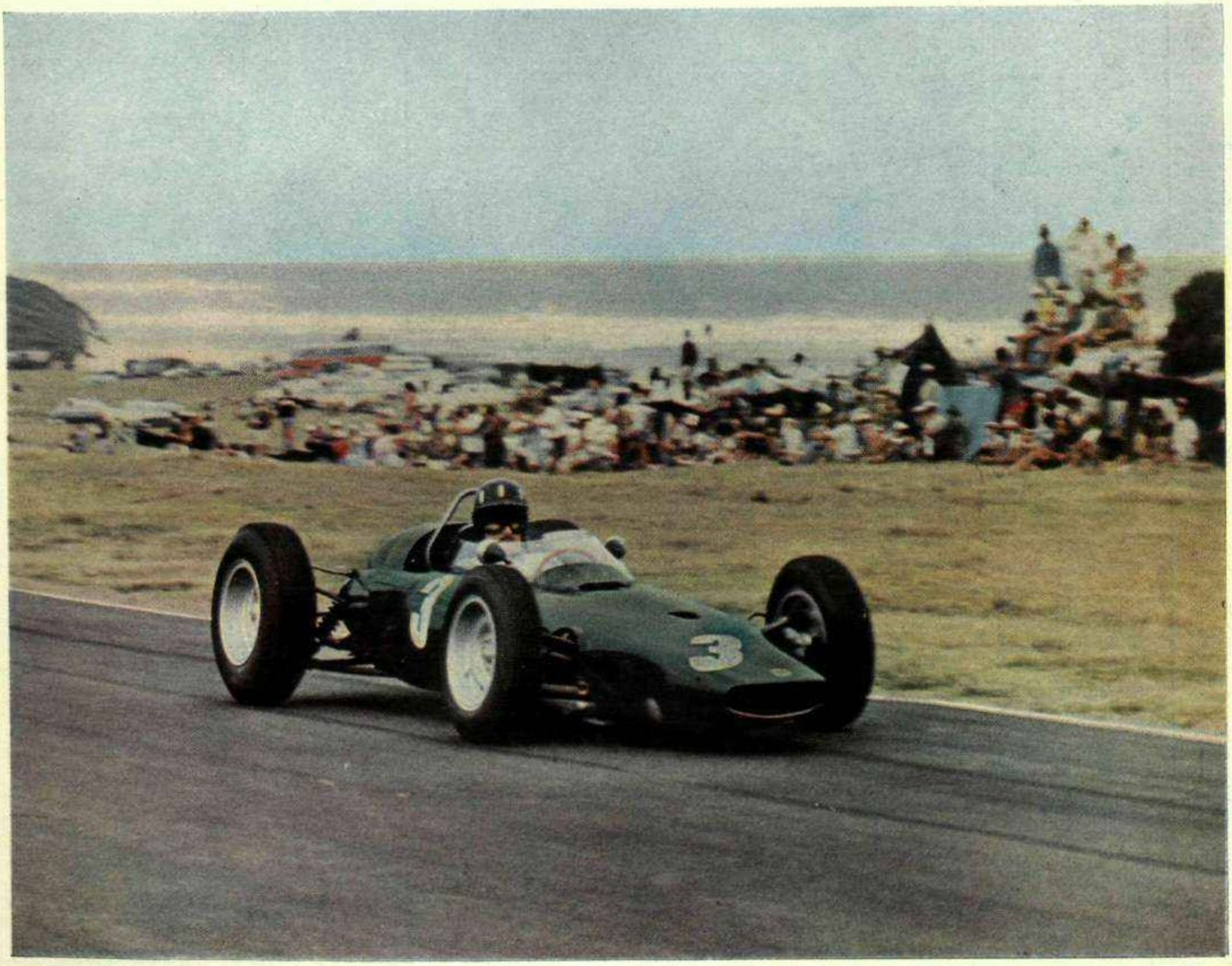
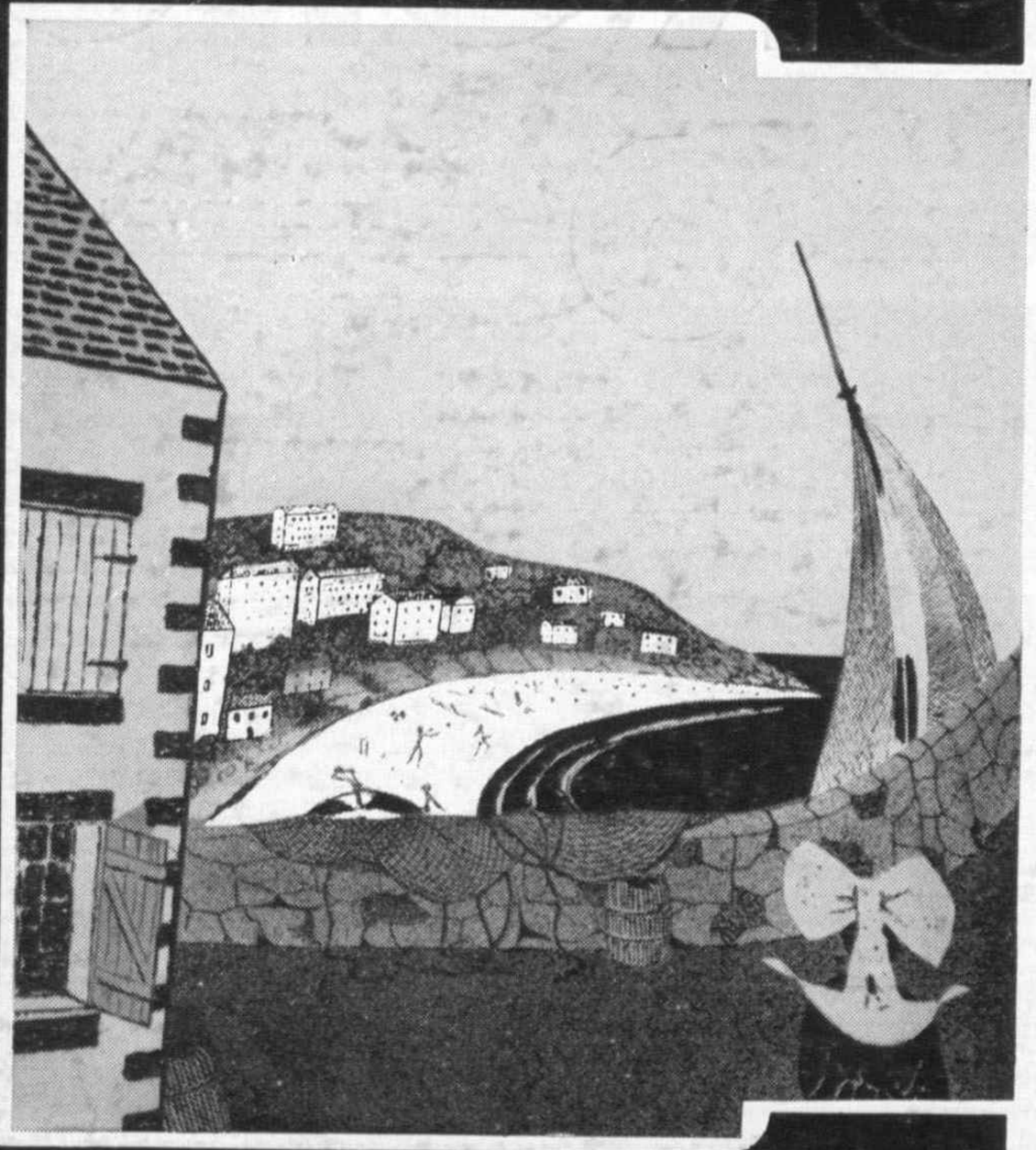
Vol. XXXIX No. 2 TWO SHILLINGS February 1963

