLAND ENGINEERING & TRADING CO. LTD., DEPT. 15, CROWLAND, NR. PETERBOROUGH
'PHONE: CROWLAND 316/7/8

SPORTING MOTORISTS BOOKSHOP

323 St. Michaels Av., Yeovil, Somerset

All books sent by return post — any book supplied

FORD SPECIAL BUILDERS MANUAL



How to construct 100 m.p.h. sports cars from Ford parts for as little as £250. Contents include: Space frame and chassis construction; engine, gearbox and rear axle overhaul; Installation of I.F.S., hydraulic brakes, close ratio gears, weather equipment, 12V lighting, etc. Fibreglass body fitting and trimming (20 shells described and illustrated). Detailed step by step instructions and over 60 large clear photos and drawings **12/6**

HIGH SPEED DRIVING. The art of high speed driving as practised by race and rally drivers. 61 pages **6/-**

HOW TO BUILD FORD SPECIALS, *by J. H. Haynes.* Instructions on how to strip, build, modify, and tune. How to fit fibreglass bodies, lights, catches, wiring etc. Build an I.F.S. chassis or space frame. Many illustrations, 58 pages **8/11**

AUSTIN 7 SPECIALS *by Williams.* Detailed instructions on how to design and construct using second hand parts. How to modify and tune for sports or racing. Complete details on how to overhaul and repair all pre-war Austin 7s. 174 pages **22/3**

THE RACING DRIVER *by D. Jenkinson.* A colourfully written and authoritative book on the theory and practise of fast driving by a motoring journalist who has *ridden beside Moss, Fangio,* and the late M. Hawthorn **19/-**

AUTOMOBILE ENGINE TUNING, *by P. E. Irvin.* Covers the tuning of touring, Sports and F.J. cars with valuable information on induction and exhaust systems, carburation, supercharging, fuels, gear ratios, balancing, conversion equipment, etc. 210 pages **26/3**

AUTOMOBILE YEAR 1961-1962. A magnificent much sought after publication with articles of considerable interest on various aspects of motoring besides a highly detailed report on the years competitive motor sport. Beautifully bound and presented. Size 8 in. × 10 in. 240 pages ... **52/6**

HOW TO BUY AND SELL USED CARS. The pitfalls to avoid and points to look for when buying. How to find a bargain. How to sell quickly and get £25 to £100 more than the average market price. How to make money dealing in used cars. Size 13 in. × 7 in. Soft covers. **12/6**

MAINTENANCE MANUALS

These manuals contain complete information and step by step instructions on how to tune and repair, maintain and adjust the engine, gearbox, clutch, suspension, steering, electrical system, fuel system, etc. More practical and less complicated than a workshop manual, these books do not contain details of jobs that require the use of expensive specialised equipment or that are outside the scope of the average owner.

AUSTIN, all models from 1932 to 1960 ... **13/6**
AUSTIN-HEALEY, all models from 1952 to 1960 ... ... **13/6**
FORD ANGLIA, PREFECT, POPULAR, 8 and 10 h.p. 1934 to 1962 ... ... **13/6**
FORD CONSUL, ZEPHYR, ZODIAC, and V.8. All models from 1935 to 1961 ... ... **13/6**
HILLMAN, all models from 1936 to 1961 ... **13/6**
HUMBER, all models from 1946 to 1961 ... **13/6**
JAGUAR, all models from 1946 to 1961 ... **13/6**
LANDROVER, 1948 to 1961. Includes 2-litre diesel **13/6**
M.G. J, series, 1934 to 1960 Magnette Mk III, M.G.A 1600 and twin cam models **13/6**
MORRIS, all models from 1934 to 1960 ... **13/6**
RILEY, all models from 1936 to 1957 ... ... **13/6**
ROVER, all models from 1934 to 1957 including 105 R **13/6**
STANDARD, all models from 1936 to early 1957 ... ... **13/6**
TRIUMPH, all models from 1937 to 1958 ... **13/6**
VAUXHALL, all models from 1933 to 1960 ... **13/6**
VOLKSWAGEN, all models from 1947 to 1960 including the Kharmann-Ghia special coupé **13/6**
WOLSELEY, all models from 1936 to 1959 ... **13/6**

All prices post free — Overseas orders welcomed

G. Q. PARACHUTE CO. LTD.

Manufacturers of Aircraft and Vehicle Safety Harnesses

STADIUM WORKS, WOKING, SURREY
Tel.: Woking 2277

MODEL CAR RACING SYSTEMS 12v.

WRENN FORMULA 152, SCALEXTRIC, MINIC MOTORWAYS V.I.P.



Send 2/- P.O. for full set of catalogues, and Wrenn Manual. Overseas 7/- ($1). Overseas readers can order free of P. Tax.

FINISTERS OF COVENTRY
22 HUMBER ROAD, COVENTRY. Tel.: 53218

MOST SIZES IN STOCK OF
RETREADS, B.E., OBSOLETE AND NEW

TYRES

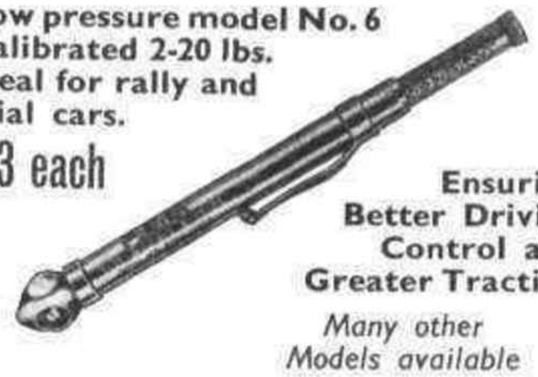
WE CAN NOW ACCEPT SOUND
OBSOLETE AND BEADED EDGE CASES FOR RETREADING

HAMILTON TYRES LTD. (M.S.)
22-24 VICARAGE STREET, YEOVIL, SOM.
Tel.: 927 After 6 p.m. 1945

P.C.L. TYRE PRESSURE GAUGES

Low pressure model No. 6
Calibrated 2-20 lbs.
Ideal for rally and trial cars.

8/3 each



Ensuring Better Driving Control and Greater Traction

Many other Models available

PNEUMATIC COMPONENTS LTD.
EYRE STREET, Tel.: 26561, SHEFFIELD 1

HOODS from £6

WELDED SEAMS & REAR WINDOWS WITH ACCESSORIES AND FITTING INSTRUCTIONS OR 1-DAY FITTING SERVICE



Also Tonneau Covers, Side-screens, Loose Covers, etc.

CARPETS from £3 for all makes of cars

Send for free booklet and samples

(Dept. M/S.) CAR HOOD COMPANY LTD.
9, Lancaster Mews, Lancaster Gate, London, W.2. Tel.: PADdington 8764



Gold Seal Car Co. Ltd.

MANAGING DIRECTOR: T. A. BOUGHTON

253-255 New Cross Road, London, S.E.14
(MAIN LONDON - KENT A2 - A20 ROUTE)

TELEPHONES : **NEW CROSS 7433, 3980**

MOTORCYCLES AND THREE-WHEELERS TAKEN IN PART EXCHANGE. *EXISTING H.P. DEBTS SETTLED*

HIRE PURCHASE AS LOW AS 1/5 DEPOSIT — SPECIAL LOW INSURANCE RATES



£425. Tojeiro M.G. 1500. Registered 1953. ***This car is in excellent fettle in*** **every respect and is extremely fast having a much modified engine fitted. Recently been resprayed in B.R.G.**

£375 Austin-Healey B.N.1. A very much modified car with a host of extras including overdrive, wire-wheels, twin spots, radio, heater and brand new roadspeed tyres.





£245. Bristol 400 saloon 1949. Finished in black with beige interior in very original condition. "X" tyres radio, etc. Requires some attention to the engine.

£165. Alta two-seater sports 1948. Fitted with a Studebaker V8 engine. Stupendous performance and road-holding.



LIST OF STOCK

£1,345 JAGUAR 3.8, 1960 saloon in Sherwood green, with Webasco sunroof, safety-straps, overdrive, radio, heater, disc brakes, wheel discs, etc. A specimen one owner example.

£1,195 ACECA-BRISTOL, late 1959, fixed-head coupé D2-100 engine. Truly immaculate in gunmetal grey with beige upholstery. Fitted with various extras including disc brakes, radio, safety straps, etc. Low mileage.

£895 JAGUAR 3.4 saloon Automatic, 1959. An excellent example in mist grey. A low mileage car fitted with numerous extras. Radio, heater, special equipment model.

£745 M.G.-A 1600 f.h.c. 1960. A most immaculate example in powder blue with black upholstery. Brabham balanced engine. This car is truly superb and is thoroughly recommended.

£745 M.G.-A 1600, 1960. This car was built to special order on a twin cam chassis with knock-off wheels and disc brakes all round. Extras include hard-top, radio, heater, luggage rack, roadspeed tyres. Finished in red with matching interior.

£695 KARMANN-GHIA, 1959, drophead coupé. L.H.D. Bodywork in white with red upholstery. Recorded mileage 16,000.

£665 SINGER GAZELLE, 1960 saloon. Two-tone blue. 20,000 miles only. Numerous extras. Excellent condition.

£635 PORSCHE 1500 fixed-head coupé 1954. R.H.D. A very fast car finished in red with beige interior. Heater, etc. Registered 1960.

£595 M.G.-A roadster 1959, 1500 c.c. Turquoise blue with black interior. Wire wheels, "X" tyres, luggage rack, etc.

£595 TRIUMPH T.R. 3A 1959. Finished in silverstone grey with red interior and white hood. Heater, etc. In mint condition throughout. Must be seen.

£565 ELVA Courier, 1960, M.G.-A 1600 engine and close ratio gearbox. An extremely fast car with superb roadholding. A low mileage example with full history available.

£545 M.G.-A fixed-head coupé 1957. A very low mileage car finished in red with black upholstery. Extras include heater, twin spots, "X" tyres, etc.

£545 TRIUMPH TR3A, 1958. A very well cared for car finished in primrose with contrasting interior. Usual extras, including rear seat.

£495 FAIRTHORPE Electron, 1959, Stage II Climax engine. Wire wheels, disc brakes, radio etc., A very attractive car finished in silver grey with red upholstery.

£495 RENAULT Gordini, 1960. Sunroof, four-speed box. Immaculate example in red fitted with various extras, including "X" tyres, wheel trim.

£495 TR3A, 1958. Red with black upholstery. Heater. Extremely good value.

£495 AUSTIN-HEALEY 100/6 B.N.4. 1957 4-seater. Extras include overdrive, wire wheels, tinted screen, etc. Finished in white with black leather interior.

£445 TRIUMPH TR3, 1957. Indistinguishable from a TR3A as it has been fully modified including disc brakes.

£435 AUSTIN-HEALEY Sprite, October 1959. One owner. A low mileage car finished in white with black interior. Similar cars from £375.

£435 M.G., TF 1500, 1955. A really well cared for and clean example in red with matching interior. Several extras.

£365 JAGUAR XK140 roadster. An ivory car fitted with wire wheels, "C" type head and twin exhausts. An extremely fast and sound car at a sensible price.

£355 AUSTIN-HEALEY B.N.1. 1955. Recent engine overhaul. The car is finished in mid blue and has all the usual extras.

£345 JAGUAR XK120, drop-head coupé 1954. This car having had only three owners from new is in extremely good condition throughout and offers very fast motoring with luxurious comfort.

£345 M.G. TD, Mark II, 1953. A very original TD finished in black cellulose with green leather interior. Radio, spot-lamps, reversing lamp, etc.

£265 FRASER-NASH B.M.W. type 327-80 4-seater. Beautifully finished in metallic blue with light brown leather interior. History over the last five years available.

£245 JAGUAR XK120, roadster 1951. Fitted with rebuilt engine three months ago. Woodrimmed wheel, twin spots, leopard skin seat covers, etc.

£245 BENTLEY, 4¼-litre 4-door sports saloon. 1936. For full details please telephone.

£345 ASTON-MARTIN long chassis 1½-litre 4-seater tourer. Black with red upholstery. In very original condition with full tonneau cover and weather equipment. First registered 1933.

£225 H.R.G. Aerodynamic 2-seater, 1947. A very fast car. Having just been decoked and tuned in our own workshops.

£195 BERKELEY 328 c.c. 1957, 2-seater sports 4-wheeler. "X" tyres. A car that offers extreme economy with superb roadholding and a high cruising speed.

£165 M.G. TB 2-seater sports. A very fine example in indigo blue with red upholstery. Excellent value.

£165 500 c.c. RACING CAR, complete with trailer, independent suspension all-round. Mankin motor, ex Don Parker, numerous spares.

Saloons in Stock

'57/58/59 Wolseley 1500s' from **£395. '60/61 Mini-Minors,** from **£415. '58/59 Consul** D/L **£415. '59 Zephyr £395.**

GOOD SPORTS CARS WANTED FOR CASH

OPEN WEEKDAYS 10 a.m. - 9 p.m. **SATURDAYS 9 a.m. - 7 p.m.** **SUNDAYS 10 a.m. - 5 p.m.**

FOR SALE—*continued*

ARMSTRONG TYPHOON 2-LITRE aluminium fixed-head coupé, with special rear-wheel valances. 36,000 miles since maker's engine rebuild. Reconditioned throughout, including rechrome plating, new roof fabric, recellulose dark blue, undersealed, new carpets. New Michelin tyres, Radiomobile, heater, windscreen washers, radiator blind and boot-lid luggage rack, safety belts. *Maintained by makers in perfect condition. Probably best existing example of this excellent sports saloon.* Price : £175 o.n.o. Conn, 8, Willow Way, Sunbury-on-Thames, Middlesex. Tel.: 3437. [5092

LAGONDA, 1934, 4½-LITRE sportsman's saloon. Requires some attention. £100 o.n.o. Parker, Stoke Ferry, Norfolk. [5094

ASTON MARTIN, 1938, 2-litre green open sports. Nearest £200. Waldron, Madeley Manor, Near Crewe. Tel.: Madeley 375. [5095

1952 COUPE JUPITER, grey. An outstanding individual car, beautifully built by Collinson; new engine 1960, special aluminium sump. M.O.T. certificate. £350. Box No. U.096. [5096

M.G.-A, 1956. Red. Tonneau, wireless, twin spots, heater. Owner joining P. & O. as Ship's Surgeon. £475 o.n.o. Nash, South Molton, Devon. [5097

RILEY SPARES. 1938 1½-litre engine complete with all accessories, excellent condition, £20. Many other 1½-litre spares. Preselector gearbox, 9-h.p. engines and gearboxes, c.w. & p., starters, h/shafts. Host of Rileyana. Chassis, springs and body parts given away. All offers considered. J. Bateman, 462, Station Road, Dorridge, Solihull, Warwicks. [5098

TWO-LITRE LAGONDA SPARES, including complete supercharged engine. Brend, "Dengie," Spring Lane, Hatfield Peverel, Chelmsford, Essex. [5099

TRIUMPH TR3A, B.R.G., May 1960. One owner; impeccable condition; no trials or races. Heater, overdrive, underseal. £725 o.n.o. Box No. U.100. [5100

ASTON MARTIN Mk. II, long chassis, good condition throughout. *Faster than usual.* £295 o.n.o. Tel.: Woking 1725. [5101

750 FORMULA sports "special." I.F.S., hydraulics, non-shroud 15-in. wheels, new Pirellis, twin S.U.s, close-ratio gearbox, full engine mods, twin alloy leather-covered racing seats, polished steering wheel. Prettiest one-off, Ferrari type, professionally built, aluminium body. Very fast. Carpets, full road equipment; many extras. £210 o.n.o. C. Jaques, Little Beeches, Warren Drive, Kingswood, Surrey. Tel.: MOG 2359. [5102

M.G. F MAGNA sports, specimen condition. New hood, battery, petrol pump, etc. New M.O.T.; taxed, insured. £80 o.n.o. 29, Warwick Road, Intake, Doncaster. [5103

ALVIS OWNER has to part with his esteemed 1947 TA14 coupé—aluminium body by Cooper. £175. J. A. Waterer, Vincent House, Pembridge Square, W.2. Tel.: BAYswater 1133. [5107

JOHN BLAND
TALBOT AND SUNBEAM-TALBOT TO 1947
SPARES AND SERVICE
I can offer reasonable delivery of pistons of well known manufacture, **for many Continental cars : Delage, Delahaye, Darracq, Peugeot, etc., at reasonable prices.**
27 SOUTHFIELDS ROAD, LONDON, S.W.18
Vandyke 1612

HOLE I'TH WALL GARAGE LTD.
SPORTS GARAGE
Sole — Factory Appointed Lancs Agents for : **T.V.R.** Offer free delivery and assembly instructions. **Kits from £795** with Ford 109E engine, giving 90 m.p.h. **Bargain —** Professionally assembled **T.V.R.,** Feb. 1962. M.G. 1,622-c.c. engine, c/r. gears. £50 extras. Taxed. *Only 500 miles to run engine in.* **£950.** One-year guarantee.
EAST PARK ROAD, BLACKBURN, LANCS.
Tel.: Blackburn 5967 for details or demonstration.

M.G.
SPARES — SALES — SERVICE
Large stocks of spares available for all models 1932 onwards. Let us know your requirements. C.O.D. service a speciality. Inquiries with S.A.E. please
ALL MODELS URGENTLY WANTED FOR CASH
ARCHWAY ENGINEERING
Limited
COLLIER STREET, LIVERPOOL ROAD, MANCHESTER 3
Tel.: BLAckfriars 6455
ALWAYS A GOOD SELECTION OF M.G.s in stock

FOR SALE—*continued*

BUICK, 1937, 9-seater limousines, matching pair. M.O.T. certificate on both. Used on wedding and funeral hire. Offers invited for both, or would sell separately. Baron, 8, Park Street, Abergavenny. Tel.: 450. [5108

RILEY LYNX, 1935. Open tourer. Engine excellent, body tatty. M.O.T. £95 o.n.o. Box No. U.109. [5109

BARGAIN, £100. GOGGOMOBIL T300, 1957. Must go, lying idle. Gearbox needs minor repair, otherwise sound. Webb, 351, Maryvale Road, Bournville, Birmingham. [5110

ALTA MINOR coupé, 1951, converted 1959, twin S.U.s, banana exhaust. Excellent condition. 1000 performance for £220. Tel.: RAV 3392. [5111

DEC. '59 TRIUMPH HERALD saloon, coupé specification. Downton manifolds, undersealed, Silent Travel, other extras. New tyres and clutch. Immaculate, mechanically faultless, one-owner car, *taxed to Jan. '63.* £485 o.n.o. Way, Marella, Hall Drive, Appleton, Warrington. Tel.: Stockton Heath 1849. [5113

'NIFTY-SHIFT,' GEAR KNOBS
MODERN EXCLUSIVE PATENTED DESIGN WHICH FITS THE HAND EXACTLY
The enthusiast's ideal for **all** centre or floor change, including VW, Renault.
Handsome polished Opal finish — 9/6 *post paid*
State make, model. From :
R. G., 34, MOORE STREET, HABERGHAM, BURNLEY, LANCS.

BERKELEY SPORTS CAR CENTRE
A GOOD SELECTION OF USED BERKELEYS AVAILABLE
We offer a first-class spares, repairs and overhaul service on all models. Write, 'phone or call :
MANTLES GARAGES LTD.
HENLOW GARAGE, HENLOW CAMP, BEDS.
Tel.: Henlow Camp 233

GOOD TYRES
520×10, **£2**; 520×13, **45**/-; 560×13, **45**/-; 640×13, **50**/-; 640×15, **50**/-; 550×17, **50**/-; 600×17, **£3**; 500×18, **45**/-.
Just one 550×20 remould, hardly used, **£4.**
C.W.O. Carriage free
B. HOLLAND
5 ZETLAND ROAD, MALVERN, WORCESTER
MALVERN 923

TRANSISTOR POCKET RADIOS
Bulk purchase enables us to make this fantastic offer—and with money back guarantee

Only 37/6 no more to pay
The "SAN-REMO" . . so tuned that it brings the voices of *star entertainers* and *vocalists* to *life*—in your home, office, etc., etc . . . only 4½" × 2⅞" × 1¼"! Fits into your pocket or handbag. *Works for months off 8d. battery.* Should last a lifetime. Anyone can assemble it in an hour or two with our easy plan. Complete set of parts incl. min. speaker, carrying case — everything only **37/6** + 2/6 p. & p. C.O.D. 2/6 extra (parts can be bought separately). Limited period —*so rush your order before it's too late.* Remember, money back guarantee, even if set is built up—
DEMONSTRATIONS DAILY. **CONCORD ELECTRONICS (Dept. B27/4), 210 Church Road, Hove, Sussex**

EVERY MAN TO HIS TRADE
After you've heard two eye-witness accounts of a motor accident you begin to worry about history. Just one more reason for placing all your insurance affairs in the hands of
ANTONY HYDE-EAST
International Insurance Broker
60, Chertsey Street, Guildford, Surrey
Guildford 4271

FOR SALE—*continued*

1936 F.N./B.M.W. Type 319 tourer, 90% overhauled. New tyres. £35. Shaw, 5, Balmoral Close, Littleover, Derby. [5114

M.F. TF, 1954 (Nov.), Stage II. Recent rebore. Heater, radio, every extra. 49,000 miles. Excellent condition throughout. £445. 17, Highgrove Way, Ruislip. Tel.: 3484. [5115

FORD 105E : New twin 1¾-in. S.U.s, inlets, Derrington exhaust. £17 o.n.o. 23, Common Lane, Wilmington, Dartford, Kent. [5116

ARNOTT SUPERCHARGER, carburetter, valve, plumbing, etc., for S/Talbot, etc. Little used; £25. Lucas Vortex racing magneto, 4VRA, £5. Tel.: Capron, Elmbridge 5089. [5117

ABSOLUTELY FREE : 1934/5 Singer Continental. Offers : Pair perfect 32 in. × 4½ in. tyres, tubes, wheels; Morris "Oxford" radiator (*c.* 1931), pre-war "Minor" parts. Box No. U.119. [5119

M.G. TA, excellent Tickford coupé. Host extras, including radio. Value £150; will accept immediate £120. Henderson, 30, St. Paul's Street, Stamford, Lincs. [5124

RILEY 2½ drophead, 1951. Excellent condition bodily and mechanically. A rare bird. £285. 21, Chichester Way, Selsey. Tel.: 2933. [5125

GURNEY NUTTING 3-LITRE Bentley, 1925. No expense spared on 1962 overhaul and repaint. Not cheap. Details and photograph. Lillie, Lovells West, Marnhull (Tel.: 389), Dorset. [5126

SALE : NEW HERALD "S" gearbox; and engine parts; also Riley Nine gearbox. Tel.: Coventry 20359. [5127

ALVIS TA14, 1947. Racing green, well maintained. Absolute bargain at £150. 82, Hiltingbury Road, Chandler's Ford, Hants. Tel.: 4065. [5129

SCALEXTRIC G.P. 3 (Coopers), new at Christmas, little used, owner too young. Half price, £5. Tel.: UNDerhill 1735. [5130

T.V.R. GRANTURA, June 1960. 85 m.p.h. and 38 m.p.g. Reluctantly offered due to overflow (son and dog). Dark blue car in first-class condition, including leather upholstery, new dashboard, screen-washers, and seat belts. Fordspeed conversion fitted Jan. '62 to 105E engine. £555 o.n.o. 31, Peak Road, Clanfield, Portsmouth. [5131

1931 BENTLEY 4½-LITRE, Serial No. XT 3630, sports saloon by Cooper. Original, very good condition. *Two owners.* 60A, *Sutton Road,* Southend, Essex. [5132

GEARBOX, RAILTON/HUDSON, remote control accept £7 10s., offers. Bell, 132, Kyverdale Road, London, N.16. [5133

H.M.V. RADIO, push-button, £12 10s. Lucas "Flamethrower," Lucas Spread 700s, Noteck fog, all as new, offers around half list price. Ford Consul windscreen, new, 50s. Bell, 132, Kyverdale Road, London, N.16. [5133A

HIGH PERFORMANCE EXHAUST AND INLET SYSTEMS
SIMCA; RAPIER; HILLMAN; HERALD; SPRITE; A30/35/40; M.M. 1000, 803 c.c. and S.V.; 100E, E93A; MINI SPECIALS.
MINI Exhaust and Inlet, with duplicate of standard carb., plus linkage, **only £16.10.0**
M. J. HOWE, 77 CHESTER RD., BLACKFEN, SIDCUP, KENT. Tel.: ELTham 6027

STATION GARAGE TAPLOW LTD.
OFFER :
1940 BENTLEY 4¼-litre Mark V sports saloon by Park Ward Ltd. Independent front wheel suspension, post-war Mark VI fullflow engine, gearbox, and hydraulic brakes. This car has been owned by the manufacturers for experimental purposes; radio, heater, etc. A completely unique car. **Price £485**
1955 SUNBEAM Mark III sports saloon, overdrive, radio, heater, all extras. An immac. car. **£410**
Telephone : **Burnham (Bucks) 88**

YOUR 'MG' SPARES
'M' type to 'MG-A'

Valves.	Guides.	Valve Springs.
Gaskets.	Timing Chains.	Oil Filter Elements.
Bearing Shells.	Wheel Bearings.	Crown Pin Sets.
King Pin Sets.	Half Shafts.	Front Pipes.
Tail Pipes.	Silencers.	Road Springs.