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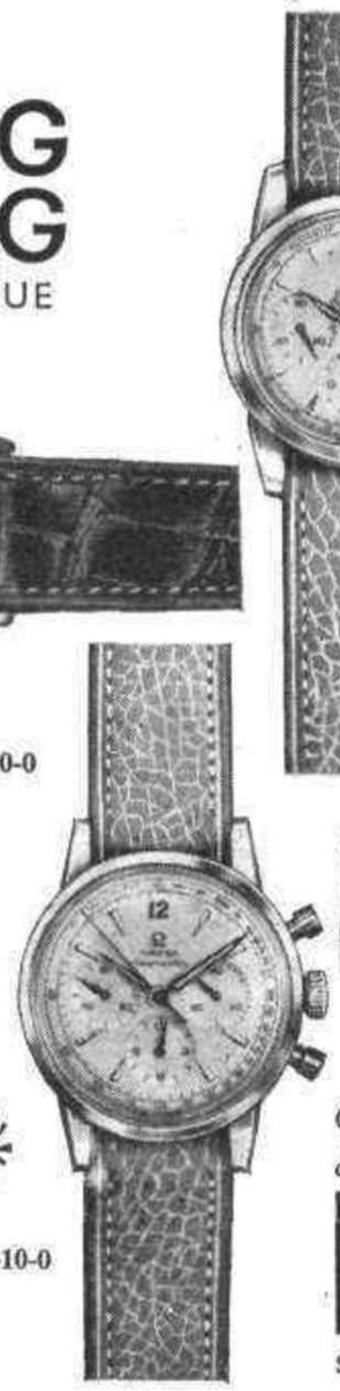
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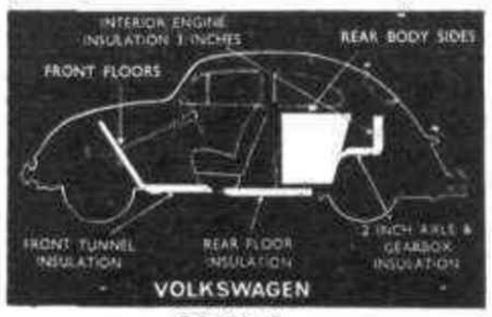
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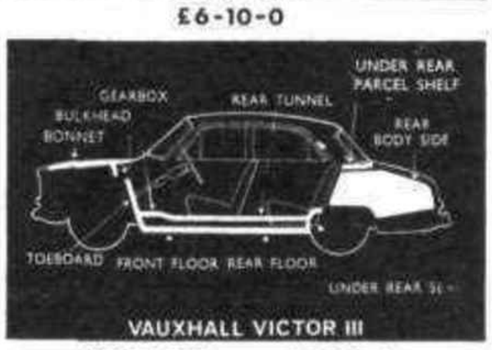
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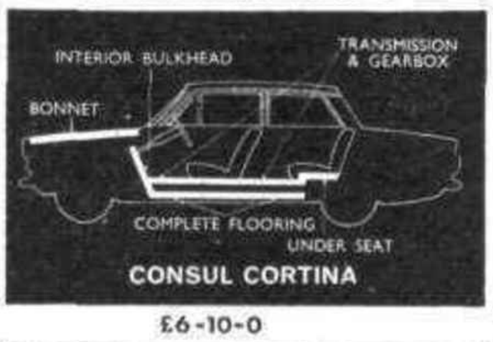
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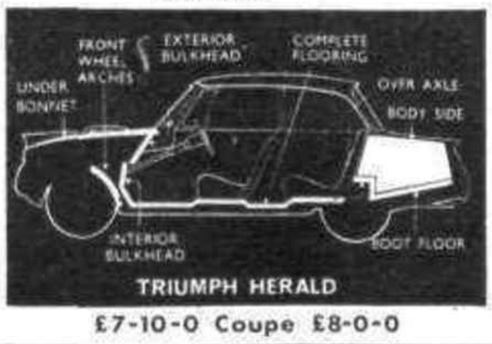
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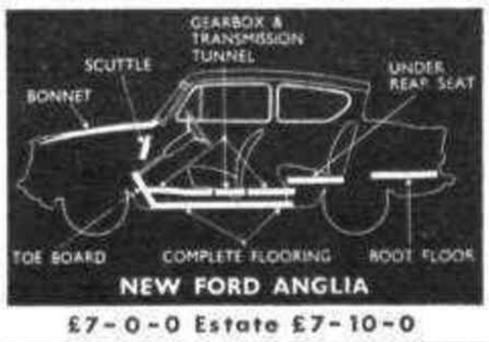