Many other Spares Always in Stock.
Hard Surfaced Rockers.
S.U. Exchange Service and Spares.
C.O.D. Service. *S.A.E. List*
THOMSON'S
106 Kingston Road, Wimbledon, London, S.W.19,
Tel.: LIBERTY 8493

FOR SALE—*continued*

AUSTIN-HEALEY 100/6, 1957. Very good condition. 2/4-seater. Red with red upholstery. Radio, heater, tonneau, twin spots. New battery. £475. Lovegrove, 84, Somerset Road, Walthamstow, E.17. Tel.: COP 2661. [5138

HANSA, 1959, station-wagon, £450, 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). [5139

SUNBEAM Mk. III d.h.c., 1955. Green. Engine overhauled March 1962. Fitted overdrive, heater radio. Body, paint and tyres good. £350. Swanborough, 13, Crompton Street, Chelmsford. Tel. 51586 (evening); LOUghton 6221 (day). [5140

RELIABLE 12-h.p. D.H.C. for sale in form of good 1936 British Salmson. £60 wanted to buy pram, etc. 96, Spencefield Lane, Leicester. Tel.: 23566 (B.); Thurnby 2443 (H.). [5141

CAMSHAFT 6½ BENTLEY. Two excellent 6.00 × 20 tyres. Offers. Wanted: Good 5.25 × 21 tyre. Dr. Goundry, Bloxham, Nr. Banbury. [5142

M.G. YB, 1952. Maroon/maroon. Slightly worn but well worth £160. Wallinger, 161, Fontayne Avenue Chigwell. Tel.: Hainault 4406. [5143

FOR SALE—*continued*

VINTAGE STANDARD "CHARLECOTE" 2-seater S.L.O.4 (1926), in excellent state of repair. Almost entirely original and the only one still known to be in existence. Full details and history available. Offers to A. P. M. Harrison, Esq., 57, Glendower Avenue, Coventry. [5144

VINTAGE 1924 WILLYS Overland 4-seater saloon. Small amount of work to complete. £45. W. F. Hodge, Tudor House, Eton Wick, Windsor. Tel: Windsor 1315. [5145

M.G. TC, 1949, black/red, outstanding condition. New full tonneau. £250. Newcastle area. Tel.: Ponteland 3724. [5146

M.G. TC, 1947. Red. Body/mech. showroom condition. Prompt details, s.a.e., Wetherill, 4, Sandyhill Road, Ilford. [5147

THE ONLY 12/28 11.9 Clyno touring motor car, vintage 1926, is offered in *concours* condition (*M.S.* Beaulieu report Nov. 1961). Farr, Tel.: WELbeck 1676. [5148

FOR SALE—*continued*

1955 JENSEN INTERCEPTOR, dark green, in good condition. £360. Tel.: Southampton 74555. [5149

ASTON MARTIN, 1934, Le Mans, long chassis. B.R.G. Excellent condition. M.O.T. Licensed. £275 o.n.o. Common, 77, Chesterfield Road, North Mansfield, Notts. [5150

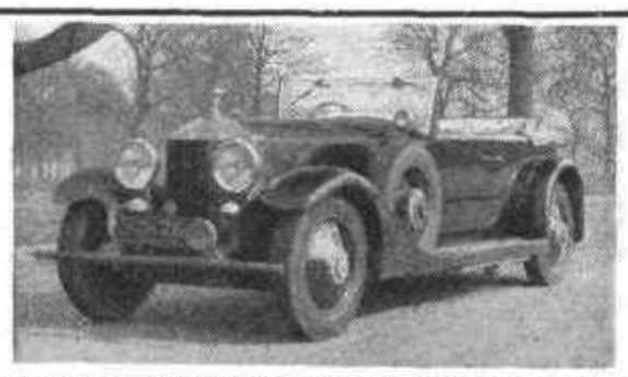
DELAGE D6/70, 1938. Grey 4-door saloon, fine lines. Rebored 1961, M.O.T.-tested March 1962. Good mechanical order, body fair. £90 or reasonable offer. Tel.: POPesgrove 8825. [5151

SHORROCK SUPERCHARGER, fits 1½-litre engines, especially Wolseley 1500—under 10,000 miles, cost £80, accept £45. Grover, 53, Queen's Drive, Bedford. Tel.: 66104. [5152

BORGWARD ISABELLA, 1955, registered 1959. Excellent condition, recent engine overhaul. £280. Robbins, 158, High Street, Aylesbury, Bucks. [5153

AQUAPLANE HEAD, 1,000 miles only, fit Mini, £22. Tel.: Eckington (Derbyshire) 2371. [5154

MORGAN PLUS FOUR, 4-seater tourer, 1957 Immaculate condition, all extras, low mileage, recent complete overhaul. £475. Tel.: Ringway (Manchester) 2152. [5155



Vintage PHANTOM II. Open touring car by Hooper. 100% original. The photograph, which was taken a few weeks ago, shows its condition, and this, the rarest of all collector's pieces, is offered subject to being unsold at the time this advertisement appears.

Also **1934 OPEN TOURING 20/25.** Coachwork by a little known, but old-established and highly reputable builder, Palmer of Dover. Dark green with gold line. Dark green leather upholstery to front and rear. New hood, tonneau cover and sidescreens. Very good tyres. Only two owners since new, both of whom have maintained it impeccably. Unrepeatable at **£885,** or for that matter at any other price.

Choice of a couple of dozen other **Rolls-Royce** cars, including **21.6 h.p., 20/25, 25/30 P.I, II and III,** and at least three **Wraiths,** also a few sports cars.

OPEN WEEKENDS. SEND FOR STOCK LIST

SCOTT-MONCRIEFF

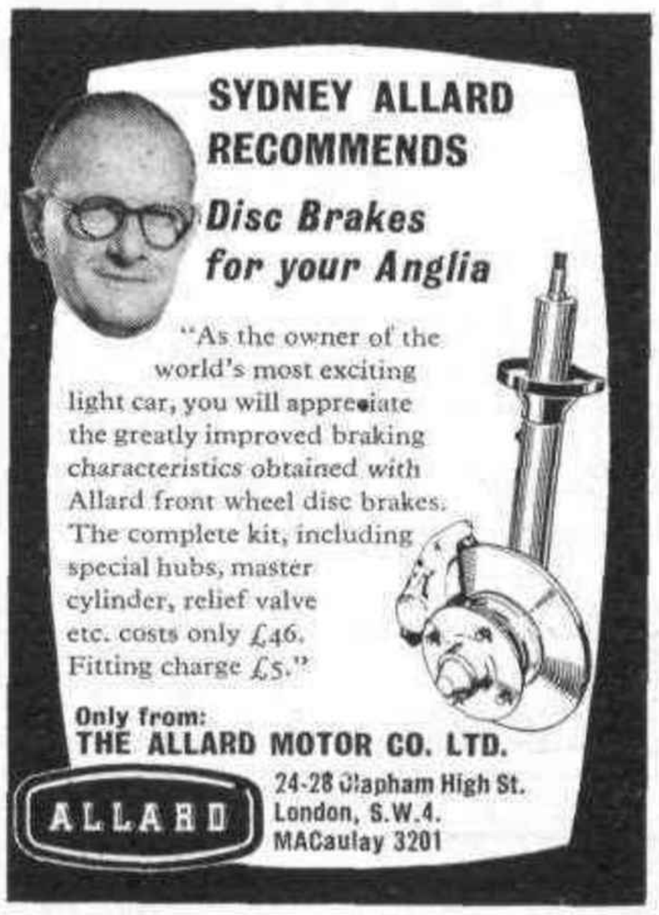
ROCK COTTAGE, BASFORD HALL, Nr. LEEK, STAFFORDSHIRE

Tel. (till 9 p.m.): **Churnet Side 300**

OH YES!

I work and slave, by night and day,
And often toil on Sundays,
Dear Sir, your brakes are long overdue;
The Apprentice has swallowed the Bundys.
Our Foreman in the toilet is stuck
Down the hole, having dropped the key;
The Welder is cutting a hole in the pipe
In order to set him free.
Alas no peace can I ever get
Ere this troublesome world I depart;
Next time I will choose a peaceful life,
To return as a horse and cart.

Bowden Engineering Co.
OTTERY ST. MARY, DEVON
Tel.: 391



ROLLS-ROYCE

BENTLEY

A good R.-R. or Bentley in the price range £200 to £1,500 will retain its value so well that on annual mileages of 12,000 or less, lack of depreciation outweighs running costs. Of any large car, these are the most economic.

We look after our customers and provide a full service — sales, leave repurchase, tyres, spare parts, repairs, insurance, hire purchase, and a car to use whilst yours is being repaired.

If you are parting with a R.-R. or Bentley in favour of a small car, first obtain our quotation for part exchange, especially for a new Volkswagen, which will give you comparable service on a smaller scale and which we shall be glad to supply.

Booklet and lists, 2/6
Reprint of "Autocar" Road Tests 1930-1940, 10/6

J. B. M. ADAMS

GREAT GIDDING, HUNTINGDON

Tel.: Winwick 216

B 660, 4 miles West of A 1

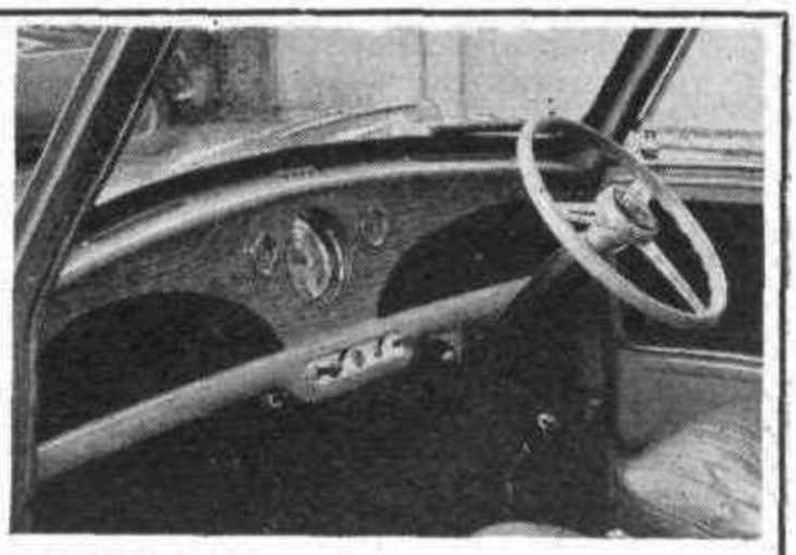


MINI-DASH FOR SPEEDO. ONLY, OR WITH 2 OR 4 2-in. DIA. INSTRUMENT HOLES **32/6**
FITTED IN 3 MINUTES (P/Carriage 7/6)
BROWN WALNUT OR SILVER GREY WALNUT GRAINED PLASTIC FINISH

WOODRIM WHEEL FOR MINI **£6.12.6**
(WHEELS AVAILABLE FOR MOST MAKES) (P/p. 3/6)

MINI-CHANGE POSITIVE ACTION FITTED IN 1 HOUR **£7.10.0**
HEAVY CHROMIUM PLATED FINISH (P/post 4/-)

FREE 20-PAGE MINI EQUIPMENT LIST
20-PAGE B.M.C. LIST (other than Mini) **POST 6d.**



SUPER ACCESSORIES 1 SOUTHLANDS ROAD, BROMLEY, KENT. RAV. 1665

(L. R. MONTGOMERY & CO. LTD.) (WEEKDAYS 9-5.30, SAT./SUNDAY 9.30-1.00)

THE CHEQUERED FLAG

LONDON'S LEADING SPORTS CAR SPECIALISTS

AUSTIN-HEALEY 3000. 1960 series 2/4-seater. One owner from new, a most attractive car in turquoise green, with pale grey upholstery. Equipped with disc brakes, overdrive, heater, screenwashers, etc. **£735**

E-type JAGUAR. 1961 roadster. Quite immaculate in dark metallescent green, with pale green interior. Fitted with heater, RS5 tyres, screenwashers, etc. A delightful example ... **£1,895**

M.G.-A. 1959 2-seater. Finished in Mercedes silver grey, with black interior. Equipped with wood rimmed steering wheel, " X " tyres, twin spotlamps, radio and heater, adjustable steering, etc. **£565**

TRIUMPH TR3. 1957 2-seater. Just recellulosed in Italian red, with tan interior, and fitted with hard-top, radio and heater, tonneau cover, luggage rack, twin spots, washers, wing mirrors, etc. **£465**

LOTUS SEVEN A. 1960 2-seater in highly polished alloy, with red cockpit, and wood rimmed steering wheel, B.M.C. A series engine, full weather equipment, etc.... ... ... **£435**

ASTON-MARTIN DB3S. An ex-Works car now converted to road use, with full weather protection hood, sidescreens, tonneau cover, etc. Twin plug head engine, etc. Unmarked in pale metallic green, with red interior **£895**

AUSTIN-HEALEY Sprite. 1960 2-seater. One owner only from new, spotless Old English white with black upholstery, fitted all the usual extras, including heater, tonneau cover, and anti-burglar device **£485**

JAGUAR XK150. 1958 fixed-head coupe, in white with red leather interior. Equipped with disc brakes, radio and heater, twin spotlamps, high ratio back axle, screenwashers, etc. **£745**

M.G.-A. 1958 fixed-head coupe. A very desirable example in red with silver top, and black cockpit. Fitted with radio and heater, luggage rack, twin spots, washers, etc. **£565**

MINI CENTRE

Recently opened at our Chiswick Showroom, where we are offering almost a complete range of the **B.M.C. Minis** (Hornets and Elves will come later). All sensible priced and range from **£425.** Part exchanges are welcome and our usual Hire Purchase and Insurance facilities are immediately available. Quotations given for any type of modification.

TRIUMPH TR3A. 1960 series 2-seater. Two owners from new, this car is truly unblemished throughout, finished in dark green with matching hard-top, and tan upholstery. Fitted with disc brakes, " X " tyres, heater, etc. **£695**

NASH METROPOLITAN. 1957 hard-top coupe. A particularly well-maintained example in dual red and white, with white hard-top. Fitted with every extra, and attractively priced at **£295**

AUSTIN-HEALEY 100/4. 1954 2-seater. Finished in red, with black interior, with wire wheels, overdrive, heater, spotlamp, tonneau cover, wing mirrors, etc. **£345**

JAGUAR XK140. 1955 fixed-head coupe. Gleaming dark green with pale green leather upholstery. Equipped with overdrive, radio and heater, screenwashers, " X " tyres, twin-spots, wheel trims, etc. **£495**

M.G.-A. 1957 2-seaters. Choice of two hand-picked cars, in white with black interior; or in red with black interior. Both have every extra, and are priced ... ... **from £465**

JAGUAR XK150. 1959 series drophead coupe. One owner only from new, finished in French grey with palest grey leather upholstery. Fitted wire wheels, disc brakes, radio and heater, screenwashers, spotlamps, etc. **£795**

SERVICING AND TUNING

After recently re-equipping and enlarging our ChiswickWorkshop we are now able to offer complete servicing facilities at sensible prices. The latest American electronic Suntesta Tuning instruments as used by Mercedes-Benz are now installed, which enable us to tune and balance to a very fine degree. Please telephone or write for appointment.

TRIUMPH TR3. 1957 2-seater. In red with black hard-top, a delightful car in every way. Fitted disc brakes, overdrive, spotlamp, " X " tyres, heater, adjustable steering, etc. ... **£495**

LOTUS Mk. 6. 1954 2-seater. Just recellulosed in midnight blue with silver wings, 1,100-c.c. Climax engine, M.G. gearbox, " X " tyres, etc. **£345**

TRIUMPH TR2. 1955 2-seaters. Choice of two hand-chosen examples in dark metallic blue with tan interior; or in B.R.G. with tan interior. Both equipped with every extra, and competitively priced. ... ... **from £325**

DEFERRED TERMS (from 20% deposit, repayments up to 36 months) : Immediate COMPETITIVE INSURANCE: three months' specific GUARANTEE (where applicable): fair PART-EXCHANGE allowances on sports cars, saloons or motorcycles (existing H.P. accounts settled) : genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. SPORTS-CAR SPECIALISTS AND ENTHUSIASTS.

Please remember that we are undoubtedly the best trade cash buyers of sports and competition cars.

TEL.: CHI 7871-2-3

HIGH ROAD, CHISWICK, W.4.

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

FOR SALE—*continued*

1925 AUSTIN 12-h.p. tourer, two owners, 80,000. Rebore, spares. Consider sale, exchange Land-Rover. 17, Queens Road, Aberystwyth, Cards. [5343

GOOD HOME WANTED for 1937 TA M.G. This close-to-perfect specimen reluctantly enters market for £150 o.n.o. M.O.T., April 1962. Barnard, 40, Camden Road, Tunbridge Wells. Tel.: 22858. [5345

AUSTIN-HEALEY BN1. Good condition. Addition to family forces sale. £325 o.n.o. Parks, Castle House, Calne, Wilts. [5346

LANCIA APRILIA. Scintilla magneto, relined brakes and clutch. Renewed transmission, front suspension and steering. M.O.T. certificate. £90 o.n.o. Tel.: Macauley 5676. [5347

ARNOTT SUPERCHARGER, etcetera, for B.M.C. " A " units. Unused since works reconditioned. £35. Box No. U.348. [5348

UNIQUE 1929 Motor Show Swift saloon, cheap to good home. Very sound, excellent runner. Body needs re-covering. Offers, Tel.: Woking 89. [5349

WOLSELEY HORNET SPECIAL. One enthusiast owner past seven years. Very good condition. M.O.T. certificate. £75. Hartnell, 2B, Hall Drive, Sydenham, London, S.E.26. [5350

M.G. TC, 1947. Red. Very good condition. £220. 45, Brook Lane, Oldham, Lancs. [5351

AUSTIN SEVEN, 1930, saloon. Sound, fair condition. £30. Gibson, Cropton Lane, Pickering, Yorks. [5352

VW TWIN-CARBURETTER " Express " conversion. Used 5,000 miles. Complete, fitting instructions, £20. Two 560 × 15 tyres, ½-worn, £3 each. 24, Priory Road, Dunstable. [5353

1930 M.G. " M," recent rebuild. New hood, sidescreens and upholstery. V.G.C. £80 o.n.o. Broad, 84, Arterial Road, Leigh-on-Sea, Essex. Tel.: Southend 524645. [5354

DELLOW, 1953. First-class competition sports car, in excellent condition. Twin carbs., 4-branch exhaust, full weather equipment, twin spare wheels. Taxed. M.O.T. cert. for year. Realistic price. £145 or near. Fretten, " The Willows," Panfield Village, Braintree, Essex. [5355

JAGUAR XK120 drophead, 1951. Resprayed white. H.C. engine; many extras. Completely overhauled. £250 o.n.o.; H.P. arranged. Rolls-Royce mascot, offers. R. Brandon, 18, Priory Road, Wells, Somerset. Tel.: 2610. [5356

HEALEY DUNCAN 2.4. Excellent aluminium 2-seater body. New hood. £200. Tel.: Uxbridge 32449. [5357

B.S.A. SCOUT, 1938, Series 5, 4-seater tourer. M.O.T. New tyres, hood, screens and battery. Excellent condition throughout. 35 m.p.g. £95 o.n.o. Bournemouth area. Box No. U.358. [5358

LOW-CHASSIS 4½-LITRE 100-m.p.h. Invicta (1930), impeccable mechanically. Complete braking system rebuilt by specialists. Rebodied with exact replica. Receipts available. £575. Box No. U.359. [5359

M.G. TC. Enthusiast maintained. New hood, winkers, parking lights, etc. Very clean and fast car. M.O.T. £235. Hales, 17, Broad Way, Wheathampstead, St. Albans, Herts. [5360

SALE : B.M.C. " A "-TYPE 4.5 nose-piece, £12 10s. Set M.G.-A c/r. gears, £12 10s. Both unused. Box No. U.361. [5361

FORD ASHLEY saloon, Oct. '60, 10 h.p. 8,000 miles. Hydraulic brakes, 4-speed box, 4.7 axle, rear hub conversion and axle spacers. New boxed chassis, twin S.U.s, i.f.s., 12-volt electrics, Carlotti steering wheel and safety belts. £220 o.n.o. Poston, Waterloo, Forden, Welshpool, Wales. Tel.: Forden 229. [5362

F.3 ARNOTT 500-c.c. J.A.P. Ready to race, £115; with '53 Ford transporter, £135 o.n.o. A. D. Green, " Rangoon," Redlynch, Nr. Salisbury. [5363

PAIR P.100 HEADLAMPS, excellent condition, £10. Courage, Broyle Mill Farm, Ringmer, Sussex. Tel.: 373. [5364

1937 MORGAN 4/4 Climax. Recent complete rebuild, many new parts. Immaculate condition. Bills and workshop manual available. Sensible offers. 2, Dowlans Close, Gt. Bookham, Surrey. Tel.: 2598. [5365

VINTAGE ROLLS-ROYCE Phantom II, 1930, limousine, original, complete with mascot, tools, handbook, new tyres and battery. Genuine mileage 51,000. £250. Box No. U.366. [5366

ASTON MARTIN, 1958, DB2/4 Mk. III, approximately 20,000 miles. No overdrive. Tel.: Egham 3966. [5367

1961 S2 SUNBEAM Alpine. Under 10,000. No extras. Red and black. Tel.: Egham 3966. [5368

1962 (Jan.) " ACE "-BRISTOL, 2,000 miles. Every extra. £2,000. Tel.: Egham 3966. [5369

1929 4½-LITRE open tourer Bentley. Recently rebuilt. Tel.: Egham 3966. [5370

1927 CHEVROLET 4-cylinder coupé. In regular use and surprising condition. £90. D. Gemmill, University College, Oxford. [5371

ROLLS-ROYCE, 1936, 25/30 William Arnold sports saloon, without division. Two-tone beige. Mascot, history and handbook. £250. Jones, 17, Oxford Road, Moseley, Birmingham, 13. [5372

FOR SALE—*continued*

ALVIS, 1954, TC21, good condition, immaculate duo-blue, unmarked chrome, good tyres. M.O.T. £295. Barnes, Ranby House School, Retford, Notts. [5373

£80 BUYS MY 1935 M.G. (PB). Sound mechanical order, body reasonable. Tonneau and hood fitted. 40 m.p.g. at 50 m.p.h., max. 70. M.O.T. Owner going abroad. Box No. U.374. [5374

BENTLEY, 1934, 3½-LITRE, Glasgow Show car. Very interesting small sports saloon by Hooper in extremely good condition. Mechanically perfect. £225 o.n.o. Roger, 14, Queensborough Terrace, London, W.2. [5375

JENSEN, collector's piece, 1938 3½ V8 sports saloon. £190. Telephone for details, Garston 4455 (Herts). [5376

INDIA SUPER 6-PLY covers, 18×5.5; completely sound, un-punctured, tread pattern barely worn. From car yearly mileage 3,000, tyres renewed annually. Two covers £13, four £24. Sent on approval against remittance. Ryland, 118, Penn Road, Wolverhampton. [5377

SPRITE, MAY 1959, red. 23,000 miles. Many extras, including "X"s. H.P. if required. Call Saturdays if possible. £420. Rock Mount, Priest Hutton, Carnforth, Lancs. [5378

M.G. TD MARK II, 1953. One owner since new. Genuine 40,000 miles only. Green with beige interior. Full service and maintenance history. Marshall-Nordec supercharger or original S.U.s. This car is absolutely immaculate and unmarked, and cannot be faulted in any way. £375. Those looking for a TD which is still "as new" should 'phone Mr. Wilson, Tel.: Viking 4119. [5379

BENTLEY, 1938, Thrupp & Maberly saloon, in excellent condition. Engine overhauled. £330. Box No. U.380. [5380

SUNBEAM MARK III convertible, 1955. Overdrive, rev.-counter, radio, heater, spots, "X"s. £350 o.n.o. Consider p.e. car suitable V.S.C.C. events. Vincent, 68, Woodlands Avenue, Wolstanton, Newcastle, Staffs. Tel.: Newcastle 51341 (office), 51808 (home). [5382

1925 HILLMAN 4-seater, with hood and sides, £165. 1930 6-cyl. o.h.i.v. Humber saloon, £85. 1904 model-B Ford 14.9 h.p., £65. Delivered under own steam anywhere England or open to offers, purchasers collecting. D. Lister, A.Inst.P.I., Connor Downs, Hayle, Cornwall. [5383

AUSTIN-HEALEY 100/6, 1958, 2/4-seater, good condition, 18,000 miles, red. Overdrive, wire wheels, heater, "X"s, tonneau, spotlights. £575. Rea, 1, Etive Court, Clydebank, Glasgow. [5384

FOR SALE—*continued*

FAMILY FRICTION FORCES sale of my 1935 Sunbeam Dawn saloon. Two years plus small fortune spent restoring. M.O.T. certificate. Taxed year. Second twin car and garage full of spares included. £200 or nearest realistic offer. Further details, apply Mercer, 16, Broadway, Bebington, Wirral, Cheshire. [5385

RILEY KESTREL 1½, 1935. Reconditioned. Photographs, details. £80 o.n.o. Anderson, 112, Thorpe House Avenue, Sheffield. [5386