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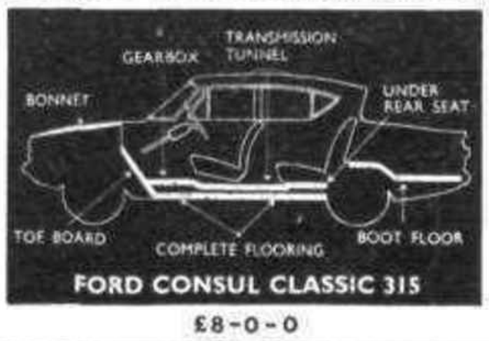
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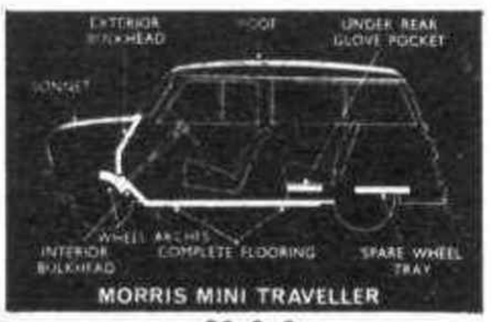
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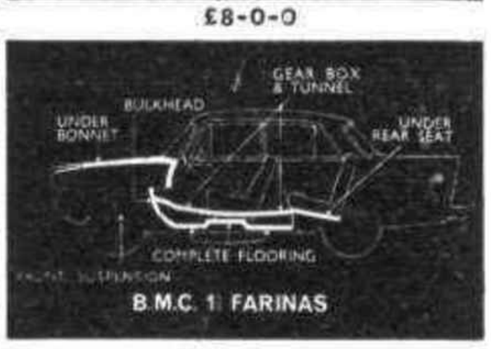
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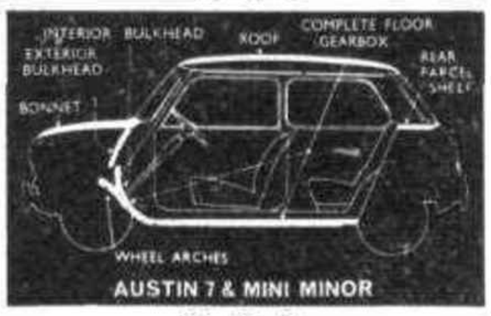
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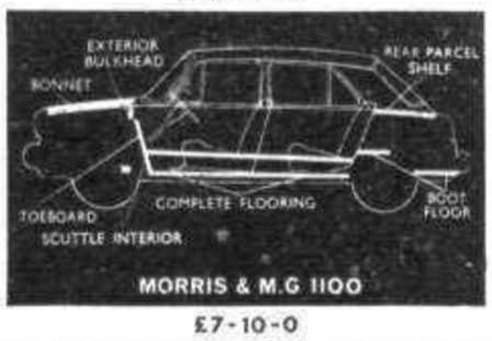
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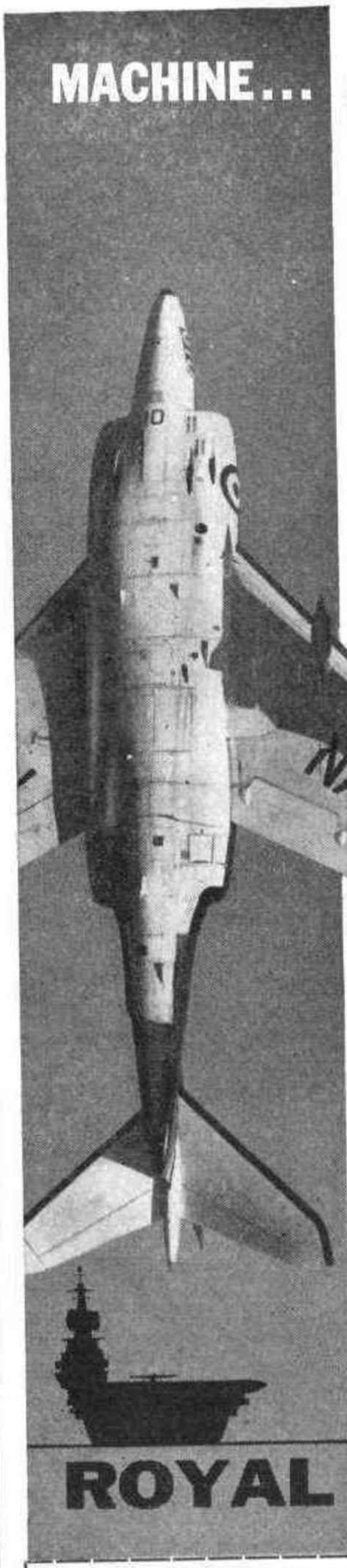