'51 MINOR TOURER. Complete agent's mechanical recondition, including engine, axle, brakes, steering, battery. Body excellent, interior and tyres good. Prepared for 40,000 miles cost-free motoring in March. Completely unforeseen changed circumstances force sale. Taxed Feb. 1963. M.O.T. March. £135 on May 22nd or £150 immediate sale. Tel.: Aldershot 23628 (after 6 p.m.). [5387

MORRIS OXFORD, 1951—chassis pressings, steering assembly, prop.-shaft, etc., available for anyone interested in building up "special." Box No. U.388. [5388

A BEATNIK TYPE of open Rolls-Royce 4-seater coupé, 20/25. Body rather amateurish but with pleasing duck's-back lines. M.O.T. £50 plus some cheap reasonable old beast. Tel.: Park 7225, or write, 6, St. Mark's Road, W.11. [5389

ALVIS TA21, 1952. Superb mechanically, excellent coachwork and interior. M.O.T. £150. Tel.: Park 7225. [5390

M.G. TWIN-CAM coupé, 1960. Red. Mileage 8,000. Radio, heater, washers, mirrors, "X"s. "Interior silenced." Competition seats, steering. Specially balanced, tuned 0,000 r.p.m. (£150). Cost new £1,500. Never raced, rallied. Offers around £800. Tel.: Nottingham 54221. [5391

RAYMOND MAYS CONVERSION for Mk. 2 Zephyr. Dean, 9, Bloomfield Avenue, Bath. [5392

M.G. TC. Cream/green. Stage I. 16-in. wheels. M.O.T. March. £175. 26, Elizabeth Avenue, Goldthorn Hill, Wolverhampton. [5393

BRITISH SALMSON, 1934, saloon, £20. Used daily. Rough condition. Young, Glebe Gardens, Margate, Kent. [5394

WOOLER CLOSE-RATIO gears for 100E, 6.8 : 1 in 2nd gear. 200 miles since purchased. £6. F. Burnett, College of Aeronautics, Cranfield, Bletchley, Bucks. [5395

JEEP, EX-U.S.: Hood, £9; doors, sidescreens (Vybak windows), £11; sets of flashers, £2; all as new. Minor 1000 roof rack, Continental pattern, £7. Palmer, Old Felixstowe House, Felixstowe. Tel.: 4141. [5396

ALVIS 12/50 tourer, 1932. Engine needs attention. M.O.T. £52 o.n.o. Tel.: Maidenhead 4278 (after 7 p.m.). [5397

FOR SALE—*continued*

ROCHDALE G.T. For the price of the bodyshell! Regd. 1960. 1172 engine 3,000 miles. Five good tyres. Popular chassis, undersealed since new. Sports coil. Sprayed light blue. £150 o.n.o. Tel.: Leatherhead 3420, or write, 64, Orchard Close, Fetcham, Surrey. [5398

DISMANTLING 1936 M.G. N-type Magnette. S.A.E. requirements. New set "Newnes Motor Repair," sacrifice £10 o.n.o., cost nearly double. (London.) Box No. U.399. [5399

PRE-WAR ALFA ROMEO, d.o.h.c., 2,300-c.c. 6-cyl. saloon, mechanically sound; £250 o.n.o. Several good 18-in., 19-in. tyres. 1957 Jaguar 3½-litre engine, £40. Rover 75/90 engine, 1950, £25. Other bits, pieces. Granville Jones, 47, Edmondstown, Tonypandy, Glam. [5400

MORGAN 4/4, 1936. Winner R.A.C. Rally 1937-38-39. Coventry-Climax works modifications. In enthusiast's condition to enthusiast only. £200. Box No. U.401. [5401

AQUAPLANE TWIN-CARBURETTER conversion with manifolds for Minor 1000. £14. Tel.: Leeds 681064. [5402

RILEY NINE LYNX, 1933. Excellent condition throughout. M.O.T. certificate. Owned by enthusiast. £150. 23, Forest Road, Birmingham, 13. Tel.: South 3146. [5403

FAIRTHORPE MINOR, May 1960. Excellent finish inside and outside, red cellulose. Many extras, "X" tyres. £360. Harrison, 21, Whitegates Road, Cheadle, Cheshire. Tel.: GAT 7126. [5404

WOLSELEY HORNET, DAYTONA. Not run since £150 overhaul. No body, chassis damaged. £35 o.n.o. Will break, exchange, W.H.Y.? Tel.: Stoke-on-Trent 85022. [5405

A7 SPECIAL. Hamblin alloy body, hood, tonneau, sidescreens, modified chassis, suspension, brakes. 15-in. wheels. Engine just rebuilt. Special inlet, exhaust manifolds. Photographs available. Myerscough, 7, Greensway, Broughton Village, Preston. [5406

RILEY 2½—Breaking (R.M.B.). Good tyres, body and mech. parts. Box No. U.407. [5407

105 ENGINE, GEARBOX, radiator, prop.-shaft; 109E rear axle; Herald disc-braked i.f.s. units. Brand new, 10% off list. Delivered free 50 miles London. Box No. U.408. [5408

LAGONDA, 1933, 16/80 selector drophead. Host of spares. £130. London. Box No. U.409. [5409

ROLLS-ROYCE 20/25 Barker-bodied limousine, in very good order. £100 o.n.o. 8, Brook Lane Field, Harlow, Essex. [5410

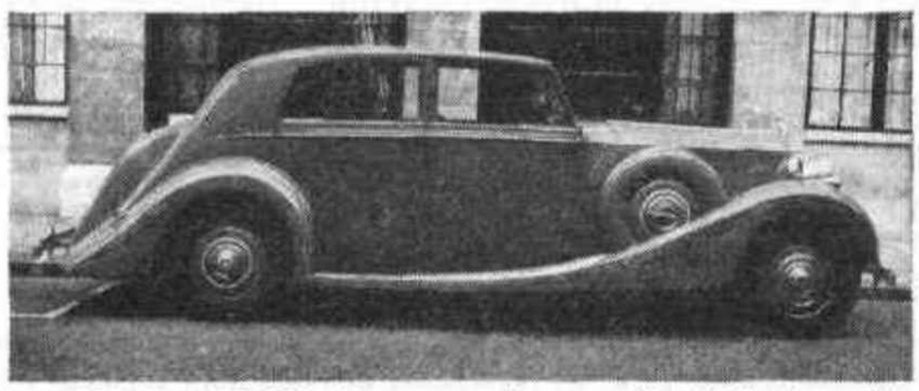
1948 M.G. TC. Ivory. Growing family forces reluctant sale. Machinery recently overhauled by M.G. Agent. Good tyres; extras include twin spots, luggage rack, etc. Offers around £235. Tel.: Walton-on-Thames 20831 (after 6 p.m.). [5411

GROSVENOR 1188

SIMMONS

GROSVENOR 2635

OF MAYFAIR LTD
12 REX PLACE, W.1



ROLLS-ROYCE (1939) Wraith sports saloon, coachwork by James Young. Two owners from new, finished in shell grey with tan leather upholstery. **£775**

ROLLS-ROYCE (1938) Phantom III by Kellner of Paris. Recent extensive overhaul by manufacturers, now in outstanding condition in every way. Schedule service. **£575**

ROLLS-ROYCE (1936) 25/30-h.p. 4-door Wingham convertible, coachwork by Martin Walter. Finished in black with claret leather upholstery. Schedule serviced. M.O.T. **£750**

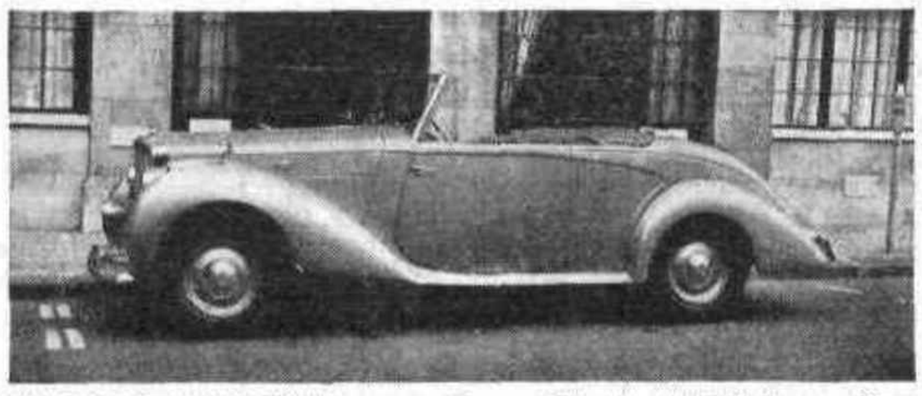
ROLLS-ROYCE (1937) 25/30-h.p. sports saloon by Hooper. Finished in silver grey and black, full history, details of recent overhaul available. Schedule service. **£525**

ROLLS-ROYCE (1935) 20/25-h.p. sports saloon by Gurney Nutting. Recently recellulosed in black. Details of recent overhaul available on request. Schedule service. **£425**

ROLLS-ROYCE (1934) 20/25-h.p. sports saloon by James Young. Finished in bottle green with matching trim. Recent top and bottom overhaul. A very attractive car in excellent condition throughout. **£385**

BUGATTI TYPE 37A (1927) supercharged racing car in blue, with trailer and many spares, not used since complete rebuild. 130 m.p.h. PLUS. Ready to race.

BUGATTI TYPE 37 (1932) 2-seater sports, racing unblown *concours* condition. Further particulars on request.



BENTLEY Mk. VI (1949) 2/3-seater. Convertible plus "dickie" seat, all extras full/flow engine, very attractive car in excellent order throughout. Finished in silver grey. **£875**

BENTLEY "R" Type Automatic (1954), coachwork by Hooper, every extra, finished mid-blue with biscuit trim. **£1,825**

VINTAGE BENTLEY (1929) 4½-litre Vanden Plas, long wing tourer, in outstanding and original order. Fully up to *concours* standard having been entirely rebuilt during the past few years by a Bentley enthusiast. The actual works demonstration car during 1929. **£975**

VINTAGE BENTLEY (1927) 3-litre 2-seater, full weather equipment, long wing, "dickies" rear, enthusiast owned. **£425**

ASTON MARTIN DB2 (1953), blue, heater, radio, fitted works exchange engine, faultless. **£685**

ALVIS TC21 (1952) sun saloon, 3-litre, good order throughout. M.O.T. Taken P.E. April **£185**

ASTON MARTIN DB2 (1953). Blue, heater, radio, fitted works exchange engine, faultless. **£100**

At the time of going to press, we are negotiating the purchase of :—

Royal Mail stage-coach, *circa* 1810.

Rolls-Royce Phantom III convertible by Gurney Nutting.

Rolls-Royce Phantom II tourer in *concours* order.

We shall be grateful for the opportunity of purchasing vehicles, in excellent condition, similar to the above, and will pay our normal commission of ten guineas for information leading to such a purchase.

Immediate insurance effected with Lloyds brokers. Export and shipping. All vehicles and accessories are offered subject to being unsold unless otherwise stated.

FOR SALE—*continued*

ALAS, FORCED TO SELL beloved M.G. TC. Going abroad. Lovingly maintained, sound throughout and usually driven at 45 m.p.h. but can shift. Colour red. £250 o.n.o. Tel.: Fontmell Magna 241 (North Dorset). [5156

MODIFIED 1000 TRAVELLER. 9 : 1 c.r., polished head, twin S.U.s, light polished valve gear, d.v.s., recent engine overhaul; no oil. Heater, seat belts, etc. Radio (£8 extra). £475. Standard, £450. Wanted : TF 1500. Chapman, Trecastell, Bull Bay, Anglesey. Tel.: Amlwch 573. [5157

DELTA ! One of the rare, extremely attractive glass-fibre 2-seaters, 105E engine. Worth seeing! Nearly new. Offers. Frazer, Tel.: HAM 4712; 27, Platts Lane, N.W.3. [5159

FOR E93A POPULAR : Aquaplane, twin-carburetter manifold with one Zenith; 4-branch cast exhaust. Lot, £10. Riddell, Ironmonger, Llandudno. [5160

BENTLEY 3½, 1935, Park Ward drophead. New brakes and clutch. Excellent value at £145. Belle Ile, Harestone Hill, Caterham, Surrey. Tel.: Caterham 5538 or 3042. [5161

ROLLS-ROYCE, 1931/2, two owners, 112,000 miles. Windover limousine. Green. Sound order. M.O.T. certificate. £130. Tel.: Amersham 869. [5163

PB SPECIAL, reg. 1946. Interesting racing history. £90. 155, Balmoral Road, Watford. [5164

PERSONAL AERODYNAMIC G.T. Lively performance, with economy, reliability. Advanced specification. All new parts, many extras; sports, racing screens. Hacker, 11, Garnett Road, London, N.W.3. [5165

1172 EXTRA SPECIAL. Multitubular space-frame, immaculate B.R.G. aluminium body, full weather equipment, wood-rim wheel, all accessories. I.F.S., Woodhead-Monroes all round. Highly tuned Ford, 9 : 1 c/r., 1¼-in. S.U.s, extractor exhaust, etc. Genuine 3,000 miles. Buckler c/r. box, 4.7 c.w.p. Taxed, insured until December 1962. Start haggling around £240. Harris, 72, Grange Road, Aveley, Essex. [5169

BENTLEY OWNER going Australia offers 1935 3½ Rolls-Bentley, attractive Park Ward sportsman's saloon, including most engine and all transmission spares worth at least £120, and radio. Car stored La Motte Garages, St. Helier, Jersey; Tel.: Central 31361. Price, including freight from Jersey, £360. [5170

1949 M.G. TC, red, in good condition. New tyres and brake linings recently fitted. Owner going abroad. £225 o.n.o. Tel.: Gerrards Cross 2502 (evenings). [5171

SHORROCK SUPERCHARGER for Triumph Herald, complete with special 4-branch exhaust system, pressure gauge, etc., £55. Oil cooler complete, £10. Two Duraband, £8. 14, West End, Wormley, Broxbourne, Herts. Tel.: Hoddesdon 4703. [5172

1953 MORGAN Plus Four, Vanguard, red, excellent throughout. Three new tyres, valves, timing chain, exhaust, battery, hood, rings, reground crank. Photos available. £265. Bartlet, 35, The Knoll, Hayes, Kent. [5173

SUPERB 1938 ROLLS-ROYCE 25/30, H. & J. Mulliner sedanca in impeccable order throughout, £700 or very near offers. Also 1937 4.3 Alvis, rare Freestone & Webb sports saloon in good order. Recently rebored to standard; new clutch and back end fitted. A high-performance vehicle for £120 or thereabouts. Box No. U.174. [5174

FIAT 500, 1939, spares : Cylinder head, distributor, gaskets, etc. Also Riley 1925 handbook, 50s. Scott, 14, Orchard Way, Luton, Beds. [5175

SUNBEAM SALOON MK. III (1955), B.R.G. Excellent condition throughout, four new tyres, floor change, heater, radio, overdrive; standard tuning, never rallied. £375. Tel.: Upminster 2037. [5176

1924 WOLSELEY 16-h.p. 4-cyl. o.h.c. tourer in 100% original condition. Stored on blocks since death of owner in 1936. Sound tyres, original hood, sidescreens, tools and handbook. Chelmsford area. Tel.: Pleshey 219. [5177

S.S. JAGUAR, rare 1936 saloon. Fast, good-looker. B.R.G. £55. Daily use. Tel.: Field End 8851 (Middlesex). [5178

SALE, SALE, SALE : Triumph Herald, 1960, 11,600. Mauve. One owner, very good order. £470. J2 M.G. parts. J2 Allard parts. Send for list. Volkswagen tow-bar, new, £6. Box No. U.179. [5179

MORGAN PLUS FOUR d/h., 1951, Vanguard, twin-carb., forsaken for wife, seeks owner willing maintain immaculate condition. Regularly exercised, scrupulously serviced. M.O.T. certificate. £195. York, 2, Rosaville Crescent, Allesley, Coventry. [5180

RILEY KESTREL NINE, 1934, perfect. Engine ribby. Spare engine. Springs reset. £55. Box No. U.181. [5181

TR3, 1956. Overdrive, heater, radio, spots, tonneau, Mich. "X." Low mileage, immaculate and faultless. 395 gns. Evanson, 190, Buxton Road, Stockport, Cheshire. Tel.: Stepping Hill 4370. [5182

CAMDEN SPORTS CARS

LAKE STREET,

LEIGHTON BUZZARD

Telephone : 2041

ASTON MARTIN DB2/4 2-door fixed-head coupé. Midnight blue. Wire wheels, Alfin drums, Marchal spots, badge bar, safety straps. Excep.... **£895**

AUSTIN-HEALEY 3000, 1960, one owner; disc brakes; 10,000 miles; overdrive. Superior condition ... **£795**

AUSTIN-HEALEY 100/6, 1958 October. Overdrive, heater. White with maroon interior. Tuned and fast ... **£645**

AUSTIN-HEALEY Sprite, 1960. Derrington engine conv., special fibreglass bonnet, Abarth exhaust system ... **£545**

BRISTOL 401 sports saloon, metallic green, excellent order. Michelin 'X' tyres, heater. Unrepeatable ... **£395**

DAIMLER Barker Special Sports, 1952. Occasional 3-seater drophead coupes, two-tone finish, one with complete new weather equipment and interior trim. All works tested and g'teed. ... **£445**

JENSEN 541R, overdrive, power disc brakes, wire wheels. Looks as new throughout. 1958. Now ... **£1,195**

JAGUAR 2.4 Mark II. Opalescent blue. 1960. Very smooth, silent car in eye-catching condition **£1,195**

JAGUAR XK150S roadster, 3.4 engined, 1960. Discs, overdrive, chrome wire wheels. Immaculate red **£1,245**

JAGUAR XK150, 1958, fixed-head coupé. Radio, heater, washers, wire wheels. Maintenance receipts available, really superb cond. **£795**

M.G. TC, 1947-9. Choice, three cars—colours, works tested, g'teed. **From £175**

M.G. TD, 1953. Choice two cars. Clean and fast. One just resprayed ... **£365**

M.G.-A, 1956, drophead coupé in blue, fitted heater, wire wheels. Looks much later, beautifully clean thr'out. ... **£475**

M.G.-A, 1959 (1600). One owner only, well looked after and very attractive in red with red interior upholstery **£675**

M.G. Midget Mark II, 1961, 8,000 miles. Ivory. Safety straps. As new ... **£665**

SUNBEAM Alpine, 1960, hard-top and soft-top. Radio and heater, whitewall tyres, wire wheels. As new cond., g'teed low mileage. Unbeatable cond.... **£795**

TRIUMPH TR2, TR3, TR3As. Selection from five, from only ... **£325**

FORD Sunliner, 1960 R.H.D. Auto hood, power steering/brakes, radio, heater, powerful American in as new condition **£1,495**

Also selection of **FORD Specials** with Fibreglass bodies, from only **£95** onwards.

Any car or motorcycle taken in part-exchange.
Immediate Tax and Insurance arrangements.
Hire Purchase from 20% up to three years.
All types of car bought for spot cash.
Free delivery anywhere in United Kingdom.
Purchasers' expenses refunded. Petrol given.

OPEN WEEKDAYS 9a.m.-8p.m. SUNDAYS 10a.m.-6p.m.

FOR SALE—*continued*

GINETTA, 1959. Space-frame, i.f.s., 1,172 c.c. Good condition. 46, Sheffield Road, Glossop, Derbyshire. [5184

MINX EQUIPMENT, *circa* 1954. Gearbox, little used, £14; radiator, £3; axles and diff., £3. Valves, carbs., liners, etc. Write for requirements. Also tow-bar suit Anglia, used once, £2. M. Chase, 21, Moseley Road, Kenilworth. [5185

AUSTIN A40 CONVERTIBLE, 1953. Beautifully maintained. Recent overhaul. £175. 3, Mudeford Quay, Christchurch. [5186

M.G. TC, 1946. Body good. Ivory, leopard-skin seat covers. 16-in. rear wheels; new Michelin "X"; supercharger. Mech. sound. Twintones. M.O.T. £195, considering interesting p. ex. Tel.: Manchester CHOrlton 1840. [5187

RILEY 1½. Black, brown leather. Reconditioned engine; full history. £250. "Riverside," Hammervale, Haslemere. Tel.: Liphook 3324. [5188

M.G. YB, 1953, dark green/grey. Radio, heater, handbook, new battery, T. & C. rears. Excellent condition. £255 o.n.o. Hart, 30, Boot Lane, Bolton. [5189

PORSCHE 1600, first registered August 1961; 10,500 miles. In silver grey, with matching Webasto sliding head, radio, twin wing mirrors, Bosch spot and fog-lamp, anti-dazzle mirror. Concessionaire serviced to date; not rallied; one private owner. Including all extras, £1,800. Tel.: Manchester Heaton Moor 8433. [5202

DAIMLER, 1935, V26 limousine by Hooper. New carburetter, 16 new valves, but big-ends doubtful. Ride control. M.O.T. Offers. Simons, 35, Potter Hill Lane, High Green, Sheffield. Tel.: High Green 396. [5203

EXECUTORS SELLING large quantity makers' unused spares, Lanchester Ten, Daimler Fifteen, 1933-1940. S.A.E. list. The Ridge, Baslow, Derbyshire. [5204

ALVIS TA14, 1948, sound. £160 o.n.o. 85, Gloucester Road, Malmesbury, Wilts. Tel.: 2208. [5208

S.S. JAGUAR 90 2/4-seater, 1936, with 2½-litre o.h.v. Twin carbs. Completely rebuilt. Twin tanks, f.f. screen, P.100 lamps, twin spots and horns. New Vynide hood, sidescreens. Just had professional rewire. M.O.T. test. Present owner seven years, used only as second car. First £175 or n.o. Garbutt, 19, Heights Drive, Leeds, 12, Yorks. [5209

RILEY KESTREL 1½, 1935. Crossflow head. M.O.T. £65 o.n.o. Killey, Beehive Inn, Eamont Bridge, Penrith. Tel.: Penrith 2081. [5210

1962 PRAM, COT, etc., forces sale 1936 Kestrel, M.O.T.; Merlin minus engine; £67 pair; also many spares. 100, Upper Horsebridge, Hellingly (Tel.: 443), Sussex. [5211

JAVELIN, Series I, crankshaft requires regrind to —60 thous., otherwise sound. £15. Tel.: Welwyn 4924. [5212

FORD, was 1955 Popular. Twin S.U.s, branch manifold, G.N. silencer, Bowden i.f.s., hydraulic front brakes, 12-volt system right through, S.U. fuel pump, flush-fitting headlights, dimmer, dash-lights, heater, radio. Upholstery perfect. Body excellent. Tyres good. 40,000 miles. Take £200, quick sale. Lacey, 124, Cressex Road, High Wycombe. Tel.: 3592 (evenings). [5213

DISMANTLING 1949 RILEY 1½, good tyres. 1, Albert Road, W.5. Tel.: ALP 2203. [5214

SUNBEAM RAPIER convertible, new condition. £625. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [5215

THE RILEY MAN

OFFERS

A COMPREHENSIVE SERVICE FOR THE OWNERS OF PRE-WAR RILEYS,

including :

New replacement parts, 9 h.p. : Crown and pinions, **£8**; brake cables, **20/-**; speedo. cables, **22/6**; rev.-counter cables, **17/6**; gasket sets, **18/6**; H.C. gasket sets, **16/-**; **12-h.p.** gasket sets, **25/6** (H.C. sets **21/-**); valve springs, **8/6** set (**12-h.p., 15/-** set); universal bushes, **5/6** each; king-pin and bush sets, **53/-**; new road springs from **59/6** each. Post or carriage extra. **EXCHANGE :** Dynamos, starters, and hundreds of sound used spares, quote on request.

S.A.E. please, all inquiries.

STANLEY A. BURVILLE

13, RAILWAY VIADUCT,
EALING ROAD, WEMBLEY, MIDDX

(Opp. Alperton Piccy. Stn.) **Wembley 3345**

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

FOR SALE—*continued*

METROPOLITAN, 1961 May, convertible, fully equipped for rallying or personal performance. Alex. conversion, Koni shock-absorbers, anti-roll bar, sealed-beam headlights, rev. light, hand spots, etc. Radio, heater, cigarette-lighter. Very low mileage; circumstances cause sale. £565 o.n.o. H.P. and p. ex. facilities. Industrial Cover Co., 22, Queens Mews, Bayswater, London, W.2. Tel.: BAY 7119. [5183

1949 LAND ROVER, s.w.b. Petrol, hard-top, new battery. Good condition. £100 o.n.o. Tel.: SOU 1414. 25, Augusta Road, Moseley, Birmingham, 13. [5216

RILEY MONACO, 1933. Suitable spares/enthusiast's overhaul. Aluminium body, new rear-axle assembly. £18 o.n.o. 47, Northumberland Road, North Harrow. Tel.: HAR 7394. [5217

S.S. JAGUAR 4-seater sports tourer, 1937, 2½-litre. Very rare, attractive model. Much admired. Excellent all-round condition. Reluctant sale. £85. Tel.: Wanstead 2966 (London). [5218

RAPIER—Set of seat covers, as new, cost £22½. Blue melton. Accept £5. Wood, 1, Honeypot Lane, Brentwood. [5219

M.G. TD, 1953. Recon. engine 5,000. Gearbox overhaul 1,500. Radio, heater, winkers, new "X"s, recent respray; sliding sidescreens; new hood. Owner posted Germany. £325. Gordon, Eastdean, Eastbourne. Tel.: Eastdean 2228. [5220

RILEY, 1933, 12/6 Lynx, good all-round condition. M.O.T. Exchange Rapier, March Special, or similar. Tel.: IMP 5821, Mrs. Dugan. [5221

SINGER tourer, 1947. First class order throughout; resprayed. £115. Apply Bates, 6, Catherine Road, Newbury. [5222

BARGAINS! WEBER twin-choke carb. for Mini Minor, £20. Shorrock supercharger for side-valve Minor, £30. Both excellent. Tel.: Oxford 35889. [5223

ALVIS SILVER EAGLE, 1929, d/h. coupé. Very good condition mechanically and bodily. Engine rebuilt 8,000 miles ago. Taxed, M.O.T. cert. £120. Wykes, 7, Winscombe Crescent, London, W.5. [5224

DAIMLER SP250. Soft-top, cover complete, £18. New condition. 12, Flag Court, Hove. Tel.: 772326. [5225

COVENTRY CLIMAX FW1220, engine as new, modernised by Albatross. 80, Bramley Avenue, Sheffield, 13. Tel.: Woodhouse 3331. [5233

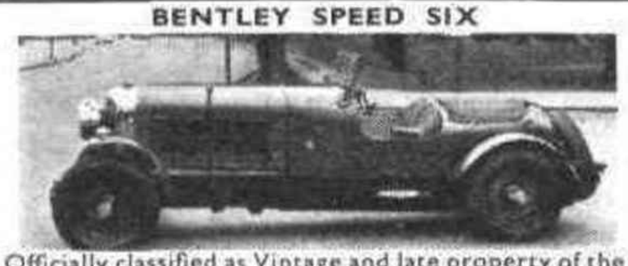
FOR SALE. Alexander Twin S.U. conversion for Vauxhall Victor. £25. Waring, 62, Heathcroft, Hampstead Way, N.W.11. Tel.: MEA 1061. [5234

BENTLEY, 1927, 6½-LITRE 2/3-seater drophead coupé. £295. Details from: B. Bryant, 130, West Bay Road, Bridport, Dorset. [5235

MONACO G.P.
by
MINICOACH
8-day tour inclusive of accommodation
CAMPING £16.16.0
HOTEL £28.10.0
Tours to all principal European Grand Epreuves
CAMPING TOURS
239, PRESTON ROAD, BRIGHTON

B. R. LANGLEY
1955 BRISTOL 403. Cobalt blue. Excellent throughout. Recent new gearbox. Maintained by enthusiast. **Bargain, £685**
BRIDGE GARAGE,
SHEPCOTE LANE, SHEFFIELD 9
Tel.: **Sheffield 385935**

BENTLEY SPEED SIX



Officially classified as Vintage and late property of the President of the Bentley Drivers' Club, this fine car recently established the following officially timed speeds at Jabbeke, Belgium, and Montlhéry, France. *Jabbeke, May 26th, 1959:* Kilometre, Flying Start, 127.897 m.p.h. Mile, Flying Start, 127.818 m.p.h. *Montlhery, April 18th, 1960:* 50 Miles, 121.15 m.p.h. 100 Miles, 120.62 m.p.h.
Mechanically and bodily superb and complete with numerous spares.
CHARLES MORTIMER, Little Arcall, West Rd., St. George's Hill, Weybridge, Surrey
WEYBRIDGE 3545

BOOKS · EQUIPMENT
ACCESSORIES · MODELS

Popular Bookshelf



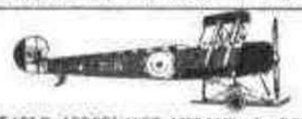
DESIGN & TUNING of COMPETITION ENGINES by P. H. SMITH. Covers every aspect from the basic principle to the smallest detail. The author, with more than six books to his credit, has much to offer in this edition. 36/6



FORD SPECIALS, by P. J. STEVENS. A comprehensive book describing in detail, building, modifying, tuning and racing the most popular of all specials. If you are about to build one you must buy this book. 24/3



EARLY MOTOR CARS · THE VINTAGE YEARS, illustrated and described by GEORGE A. OLIVER. Fabulous colour plates of 1919 CHEVROLET, 1922 PEUGEOT, 1924 HUMBER, 1926 BUGATTI, 1925 BENTLEY, 1927 ROLLS-ROYCE, 1928 VAUXHALL, 1928 MERCEDES-BENZ, 1928 HISPANO-SUIZA, 1928 STUTZ, 1930 LANCIA, 1930 ALFA-ROMEO.
56 pages, size 14" x 10" 57/3



EARLY AEROPLANES 1907-1918, by ROY CROSS. Contains 12 detailed illustrations printed in up to 12 colours, also full description and historical text.
56 pages, size 15½" x 10⅜" 83/-



TRACTION ENGINES IN RETIREMENT. Examples of the superb illustration of this book are shown above. In all there are 10 colour plates by V. M. DUNNETT and STANLEY PAINE. The author, G. J. ROMANES is a traction engine owner and co-founder of the NATIONAL TRACTION ENGINE CLUB.
48 pages, size 14" x 17½" 57/6

ROAD & TRACK. No longer distributed in U.K. but don't go without! Subscribe with us.
1 YEAR ... ... £2.3.6.
2 YEARS ... ... £3.19.0.
3 YEARS ... ... £5.8.0.





The amazing B.M. TORCH
Armour glass lens
WATER TIGHT ..... GAS TIGHT ..... SHOCK PROOF ..... NYLON INSULATED ..... NON CORROSIVE. Proved against salt water, humidity - even works perfectly after being frozen for 48 hours! On, Off and Press Flash settings. 45/6

Overseas orders welcome
Personal callers welcome



Platinum Pointed Sparking Plugs from LODGE
Double the normal heat range, giving perfect running from 5 mph to 100 mph. Types suitable for nearly every make of car. State make and year when ordering.

Thread diam.	Reach.	Type	Price.
10mm.	½"	HLSOP	15/6.
14mm.	¾"	CANP, HANP	15/6.
14mm.	½"	CNP, HLNP	15/6.
14mm.	⅜"	CLNP, HLNP	15/6.
18mm.	½"	HNISP	15/6.
18mm.	¾"	HLNISP	15/6.
(exceptional heat range racing plugs)			
10mm.	18mm	10BL49	10/6.
14mm.	12½mm	R47	15/6
		R49	10/6
14mm.	18mm.	BL47	15/6
		BL49	10/6

Motor Books & Accessories
33 ST. MARTIN'S CT. · ST. MARTIN'S LANE
LONDON WC2 · TEMPLE BAR 5376

The PORTA-SEAT 59/7d



Luggage carrier that turns into a beach seat. Weighs 5 lbs. Handles 200 lbs. luggage. Simple design. Well made from Courlene and tubular steel. We all need one for the holidays - get yours now.

ALL OUR PRICES
include post & packing
unless otherwise stated

EVEROAK HELMETS



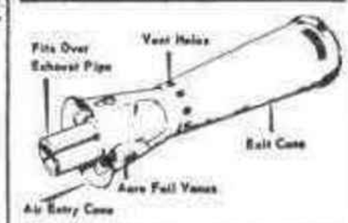
Famous for QUALITY, STYLE and PROTECTION. Cellulosed SILVER complete with detachable peak 120/-
Also in WHITE 126/-
(with visors 45/- extra).

SCALEXTRIC Model Racing



MINIATURE MOTOR RACING AT ITS BEST. Several standard layouts available to which you can add spare track sections if required. Each layout consists of track, 2 variable speed hand controllers, 2 G.P. model racing cars, fencing, track clips and oil.
Illustrated is layout G.P.3. **£8.18.6.**
Many Spares and Accessories now available from stock.
SEND 1/- FOR CATALOGUE.

THE ALEXTRACTOR



New scientific answer to exhaust efficiency giving maximum extraction of waste gasses. You get more power on less fuel! Can be fitted to any exhaust between 1"-2" diam. Leaflets are available.
1"–1⅝" 60/-
1¾"–2" 65/6d.

HELPHOS Spot Lamp 71/3



Fixes to inside of windscreen by easily removable suction pad from which the lamp itself can be removed for searching under seats, peering under bonnet etc. A very flexible and highly recommended accessory for all motorists.

STOP PRESS..NEW BOOKS

THE CHEQUERED FLAG, written and illustrated by Peter Helck foreword by W. F. Bradley. History of Road Racing in America from 1895-1916. (10" x 15") 190/-

FUNON WHEELS, edited & revised by Courtenay Edwards (150 Games & puzzles etc. to keep children entertained and at peace in the car) 9/6

THE GREAT OLD CARS - WHERE ARE THEY NOW? by S. K. Yost 31/-

HOW TO STAGE AN OLDTIME AUTOMOBILE EVENT by K. B. Butler 30/9

AUTOMOBILE ENGINE TUNING, by P. E. Irving 26/9

730 SPECIAL BUILDERS GUIDE 14/-

OLYSLAGER MANUALS for:
MORRIS MINOR 1000 ... ... 6/9
TRIUMPH TR 2/3/3A 6/9

PEARSON'S SERIES:
MORRIS MINOR 800-1000 (from 1948) 13/6
AUSTIN MINI & MORRIS MINI ... 13/6

FOR SALE—*continued*

M.G. PA, 1935. Green. Good condition. New hood, tonneau. £100 o.n.o. Knights. Tel.: Derwent 7158 (evenings). [5236

LANCIA. Dismantling Lambda, Delambda, Augusta and Aprilia. Most parts and tyres. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [5237

INVICTA 1½-LITRE. Complete car less axleshafts, £15. Engine has broken con.-rod. Hotchkiss Paris-Nice 1937. Being dismantled for spares, parts cheap to clear. Hardwick House, Studley, Warks. Tel.: Studley 521. [5238

BALLAMY DEMONSTRATION POPULAR. Usual mods. Body and mech. perfect. Haggle. £155. Bui, 53, Neasham Road, Dagenham. Tel.: Goo 3966, Ext. 41 (8-5). [5239

BERKELEY B105, August, 1959. Ivory, red interior. Immaculate condition; 107 m.p.h., 50 m.p.g. Good hood, side-screens. £280. Tel.: Cobham (Surrey) 4747. [5240

SHORROCK SUPERCHARGER for B.M.C. "A" type engines. Off Sprite—hardly used. £35. F/O. Rutherford, Officers' Mess, R.A.F., Marham, Norfolk. [5241

SPRITE, 1960. Red. Maintained by myself with loving care. Unmodified but usual extras. £450. No offers. Box No. U.242. [5243

1961 TYPHOON 2/4-seater, E93 engine, 10,000 miles. Tuned manifold, c/ratio gears, i.f.s. Hard-top, tonneau, wood-rimmed wheel, heater, s/washers. 35 m.p.g., 90 m.p.h. £350, H.P. if required. Hayes, 10, Trevanion Road, London, W.14. [5243

SUNBEAM-TALBOT 90, 1954, Mk. IIa convertible. Metallic blue. Power brakes, radio, heater, twin spots, "X" tyres, boot rack. New hood and battery. An exceptionally nice looking car in excellent condition throughout. £325. Tel.: POP 5019 (evenings). [5244

RILEY 2½-LITRE, 1951. Superb condition, 40,000 miles only; now new engine; all accessories. £300 o.n.o. Box No. U.245. [5245

JAGUAR XK120. Mint condition. 1954. £425 o.n.o. Pruett, 59, Queen Square, Bristol. [5246

M.G.-A, 1956. Excellent condition, sliding side-screens, luggage rack. Many extras. Reason for sale, no room for baby. Morgan, The Croft, Feock, Truro, Cornwall. [5247

1930 FRAZER NASH INTERCEPTOR. Tuned and balanced 4 ED Brooklands Meadows engine in excellent condition. Good tyres, two new. Good battery. New tonneau cover. Brakes relined. Back axle and countershaft sprocket bushes require attention. Send s.a.e. for further details. Price £100. Definitely no offers below this. Seen South Middlesex. Box No. U.248. [5248

M.G. TD Mk. II. Reg. No. PAE1. New factory replacement engine, new hood, brake and clutch linings. 1¼ in. S.U. carbs. Useful extras. £365. Tel.: Watford 29317. [5249

M.G.-A SPORTS, 1956. Red, replacement engine, "X"s, wire wheels, heater, tonneau, luggage rack. £400 o.n.o. or exchange. Pugh, 163, The Causeway, Petersfield, Hants. Tel.: Petersfield 1268. [5250

MORRIS COWLEY SALOON, March, 1930. Two owners, exceptional mechanical condition; original coach finish, bulb and elec. horns, regulation stop and tail lights, trafficators, instruction book. M.O.T. test certificate. £75. Abbots, Chelsea Road, Sudbury, Suffolk. [5251

1932 AUSTIN SEVEN. Rebuilt. Re-registered 1960. New chassis, tyres, battery, headlights, Bowdenex brakes; reconditioned engine, rewired, 2-brush dynamo, regulator. £50 o.n.o. Snip. 73, The Kent, Hillmorton, Rugby. [5252

LAGONDA L.G.6, 1940, superb sunshine saloon. Recent complete overhaul. All new tyres. New battery, etc. Best offer over £250 secures. Kelsey. Tel.: Todmorden 338. [5253

ASTON MARTIN INTERNATIONAL, 1931. Excellent all round condition. £225 o.n.o. Leadbeater, 132, Bradford Road, Stanningly, Pudsey, Yorks. Tel.: Pudsey 2153. [5254

VW 36-h.p. JUDSON supercharger kit. Perfect. £25. Tel.: SHI (Birmingham) 1732. [5255

MINOR SERIES II engine/gearbox unit. Pinewood, Nore Road, Portishead, Somerset. Tel.: Portishead 2360. [5263

1952 PEUGEOT 203 (reg. Nov., '56). R.H.D. Recon. engine, relined brakes, good condition. £150 o.n.o. Tel.: Sunbury-on-Thames 5320. [5264

SHORROCK SUPERCHARGER with fittings for any 948 B.M.C. Has completed 14,000 Sprite miles. £37 10s. 1959 Sprite. One owner, 26,000 fast miles. Fitted no extras. Excellent condition. £410. John Owen, 2, Nithsdale Avenue, Market Harborough, Leics. Tel.: 2969. [5265

1936 MORGAN S.S. Matchless 990 c.c., M.X.4 o.h.v., w.c. Concours condition. £125 o.n.o. Walford, 99, Birmingham Road, Allesley, Coventry. Tel.: Allesley 321. [5266

M.G. TC. Excellent condition, resprayed red, retrimmed; 16-in. rear wheels. £190. Gurney, Wallington Road, Benson, Oxford. Tel.: Benson 262. [5267

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

THE CHEQUERED FLAG

THE MIDLANDS ONLY SPORTS CAR SPECIALISTS

TRIUMPH TR4. 1962. A few days old only, 175 miles only. Quite unblemished throughout in red with black interior. Disc brakes, etc. We would be interested in a low mileage TR3A in part exchange. **£1,045**

DAIMLER SP250. 1961 2-seater. One owner, 12,000 miles only from new. Spotless ivory with matching hard-top, and red interior. Fitted disc brakes, heater, screenwashers, etc. ... **£1,195**

AUSTIN-HEALEY Sprite Mk. 2. 1961 2-seater. One owner, 4,000 miles only from new. An immaculate and delightful car in Old English white with black cockpit. Fitted every extra, including heater, tonneau cover, screenwashers, etc. **£595**

LOTUS SEVEN A. 1960 2-seater. Finished in red with matching cockpit, weather equipment, wood rimmed steering wheel, B.M.C.A- series modified engine, etc. Two owners from new. **£395**

ASHLEY. 1961 2-seater. One owner, 8,000 miles only from new. Superlatively built with all new parts in 1961, at a cost of **over £700.** Ford 100E engine with stage 4 Aquaplane mods; Buckler close ratio gears, " X " tyres, Konis, wood rimmed steering wheel, tonneau cover, full weather equipment. **£495**

JAGUAR XK140. 1955 drophead coupe. A specimen example finished without blemish in dark grey with pale grey upholstery. Fitted with heater, adjustable steering, wing mirrors, etc. **£495**

T.V.R.

We are proud to announce our appointment as **T.V.R. Distributors** for the **Midlands.** This delightful G.T. coupé is available for **immediate delivery** in **Component form** with Ford Classic, Mk. 2 M.G.-A 1600, or Climax engines **from only £795.** We have both Climax and M.G.-powered Demonstrator cars available, and would be delighted to arrange a demonstration for you at your convenience. Part exchange, hire purchase and insurance facilities are immediately obtainable. Please write or call for further particulars.

TRIUMPH TR3A. 1958 2-seater. Two owners only from new, very attractive in green with off-white hard-top and black upholstery. Fitted with disc brakes, overdrive, radio and heater, tonneau cover, washers, etc. **£575**

M.G.-A. 1956 2-seater. Finished in red with black interior, Gold Seal engine, " X " tyres, radio, tonneau cover, wing mirrors, screenwashers, etc. **£475**

TRIUMPH TR3. 1957 2-seater. Two owners from new. In B.R.G. with tan interior, and equipped with disc brakes, " X " tyres, new hood, heater, luggage rack, washers, spotlamp, etc. **£475**

AUSTIN-HEALEY 100/6. 1957 2/4 seater. Gleaming in ice blue with dark blue upholstery, and fitted with " X " tyres, radio, heater, twin spots, tonneau washers, etc. **£555**

LOTUS

As the **Midlands' Lotus Distributors** we are pleased to announce very early delivery of the fabulous **Lotus Elite G.T. coupe,** now with improved specification and luxury interior trim, in **component form** for only **£1,299** (a reduction of no less than £650 under assembled price). Demonstrations can be arranged, please write or call for fullest details.

M.G.TF 1250. 1954 2-seaters. Choice of two hand-picked cars in pale metallic green, with pale green interior. Both are equipped with every extra, and very attractively priced at ... **£345**

TRIUMPH TR2. 1954 2-seaters. Choice of two examples in black, with red cockpit. Both have every extra, and are in considerably above average condition throughout. Competitively priced... ... ... **from £295**

AUSTIN-HEALEY Sprite. 1958 2-seater. Finished in Old English white with red interior. Equipped with all extras, including radio and heater, tonneau cover, etc. **£395**

JAGUAR XK150. fixed-head coupe. 1958. Finished attractively in dual red and grey, with grey upholstery in leather. Fitted with disc brakes, overdrive, radio and heater, twin spots, " X " tyres, etc. **£795**

SERVICE AND TUNING

In our recently equipped workshop we are now able to offer complete servicing facilities at sensible prices. The latest American electronic Suntesta tuning instruments as used by Mercedes-Benz and Jaguar are now installed, which enable us to tune and balance to a very fine degree. Please telephone or write for appointment.

DEFERRED TERMS (from 20% deposit, repayments up to 36 months) Immediate COMPETITIVE INSURANCE: three months' specific GUARANTEE (where applicable) : fair PART EXCHANGE allowance on sports cars, saloons or motorcycles (existing H.P. accounts settled): genuine after-sale SERVICE and a GUARANTEED REPURCHASE scheme for overseas visitors, are all offered with pleasure by the ONLY TRUE 100 PER CENT. SPORTS-CAR SPECIALISTS and ENTHUSIASTS.

Please remember that we are undoubtedly the best trade cash buyers of sports and competition cars.

TEL.: 89282/3

ARKWRIGHT STREET, NOTTINGHAM

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

FOR SALE—*continued*

RILEY KESTREL, 1936, 12/4 engine in 1935 15/6 body. M.O.T. £45. Willowtrees, Nursery Lane, Fairwarp, Uckfield, Sussex. (Near Maresfield.) Tel.: Nutley 127. [5412

328 B.M.W., 1939. R.H.D. Excellent condition, £275. Another 328, engine dismantled, £120. Exchange XK120, Healey, TR2 or W.H.Y.? Walker, 79, Crofton Lane, Hill Head, Nr. Fareham, Hants. [5413

1927 ROVER 16/50 coupé. Rare carriage in excellent condition mechanically and bodily. £200. Also scrupulously maintained Sunbeam-Talbot 90 Mk. II, in far above average condition. £300. Wanted : 2.6 Lagonda. Potter, 14, The Keep, Blackheath, S.E.3. [5414

M.G. TD II, 1953. Factory recon. engine 5,000 miles ago. New clutch, brakes overhauled. Hood, bodywork, shoes, etc., in fine condition. £325. Walker, 89, Warren Drive, Elm Park, Hornchurch. Tel.: Hornchurch 50335. [5415

BN2 AUSTIN-HEALEY, 1956. Green. In perfect condition. Maintained by professional engineer owner for last four years. Regretful sale, £500, or exchange 90, 100 or 105S. Tel.: Stevenage 1481. [5416

TR3, JULY 1957. Blue, fawn hard-top and hood. Discs, new " X," usual extras. 25,000 miles. Superb condition. £595. 24, Ypres Road, Allestree, Derby. [5417

1925 BULLNOSE MORRIS Oxford doctor's coupé. Immaculate. Offers. Redsell, Nash Court Annexe, Boughton, Faversham. [5418

TC M.G. Black. New hood, tyres, 'screens, tonneau. Regret must sell, owner going overseas. £215. Tel.: Enfield 8407. [5419

M.G. PB. Good condition. Taxed year. 16-in. rear wheels. M.O.T. cert. £55. Fletcher, 4, Butt Field View, St. Albans, Herts. [5420

1172 TUBULAR SPECIAL, 1960. I.F.S., rack pin. Coil-springs, hydraulics, 15-in. " X "s. Pretty alum. enveloping body, Sprite blue. Scope for tuning. Weather equipped. £150. 34, Mottram Road, Stalybridge, Cheshire. [5421

DAIMLER FIFTEEN saloon, 1938. Runs well and is very comfortable. History known. £35. 64, Dan y coed Road, Cyn coed, Cardiff. Tel.: 53562. [5422

WOLSELEY 25-h.p. coupé, 1939. Proud owner regretfully selling magnificent car. New tyres (RS5s), heater, radio; recent top overhaul; P100s. In nice condition throughout, fast and reliable. £75 o.n.o. 25, Alma Street, Oxford Road, Reading, or Tel.: Bramley (Surrey) 2280 (weekends). [5423

JAGUAR XK120, August 1953, suede green, f.h.c. Genuine 46,000 miles. Fully modified engine, 22 m.p.g., fantastic performance. Stork forces sale (blast him!), £395. Shaw, Charlton Down House, Hatherden, Andover. Tel.: Hatherden 258. [5424

ALVIS TA14, Nov. 1947, saloon. Good condition. £125. Tel.: Erith 35998. [5425

M.G. TD, 1952. Red. Excellent condition. " X "s, reversing and spot lights. £275 o.n.o. 19, Crawford Road, Hatfield, Herts. [5426

1936 BENTLEY 4½-LITRE with Vanden Plas pillarless saloon body. In good condition and mechanically sound. £175. Tel.: GLA 4806 (after 6 p.m.). [5427

M.G.-A, 1957. Midnight blue. " X " tyres, heater, Motorola, sliding screens, washers, twin spotlamps, new batteries. Immaculate condition. £520 o.n.o. Wadlow, " Horsebridge House," Steyning, Sussex. Tel.: 3374. [5428

1949 CHRYSLER saloon. Excellent condition; 20 m.p.g. £150, or exchange. Carrington, 9, Sunningdale Road, Hessle, E. Yorks. [5429

R.-R., 1930, GGP 16, Park Ward small limousine, no division. Body requires respray. Rebored three years ago. £150, offers. Tel.: Shoreham-by-Sea 3311. [5430

ALVIS SPEED 20, 1934, 2/4-seater (the shapeliest open Alvis). Small mileage. Engineer owned. Good specimen. £100. 88, Miller Road, Bedford. [5431

1954 SINGER 4AD roadster; immaculate condition, new p.v.c. hood. M.O.T. £200. 42, Pensford Road, Northfield, Birmingham. [5432

BARGAIN FOR ENTHUSIAST. Morgan F Super, 1950, black, red upholstery. Good condition. £150. 196, Nevendon Road, Wickford, Essex. [5433

DELLOW MK. II. Excellent condition, mechanically reconditioned; economical. £265 o.n.o. Tel.: Tipton 3029. [5434

AUSTIN CHUMMY, 1929. Twin S.U., hydraulic brakes, good hood. Masses of spares. £75 the lot. Meredith, Tel.: Leicester 872738. [5435

1951 BLACK 2½ RILEY saloon. Radio, heater. Very clean and mechanically sound. £165. Sims, Russell Cottage, Littleton Panel, Devizes. Tel. Lavington 2177. [5436

1924 RENAULT 8-h.p. tourer. Mint original condition. 10-year test. £195 o.n.o. Cameron, Eileandonan, Inshes, Inverness. [5437

ALVIS 14-h.p., 1936, sports saloon, excellent throughout. Must sell this month, £110 o.n.o. 2, Talbot Road, Wembley. Tel.: 2556. [5438

CONSUL MK. I. Recon. engine, new clutch, steering and front suspension. M.O.T. Just resprayed. £130 bills. Radio, heater fitted. Excellent throughout. Private H.P. arranged. No dealers. £215. Tel.: Kingston-on-Thames 1496. [5439