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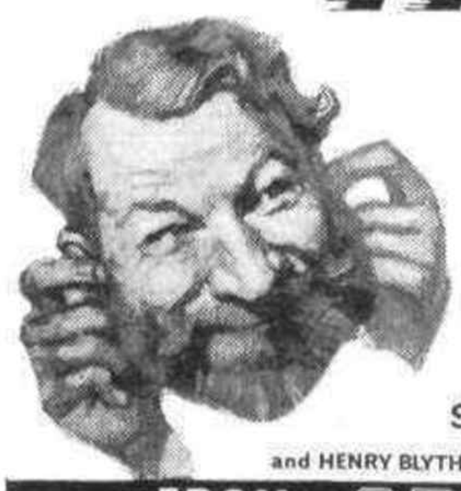
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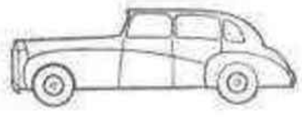
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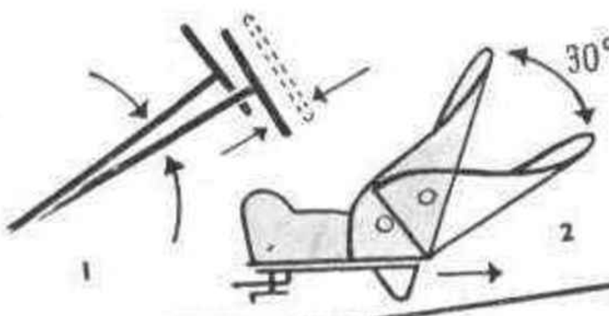
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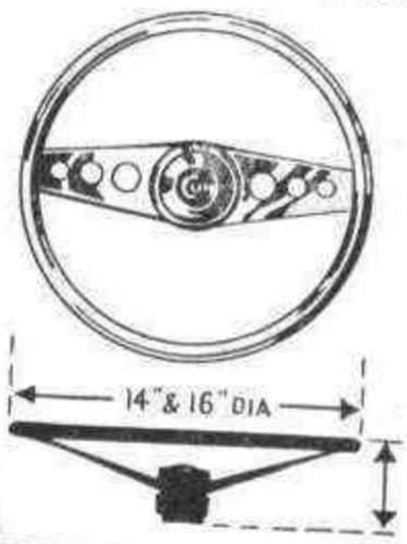
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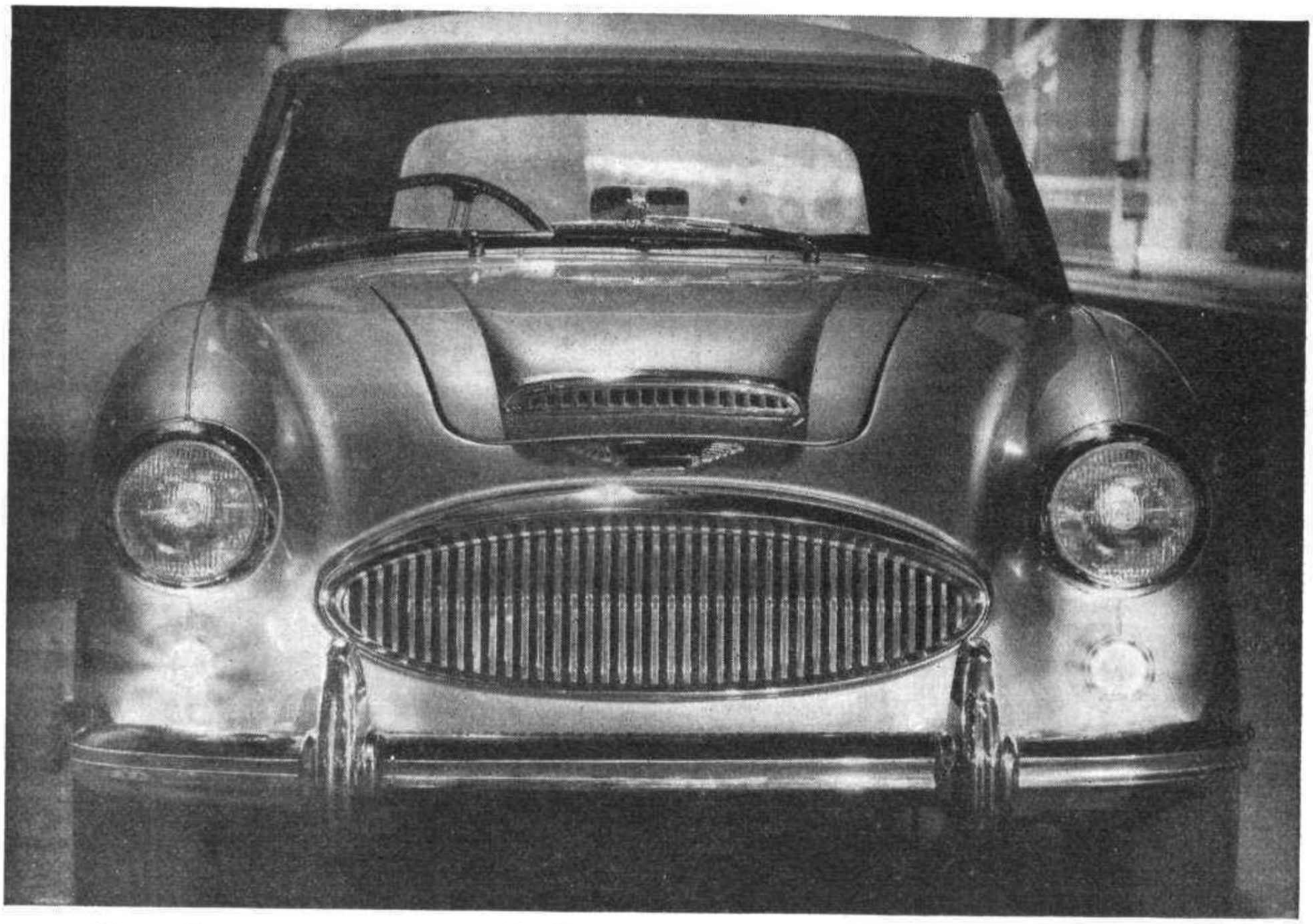
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VOL. XXXIX No. 2 AN EXCELLENT SMALL CAR—page 86 FEBRUARY 1963