FOR SALE—*continued*

SPECIAL SPORTS/RACING car, almost complete, comprising of A.C. Ace chassis, discs all round, M.G.-A 1500 engine with lightened flywheel, high-lift camshaft, h.c. head, twin carbs., rack-and-pinion steering, R5 tyres. All components new and unused. Price £675 o.n.o. Finances force sale. Box No. U.440. [5440

M.G. TC. Excellent condition. Faultless mechanically. New engine, clutch. Nearest £225 secures. Hallatt, Tel.: CHI 3768 (evenings). [5441

VINTAGE CLEARANCE. Pair P.100s (bullseye), £4. Pair Bosch, £5. V-windscreen, £4. 700×18 tyres, little used, 35s. Various instruments. Box No. U.442. [5442

VOLKSWAGEN D/L., 1955. Extras. 52,000. Good condition, tyres. £325. 22, Summerdale, Billericay. [5443

AUSTIN SEVEN saloon, 1931. Maroon. Immaculate original. M.O.T. £45 o.n.o. Flint, "Lyalls," Dunchideock, Devon. [5444

M.G. VA, 1939, 1½-litre sports saloon, excellent condition. £125 o.n.o. Lomax, 775, Woodbridge Road, Ipswich, Suffolk. [5445

M.G.-A FIXED-HEAD coupé, 1957/8. Red with black leather interior. Whole car in unmarked condition. 30,000 miles. New "X" tyres, twin spots, heater, amp. meter, windscreen washers, etc. Photo on request. A.A. inspection invited. £475. Davie, Raretree Cottage, Blackmore, Essex. [5446

AVON STANDARD SPECIAL, 1931, 10 h.p. Spares. Woodfin, 62, Church Street, Tewkesbury Tel.: 2378. [5447

M.G. TD, '50. B.R.G. Heater, radio; extras. Reconditioned engine. £270. Tel.: Erith 36845 (evenings). [5448

WE HAVE BEEN instructed to sell for a client, a very early Morris Commercial with a shooting-wagon body. £25. Cecil Sutton & Son, Estate Offices, Brockenhurst, Hants. [5449

DELAGE, 1927, D.I.S.S. V.D.P. sports tourer. Mechanically perfect. Body very fair. One owner 15 years; in daily use. M.O.T. 1963. £100 o.n.o. Acraman, 10, Clissold Court, London, N.4. Tel.: STA 3016. [5450

ASTON MARTIN DB2/4, 1954, B.R.G. One family owned from new. Fitted new Vantage engine, shockers, Alfin drums, 8,000 ago. Total mileage 53,000. Company car forces regretful sale, no room for both. Best offer; H.P. could be arranged. J. Cottam, The Third House, Newbridge Drive, Wolverhampton. Tel.: 51255. [5451

JAGUAR S.S. 2½, 1948, d.h.c. Almost completely rebuilt by previous owner within the last couple of years. Fast, furious and faultless. For sale in the very near future, sensible offers please for this magnificent car to Box No. U.453. [5453

M.G.-A, 1956. Ivory. 31,000 miles. £80 extras, four new "X"s. Nursed like a child. £460, consider 4-seater in exchange. 18, Pembroke Street, Sheffield, 11. [5452

RILEY NINE LYNX, 1933. Bodywork good, new hood. M.O.T. tested. £75. Register member. Baker, Cambrian House Hotel, St. John's Road, Newport, Mon. [5454

M.G. TC. Reconditioned engine stage 1, TF camshaft, dual exhaust, tele.-shock-absorbers. New; battery, dynamo, Vynide hood and sidescreens, tonneau, respray. L/rack, w/washers, spot, sealed beams. £245 o.n.o. P. J. Skelton, 139, County Road, Swindon, Wilts. [5455

STYLE & COMFORT this summer. 1954 Jaguar XK120 convertible (open to shut in 20 seconds). Good throughout, unblemished body, Cotswold blue, grey hood. New clutch, extras. £365 o.n.o. Waller, 39, Arbutus Drive, Bristol, 9. Tel.: 68-2289. [5456

ROLLS-ROYCE 20/25, 1936, Barker sedanca, black, box boot. Mileage 114,000. Mascot, handbook, tools. New tyres, battery, two-speed windscreen wipers. Excellent condition. £425. Box No. U.457. [5457

ONE PETITE WIFE and three growing children will no longer fit my immaculate duo-blue 1955 TR2. Wife won't go, so TR2 must. Extras include overdrive all gears, hard-top, soft-top, tonneau, four new "X"s, radio, heater, twin spots, s/washers, etc. To be sacrificed at £375 (terms possible). Bown, 13, Worbeck Road, S.E.20. Tel.: SPRingpark 1010 (day), BECkenham 7646 (evenings). [5458

1938 MORGAN THREE-WHEELER, 1,000-c.c. Matchless engine, in all round good and clean condition. M.O.T. Well shod. £35 o.n.o. G. M. Maclean, Kingston Bagpuize, Abingdon, Berks. Tel.: Longworth 385. [5459

XK120, 1951, white roadster, new red hood. Heater, radio. Excellent condition. £250 o.n.o., or exchange plus "Atlantic" drophead for good drophead XK. Sharpe, 8, South Road, Baldock, Herts. [5460

EMERYSON SPECIAL, unused, tubular chassis, independent front and rear, Dunlop racings, rack-and-pinion steering. £150. Full details, Robinson, 44, Sharpe House, Wandsworth Road, London, S.W.8. [5461

ACECA A.C., 1956. Cherry red with grey leather. Excellent appearance, good mechanical condition. £625. Tel.: Luton 370. [5462

BENTLEY, 1931, 4-LITRE open tourer. Magnificent order. All canvas new. Resprayed. Bills £200 past year. £300. Box No. U.463. [5463

DELLOW, 1951. Excellent condition, M.O.T. certificate. Modified engine, full weather equipment. £200. Taylor, 5, Wellesley Road, Ilford, Essex. Tel.: VALentine 0140. [5464

TR2. Completely rebuilt, w/wheels, overdrive, heater. £375. 120, Anderton Park Road, Moseley, Birmingham. [5465

VAUXHALL TEN. Unusual soft-top coupé, 1939. Recent decoke, new valves, carburetter, pump. £35. Doré, 50, Purley Park Road, Purley, Surrey. Tel.: Uplands 5985. [5478

VINTAGE CAR. Delage 14-h.p. coupé, dickey, 1923. Complete but rough. Original instruction book. Spares. All the makings of a fine quality vintage car. Rare model. £80. Purchase, "Melody," Blagdon Hill, Taunton. Tel.: Blagdon Hill 430. [5479

20/25, 1935, Mulliner sedanca Rolls, silver and black. R.-R. servicing bills to cover engine and starter motor stripping, new big-end, replaced flywheel, four new Ferodo discs. Clutch relined, new radiator and matrix, all within past four years. Body stripped and repainted 1961. Heater, radio, new tyres, three suitcase detachable trunk; taxed; licensed. Agreed insurance value £800. 18/20 m.p.g. Accept £725 o.n.o. Hare, Howlish, Ambleside Road, Lightwater, Surrey. [5483

TYPHOON E93A, with aluminium head, twin S.U.s, etc. Hard-top; good road-holding. £200. 177, Great Tattenhams, Epsom Downs, Surrey. Tel.: Burgh Heath 5798. [5484

ALL 1930 ROLLS Ghost spares for sale, including complete engines, rear axles, gearboxes, starters, dynamos, etc. Also as above for Talbot 1934 18-h.p. and some for about 1930 Talbot 105. Ellis, Templemills House, Celbridge, Co. Kildare, Ireland. Tel.: Celbridge 297. [5485

SUSSEX LAWYER. Having devoted much money and attention to his 1928-38 Rolls P.I limousine, will sell to knowledgeable enthusiast for £160. Integral shutters, re-cored, excellent tyres, glass, electrics and chassis generally; rear brakes relined, exhaust rebuilt. Serviced recently by R.-R. experts. Taxed to July. Insured. Passed M.O.T. test March. Used regularly. Most reliable, and suitable for picnics, etc. History known. Photos and fullest information to genuine enquirer. Box No. U.486. [5486

1948 MORGAN 4/4. Sparkling blue 4-seater. Brilliant performance/condition. £210. Just see it! R. Tomlinson. Tel.: Ewell 6312. [5487

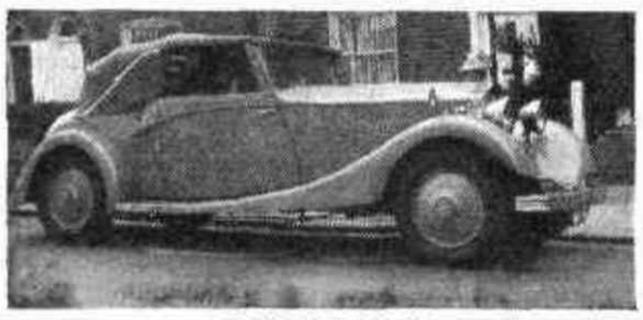
M.G. TA, 1937. Immaculate condition, many extras. Offers. 154, Poole Road, Coventry. [5488

DUSKY QUEEN DE LUXE speedboat, 50-h.p. Evinrude outboard, electric starting, remote control, skis, ski lines, cover, trailer, radio, twin fuel tanks; in perfect condition, lovely craft, black and ivory fibreglass; red upholstery. £500 o.n.o. Robin Co., Northchapel, Sussex. Tel.: Norchapel 360 (office hours). [5439

D. MARGULIES LTD.

SHAFTESBURY MEWS, STRATFORD ROAD, LONDON, W.8 Western 5982

(Near Earls Court Tube Station)



ROLLS-ROYCE

1933 ROLLS-ROYCE 20/25 Ranalagh 4-seater drophead coupé. Exceptionally good chassis with most attractive coachwork finished in beige with red leather interior. **£595**

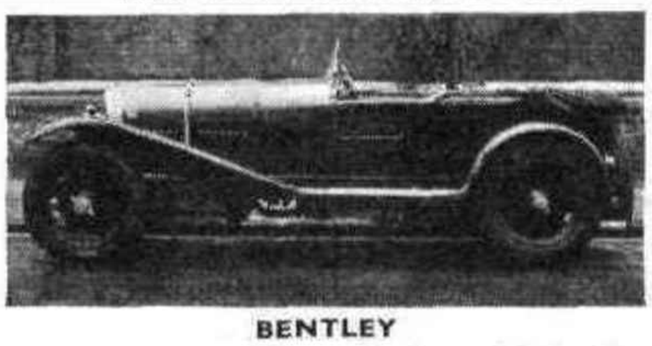
1954 FIAT V8 2-litre G. T. coupé. The only example of this model available in England. Independent suspension all round; 120 m.p.h. Cost over £4,000 new. Engine rebuilt by Laystalls; all spares available. **£875**

1953/54 PORSCHE 1500 L.H.D. coupé. Brakes, transmission, engine overhauled. Bodywork re-cellulosed **£545**

1935 BENTLEY 3½-litre 4-seater 4-door tourer by Freestone and Webb with detachable rear windscreen. Re-trimmed, re-chromed and re-cellulosed. **£645**

1940 BENTLEY 4¼-litre, MX Series. Overdrive, Vanden Plas pillarless saloon in immaculate condition. **£525**

1930 ALFA ROMEO 1750 c.c. twin O.H.C. 2/4-seater, drophead coupé by James Young in excellent order **£295**



BENTLEY

1924 BENTLEY 3-litre Speed model Vanden Plas 4-seater tourer. Excellent original order, good tyres and weather equipment **£435**

1948 CONNAUGHT 1½-litre sports racing 2-seater. Ex-team car; engine overhauled and re-cellulosed **£295**

1926 DARRACQ 20/98 Weymann sports saloon in original condition **£275**

1939 DELAHAYE 135M Carlton 4-seater drophead coupé, re-trimmed **£245**

1934 LAGONDA 16/80 4-seater tourer in sound order **£150**

1938 MERCEDES BENZ 230 4-seater d.h.c. in sound original order **£160**

1936 FIAT Ballila 508S 2-seater; overhauled, full weather equipment **£150**

1934 A.C. 15/60 fixed-head coupé; original order **£145**

1947 CITROEN Light 15 saloon; sound condition **£95**



LANCIA G.T. COUPÉ

1954/55 LANCIA B20 Series 4, 2-litre G.T. coupé. Choice of several from **£695**

1954 PEUGEOT 203 saloon mechanically good, bodywork fair **£175**

Supercharged ROVER 75 1953 L.H.D. Arnott low pressure supercharger, good bodywork, surprising performance **£245**

1937 ROLLS-ROYCE Phantom III limousine, good mechanically clean interior **£350**

1958 LANCIA B20 Series 6 G.T. coupé. Exceptional example **£1,365**

1952 LANCIA B20 Series 2 G.T. coupé 2-litre engine. Recent engine overhaul **£545**

1952 LANCIA Aurelia B50 4-seater convertible with coachwork by Pinin Farina fitted with 2-litre G.T. engine **£495**

1952 LANCIA Aurelia B21 4-door 2-litre saloon. Several extras, transmission overhauled ... **£345**

1937 LANCIA Aprilia saloon. Good bodywork, engine overhauled **£125**

Lancia Aurelia, Aprilia, Augusta Spares and Repairs

HIRE PURCHASE FACILITIES ON ALL CARS

FOR SALE—*continued*

AVON STANDARD, 1931, open 2-seater. M.O.T., v.g.c., B.R.G., hood, tonneau, enthusiast's car. £100 o.n.o. Peters, 58, Gresham Road, Staines, Middlesex. Tel. : Staines 52590 (evenings). [5268

SPRITE, OCTOBER, 1960. Immaculate. All extras, including hard-top, new " X "s. No competitions, unmodified. Cost £725. Accept nearest £475. " Chocolate Box," Union Street, Ryde, I-o-W. [5269

LAGONDA, 1932, 3-LITRE Special tourer. Original condition. Previous owner 1932-1958. £265. Holmes, Beechwood Lane, Culcheth, Warrington. Tel. : Culcheth 2380. [5270

JOWETT JUPITER, 1952. Exceptional specimen of exceptional sports car. Only two owners. Genuine 36,000 miles. Engine reconditioned 8,000 miles ago. Bodywork perfect. Ideal car for bachelor enthusiast fond of creature comforts. Lagonda stable-mate at present, but stork forces reluctant sale. £300 o.n.o. Machanhill House, Larkhall, Lanarkshire. [5271

1960 M.G.-A twin-cam fixed-head. Recently been at works. Has every possible extra including oil cooler, wireless, safety belts, alloy steering wheel, radiator blind, etc. Engine also modified and capable of 110 m.p.h. This low mileage car must be seen to be appreciated. £760 o.v.n.o. Genuine reason for sale. Box No. U.272. [5272

SPORTS CAR GARAGE

OFFER

JENSEN 541, 1955. Very rare. Convertible, 4-str.; fitted overdrive, radio, htr. One owner, 12,000 miles only. Built to special order, reputed to have cost over £3,000 ... ... **£675**

JAGUAR XK140, 1956, f.h.c., o/drive, htr. **£395**

JAGUAR XK120, 1954, d.h.c., s/equip., o/drive, wire wheels **£325**

TR2 sports, 1954. New Michelins, hood, htr. **£315**

SUNBEAM d.h.c., 1955. O/drive, radio, htr., Alpine gears **£335**

ALVIS TA21, 1952, sports saloon, s/roof, htr., new tyres **£275**

ALVIS TA14, 1949, sports saloon, htr., s/roof **£185**

ARMSTRONG SIDDELEY 234, 1957 series, 18 h.p. O/drive **£295**

JAGUAR Mk. VII, 1955, Automatic. Engine and gearbox overhauled **£285**

JAGUAR Mk. V, 1950 series, s/roof, htr. New engine... ... ... **£165**

JAGUAR Mk. IV sports saloons, choice 2. Heaters, sun-roofs **£110**

ROVER 75 saloon, 1953 series. Free-wheel, heater **£265**

ALLARD d.h.c., 1949. Recon. engine, new gears **£145**

A.C. 2-litre sports saloon, 1949, B.R.G., alloy body **£175**

HEALEY 2.4 " Sportsmobile," 1950. Riley engine, alloy open 4-seater touring body ... **£165**

CELESTE 1172 Special, 1961. Fibreglass body, Ford works **£145**

DAIMLER DB18 Barker saloon. Radio, heater. Well kept **£125**

ALL CARS GO THROUGH OUR WORKSHOPS AND ARE PUT INTO SOUND RUNNING ORDER BEFORE SALE.

ALL CARS CARRY M.O.T. CERTIFICATES.

31 & 42, TWYFORD STREET, LONDON, N.1.

OFF CALEDONIAN ROAD, NEAR PUBLIC BATHS

TUBE : KING'S X. Tel.: TERminus 3766

FOR SALE—*continued*

SCOURGE of the " Z " cars. Reluctantly offered by well known drunkard. T.V.R. Mk. II, July '61. B.R.G., M.G.-A 1600 engine, c/r. gearbox, w/r. wheel, heater, fan, etc. View by appointment, West Lancashire. Box No. U.273. [5273

£795. AUSTIN-HEALEY 3000. One careful owner. 12,500, run 9 months: 4-seater, overdrive. Cost £1,325. Seen near London. Box No. U.274. [5274

LAGONDA 2-LITRE, 1929, Weymann fabric bodied 2-door 4-seater saloon. Excellent condition. M.O.T. tested. New tyres. £130. P. Severn, 12, Linkswood Road, Burnham, Bucks. Tel. : 629. [5275

1959 A35. Full Speedwell mods. (engine and suspension). Fast, economical. Reliable. Heater, w/washers, rad. blind, etc. £325 o.n.o., or exchange for a Turner. Full details: Nixon, " The Glen," Buckwyns, Billericay, Essex. Tel. : Ingatestone 2513. [5276

1949 RILEY 2½. Maroon, " X "s, S.U.s, new hood. Nearest £125. Gunning, 46, Fairfield Gardens, Portslade, Sussex. [5277

1930 M-TYPE M.G. New tyres, battery, etc. M.O.T. Offers. Write: Mumford, 34, Bycullah Road, Enfield, Middlesex. [5278

M.G. C-TYPE Montlhéry Midget, 1931. Excellent condition. Ex-works. Hydraulics, very rare car. £170. Burgess, 95, The Ridgeway, Waddon, Croydon. Tel. : CRO 5754. [5279

B.M.W. 502 2.6 V8, 1960, saloon. Immaculate Concours condition. R. & H. Cost £3,000, Swap 2-seater. Tel. : Byfleet 45595. [5280

1937 MODEL RILEY " FALCON " 1½ saloon. Mechanically good, bodily fair. Belt-driven dynamo, cable rack wipers, spot, fog, heater, radio, etc. M.O.T., many spares. £85. Tel.: PROspect (London) 5002. [5281

RILEY 2½, '51. Recent overhaul includes respray and recon. gearbox. Extras include radio and heater. Outstanding condition. £245. Tel. : Chiswick 3862. [5282

ROLLS-ROYCE 20/25, 1931. Brake body complete overhaul 1960 front to rear, nothing omitted. Includes engine, gearbox, rear axle, radiator, exhaust system, brakes, steering, rewired, transmission, springs, etc. Unique car, all bills. M.O.T. £230 or offer. Harris, Glenlyon, Freshfield Road, Formby, Lancs. Tel. : Formby 3392. [5283

LEA-FRANCIS 12/40 tourer, 1928. Immaculate, low mileage, vintage. £175. Consider part exchange. 15, Granville Drive, Little Sutton, Wirral, Cheshire. Tel. : Hooton 3506. [5284

LEA-FRANCIS 14-h.p. saloon, 1946. Body and mech. sound. Good tyres and battery. M.O.T. £85. Manchester. Tel. : CHOrlton 1840. [5286

VOLKSWAGEN



WE **HAVE** in Stock 40 VWs INCLUDING :

Five K.-Ghias fr'm	£615	**59 VW** d/l., s/r. ...	£525
62 VW d/l. ...	£700	**58 VW** d/l., s/r. ...	£495
61 VW d/l., extras	£675	**58 VW** d/l., radio	£475
61 VW d/l. ...	£645	**56 VW** d/l., r/r. ...	£395
61 VW d/l. trim ...	£550	**54 VW** d/l., extras	£335
60 VW de luxe ...	£545	**49 VW**, R.H.D. ...	£125

THE HYDE MOTOR CO.

153, EDGWARE ROAD, HENDON, N.W.9

Part Exchanges *Tel.: Colindale 7898* *Payment Plan*

FOR SALE—*continued*

TWO INVICTA 3-litre T.O.C. 6-cyl. Black Prince Meadows engines, one assembled with E.N.V. 110 gearbox. Best offer to: 22, Bedford Street, Belfast. [5285

WIFE ON STRIKE, so must sell superb 1931 Lagonda 2-litre L/C Speed Model. Machinery excellent, bodywork immaculate—refabriced resprayed, new hood, tonneau, etc. Over £450 spent in last three years : must sell, with a sad heart, at £250 (or exchange Morgan Plus-Four 4-seater tourer). *Paul, Greenbank House, Albert Square,* Bowdon, Cheshire. Tel. : Altrincham 4445. [5287

WEBERS. Pair twin-choke 38DCOE1. New. £14 each. Clayton, 61, Homefield, Waltham Abbey, Essex. [5288

MOST GRACEFUL thoroughbred sports saloon ever built. 1937 Riley Kestrel Sprite. Twin S.U.s, high compression head, oversize valves, Scintilla magneto. Good condition, aluminium bodywork practically unmarked. Ideal for Concours re-build. £150. Cook, 15, Finland Road, London, S.E.4. Office : Tel. : FLA 0061. [5289

RILEY 1½, 1947. Excellent interior. Roof, body good. Recent test. No oil. Reason firm's Mini. £140. 30/30A, High Street, Halstead, Essex (*Tel. : 2491*). [5290

LAMBS

OF FINCHLEY

EVERY CAR 44-POINT OVERHAULED

1957 ASTON MARTIN DB2/4, spotless grey cellulose, 54,000 miles **£1,195**

1953 ASTON MARTIN convertible with vantage engine, excellent condition... ... ... **£699**

1958 AUSTIN-HEALEY 100/6 2-seater, superb specimens, two from **£565**

1958 JAGUAR Mark VIII de luxe saloon, one owner, spotless condition, small mileage ... **£565**

1956 JAGUAR XK140. Spotless condition, carefully used, 2 from **£495**

1960 Series ANGLIA with super-speed 100 m.p.h. conversion costing over £185, details available **£485**

1957 SUNBEAM RAPIER sports saloon. Overdrive, radio, extras, specimen **£485**

1958 MINX convertible with Alexander engine conversion, magnificent specimen ... **£485**

1957/8 Model ZODIAC convertible, with extras, small mileage, beautiful condition **£465**

1953/4 LAGONDA coupé, vantage engine, just reconditioned cost £300, magnificent specimen **£450**

1959 AUSTIN-HEALEY Sprite sports 2-seater, immaculate white, hardly marked, two from **£425**

BRISTOL 400 sports saloon. Excellent condition, recently overhauled **£285**

1948 M.G. TC sports. Spotless black cellulose, choice of 2 from **£245**

1952 RILEY 2½-litre de luxe saloon, spotless, black cellulose **£245**

1954 MINX convertibles, very carefully used, choice two **£235**

PART EXCHANGES—HIRE PURCHASE

421-423, HIGH ROAD, FINCHLEY, N.12

★ FINCHLEY 6222 ★

OPEN 9 a.m. until 8 p.m. SUNDAYS 10 a.m. until 4 p.m.



THE SILVERSTONE BODY **£55**

Firm orders can be accepted immediately

CAMBRIDGE ENGINEERING

WANT A SPORTS CAR—CHEAP?

Why not build your own ? You can do it for much less than the price of a decent secondhand production model, and save on insurance too. Base your plans on the 750 Austin chassis because all spares and sports components are cheap and easy to get. Rely on our book " Rebuilding Your Austin 7 the Cambridge Way " to keep you on the right lines. It's easy enough and you are welcome to all the advice and help our 25 years' experience can give you. You'll get performance, appearance, and individuality. The book is only 3/- post free and with it you get a full price list of bits and pieces for the job. Better still, call in for a chat.

CAMBRIDGE FOR AUSTIN "750"

The best spares — The best service !

151 CAMBRIDGE ROAD, KEW GREEN (*behind the " Coach and Horses "*)

Tel.: Richmond 2126 *Open weekdays 8.30 to 6.30 (5 p.m. Sats.)*

FOR SALE—*continued*

ROLLS-ROYCE 20/25 sports saloon, 1939, coach. Rebuilt engine fitted less 10,000. New brakes, clutch, servo. Excellent chassis, solid coach. £350. Tel.: St. Ives (Hunts) 3402. [5291

1953 M.G. TD2. Immaculate, metallic green. £355. J. F. Hill, 159, Hermon Hill, London, E.18. Tel.: Crescent 6127 (business); Wanstead 7104 (home). [5292

MORRIS EIGHT TOURER. Absolutely unique, 4-seater, 1951 registration; 13,500 miles. M.O.T. tested. £65 o.n.o. *Full description from* Batten, 12, Pine Grove, Bushey, Herts. [5293

UNIQUE 2-LITRE ALFA ROMEO Super Sprint. Special body by Ghia of which only sixteen were ever made, beautifully proportioned car in aluminium with Borrani alloy wheels, metallic green with unmarked cream interior. First registered in 1956. One previous famous owner. Genuine mileage 42,000. Five forward gears, 120 m.p.h. Spares available. This car would have cost £4,000 new. Now offered at £1,100. Peter Schofield, "Foxhill," Mottram Road, Stalybridge, Cheshire. Tel.: Oldham MAIn 6236 (office hours); STA 2017 (evenings). [5294

M.G. TC. Good condition. Red. Wireless, indicators, screen-washers, spot, fog. M.O.T. £190. Box No. U.302. [5302

AUSTIN ASHLEY G.T., registered 1959. I.F.S., teles., hydraulics, 15-in. N.S. wheels. Recon. tuned engine. Full weather equipment. Spare Ford Eight engine and c.r. gearbox. C. Willsteed, 63, Beverley Crescent, Bedford. [5303

ALLARD, 1950, 4-seater convertible. Well maintained, new engine 1957, little used since. New tyres, mirrors, winkers, heater, screen-washers. Absolute saloon comfort when closed; wind-up windows in chrome channels; front end rechromed; new lamps all round, including 9-in. fog. Red leather and mahogany interior, B.R.G. body. Change of residence with smaller garage compels disposal. £110, insurance paid, or £95 uninsured. Delivered reasonable distance. Hawkins, Greendown, Aller Road, Kingskerswell, Newton Abbot, Devon. [5304

RENAULT 750 de luxe. Excellent condition. Front and rear suspensions, transmission, engine, overhauled. Four-branch manifold, 32-mm. Solex. New tyres, bumpers, wipers, washers, etc. £145. Waters, 18, Telford Road, North End, Portsmouth. [5305

M.G. TC, 1947. Black. Very good bodywork and tyres. Engine recently rebuilt. New fawn Vynide hood, tonneaux and sidescreens. Radio, spot, fog, luggage rack, wing mirrors. M.O.T. cert. £240. Tel.: Harpenden 2906 (evenings). [5306

FOR SALE—*continued*

TYPHOON, 1959. E93A, tubular chassis, full weather equipment. Steering, clutch, tyres, brakes, gearbox recently renewed. Seen Elstree, Woking. £165. Tel.: ELS 1483. [5301

ALLARD JR. "C"-type Jaguar engine, 2-in. S.U.s, de Dion. Very fast. £275. Ball, 141, Leysholme Crescent, Leeds, 12. [5307

RILEY 1.5, 1959. Blue. Excellent condition. £150s' worth of extras fitted. £545 o.n.o.; H.P. possible. Tel.: Ashford (Middlesex) 3859. [5308

ONLY RICH WIDOW *could save my 1960 pretty* red/white, uncompeted, fully Downton-tuned, Herald. Beautifully kept, 14,000, with all production modifications. £180 extras include "X"s, radio, heater, brakes, clutch, suspension, etc. Registration LUV 1 possible. Fendt, 32, Parkside, Wimbledon. Tel.: 0860, for details of £515 value (reduction cash). [5309

AUSTIN NIPPIES. Alloy bodied, Ford Ten powered, Hornet box, hydraulics. Body, upholstery excellent. £85. One steel bodied. Almost completed entire rebuild. Chassis and mechanics are immaculate. £50. Elsworth, Alton Pancras, Dorchester. [5310

1951 PEUGEOT 203, mechanically excellent, good brakes, steering. R.H.D. Heater. Body getting shabby. Must sell, £85. 71, Gloucester Road, Walthamstow, E.17. [5311

ALVIS SILVER EAGLE beetleback, fitted "big port" 12/50 engine, "S"-type gearbox. Resprayed. Requires trimming. Good tyres. £130. Box No. U.312. [5312

A.C., 1955, green 2-litre 4-door sports saloon. Immaculate. Seven-year certificate. 22 m.p.g., 85-90 m.p.h. 43,000 miles. Kitchin, The Cottage, Chancellor House, Tunbridge Wells. Tel.: 20888. [5313

1956 TR2 (TR3 front). New engine, clutch, auxiliaries, hood, sidescreens, luggage rack. Reconditioned brakes, steering, front suspension. Heater, reversing light, "X"s. Recellulosed. £395/H.P. Johns, 66, Meadway, Hoddesdon, Herts. Tel.: Hodd. 4822. [5315

1172 SALOON, 4-speed gearbox, new Michelin "X"s. Requires trimming. Reasonable offer accepted. Hollindale, 110, Penhill Road, Lancing. [5316

ROLLS-ROYCE, 1928, 25-h.p., in good running order, suitable for family of 7 to 9; excellent for towing caravan. View by appointment. Mrs. Speke, Aydon, Corbridge, Northumberland. [5320

ALVIS 12/60 TL, 1931, 2-seater Beetleback. M.O.T.T. till March 1963, v.g.c. £180 or offers. Harrison, Newlands, Putley, Ledbury, Herefordshire. Tel.: Trumpet 212. [5321

FOR SALE—*continued*

1936 BLACK ALVIS Firebird d.h.c., in outstanding condition. Oil, 45; petrol, 26. Fully instrumented. An almost perfect enthusiast's car. Genuine offer at £140. Armitage, 16, Brook Street, Ossett, Yorks. Tel.: Ossett 161 (business). [5318

M.G. TC. M.O.T. Superb condition all round. £225. Chappa, 51, Albert Street, N.W.1. [5319

TWIN S.U. CARBURETTERS with linkage, fit 105E Anglia, 1¼-in. bore. £11. Flukes, Castle House, Liskeard, Cornwall. [5322

ASTON MARTIN, 1937, *2-litre s/c. Good* condition. £245. Shepherd, 216, Kedleston Road, Derby. Tel.: 40667. [5323

M.G. TC. Red. New hood, sidescreens and full tonneau fitted few weeks ago. Recent overhaul and tuning. Excellent throughout. £240. 187, Sarehole Road, Hall Green, Birmingham. [5324

IN DISMANTLED CONDITION, Alvis Beetleback "big port" SD1250. All new, radiator, tyres, tubes, electrics, instruments. Also dismantled chassis complete. Hodges, 98, Lillington Road, Leamington Spa. [5325

BRAND NEW ALEXANDER twin S.U. conversion for 1961/62 Vauxhall Victor, hardly used at all. Bargain at £30 o.n.o. Apply, Summerhill, c/o Mr. Matthews, Messrs. W. I. Best & Son, 87, Salterton Road, Exmouth, Devon. [5326

VINTAGE GRAND PRIX Salmson. Original 2-seat, long-tailed fabric body. Sound condition. Details, Forsyth, Tudor House, West Mancote, Tewkesbury, Glos. [5327

RILEY BIARRITZ, 1931. Excellent condition. £65. Baker, 138, Leicester Road, Glen Parva, Leicester. [5328

ALVIS FIREFLY. Bodyless, towable. Tyres, spares. Hampson, Summerhill Farm, Poverty Lane, Maghull, Lancs. [5329

RILEY 2½ roadster, 1948, cream. M.O.T. cert. Fast, reliable clean car. £120. Mr. Kerr, Tel.: KNI 7624 (day), UPL 2903 (evenings). [5330

SUPERCHARGED 2-LITRE ALTA, rare, desirable, original. Prefer exchange interesting vintage or P.V.T., plus cash, or sell, £395. Box No. U.331. [5331

CRASHED M.G. TC. Many new parts, including weather equipment. £50, or break. Vickers, "The Spinney," Broad Lane, Tamworth-in-Arden (Tel.: 506), Warwickshire. [5332

RILEY 9 h.p.: Two crankshafts; rods; 7 : 1 Martlet pistons; set racing tappet blocks; magnetos; pair 600×19 tyres, tubes, with rebuilt wheels; lightweight flywheels; rev.-counter and cables. 12/4 Sprite inlet camshaft; set 8 : 1 D.T. pistons. Spares all models. S.A.E. inquiries. F. Clarke, 31, Southbrook Road, Lee, S.E.12. [5324

FRANK DALE & STEPSON

PADdington 7771 (FRANK DALE LTD.) PADdington 7778



1951 (6.11.51) 4½-litre Big Bore Mk. VI foursome drophead coupé created by Abbott, power hood and windows, history. MINT condition... **£1,395**



1937 Phantom III sports saloon by Barker, modified tappets by R.-R., reputed Paris Show model. New condition coachwork **£695**

1952 LAGONDA 2½-litre sports saloon, shell grey, blue trim, low mileage, full history, many luxury fittings, unmarked coachwork **£325**

1936 4½-litre foursome drophead coupé by James Young, extensive chassis overhaul, exceptional order, R. & H. Unrepeatable at **£625**

1924 Silver Ghost convertible by Barker, details on request.

1939 Wraith sports saloon, detailed history, by Mulliner ... **£795**

Always a good selection of Rolls-Royces with special coachwork.

We wish to buy GOOD Rolls-Royce and Bentley with special coachwork.

85 Harrow Road, Paddington Green, London, W.2

HIRE PURCHASE AND INSURANCE ON ALL CARS. *E. & O.E.*

HOODS



from only £5 for all makes



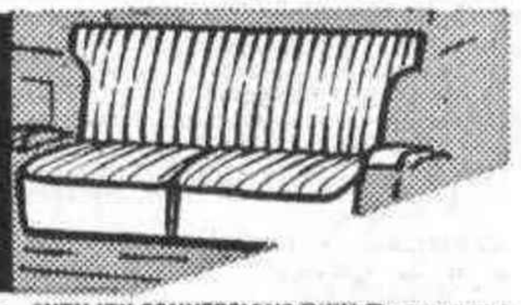
TONNEAU COVERS



SIDE-SCREENS

Ready to fit complete with all fittings and instructions. Heavy Duty Double Duck or finest quality PVC electronically welded for absolute waterproofing. Specials tailor-made to order. RTF adjustable universal frames, 70/-. *Make sure your PVC Hood is welded.* Sidescreens reconditioned or supplied new. Tonneau covers *full length* RTF for popular models from **£4.17.6.** *Sent by post or fitted same day by appointment.* C.O.D. if required—7 days money back guaranteed. Also carpets—materials—seats etc., supplied.

UPHOLSTERY & SEATS



* **MATERIALS** Head lining 54" cotton suede 6/6 per yd. Topping h'vy quality 52" 11/- per yd. Hooding double texture 72" wide from 19/6 per yd. Leathercloth (PVC) 52" from 6/6 per yd. Transparent plastic, flexible and rigid, 24" wide from 5/- per foot. Fluted rubber matting 16/6 a yd. 36" wide. Rubber mouldings—window channellings—pipings, etc.—fasteners—carpet—draught excluder, etc. See catalogue for complete illustrated list. Free Trimming Guide on request.

* **BUCKET SEATS** Deep sprung, fluted back, 78/6. Sports type for 'specials', etc., 15", 17" high, Latex cushion, 88/6.

***UTILITY CONVERSIONS** RTF Deep sprung seating—first-class finish and materials to match original upholstery. All popular models, e.g., A.30/35, **£11 . 10 . 0.**
RTF Replacement Hood Rear Window **16/6.**
Head linings RTF Ford, Austin, Morris, etc. **£4 . 10 . 0.**
Sent by Post—C.O.D. if required. Carriage extra—see catalogue.

* **REPAIR SERVICES** London's quickest repair service for head linings, roof, seats, upholstery.

Send for Free New 24 Page Fully Illustrated Catalogue Showing Reduced Prices.

THE LONDON TRIMMING CO. LTD. 436 Kings Road, Chelsea S.W.10. FLAxman 3192

FOR SALE—*continued*

DELIGHTFUL JAGUAR MARK V 3½-litre saloon, 1951 model. Meticulously maintained regardless of cost by one titled owner for ten years. Full history available. Genuine mileage 78,000. Body rust free and resprayed Bristol metallic blue. Reconditioned engine, oil pressure (hot) 50 pounds, petrol 20 plus m.p.g. on mixture. Faultless performance and handling. Reluctantly offered for sale by I.A.M. driver. £175. C. L. Billson, 51, Cadogan Gardens, London, S.W.3. Tel. : MIN 4678 (day). [5491

NEVER MIND THE Specials, 1928, 14-C5 Talbot with special coach-built 2/3-seater, built-in headlamps, large boot, near new hood, 5 new tyres. £55. Hill, 121, Rydens Way, Old Woking, Surrey. [5492

ROLLS-ROYCE, 1929. In good condition inside and out. Used as second car only. Legacy permits purchase of open Rolls. Willing to accept £200 or offer. Mascot, klaxon, etc. Tel. : Bristol 35693 (business hours), or write: Wilson, 2A, Hughenden Road, Bristol, 8. [5493

M.G. Y TOURER, 1951. Black, red. P.V.C. hood. Only two owners. Carefully maintained. Recon. engine. Sports performance with 4 seats and luggage space. £225 o.n.o. 22, Wheathampstead Road, Harpenden, Herts. Tel. : 2509 (evenings). [5494

RILEY NINE KESTREL. 44,000 miles. M.O.T. Crashbox, engine, Scintilla vertex, telescopic shock-absorbers, springs, tyres, fresh air heater, screen washers all new, body good, spares. £90 o.n.o. 143, Northwestern Avenue, Watford, Herts. [5495

TURNER, 1960 (B.M.C.). Steel blue, wire wheels, radio (Motorola), heater, luggage rack; 46 m.p.g. (not raced); good condition. £495. Tel. : Reliance 6249 (evenings), or Herne Bay 52 (weekends). [5496

A.7 SPECIAL. Ashley body with hard-top. I.F.S., hydraulics, Ali head, twin S.U.s. All mods. New electrics, upholstered, full instruments, new tyres. Offers. Tel. : Sevenoaks 61537. [5498

BERKELEY B105, 1959. Regd. 1961; 6,000 miles only. Excellent condition. Good tyres, equipment. Beat any Spridget. £350. Gracie, 12, Elthome Court, Feltham, Middx. Tel. : Feltham 6477 (evenings). [5499

LEA-FRANCIS, 1934, 12/40 Meadows, fixed-head coupé with dickey. Extensive mechanical and other work. Wire wheels, four new Dunlops. Chrome excellent. Middle-aged owner. Bills and photos available. £125. Tilby, 41, Cubbington Road, Leamington Spa. [5500

AUSTIN-HEALEY 100, 1954. Carefully maintained since as new. Complete with overdrive, heater, radio, tonneau, spotlamps. New Whitewall Michelins, etc. Taxed. £375. Offers. Gibbs, 511, Footscray Road, New Eltham, S.E.9. Tel. : FOO 4056. [5501

TR2, 1954. White with red hard-top and grille. Excellent engine. Mechanically sound, trim needs attention. £220 o.n.o. for quick sale owing to addition to family. Patten, 28, Argyle Gardens, Upminster. [5502

ROLLS-ROYCE, 1936, 25/30, 5-seater limousine. Barker body, black and grey exterior, blue carpet and leather, in immaculate condition throughout; 54,800 miles. £450. 26, Berriedale Avenue, Hove. Tel. : 32396. [5503

LOTUS VII, 1961. 7,800 miles, full weather equipment. Excellent condition. £340. 26, Elm Grove, Erith, Kent. Tel. : Erith 38411. [5504

1959 SPRITE. Heater, "X"s, belts. Green. One owner. Faultless. £435. 119, Hawley Road, Dartford. [5505

BENTLEY, 1929, 4½-litre tourer. Fabric body by Cadogan. Bills for £400 since 1959. Tel. : Weybridge 5847. [5506

£800. TOJEIRO LAGONDA 2-seater, in polychromatic dark green. One of the most attractive and individual 2-seaters on the road. Write or call for full details. S. R. Hill, 22, Ravens Lane, Berkhamsted, Herts. [5507

1955 M.G. TF1500. Cream, recon. engine, new vynide hood, tonneau, luggage rack, spots. £450 Tel. : Putney 3881. [5508

AUSTIN NIPPY, 1934. Sound, well preserved. £80. Tel. : Ewell 6068 (weekends); Winchester 2109 (week). [5509

TYRES 2×550×16 R5. Good condition. £3 10s. each. Quick sale. Purcell (evenings), 17A, Gower Mews, W.C.1. [5510

SUPERCHARGER MARSHALL ex Magnette ZB. Low mileage. £35 o.n.o. Taylor, Stoneroofs, Mizen Way, Cobham, Surrey. Tel. : Cobham 2570. [5511

M.G.-A, 1957. Immaculate, heater, "X" tyres, tonneau, w/washers and other extras. £450. Norfolk, 63, Onslow Road, Richmond, Surrey. [5512

1935 ALVIS SP.20 Charlesworth saloon. Excellent mechanically, sound body, reliable, original. M.O.T. £100 o.n.o. Tel. : Brentwood 829 [5514

MERCEDES, 1929, Model 350 6-cyl. 23.8-h.p. saloon. Engine has been completely rebuilt and awaits fitting to frame. Interior body in excellent condition, exterior needs renovation to complete fine vintage car. Chrome rad., Rudge wheels, handbook, special tools, etc. £30 to enthusiast. Edwards, 65, Upper Elmers End Road, Beckenham, Kent. [5515

C. J. Bendall

for unusual automobiles

ROLLS-ROYCES

25/30 Windover semi-swept tail, full 7-passenger limousine, with pleasing lines and in very fair general order, sensibly priced at **£195**

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

Mk. VI, 1949 Radford Countryman, full flow engine, every conceivable extra and in extremely good order throughout. Grey and natural mahogany with grey interior. A really useful special-bodied Mk. VI, looks and runs like a £1,000 Bentley but sensibly priced at **£550**

3-litre Red Label short chassis, V.D.P. Tourer, substantially original. Engine, clutch and brakes, etc, overhauled by us. New hood and very fair coachwork. **£400**

ANOTHER 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**

4½ Black Label Freestone & Webb 4-light fabric sports saloon, mechanically excellent, coachwork sound but not *concours*. Entire car completely original. **£295**

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**

F.N.-B.M.W. 328, 2-seater, highly original. Black with new hood and in good order throughout. **£295**

JAGUAR XK120, 1954 D.H.C. suede green. New hood, high ratio axle and genuine low mileage car in far above average condition. **£395**

JAGUAR Mk. VII with overdrive, 1954, radio, etc. Black with red leather, 51,000 miles and in absolutely outstanding condition. **£295**

PEUGEOT 2-litre "Grand Sport" 1938 Le Mans Replica, 2-seater, believed only one in England. Should qualify as historic racing car. **£225**

RILEY Gamecock, 2-seater. New hood, much above average condition. **£95**

***TALBOT 105** sports saloon, 1937. In very fair* general order, good tyres and sound coachwork. **£70**

SUPERB VAUXHALL 30/98 'E' type Velox tourer. Just restored to completely original condition even to new B/E tyres, all fittings nickel-plated, re-trimmed dark red grained hide throughout, painted maroon with black wings. A very fine example at **£650**

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 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*

M.G.-A 1600 COUPE, 1960. Blue, black leather, undersealed. Many extras. £50 below market value at £675. Wonderful condition. Exchanges considered. Tel. : ARC 5561 (private). [5513

BENTLEY 4¼ Park Ward, 1936. Taxed. M.O.T. 21 m.p.g. In really excellent order throughout. Owner going overseas. Nearest £195. Sparrow. Tel. : Wiveliscombe 437. [5516

H.R.G. 1500, 1951 model. In excellent all round condition. £310. Tel. : Hornchurch 46763. [5517

M.G. TC, 1949. B.R.G. V.G.C. Vynide hood, tonneau cover, fog lamp, luggage rack; new crankshaft and bearings, back axle, steering box, kingpins and f/wheel bearings. Brakes recently relined. 2 new tyres. M.O.T. tested. Tel. : Upminster 4041. [5518

LEA-FRANCIS 1500, built 1960. New chassis, Rochdale glassfibre body, hood, etc. 5,000 miles. £225 o.n.o. Tel. : Barnoldswick (Lancs.) 3308. [5519

RARE MODEL RILEY 2½-litre roadster, 1950. Low mileage, exceptional condition. £250. Pooks Farm, Henfield. Tel. : Partridge Green 302. [5520

1946 FORD ANGLIA in first-class mechanical order. Clean and smart. Black. Taxed. £75, near offer, Private H.P. could be arranged. O'Neill, 20. Walton Road, Hoddesdon, Herts. [5521

ROLLS TWENTY, 1927, fixed-head coupé. Exceptionally good body and mechanics. Excellent tyres. Many spares, tools, mascot, handbook. £250. Andrews, 41, Portland Street, Cheltenham. Tel.: 3188. [5522

FRAZER NASH, 1932. Meadows, deflector head, Laystall crank, liners, bearings. Original Exeter body. Three owners since new. *Concours* condition. Many spares. Tel.: Horley 1292. [5523

XK120, 1951, roadster, excellent condition, low mileage. £215. Part exchange considered. Box No. U.524. [5524

BROOKLANDS RILEY SPECIAL. Just rebuilt. Bills available. Registered V.S.C.C. Raced once, P.V.T. event. £300. Buying E.R.A. Morris, Bracken Hill House, Northwood, Middlesex. Tel.: 23736 (evenings). [5525

VOLKSWAGEN DE LUXE, 1954, excellent order. Polychromatic blue, fitted good "X"s, new Koni/Variflo shockers, roll-bar, many extras. Details and photo on request. £300. Require TF M.G. 119, Northern Parade, Portsmouth. [5526

STUDEBAKER HAWK, 1960, 4.2-litres, automatic gearbox. Excellent condition, fully maintained by concessionaires, low mileage. Tyres recently replaced. £975. Box No. U.527. [5527

NEARLY COMPLETED FORD Special, all parts, including many spares, £50. 92, Tankerton Road, Whitstable, Kent. [5526

LANCIA AUGUSTA, 1936. V.G.C. New : clutch, brake linings, axle bearings, valves, roof, three tyres, etc. Front suspension rebuilt. M.O.T.T. £90. Have company car. "Molesey," Shepherd's Close, Loughborough. Tel.: 4039. [5529

10 ft. 6 in. OUTBOARD RUNABOUT. Detachable cabin, upholstered seats. Forward control, 1961, 3-h.p. Johnson, max. speed 6 knots. Complete with trailer, tarpaulin, etc. All as new. £125. Jackson, 402, Liverpool Road, Southport. Tel.: 78114. [5530

LANCHESTER 18, 1934, 57,000 miles only. Mulliner saloon, owned by engineer 20 years. M.O.T. of course. Best offer. 90, Prestbury Road, Aston, Birmingham, 6. [5531

AUSTIN-HEALEY BN2, blue, reg. '57. Recon. engine, h.c. pistons, special exhaust, 4-speed gears, overdrive, wire wheels, radio, heater, "X" tyres. £375 o.n.o. Tel.: ORP 26906. [5532

DELLOW. Exceptionally good condition throughout. Many extras. £250. Seen Essex. Box No. U.533. [5533

ALVIS TA14 Mulliner saloon, 1949. Terrific power, utterly reliable, nice condition. Ideal married enthusiast. Under £200. Rodgers, "Innisfree," Ridgeway, Cuffley, Herts. Tel.: 2442. [5534

APRILIA SPARES. Letters to P. Dillon, Heather Cottage, Hillside Road, Ash, Nr. Aldershot, Hants. [5535

AUSTIN-HEALEY 100/6, August 1958, white with red leather. Heater, overdrive, disc brakes, wire wheels. £600. Tel.: Southampton 28970 (after 6 p.m.). [5536

STUDEBAKER, 1956, coupé, 3½-litre. Compulsorily stored two years. Excellent. £420 o.n.o. 49, Grindleford Road, Gt. Barr, Birmingham, 22A. [5538

NOV. 1961, GARAGE-BUILT Dellow Special with Ferrari-tuned (Stage 3) Meadows engine. Excellent, fully equipped Cooper-styled bodywork. Virtually unused as owner terrified. Swap excellent Triumph roadster or £300, or W.H.Y.? 130, Lambton Road, Wimbledon. Tel.: 7302. [5539

1960 FORD ROCHDALE. Aquaplane head, exhaust, rev.-counter, twin S.U.s, "X"s, 15-in. wheels, c.r. gears; new clutch. Nearest £280. Parsons, 11, Body Road, Reading. [5540

1927 12/50 ALVIS sports saloon (TG), in excellent and original condition. £120. Clarke, Long House, Woodgreen, Fordingbridge, Hants. Tel.: Breamore 371. [5541

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

FOR SALE—*continued*

EXPENSIVE FIANCEE. Must sell M.G. TC, 1947. B.R.G. Recently resprayed and chromed. Spots. Good tyres and hood. Excellent mechanically. £245 o.n.o. 75, Eastbury Road, Northwood, Middlesex. Tel.: 21167. [5537

ROLLS-ROYCE 20/25 Hooper touring saloon, Dec. '35. Ride control, discs, mascot. Front springs recently reset by manufacturers. Impeccably maintained and in top condition. Excellent tyres, new battery. Tested Jan. '62. £365. Cave, Barbeck Cottage, Addingham, Yorks. Tel.: Addingham 314. [5542

SPORTS-CAR CONTROL with comfort for family. Rover 14 sports saloon, 1946. Very good condition. New carburetter, battery, dynamo; clutch, brakes relined. Delight to drive. Good tyres. Taxed year. £120. Gibson, Vicarage, Sawbridgeworth, Herts. [5543