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

MATTERS OF MOMENT

CONGRATULATIONS—B.R.M. AND HILL

Belatedly, but none the less sincerely, we congratulate Graham Hill on clinching the 1962 Drivers' World Championship and B.R.M. on winning the Manufacturers' Championship.

It is splendid that Sir Alfred Owen's faith in the B.R.M. has at last been justified, after former failures and vicissitudes, especially as this all-British car has its own engine, not a proprietary unit, which is in the true tradition of Grand Prix racing—down the years Peugeot, Ballot, Bugatti, Sunbeam, Delage, Fiat, Maserati, Mercedes-Benz, Ferrari and Alfa Romeo relied on engines built in their own works, even if Sunbeam was not adverse to borrowing the designs of Peugeot, Ballot and Fiat.

Incidentally, mention of these great foreign makes should bring home to everyone that Britain is now absolutely supreme in motor racing—in the past we raved over the victorious red, white and blue racing cars, and at least equal enthusiasm and acclaim should now be accorded to the green ones. . . .

So warm congratulations to B.R.M. and to the Lucas electronic ignition and electrics, Dunlop brakes, wheels and tyres, Shell fuel and oil, Ferodo brake pads, Terry's valve springs, K.L.G. plugs, Armstrong dampers, Hepolite pistons, Borg & Beck diaphragm spring clutch, Walpres mirror and other components and supplies that blended into an effective and dependable entity under the painstaking skill and devotion of Chief Engineer Tony Rudd and all the B.R.M. mechanics, not forgetting Raymond Mays who kindled the first sparks of enthusiasm for a British Racing Motor.

It is splendid, too, that a World Champion's laurels have fallen around the neck of the modest but essentially purposeful Londoner, Graham Hill. He is very much of this generation, having come swiftly to fame through experience gained in modern lightweight Lotus racing cars (and in hairy Jaguar saloons and rally Fords) and, from his Speedwell associations, understanding very well the ambitions of young drivers of Sprites with special heads and "hot" A35s and Minis embellished with chequer tape.

Congratulations, Graham Hill! Congratulations, B.R.M.!

AND—CONGRATULATIONS, FORD

Congratulations are due to Ford for having called in Colin Chapman to evolve for them a new car which stands a very good chance of dominating saloon-car racing, which should be a formidable rally car (as several crews, late-B.M.C., foresaw!) and from which the shortcomings we have criticised in the Cortina appear to be have been eradicated.

Chapman, whose adoption by Ford of Britain has been heralded by a lavish publicity booklet entitled "This Man Chap-Man," has used as a basis the uninspiring Ford Cortina, of which even Ford themselves, at the time of its announcement, could find little to proclaim beyond facia demisting vents, long-life plastic-coated rubber floor mats, plastic-foam arm-rests and rubber bushing at the forward ends of the back cart-springs, and has completely revised it—see page 98.

We criticised the leaf-spring sprung and located back axle. Chapman has given the Cortina-Lotus a light-alloy differential casing, has located the axle by radius arms and an A-frame. He has flung away the cart suspension in favour of coil-spring struts (see diagram). The front suspension incorporates a stiffer stabilizer bar and the steering is higher geared.

Cortina performance is unexciting. Chapman has put into it a 1,558-c.c. twin-cam alloy-head 5-bearing, dual twin-choke Weber-carburetted engine developing 105 b.h.p. at 5,500 r.p.m. and has had 140 b.h.p. from the Jaguar-devouring prototypes. The uncalibrated fuel gauge has gone, in exchange for a properly fitted-out facia with tachometer (red band from 6,500-8,000 r.p.m.!) and 140-m.p.h. speedometer, etc. There are 9¾-in. servo-applied front disc brakes, nylon speed-tyres, the bodyshell has been lowered more than 2¾ in. and uses a laminated screen, and light-alloy door, bonnet and boot-lid panels saving some weight. There is a choice of four axle ratios, from 3.7 to 4.4 to 1, bucket seats, remote gear lever, wood-rimmed steering wheel, etc.

The claimed performance is sensational : 45, 69 and 92 m.p.h. in the gears without topping 6,500 r.p.m., a maximum "close to 115 m.p.h." and 0-100 m.p.h. in "around 30 sec."

This sounds like the most exciting British car since the Jaguar E-type, although perhaps not offering quite as good value-for-money. Ford, by calling in Colin Chapman, aided by Mike Costin and Keith Duckworth on the engine side, really have something. Think of it—a 110-m.p.h. Cortina! No wonder Jim Clark, Trevor Taylor and Peter Arundell want to race it. Moreover, Ford in Cologne have announced a 1,498-c.c. TS version of the Taunus 12M, developing 62 (S.A.E.) b.h.p. at 5,000 r.p.m. Incidentally, European Ford have been making

Continued on next page

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Front Cover Picture : GRAHAM HILL winning the South African Grand Prix at East London in December. The blue sea in the background is the Indian Ocean and the setting of this circuit must be one of the best in the world.

Motoring Sport Events for February

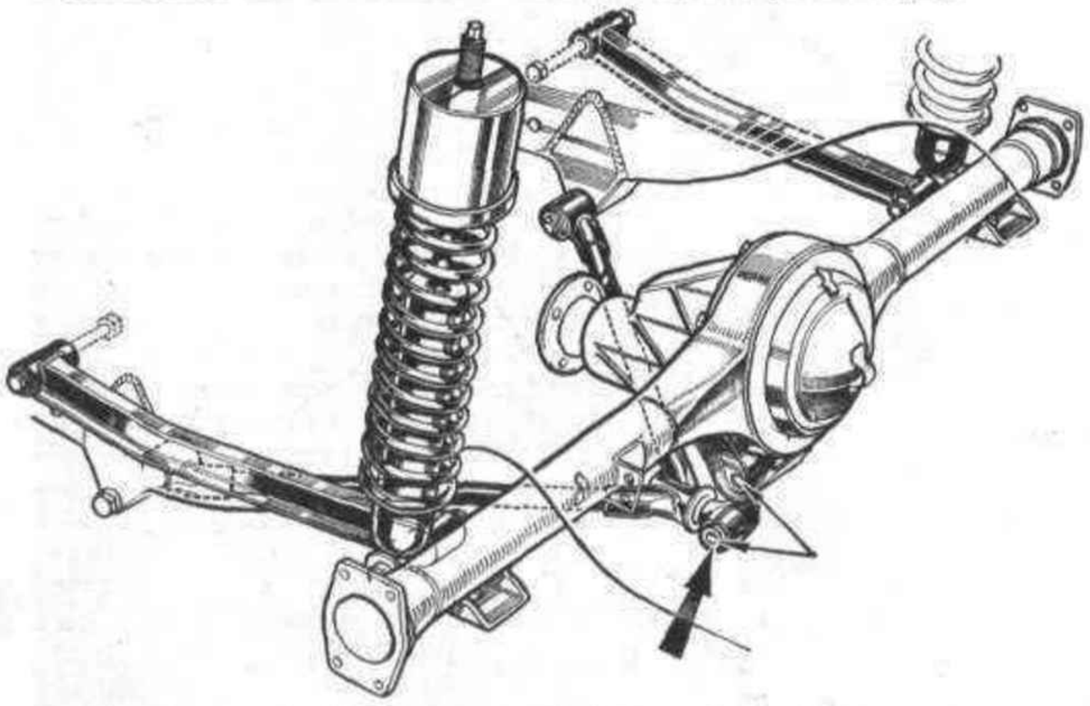
★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

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

DATE	*CLUB*	*RENDEZVOUS*	*NEAREST PROMINENT TOWN*	*CATEGORY*	*TIME*
Feb. 1st ..	Oxford M.C.	Shepherds Hall	Oxford	Candlelight Rally (*C.*)	7.00 p.m.
Feb. 2nd ..	Liverpool M.C.	Queensferry	Liverpool	January Rally (*C.*)	7.00 p.m.
Feb. 2/3rd ..	Forces M.C. (Kent and Sussex)	The Gate Inn	Dunkirk	Jack Frost Rally (*R.*)	11.01 p.m.
,, ..	Airedale & Pennine M.C. ..	Appleyard Ltd.	Bradford	Snowdrop Rally (*C.*)	11.30 p.m.
,, ..	Thames E.A.C.	Botwood's Garage	Bury St. Edmunds	Cats' Eyes Rally (*R.*)	10.00 p.m.
,, ..	Verulam A.C.	Porter's Wood	St. Albans	Eastwood Trophy Rally (*C.*)	8.00 p.m.
Feb. 3rd ..	Hagley & Dist. L.C.C. ..	Norton Manor Club	Presteigne	Clee Hill Championship Trial (*R*)	10.30 a.m.
,, ..	750 M.C. (S. London) ..	Brands Hatch	Farningham	Walsingham Trial	10.00 a.m.
Feb. 6th ..	Ecurie Ecosse Assn.	R.A.F. Club	Glasgow	Scalextric Meeting	7.30 p.m.
Feb. 9th ..	Hants & Berks M.C.	Punch Bowl	Hindhead	Navigation Scatter (*C.*)	7.00 p.m.
Feb. 9/10th ..	Warrington & Dist. M.C. ..	Wm. Morre's Garage	Oakmere	Daffodil Rally (*R.*)	11.00 p.m.
Feb. 10th ..	Surrey Sporting M.C. ..	Brands Hatch	Farningham	Sprint Meeting (*C.*)	12.30 p.m.
,, ..	N. Midland M.C.	Kennings Garage	Bamford, Derbys.	Kitching Championship Trial (*R.*)	11.00 a.m.
,, ..	Sporting VW Club	Canada Heights	Swanley	Production Car Trial (*C.*)	11.30 a.m.
,, ..	750 M.C.	Broxhead Common	Bordon	Sporting Trial (*C.*)	10.30 a.m.
,, ..	Riley M.C.	Bedford Square	Tavistock	Signpost Hunt (*C.*)	2.00 p.m.
,, ..	Vintage S.C.C.	Blackbushe Airport	Camberley	Driving Tests (*C.*)	11.30 a.m.
Feb. 15/16th ..	Motorcycling Club	*See Footnote*	—	38th Exeter Trial	11.00 a.m.
,, ..	Four Ways C.C.	Colchester Area	Colchester	Second Fildyke Rally (*R.*)	10.30 p.m.
,, ..	Redifon C. & M.C.	Sargents Ltd.	E. Grinstead	Rally Quo Vadis ? III (*R.*)	10.31 p.m.
Feb. 17th ..	V.S.C.C.	Mermaid Theatre	London, E.C.4	Film Show	6.00 p.m.
Feb. 23/24th ..	B.A.R.C. (Surrey)	Warminster/Taunton	—	Fourth Pilgrim Rally (*R.*)	7.30 p.m.
,, ..	Herefordshire M.C.	Bengry Motors	Leominster	Twelfth Welsh Marches Rally (*R*)	10.00 p.m.
Feb. 24th ..	S.U.N.B.A.C.	Broadway Area	Evesham	Colemore Championship Trial (*R.*)	10.15 a.m.

FOOTNOTE: Three starts will be used for the Exeter Trial (postponed last month as a result of inclement weather); Kenilworth, London and Lancaster. The route will converge at Honiton and finish at the Gloucester Hotel, Weymouth.

MATTERS OF MOMENT—continued from previous page



Colin Chapman's redesign of the Ford Consul Cortina's rear suspension. The broad arrow shows the screw-threaded yoke on which the "A"-frame pivots on the light-alloy differential casing. Chapman is said to call it "making the best of a bad job"!—see page 98.

engines in an astonishing variety of sizes—997 c.c., 1,183 c.c., 1,198 c.c., 1,340 c.c., 1,498 c.c., 1,499 c.c., 1,558 c.c., 1,698 c.c., 1,703 c.c., 1,758 c.c. and 2,553 c.c. With Colin Chapman to guide them there should soon be other ways in which they will compete with the British Motor Corporation!

ONE UP ON CORNFLAKES!

If you bought a Fiat FL8 tractor from the U.K. Concessionaires, Mackay Industrial Equipment Ltd, of Feltham, during the duration of last year's Public Works Exhibition, you received a free Fiat 500 saloon or van. As *Engineering* remarked : "One up on corn-flakes!"

STOLEN

Will readers please keep their eyes open—the Editorial Morris Mini Minor, 634 GWL, Eng. No. 2457, Chassis No. M/A2S4/4168, was stolen last month in Basingstoke. It had a wood-rim steering wheel, roof rack, radio, extra instruments and sound damping, and a mixture of Pirelli and C41 tyres. If such a car, or parts of it, are offered to you please contact us.

THE MOTORISTS' FAIR, BIRMINGHAM

Organised by W. G. Appleyard, the Birmingham Motorists' Fair was opened with fighting speeches by Air Vice Marshal D. C. T. Bennett, C.B., C.B.E., D.S.O., F.R.Ae.S. (who referred to the commendably improved record of road-safety in terms of accidents per million vehicle/road miles and the futility of speed-limits), and the Deputy Chief Constable of Birmingham. Mr. Appleyard referred to the short-sightedness of the S.M.M.T. which, with only 75% of the Motor Industry in full employment, restricts its members to exhibiting only at Earls Court.

Arden, Broadspeed and Motoquip conversion equipment, Toucan and Fairthorpe sports cars, and stands occupied by many clubs from Austin-Healey to VW, were amongst the attractions, and the Birmingham Police had a display, showing that no longer are all police and enthusiasts poles apart.

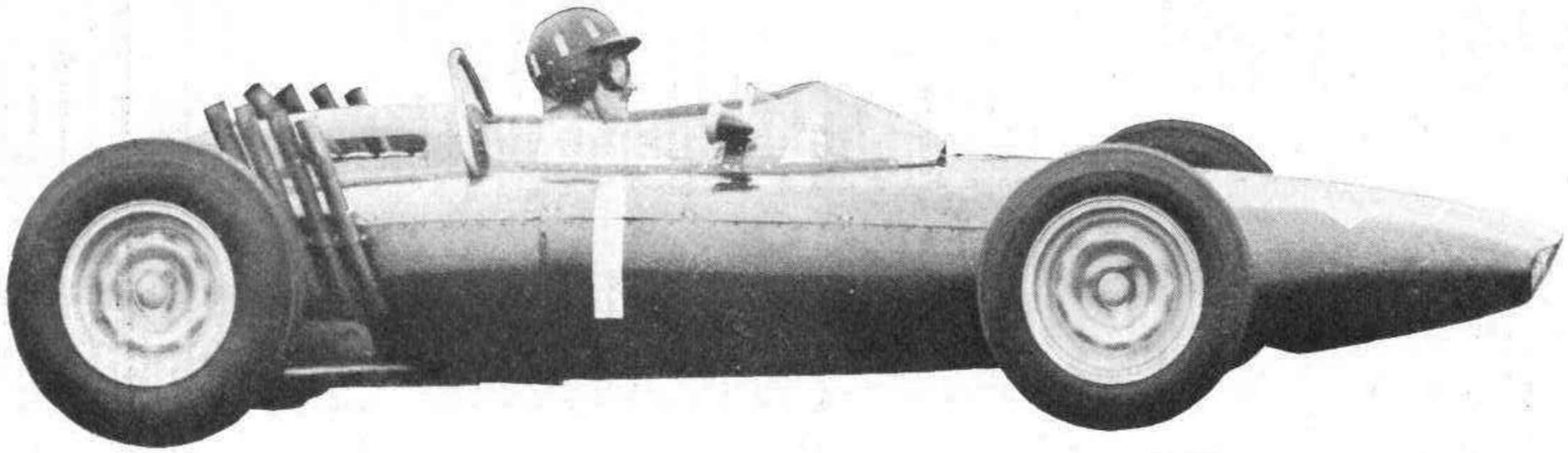
There was an excellent display of historic cars got together by the Midland Section of the 750 M.C., only one, a Connaught, being absent, in spite of the dreadful weather conditions that confronted the willing collectors. These cars included the ex-Brettel 70 b.h.p. single-seater Austin Seven (W. Watton), 1930 T.T. Ulster Austin Seven (M. Eyre), G.P. Sunbeam "The Cub" (Rootes), 1913 200-h.p. Benz (B. Morgan), Napier-Railton (Montagu Motor Museum), Becke Powerplus (Lt.-Col. Vaughan), Appleton Special (Appleton/Baker), original G.N. Spider (B. H. Davenport), Bloody Mary (J. Bolster), Amilcar Six (C. B. L. Harding), 1924 Type 35 Bugatti and 1950 2-litre AL10 Connaught (J. P. G. Horton), 1914 T.T. Humber (K. Neve), 1930 4½-blower Bentley (Hopcutt), F.2 1958/59 Fry-Climax (M. Parkes), Jaguar XKSS (M. Rigg), the scruffy s.v. racing Austin Seven and rebuilt but non-runner twin-cam racing Austin Seven (Austin Motor Co.), and, in a place of honour, the ex-Marsh B.R.M.

In addition, there were an M.G. K-Magnette, M.G. Six, David Embley's Lotus 7A, Alex Francis' Alexis Junior, Keith Vickery's 750 Formula car, Ray Meredith's Morgan Plus Four, the ex-Bradley F.J. Cooper now owned by C. A. N. May, and Lotus, Cooper and Alexis F.J. cars. Also many "hot" motor-cycles. Did the London Racing Car Show do as well ? The 1963 Motorists' Fair is over but Midlands' enthusiasts shouldn't miss it next year.—W. B.

FOREIGN CAR CONCESSIONAIRES

By a typist's error, Mr. J. M. Burn was described as General Manager of A.F.N. Ltd., in the article on Porsche service in the November issue of MOTOR SPORT. Mr. Burn is still connected with A.F.N. Ltd., in, however, a trade advisory capacity.

INTERNATIONAL RACE RESULTS OF 1962



Champion driver, Graham Hill in the Champion car, B.R.M. V8

GRANDE EPREUVES
(For World Championships car and driver)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed, k.p.h.	Fastest Lap	Time
May 20	Dutch G.P.—335 kms. ...	Zandvoort ...	G. Hill (B.R.M. V8)	T. Taylor (Lotus-Climax V8)	P. Hill (Ferrari V6)	Baghetti (Ferrari V6)	Maggs (Cooper-Climax 4)	153.595	McLaren (Cooper-Climax V8)	1 min. 34.4 sec.
June 3	Monaco G.P.—314 kms. ...	Monte Carlo ...	McLaren (Cooper-Climax V8)	P. Hill (Ferrari V6)	Bandini (Ferrari V6)	Surtees (Lola-Climax V8)	Bonnier (Porsche 4)	113.396	Clark (Lotus-Climax V8)	1 min. 35.5 sec.
„ 17	Belgian G.P.—451 kms. ...	Spa	Clark (Lotus-Climax V8)	G. Hill (B.R.M. V8)	P. Hill (Ferrari V6)	R. Rodriguez (Ferrari V6)	Surtees (Lola-Climax V8)	212.265	Clark (Lotus-Climax V8)	3 min. 55.6 sec.
July 8	French G.P.—353 kms. ...	Rouen	Gurney (Porsche flat 8)	Maggs (Cooper-Climax V8)	Ginther (B.R.M. V8)	McLaren (Cooper-Climax V8)	Surtees (Lola-Climax V8)	163.982	G. Hill (B.R.M. V8)	2 min. 16.9 sec.
„ 21	British G.P.—362 kms. ...	Aintree ...	Clark (Lotus-Climax V8)	Surtees (Lola-Climax V8)	McLaren (Cooper-Climax V8)	G. Hill (B.R.M. V8)	Brabham (Lotus-Climax V8)	148.470	Clark (Lotus-Climax V8)	1 min. 55.0 sec.
Aug. 5	German G.P.—342 kms. ...	Nurburgring ...	G. Hill (B.R.M. V8)	Surtees (Lola-Climax V8)	Gurney (Porsche flat 8)	Clark (Lotus-Climax V8)	McLaren (Cooper-Climax V8)	129.200	G. Hill (B.R.M. V8)	10 min. 12.2 sec.
Sept. 16	Italian G.P.—494 kms. ...	Monza	G. Hill (B.R.M. V8)	Ginther (B.R.M. V8)	McLaren (Cooper-Climax V8)	Mairesse (Ferrari V6)	Baghetti (Ferrari V6)	198.940	G. Hill (B.R.M. V8)	1 min. 42.3 sec.
Oct. 7	United States G.P.—370 kms.	Watkins Glen	Clark (Lotus-Climax V8)	G. Hill (B.R.M. V8)	McLaren (Cooper-Climax V8)	Brabham (Brabham-Climax V8)	Gurney (Porsche flat 8)	174.787	Clark (Lotus-Climax V8)	1 min. 15.0 sec.
Dec. 29	South African G.P.—321 kms.	East London ...	G. Hill (B.R.M. V8)	McLaren (Cooper-Climax V8)	Maggs (Cooper-Climax V8)	Brabham (Brabham-Climax V8)	Ireland (Lotus-Climax V8)	150.586	Clark (Lotus-Climax V8)	1 min. 31.0 sec.

Drivers' Championship Placings : 1st : **G. Hill.** 2nd : **Clark.** 3rd : **McLaren.**
Manufacturers' Championship Placings : 1st : **B.R.M.** 2nd : **Lotus-Climax.** 3rd : **Cooper-Climax.**

Classic Races for Sports Prototypes and G.T. cars

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Winner's Speed, k.p.h.
Mar. 24	Sebring—12 hrs.	Florida ...	Bonnier/Bianchi (Ferrari V12)	P. Hill/Gendebien (Ferrari GTO)	Jennings/Rand/ (Porsche) Woesthoff	Serena/Hamill (Ferrari 250 GT)	McLaren/Penske (Cooper-Maserati)	143.457
May 6	Targa Florio—720 kms. ...	Sicily	Mairesse/R. Rodriguez/ (Ferrari V6) Gendebien	Baghetti/Bandini (Ferrari V6)	Bonnier/Vaccarella (Porsche 2-litre 8 cyl)	Ferraro/Scarlatti (Ferrari GTO)	de Lageneste/Rolland (Ferrari 250 GT)	102.142
„ 27	A.D.A.C.—1,000 kms. ...	Nurburgring ...	P. Hill/Gendebien (Ferrari V6)	Mairesse/Parkes (Ferrari GT Exp.)	G. Hill/Herrmann (Porsche 2-litre 8 cyl)	McLaren/Maggs (Aston Martin DBR1)	Nocker/Seidel (Ferrari 250 GT)	132.600
June 23/24	Le Mans—24 hrs.	Sarthe	P. Hill/Gendebien (Ferrari V12)	Noblet/Guichet (Ferrari GTO)	" Elde "/" Beurlys " (Ferrari GTO)	Cunningham/Salvadori (Jaguar-E)	Sargent/Lumsden (Jaguar-E)	185.469

FORMULA LIBRE RACES

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Jan. 6	New Zealand G.P.—160 kms.	Ardmore	Moss (Lotus-Climax 4)	Surtees (Cooper-Climax 4)	McLaren (Cooper-Climax 4)	116.356 Rain cut race
„ 13	Hudson Trophy—17 kms.	Levin	Brabham (Cooper-Climax 4)	Moss (Lotus-Climax 4)	Surtees (Cooper-Climax 4)	7 min. 52.0 sec. Rain cut race
„ 20	Lady Wigram Trophy—241 kms.	Christchurch	Moss (Lotus-Climax 4)	Brabham (Cooper-Climax 4)	Surtees (Cooper-Climax 4)	150.104
„ 27	Teretonga Trophy—121 kms.	Invercargill	McLaren (Cooper-Climax 4)	Moss (Cooper-Climax 4)	Brabham (Cooper-Climax 4)	120.717
Feb. 3	Dunedin Races—80 kms.	New Zealand	Hoare (Ferrari)	Palmer (Lotus-Ford)	Cottle (Lola-Climax 4)	102.516
„ 4	Warwick Farm—161 kms.	Australia	Moss (Lotus-Climax 4)	McLaren (Cooper-Climax 4)	Stillwell (Cooper-Climax 4)	131.146
„ 11	Lakeside Races—72 kms.	Australia	Brabham (Cooper-Climax 4)	Stillwell (Cooper-Climax 4)	Hyslop (Cooper-Climax 4)	145.000
Mar. 3	Longford Races—145 kms.	Tasmania	Surtees (Cooper-Climax 4)	