1929 AUSTIN 12/4 Burnham saloon. Good condition, must be sold. Offers. Parry, Flat 21, The Abbey, Amesbury, Wilts. [5544

LAGONDA 2.6 saloon, late 1950. Famous W.O. twin o.h.c. engine recently reconditioned, brakes relined, etc. Luxury car in excellent condition with all usual extras. £195. Tel.: ARNold 1561. [5545

RARE TALBOT saloon, classic 3-litre 1938 Show model, probably best existing. Daily used, fast reliable. Handbook, parts list, tools, bills, history, spares. S.A.E. photo. Under £100 or exchange equally neat, tidy smaller Riley, W.H.Y.? Dealers welcome. Marstrand, Bramble Cottage, Westham (Tel.: 377), Pevensey, Sussex. [5546

RED AUSTIN-HEALEY, late 1954. Elegance, comfort, speed in perfect condition. 30 m.p.g. O/d., wire wheels, Mich. "X." Mechanics, bodywork, hood, upholstery, tonneau all first class. £345, a sound sensible buy. G. Davies, Mount Edgebold, Shrewsbury. Tel.: Hanwood 262. [5547

M.G. TD, 1951, immaculate black. New tonneau, spot brakes relined; overhauled. I need £295, where haggling starts. Tel.: AMB 6854. [5548

RILEY NINE LYNX, 1933, 2-door tourer, probably the most attractive 4-seat tourer model Riley produced. Recently recellulosed in black, fitted reconditioned Merlin series engine 14,000 miles ago; engineer maintained in good mechanical condition since rebuild four years ago, with tonneau and weather protection. £150 o.n.o. Wade, Bodrochwyn Fawr, Abergele. [5549

BENTLEY, 1935, 3½-LITRE Park Ward sports saloon. Absolutely immaculate both bodily and mechanically. Colour black and peacock blue. An outstanding car maintained regardless of cost. £350 o.n.o. Cadby, 48, Victoria Road, Birmingham, 6. Tel.: Northern 0636 (10.30 a.m.-4 p.m.), or Sutton Coldfield 1134. [5550

RILEY KESTREL, 1933, good condition. M.O.T. Price £50. Extras. Taxed August. Replies: Creese, 2, Raby Villas, Bathwick, Bath. [5551

1949 CITROEN Light 15. Negotiations having failed, excellent example offered for quick sale, £95 o.n.o. Rix, 16, Horbury Crescent, W.11. Tel.: Park 0391. [5552

VINTAGE RILEY 9-h.p., 1930, Type 2788 coachbuilt 2-seater tourer with dickey. Excellent condition, good hood, tonneau, etc. Near complete spare engine, etc. £110 o.n.o. Saturdays or evenings. 7, Hayling Road, Sale, Cheshire. Tel.: Sale 1685. [5553

BENTLEY, 1926, 3-LITRE fabric saloon. M.O.T. cert. £250. Tel.: Birmingham Priory 4178 (evenings). [5554

POTENT M.G. PB. Very good condition. Many mods and extras include sealed beams, hydraulic brakes, oil cooler, twin fogs, spot, heater; recent new hood and screens; 15,000 since complete overhaul. £120. 28, Rhodesia Road, Chesterfield, Derbyshire. Evenings. [5558

MERCEDES 220, 1951. Heater, radio. First registered August 1958. £235 o.n.o. Cooch, Top Cottage, Holford, Somerset. Tel.: Holford 262. [5556

UNIQUE AUSTIN SEVEN tourer, Empress blue. Overhauled, new pistons, bearings, valve springs, linings, etc.; rewired; excellent tyres, battery. M.O.T. Taxed, insured. £46. Box No. U.557. [5557

AUSTIN-HEALEY BN1. Recon. o/d. gearbox. Good mechanically, body, tyres. H.C. head, other mods. £350. Tel.: WOR 3380. [5558

ALVIS TA14 coupé, 1948. Heater, recent hood. In lovely condition throughout. £250 o.n.o. Deakin, 140, Solihull Lane, Birmingham, 28. [5559

DYNA PANHARD, 1957. This 80-m.p.h., 40-m.p.g. enthusiast's car has been laid up 12 months for basic rebuild, including new crank, big-ends, pistons, brakes relined. Now offered at bargain price of £225. No dealers. Weber, 43, Cremorne Road, Sutton Coldfield. [5560

RILEY 2½-LITRE, 1948. M.O.T. cert. dated April '62. Fitted new pistons and tow-bar. Bargain for quick sale, £95. Weber, 43, Cremorne Road, Sutton Coldfield. [5561

£17 10s.—AQUAPLANE HEAD and manifolds, twin S.U., for 100E Ford. 15,000 miles. Box No. U.563. [5563

MORGAN 4/4 S2, 1957. Reconditioned Ford engine. Overdrive. Red. Best over £300. Yorkshire. Box No. U.564. [5564

M.G. TA. Good condition, must sell, £90. Charleson, Bryndu, Aberdaron, Pwllheli, Caerns. Car at Rugby. [5565

FOR SALE—*continued*

M.G. SA 2-LITRE, 1936. Coachbuilt B.R.G. 4-seater coupé in superb condition throughout. M.O.T. certificate. Approximately £300 spent on overhaul, inc. reconditioned engine, new brake drums and linings, complete rewiring, new shock-absorbers, new hood, new interior, respray and chroming. £150 o.n.o. Kearsley, 21, The Avenue, Radlett, Herts. Tel.: Radlett 4622. [5562

ALVIS SPEED TWENTY, 1933, tourer. Untaxed '38 to '50. M.O.T. Body and machinery very good order. Photograph, history available on request. £200 or best offer. Nops, Embridge Mill, Stoke Fleming, Devon. Tel.: S.F. 348. [5566

E.B. DEBONAIR, 109E engine, C.R.S. chassis. Nearing completion. Must sell or consider Morris Minor exchange. 15, Badgers Way, Thundersley, Essex. [5567

FAST MINX. Series II convertible, 1957. Pippin red. Twin Rapier carburetter system. Extra fuel tank. Towing attachment. Complete instrument panel. Speed with economy. £380 o.n.o. Stott, 30, Hurst Farm Road, East Grinstead, Sussex. Tel.: 4588. [5568

25/30 ROLLS-ROYCE, March '37, Park Ward saloon. Primrose/black exterior, black hide interior. Sun roof, partition, one-shot lubrication; new battery, tyres, tubes; brakes relined by Rolls. M.O.T. cert. An attractive, reliable, and economical prestige motor car, which reluctantly I must sell. Try offering near £550 to D. C. Crowther, Calveley Lodge, Tarporley, Cheshire. Tel.: Wettenhall 202. [5569

RILEY KESTREL 12/6, 1934, preselector. M.O.T. £30. Shore, 60, Slag Lane, Lowton, Lancs. [5570

LANCIA AURELIA 2500 G.T. sports saloon. R.H.D. Floor gear-change. 1960 importation. Superb performance, road-holding. Excellent bodily and mechanically. Nursed and garaged. Offers around £700. (Part H.P. poss. or consider exchange post-'58 saloon.) Tel.: PROspect (London) 8779. [5571

1933 ROLLS-ROYCE 20/25 Park Ward saloon. The price in mind is £180, but try any offer; handbook, mascot, etc.; or will accept in part exchange Austin Heavy 12/4 tourer in good condition, plus cash balance; any other part exchange considered. London area. Box No. U.572. [5572

M.G. PA, 1935. Very good condition. Brakes relined recently. New sidescreens. M.O.T. tested. Reversing light. £120 o.n.o. Mellard, 132, Station Road, Burnham-on-Crouch. [5573

BRISTOL 401, 1950. Must sell because obtaining mass-produced firm's car. Very cheap. Tel.: Hythe (Kent) 67396. [5584

M.G. Y-TYPE, 1949. A beautiful car in beautiful condition. £200. Mackie, Underhill Stores, Hambridge, Langport, Somerset. [5586

SIMMONS

ADVISORY SERVICE

"Where only highly specialised and authoritative knowledge is of any real and pertinent value."

Due to the unexpectedly enthusiastic response to our initial announcement in the April edition, we have now established this service and are seeking suitable premises. **We apologise for the present delay** in replying to a heavy post. In the meanwhile we are dealing with EXAMINATIONS, CONFIDENTIAL REPORTS, NEGOTIATIONS FOR PURCHASE AND SALE.

We have been instructed to dispose of the following:

Rolls-Royce 4½-litre H. J. Mulliner razor-edged touring saloon, superlative order. Full examination report completed (Surrey). **Rolls-Royce** (1938) **Phantom III** owner/driver saloon by Hooper. Examination and report completed. Solid tappets. Outstanding specimen (Bucks). **Vintage Bentley Speed Six** Corsica tourer. No examination to date (Derbyshire).

We are required to find the following for clients:

Vintage Bentley or **Rolls-Royce** tourer in reasonable order and capable of restoration.

Rolls-Royce Silver Ghost tourer, *circa* 1910/1912, good or restorable. Price no bar.

Rolls-Royce 25/30 or **P.III** drophead Special coachwork coupé. Price no bar.

Rolls-Royce post-war drophead coupé, Hooper or Gurney Nutting. Must be in good order and preferably not black.

Large **Veteran Edwardian** tourer for film company, any condition, as not required to run.

Correspondence to:

MR. SIMMONS, 21, KEW GREEN, KEW, SURREY **Tel.: Richmond (Surrey) 6278**

FOR SALE—*continued*

1955 MERCEDES-BENZ 300B. Green with beige trim. Radio, heater, Reutta seats, loose covers, etc., etc. 12, Reynolds Parade, High Road, Chadwell Heath, Essex. Tel.: Seven Kings 3000. [5574

M.G.-A, 1958. Red hard-top. Reconditioned engine 11,000 miles. Radio, heater, spot and fog Good condition. £525 o.n.o. Edmonds, Cherwell, Linton Road, Oxford. [5585

TR3A, JAN. '61, 14,000 miles. Red. Discs, heater, "X" tyres, twin spots. Mint. Price negotiable; H.P. available. Tel.: Southport 67360. [5587

BENTLEY MK. VI S.S. saloon. Complete top overhaul to engine. Black paintwork and grey trim unmarked. Well above average. £645. Warmough, 53, Ashton Gardens, Chadwell Heath, Essex. Tel.: Goodmayes 4814. [5588

1930 2-LITRE LAGONDA. Good condition. £200. Rigg, 338, Rochdale Road, Todmorden, Lancs. Tel.: TOD 1058 (daily 9 to 5) [5589

1927 FORD MODEL-A (Tudor) saloon, near original, good tyres and v.g.c.; excellent runner offers. 1928 Lea-Francis 2-seater, Meadows, £115. 500 *Autosport*, *Motor Racing*, offers. Write or 'phone first instance. 6, Cottesmore Road, Uppingham, Rutland. Tel.: 3219. [5590

RILEY M.P.H., with 1,500-c.c. Sprite engine. New tyres, lamps, hood. Reconditioned engine, mag., carbs., brakes, springs; resprayed. £350. 81, Belvedere Road, Bexleyheath, Kent. [5591

MINOR, 1951. Alta o.h.v. head. Recent M.O.T. Konis, heater. £125. 20, Conquest Road, Addlestone, Weybridge. Tel.: Weybridge 3771 (evenings). [5592

RARE WOLSELEY HORNET 14-h.p. Special, 1935, E.W. Hard-top. First-class order, engine reconditioned. Many spares, diff. unit, gearbox, etc. £110 o.n.o. Metherell, 86, Carlton Road, Torquay. [5593

ROVER, 1931, Speed 20 P.V.T. Almost new tyres, battery, hood, sidescreens. All. body and mechanically good. Gearbox bust. Offers over £25. Chambers, "Ayrton," Kings Sutton, Banbury, Oxon. [5594

FORD SPECIAL—E93A engine, usual mods. Buckler tubular steel chassis, Lockheed hydraulic brake conversion, beautiful low Mistral body, Buckler close-ratio gears, 4.7 c.w.p. Remote control gear-change. Fully finished—windscreen, hood, carpets, etc. Low mileage. £165, terms available. 41, Stonyhill Avenue, Blackpool. Tel.: 42424 (pref. weekends). [5595

TR2, 1956. Body professionally rebuilt and resprayed red. Works reconditioned engine 3,000 miles ago. Host extras. Make your TR3 friends jealous with this superb specimen. £465. 19, Rutland Drive, Mickleover, Derby. Tel.: 54780. [5596

M.G.-A, SEPT. '56. New hood and tonneau, "X"s, wire wheels. Primrose. Good condition throughout. £365. Tel.: Maidenhead 2693. [5597

FORD AXLE complete steering, £3. Ford 17-in. wheels (2), complete, £4. Pair Zenith with inlets, £1. Pair conversion plates Ford to M.G. k.o. hugs, £6. Three-branch for Minor 1000, £3. Set D.K.W. wheel discs, 15s. Raydot lamp, £1 5s. VW 15-in. wheels (2), £2. Bedford, Little Thetford, Ely. [5598

S.U.s. TWIN H4 carbs. with Derrington manifold, suitable for Rootes 1,500 c.c., also exhaust manifold for same. £16 o.n.o. Tel.: Deepcut 147. [5599

TWELVE-CYLINDER ROLLS (March 1939, rare DL series); magnificent elaborate Hooper coachwork similar to Royal cars. Maintenance history; privately owned. £2,000. Box No. U.601. [5601

CITROEN LIGHT 15, 1953, exceptional condition. Bills for front end. M.O.T. Exchange considered. £195. Tel.: Berkhamsted 1980. [5642

WANTED

WANTED URGENTLY Stepney wheel for 815 mm. rim — White, 12, Chapel Street, Leeds 15. [5079

RENAULT 750 c.c., performance equipment, exhaust, manifold etc. Orchard, 13, High Street, Deal. [5080

RILEY IMP. wanted original folding windscreen, any condition. A. Weir, Hall Hill Farm, Edgworth, Nr. Bolton. [5093

WANTED—for 1931 Swift two sidelights, K702 or Bulls-eye lenses, Tank filler cap M672. Fulford, 68, St. Ronans' Road, Southsea, Hants. [5104

WANTED. Morris Oxford 6 (1930) bits. Also works manual for same. Dixon, Hillam, Leeds. [5105

HARD-TOP FOR M.G. TF, wanted badly. Any colour must be good condition. Good price paid for clean job. Tel.: Swansea 23033 (evenings); 52034 (Office hours). Stone, P.O. Box 41, Swansea. [5118

TR2/3. Engine/gearbox, also Zephyr rear axle. Denner, Acrefield Ave., Urmston, Manchester. [5121

REASONABLY PRICED but really good XK 120 or 140 required. Cash. No dealers. Tel.: Ascot 1117 (evenings). [5122

WOLSELEY HORNET SPECIAL 1933 manual urgently wanted. 33, South Road, South Ockendon, Essex. [5123

MORRIS 1000 (1958) speed conversion spares wanted — what have you? Broadey, 40, Briar Road, Thornaby, Yorks. [5134

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

ALEXANDER

SOLE DISTRIBUTORS FOR ALL SOUTHERN COUNTIES & N. IRELAND

for **TURNER**

MK. II SPORTS & G.T. MK. I CARS & KITS

It's "Race Proved" Performance Results that count

VEEDOL TROPHY
1st OULTON PARK
1, 2, 3, 4 GOODWOOD

LOOK . . . Standard equipment all models: F. & R. Bumpers, full Electrical Equip., Trafficators, Water Temp., Oil Pressure, Ammeter, Fuel Gauge. Fully trimmed, Adjustable Seats, Hood, Side-screens, Horn, etc.

Mk. II 'A' series Kit	**£550**	**EXTRAS AVAILABLE**
Mk. II 105E Kit	**£550**	*PAINTED ANY COLOUR*
Mk. II 109E Kit	**£599**	**£25** *extra*
Mk. II 1220 Climax Kit	**£800**	

From one-quarter deposit. Balance 36 months.

WRITE, 'PHONE OR CALL

ALEXANDER AUTOS & MARINE LTD.

THAME ROAD, HADDENHAM, BUCKS

Tel.: HADDENHAM (BUCKS) 345

WEFCO SPRING GAITERS



With Wefco Gaiters, Mud, Grit, Dust and Damp are sealed out of car springs and lubricant is sealed in. For details and prices send car make, model and year to: Dept. 47

WILCOT (PARENT) CO LTD
FISHPONDS BRISTOL

AMERICAN STYLE RACING HELMET No. 261 CR



The latest in racing helmets. Newest safety features include double action chin strap with release buckle. Shock pads for extra temple protection and cushioned neck curtain. Eight cross straps ensure snug fit. **Complete with detachable peak.** *Sizes: 6¼ to 7½*

£5 . 5 . 0 P & P 2/6

CAR RACING HELMET No. 254

of latest design. Specially shaped to protect the temples. Light in weight. Highest grade materials used throughout. Fully adjustable for close fitting. *Sizes: 6¼ in. to 7½ in.* **£6 . 2 . 6** P & P 2/-

CAR RACING VISOR No. 259

Specially made for use with helmet No. 254, and American space type. Fits securely to withstand high speeds. Finest materials. **£2 . 15 . 0** P & P 2/-

"SPEEDGRIP" DRIVING GLOVES No. 807



Heavy duty net back, non-slip supple leather palms. Unlined for coolness with reinforced finger tips. Ladies' and Gent's.

Sizes: 7½-11. **22/6** P & P 1/-

CONTINENTAL RACING SUIT No. 862

Lightweight poplin racing overall. Elastic cuffs and ankles. Zip front, zip pockets. Black, Blue and Red. Weight 1 lb. Other colours to order. **£4 . 15 . 0** P & P 2/6

Chest sizes 34-44.

Flame proofing for overalls if required, 5/-

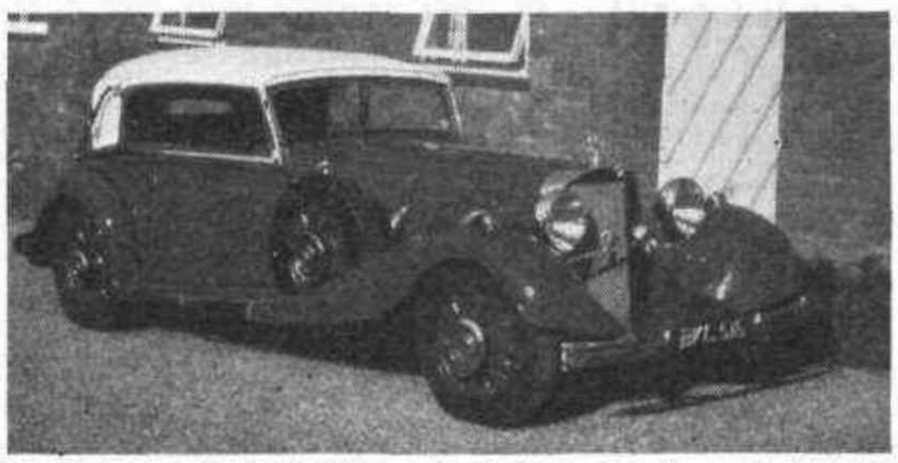
FREE ON REQUEST — NEW ILLUSTRATED BROCHURE

D LEWIS LTD. (Dept. MS5) 124 Gt. Portland St., LONDON, W.1

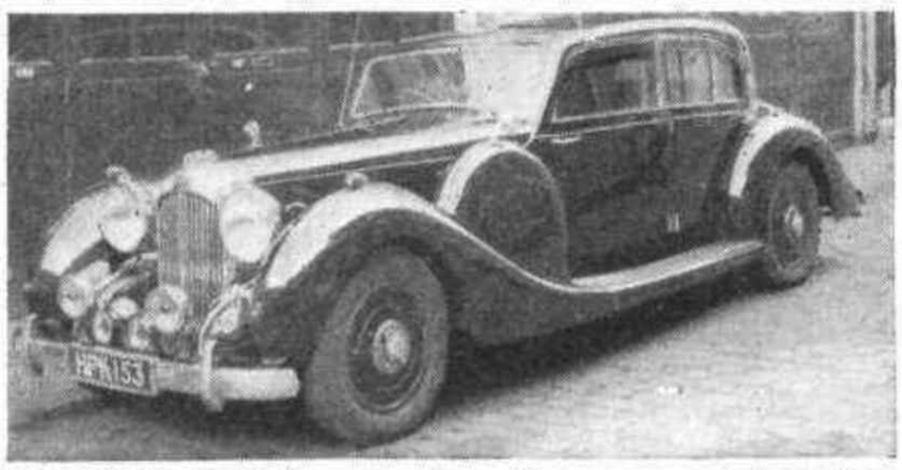
Tel.: Museum 4314.

PAD 2731 # VINTAGE AUTOS LTD. **PAD 2731**

ENGLAND'S FINEST SELECTION OF ***IMMACULATE*** *THOROUGHBRED CARS*



MERCEDES, 1936, 500K d.h. coupé. Engine stripped and rebuilt 2,500 miles ago. Coachwork just completely renovated as new. We believe this Mercedes to be the finest 500K in the world.



LAGONDA, 1939, V12 sports saloon. Two owners, recorded mileage 84,000. This must be one of the finest V12 Lags on the road today. Fitted radio and hosts of extras. Immaculate throughout **£450**

ROLLS, 1952, sports saloon by H. J. Mulliner	... ...	...	**£1,500**
ROLLS, 1940, Wraith sports saloon by T. & M.	... ...	...	**£685**
ROLLS, 1939, Wraith limousine by Hooper	... ...	...	**£650**
ROLLS, 1937, 25/30 sports saloon by H. J. Mulliner	... ...	...	**£485**
ROLLS, 1937, 25/30 sedanca by H. J. Mulliner	... ...	...	**£375**
ROLLS, 1937, P.III sports saloon by Barker	... ...	...	**£600**
ROLLS, 1935, P.II sports saloon by Park Ward	... ...	...	**£450**
ROLLS 20/25 sports saloons. Choice of three from	... ...	...	**£300**

BENTLEY, 1952, sports saloon by James Young	... ...	...	**£1,075**
BENTLEY, 1950, sports saloon by F. & W.	... ...	...	**£900**
BENTLEY, 1950, S.S. saloon, full-flow unit	... ...	...	**£500**
BENTLEY, 1940, overdrive razor-edge saloon	... ...	...	**£650**
BENTLEY, 1939, overdrive sports saloon	... ...	...	**£465**
BENTLEY, 1938, sports saloon by H. J. Mulliner	... ...	...	**£325**
BENTLEY, 1935, sports saloon by Barker	... ...	...	**£225**
BENTLEY, 1926, 3-litre open tourer. Just rebuilt	... ...	...	**£685**

By the time you read this advertisement we hope to have the following cars in stock — **Every one in immaculate condition :**

ALVIS, 1939, 4.3 open 2-seater.
BENTLEY, 1950, fixed-head coupé by Park Ward.
BENTLEY, 1929, Speex Six tourer.
BENTLEY, 1937, d.h. coupé by James Young.
LAGONDA, 1939, V12 sports saloon.
INVICTA, 1934, 100-m.p.h. open 2/4-seater.
ROLLS, 1937, P.III sedanca by Gurney Nutting.
ROLLS, 1938, P.III d.h. coupé by Barker.
FERRARI, 1959, 250 G.T. coupé by Scaglietti.
MERCEDES, 1937, 540K d.h. coupé.
MERCEDES, 1937, 540K 2-seater d.h. coupé.

We urgently wish to purchase the following makes of cars but they must be in mint condition :

ASTON, ALFA ROMEO, ALVIS, BENTLEY, BUGATTI, HISPANO SUIZA, INVICTA, LAGONDA, MERCEDES, ROLLS, S.S.100 AND ALL TYPES OF VETERANS

ALL MODELS AND MAKES FOR SALE AND WANTED, 1900 - 1960

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

LOUGHBOROUGH COLLEGE OF TECHNOLOGY

Loughborough, Leicestershire

COURSES IN AUTOMOBILE ENGINEERING AND AUTOMOTIVE TECHNOLOGY

The Department of Aeronautical and Automobile Engineering invites applications for the above four year courses commencing in September 1962.

The course in Automobile Engineering is a college diploma course offering General Engineering with an automobile engineering or maintenance and distribution bias (the former qualifying for an honours diploma). Candidates must possess at least four different G.C.E. subjects at " O " level, including English; and maths or physics at " A " level.

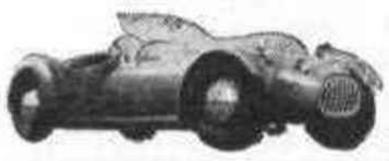
The course in Automotive Technology is a new sandwich course which integrates honours degree academic work with practical and industrial training. Students can be either college or industry based and must possess at least five different G.C.E. subjects including English at " O " level and maths and physics at " A " level. Alternatively a very good O.N.C. entrance standard will be considered.

The department has recently moved to new buildings on the College campus and is rapidly extending its facilities. The college will be entirely residential by September 1962, and offers exceptional recreational and extra-curricular activities.

For further information and application forms apply to the Academic Registrar.









FORD 8-10h.p.— pre-war AUSTIN 7

Whether you are running an old Austin 7 or Ford 8-10 saloon, or building a "Special", you **MUST** have a copy of:

AUSTIN 7 BUILDER'S GUIDE and SPARES LIST, 1/- (Post 6d.)
FORD 8-10 BUILDER'S GUIDE and SPARES LIST, 1/6 (Post 6d.)

They contain details of all our new spares, conversions, tuning equipment, cooling systems, wheels, instruments, special gears, suspensions, bodyshells, etc., and our stocks are the largest in the country.

They also contain details of our **BRAKE CONVERSIONS,** including BOWDENEX for Austin 7, and LOCKHEED HYDRAULIC CONVERSION for Austin 7 and all Ford 8-10 h.p.

★ PLUS *TUNING EQUIPMENT & ACCESSORIES FOR* **ALL** *POPULAR POST-WAR CARS MAIN* **SPEEDWELL** *STOCKISTS PECO, G.N., ALEXANDER, AQUAPLANE*

CREDIT TERMS AVAILABLE ANY ORDERS OVER £25

SUPER ACCESSORIES

(L. R. MONTGOMERY & CO. LTD.) RAV. 1665

1 SOUTHLANDS ROAD, BROMLEY, KENT

Business Hours:
Weekdays 9-5.30
Sat./Sunday 9.30-1



Earlier in this magazine you can read Ken Rudd's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

Alvis
All models
Alfa Romeo
1300 Giulietta
1300 Giulietta T.I.
Sprint & Veloce
Giulietta Giardinetta
Armstrong Siddeley
Sapphire 234, 236
Sapphire 346
Star
Aston Martin
D.B.2/4 Mk.III
Austin
A.40 & A.50 (Cambridge)
A.90 & A.95, A.105
A.125 Sheerline, Princess
Auto Union
1000
Bentley
'R' type Saloon
Continental
B.M.W.
501-502 (8 cyl.)
Bristol
407
Daimler
Conquest Roadster
3½ litre Regency 104
Majestic & Major
S.P. 250
D.K.W.
Three Six
Fairthorpe
Electron
Fiat (England)
1500 Convertible
Hillman
Minx after June 1958
Humber
Hawk VI & New
Hawk, Series I
Jaguar
2.4, 3.4, 3.8
Mark VII, VIII, IX
XK 120, XK 140, XK 150
Jensen
541 R & De Luxe
Lancia
Appia Ia, Appia 2a
Lotus
Elite
M.G.
MGA & 1600
Z.B. Magnette
T.F., T.D.
Morgan
4/4 Series 2
Plus 4
Morris
Cowley 1500
Oxford Series III
Isis Series II
Six
Panhard
Dyna & Conv. 1959 & P.L. 17
Peerless
G.T. 2 litre
Peugeot
203, 403 & 404
Porsche
1300, 1300 S
1600, 1600 S
Reliant
Sabre
Renault
Fregate & Caravan
Riley
Pathfinder
2.6
Rolls-Royce
Silver Dawn
Rover
60, 75 & 90
105S & R
80 & 100 (pre 1960)
80 & 100 (1960 onwards)
3 litre
Saab
93, G.T. 750 & 96
Singer
Gazelle Saloon
Standard
Ensign
Vanguard:
4-cyl. Saloon
6-cyl. Saloon
Sportsman
Sunbeam
Rapier Series I, II & III
Triumph
TR2, TR3, TR4
T.V.R.
2-seat Coupe
Vauxhall
Wyvern 1956/7
Velox 1956/7
Cresta 1956/7
Volkswagen
Standard & De Luxe
Karmann Ghia Coupe
1500
Volvo
P.1800
122S & 122SB18
Wolseley
4/44, 15/50, 6/90

The Pirelli Performance Bureau, 343/5 Euston Road, London, N.W.1.
Please send me a copy of the illustrated Cintura Booklet.

NAME _____

ADDRESS _____

_____

USUAL GARAGE _____

ADDRESS _____ R/A

PIRELLI CINTURA

WANTED—*continued*

WANTED—C-type cylinder-head complete with manifolds and carbs; for XK.150; inlet manifold and carbs., for 150s. D-type cylinder head complete with cams, manifolds and webbers. Phone any time Ashford, Middx 3290. [5135

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. [5136

TF 1500. Wire wheels, recent engine overhaul preferably. Chapman, Trecastell, Bull Bay, Anglesey. [5158

LAGONDA M.45 Saloon in really good condition. Cash waiting. Caterham Tel.: (Surrey) 3042 or 5538. [5162

RILEY ENGINE. 14/6 (or 12/6) for 1934 Alpine. Harding, 35, Lewisham Grove, Weston-super-Mare, Somt. [5166

SUPERCHARGER SUITABLE MG. "M" wanted. Please state price, type, condition. Crankshaft or belt drive. Will acknowledge every letter. Wallace, 73, Queens Drive, Wavertree, Liverpool 15 [5167

REGISTRATION LETTERS C.P. Advertiser will pay £20 for single-figure registration, £15 for double Box No. U.168. [5168

AUTOCARS, MOTORS, wanted *circa* 1929-1934, details, price, please. Kidd, 47, Southcote Lane, Reading. [5190

TONNEAU COVER FOR TR3A wanted. Twin exhaust pipe for TR3A for sale. £2. Tel.: Radlett 4668. [5191

WANTED FOR CASH. Morris Minor 1000 engine. Also Minor 1000 Conversion set. Box No. U.192. [5192

WANTED Simca Vedette V8 1958/61 engine. Write-off or crashed car. Box No. U.193. [5193

WANTED Surplus Renold new chain. Motorcycle spares and accessories. J.A.P. racing engine. Box No. U.194. [5194

PEERLESS Cash plus 1961 Mini-Minor offered. Gold, 3, Mount Green Avenue, Ramsgate. [5195

ROUGH SPECIAL. Rougher the better, absolutely anything considered. Dunn, 50, Frogmore Pk. Drive, Blackwater, Hants. [5196

COOPER J.A.P. or similar 1000 c.c. Pre. F.J. Details please. Box No. U.197. [5197

WANTED. For 56 Magnette. Twin inlet, 3-branch exhaust, silencer, s/through pipe. Cheap or exchange. 61, Go-Kart. Tel.: LEY 5969. 17, Bowdon Rd., E.17. [5198

WANTED URGENTLY Dynostarter motor for 1934 Talbot Saloon, 20 h.p. Also workshop manual. Please state price. Tasher, Barclays Bank House, Northampton. [5199

MANCHESTER INTER-VARSITY CLUB. Younger professional men and women are invited to apply for membership to this congenial, thriving social club. Details: 94/96, Grosvenor Street, Manchester. [5205

LANCIA LAMBDA for enthusiast in Holland. Car must be in very good original condition. Send offer, and if possible, photograph to: M. Yetsenga, Aerdenhout, Near Haarlem, Zomnebloemlaan 6, Holland. [5226

WANTED. Engine for 38/39 Daimler ELS24 or complete car for breaking. Also Overdrive for Phase II Vanguard. Wright, Froxfield, Marlborough. [5227

1926 OR EARLIER car wanted in good order at a sensible price by genuine purchaser. Any replies appreciated. McManus, 178, Normanton Road, Derby. [5256

WINDSCREEN FOR LARGE vintage tourer. Vertical type, with top-half opening. Neale, 1624, Bristol Road South, Rednal, Birmingham. [5257

1957 or 1958 Austin-Healey 100-6. Hard-top, heater, moderate mileage and excellent condition essential. Overdrive if possible. Good cash price paid for right car. Box No. U.258. [5258

FRONT SHOCK ABSORBERS for Rolls-Royce PII GY chassis series. Complete with all brackets if possible. Write details to Box No. U.259. [5259

KLAXON HORN WANTED, 12v. good working order, cheap. Miles, 93, Reddings Road, B'ham, 13. [5260

VINTAGE TOURER required. Decent, reliable, sound. Below 3-litre. C. E. Marsh, Framlingham, Suffolk. [5295

UP TO £125 for Riley Kestral 1½, Must be mint, faultless. 1937 preferred. Details to Brown, 4, Coombe House, Canford Lane, Bristol 9. [5296

M.G.-A PARTS. State age, condition, price and where to be seen. Cash. Box No. U.297. [5297

WANTED. Complete Borg-Werner overdrive unit for 1938 Riley 12 h.p. and gears for same. G. Clayton, 1, Dorset Villas, Henleaze, Bristol. [5298

WANTED. For 1911 Daimler 15 h.p. carburetter, Inlet Manifold, and a fan belt. Muirhead, Glenamaddy, Co. Galway, Ireland. [5333

FROST-BITTEN BUGATTISTE requires cylinder-block for T40, alternatively 37, 37A or 44. Box No. U.334. [5334

BLACKBURNE TWIN o.h.c. engine. Any condition. Parts or complete unit. Head and Camshaft gear. Particularly required. Wilson, Yew Trees, Milwich, Stafford. [5335

WANTED. Lagonda 4½-litre. Cycle wings preferred all replies answered. J. L. Royal, Drayton High Road, Norwich, Norfolk. Tel.: Drayton 508. [5336

WANTED—*continued*

ROLLS-ROYCE 20 open tourer photograph. Condition, year and price to BM/G.B.M., London, W.C.1. [5337

BLOWER KIT for Citroën I.D. J. H. Parkinson, 44, High Street, Hoddesdon, Herts. [5338

WANTED. Supercharger for Sprite, Shorrocks preferred. Marshall considered. Box No. U.339. [5339

OVERDRIVE, suitable for 100E Ford, with or without gearbox. Price and details to: Brooks, 71, Goldsworthy Road, Flixton, Lancs. [5381

LUCAS SPOTLIGHT to match P.100s, year 1937. C. Low, Wolverton, Nr. Church Stretton, Salop. Tel.: Marshbrook 277. [5106

S.S.100 JAGUAR 2-seater wanted privately. Preferably near Concours. All letters acknowledged. Please write: 40, Court Lane, Cosham, Portsmouth, Hants. [5490

JENSEN WANTED: 1934-1939 open tourer or post-war straight-eight tourer. Box No. U.466. [5466

DAMAGED OR CRASHED car. Post-war model. Any make considered. Box No. U.467. [5467

ASTON MARTIN, 1933, Le Mans. Must be in excellent condition. Will pay £400 for right car (£260 deposit). Ward, 20, Parkland Avenue, New Mills, Derbyshire. [5468

WANTED: MODEL-T or A Ford, touring car with original bodywork, in reasonable condition and price. F. Smith, Kirton Holme, Boston, Lincs. Tel.: Kirton 260. [5469

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. [5470

R.M.F. RILEY, low mileage specimen in mint condition. Box No. U.471. [5471

MINERVA SPARES WANTED for Type AF, *circa* 1927 (90 × 140 mm.); Zenith carburetter; fuel vacuum tank and fittings; Willocq-Bottin tail-lamps; luggage rack and various body fittings for Driessens-Oblin limousine; handbook and any technical and historical data much appreciated. Cervenka, 70, Copthorne Road, Leatherhead. Tel.: 5061. [5472

JAGUAR D-TYPE GEARBOX wanted. High price paid for one in good condition. Box No. U.497. [5497

URGENT: HOOD for TR3. State colour, price, condition. "Rustic Gates," Ninfield, Sussex. [5575

WANTED: RUBBER BUMPERS, workshop manual for Triumph Herald coupé. Brocklehurst, 4, Kings Avenue, Manchester, 16. [5576

VW ENGINE, 1192. Good condition. Tel.: Wright, Aldershot 24461, ext. 548 (office hours). [5577

LATE VINTAGE TOURER or sports saloon, around 2-litres. Tel.: Little Chalfont (Bucks) 2256. [5578

12/40 LEAF STARTER and head wanted. Bradshaw, 162, Holland Road, W.14. Tel.: PARk 5911. [5579

MINOR 1000 CONVERSION. J.A.P. 4-stud racing engine. New surplus Renold Roller Chain. Box No. U.482. [5482

MISCELLANEOUS

MANCHESTER INTER-VARSITY CLUB. Car rallies, sport, walking, dancing, theatre parties, bridge, debates, musical evenings, dining out, visits to places of interest, etc. The complete social club! Details: 94/96, Grosvenor Street, Manchester. [5206

DUTCH G.P., ZANDVOORT—May 20th. Day return trip from London Airport by Viscount and coach direct to the circuit. Write for details: Autotouring, 77/79, Rushey Green, London, S.E.6. [5128

DESIGN? DRAWING? Design draughtsman offers his services—spare time. A. M. Bishop, 5, Avondale Road, Finchley, N.3. [5200

COLLECTION OF CATALOGUES, handbooks and vintage literature: sale or exchange Lagonda material. MOTOR SPORT, 1951, 1952, 1953, 15s. each. Box No. U.229. [5229

MILITARY MOTOR TRANSPORT. All periods—all nations. Books, photographs and other material wanted by enthusiastic collector. Also exchange. B. H. Vanderveen, Lodgelane, Salfords, Surrey. [5231

MANCHESTER INTER-VARSITY CLUB. The ideal, well-balanced social club! Details: 94/96, Grosvenor Street, Manchester. [5207

S.T.D. REGISTER. Will any member who has not received Sunbeam No. 58, write to Joyce, Tor Hill, Wotton-under-Edge, Glos. [5300

BASIS FOR A "SPECIAL," lightweight chassis/body unit. Details from: Barrow, 54B, The Mall, Ealing, W.5. [5342

LEA-FRANCIS O.C. for all Leaf owners. Meetings, spares, information. Two regions. General Secretary, 197, Icknield Way, Letchworth, Herts. Midland Secretary, 36, Landgate Road, Birmingham, 21. [5476

TRANSISTOR CAR RADIO, push-button; unused owing to change of car; £12 o.n.o. TR2 lamp-carrying badge bar, new, £2. Kay, 59, Alva Road, Oldham, Lancs. [5473

MISCELLANEOUS—*continued*

PERSONAL ACCIDENT INSURANCE for sports-car passengers, 15s. per seat. Full insurance including passenger liability arranged on Cooper-Minis (drivers must be over 25). P. G. & Co., Ltd., 34, Cator Road, S.E.26. Tel.: SYD 2695. [5477

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership. Hon. Secretary, 22, Howitt Close, Hampstead, N.W.3. [5480

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury, 3s. and s.a.e. [5481

BACHELOR, 32, in Warwickshire, interested racing, rallies, touring, seeks attractive, amiable girl as companion. Other interests photography and dancing. Please communicate with Box No. U.580. [5580

MOTORING CELIBATE with car developing starboard list, would rather ride level, perhaps even married. Would some fair angel like to create equilibrium? Box U.581. [5581

MOTOR ENGINEER driving to Cape Town, requires co-driver-companion, sharing fuel and running repairs 50/50. Leaving mid-September. This trip is not a 10,000-mile walkover, nor a race, so only serious inquirers need request further details from: Box No. U.582. [5582

EXCHANGES

1951 SUNBEAM-TALBOT 90 saloon. Metalescent blue. One owner. M.O.T. Level swap preferred 100E, Volkswagen, similar. Sell, £175. New Richmond safety harness half price. Tel.: Fitzroy 2803. 2, Meads Road, N.22. [5317

1960 MINI-VAN, usual extras for Morgan 4/4 or sel. £295. Pim, Flat 5, 23, Loughborough Road, S.W.9. [5036

LAGONDA 2-LITRE high-chassis tourer, 1928, value £170, for interesting saloon car in good condition, or sell. Bowns, The Chantry, Thornbury, Bristol. Tel.: Thornbury 3071. [5201

TOURER OR SPORTS for my 1957 Thames. Good condition. Lowe, Park Grange, Duffield Road, Derby. Tel.: 46380. [5228

PORSCHE 1500 saloon (1955); reconditioned engine unit 1959. £685 or Mini-Cooper. Box No. U.230. [5230

1950 VANGUARD, radio and heater, excellent condition, value £100, offered in exchange for older car with character. Must be full 4-seater. Apply Box No. U.261. [5261

1951 RILEY 2½ for small Fiat, Renault or Minor Traveller. 92, Allendale Crescent, Studley, Warwickshire. [5262

FORD POPULAR 103E, Nov. 1955, green, £175, exchange for 1172 Special of equal value. 24, Lilac Court, Cherry Hinton Road, Cambridge. Tel.: Cambridge 46198 (evenings). [5299

RILEY 1.5, 1959, 27,000, unmarked, undersealed; full maintenance record. Exchange M.G.-A 1500 (or Twin-Cam), '58/59, not f.h c., similar condition. Tel.: Wordsworth 7071. [5340

1926 HUMBER 12 saloon. Mechanically perfect. Stripped ready repaint. 19.. Goggomobile T300. Exchange both for interesting Rolls-Royce or Morris Minor. Cook, 28, Woodstock Road, Strood, Kent. Tel.: Strood 7777. [5474

VOLKSWAGEN, 1954, L.H.D., ruby red, value £200. Want vintage Austin Seven or anything interesting, plus at least £100 cash. 100, Long Lane, Ickenham, Middlesex. Tel.: Uxbridge 32503. [5475

BUGATTI T35B, in pieces, exchange for original short-chassis Brescia in running order. Box No. U.583. [5583

SITUATION WANTED

ENTHUSIASTIC YOUNG MAN requires position in the Sport, preferably driving. Age 19, but willing to learn. Experienced in driving on the Continent. Write: M. Gibson, 67A, Rowley Bank, Stafford. [5089

SITUATION VACANT

OWING TO RAPID expansion and the acquisition of new premises, Mercedes-Benz (Great Britain) Limited require additional staff as follows: Fully qualified passenger car and commercial vehicle mechanics, first-class panel beaters and paint sprayers, coach trimmer. All applicants must be accustomed to top grade work and service. Permanent positions with excellent working conditions, pay and prospects. Specialist training given in works technical school. Apply Service Manager, Mercedes-Benz, Great West Road, Brentford, Middlesex. [5137

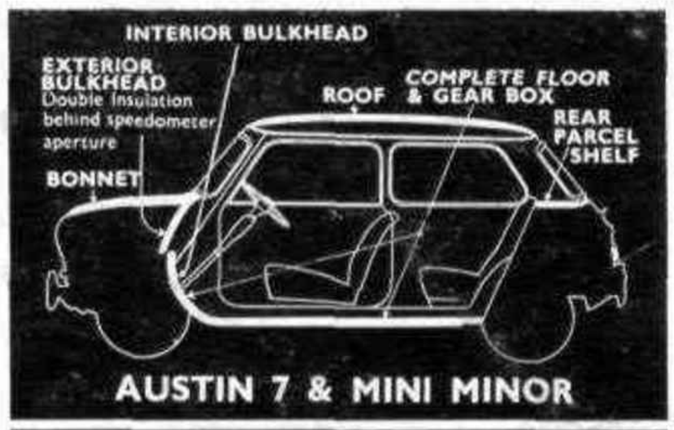
KEEN EXPERIENCED MECHANICS, capable of working on own initiative, required for fast Continental cars. Top rates. Middlesex area. Box No. U.120. [5120

ENGINE FITTER/TESTERS are required for Research and Development Engine Laboratory. Should have good knowledge and experience of diesel engines and injection equipment. Write, with details of age, previous jobs, etc., to Personnel Manager, Simms Motor Units Ltd., Oak Lane, East Finchley, London, N.2. [5112

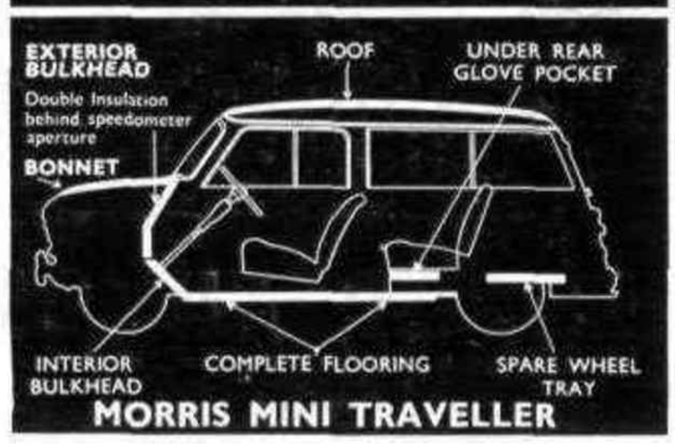
COACH TRIMMERS, Croydon area, for work on Elva sports car, excellent conditions. Tel.: MUNicipal 2499 (Personnel Dept.). [5341

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

5 Make your Mini 5 ways better with INTERIOR SILENT TRAVEL



AUSTIN 7 & MINI MINOR



MORRIS MINI TRAVELLER

Improve your Mini out of all recognition — easily, quickly for as little as £5. Here's how Interior Silent Travel makes your Mini 5 ways better :

☐ QUIETER

Small cars especially need extra sound-proofing. That's why Interior Silent Travel makes such a difference in the Austin 7, Mini-Minor, Traveller and Cooper. Engine and transmission noise is deadened at source by thick, heavy insulation material. Result — amazingly quiet driving !

☐ EASIER STARTING

Heavy under-bonnet insulation protects plugs, distributor and coil against cold and condensation. This gives you easier starting, less battery strain, less engine wear.

☐ SAFER

Noise is a major cause of driver-fatigue. But Interior Silent Travel deadens noise right down — gives tireless, fatigue-free driving. You're fresh and alert at all times. Makes a world of difference on long journeys ! And the heavy padding of Interior Silent Travel gives extra rigidity and protection should your car ever be in collision.

☐ REDUCES RUST

Rust-causing condensation quickly forms when cold outside air meets the warm car floor. By insulating the floor Interior Silent Travel reduces rust.

☐ MORE COMFORTABLE

Each hand-tailored Interior Silent Travel set fits perfectly into place. So draughts, as well as sound, are completely sealed off. This means the interior of your car is completely insulated all year round — it's warmer in winter, cooler in summer, and has a deep luxurious feel under the carpets. And it's so quiet your radio sounds much better, too !

SO EASILY FITTED—SO LUXURIOUS

Each set comprises very heavy insulation material, marked and precision cut to seal off noise centres. Sets are simple to install and can easily be fitted in about an hour — no mechanical alterations necessary. Adhesives and full instructions enclosed. Fit Interior Silent Travel and give *your* Mini the quiet luxury of a really expensive car !

INTERIOR SILENT TRAVEL LTD

HIGH STREET, EATON BRAY, DUNSTABLE. Tel.: EATON BRAY 269.

ACCLAIMED BY MOTORING PRESS

". . . the Mini is now as quiet inside as any good production saloon costing up to about £1,800." (" The Motor ")

"I was amazed by its quietness . . . a new air of luxury . . . must inevitably cut fatigue and so promote road safety." (" The Sphere ")

". . . it transformed the car. The engine was quieter, road noise almost vanished, and the whole car assumed a superior air." (" News of the World ")

FIT INTERIOR SILENT TRAVEL IN YOUR CAR

Order from HALFORDS or ask your garage to order a set for *your* car. Call in at our works for a free demonstration. Sets can be fitted while you wait. Open every day, including Saturdays and Sundays, until 6 p.m. ('Phone for an appointment.) For do-it-yourself enthusiasts, order by post — add 5/- carriage. Sets sent by passenger train.

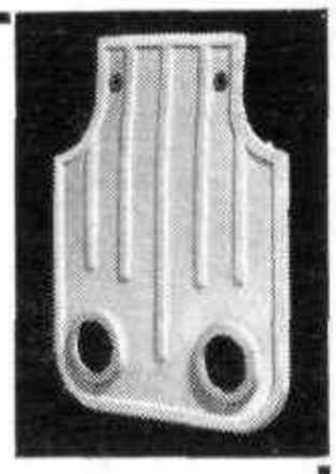
AUSTIN 7, MORRIS MINI-MINOR — **100**/-, with roof and rear parcel shelf **125**/-.

AUSTIN 7 Countryman, Austin 7 Van, Morris Mini-Van, Morris Mini Traveller — **160**/-.

SEND FOR LEAFLET FOR PRICES OF MOST OTHER LATE-MODEL CAR SETS

"TRAVEL SILENTLY—TRAVEL SAFELY"

. . . AND FOR EXTERNAL PROTECTION



fit Continental Mud Guards — they're the latest, most effective extra designed to make driving safer. They protect panels and bodywork from flying stones and mud. They protect other drivers — " Mud and rain splashed up from fast-moving vehicles are a real danger " (*Sunday Times*). And their large reflectors give greater safety in fog and night driving. Also Continental Mud Guards provide ideal protection for your caravan while it's being towed. In Royal Blue or White, heavy-duty, solid-rubber Continental Mud Guards are easily fitted to rear wheel arches, and cost **35**/- a set. Can be ordered from **HALFORDS**, your garage, or post free from INTERIOR SILENT TRAVEL LTD.

FOR SAFER, CLEANER DRIVING



LUCAS AUTOMATIC ELECTRIC SCREENJET



is the best that you can buy

See SAFELY — these unretouched photographs are clear proof of the extra safety you get by fitting a Lucas Screenjet. But there's more to it than that. The Screenjet works perfectly every time. No false starts, no gushing or squibbing. Just one press of the button and Lucas instantly takes care of the rest. Built on the same principle as a fire pump, the Screenjet has its own electric motor and delivers the right amount of fluid regardless of engine speed. It's easily fitted to your car — no need to drill the manifold — and every Screenjet carries the famous 12 months guarantee. Obtainable from all good garages. **79/6.**

LUCAS

MEANS THE BEST THAT YOU CAN BUY

JOSEPH LUCAS LTD · BIRMINGHAM 19

Published by Teesdale Publishing Co., Ltd., 15-17, City Road, Lon ..on, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., and Associated Companies, 21, City Road, London, E.C.1. Trade Agents: Horace Marshall & ..on, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon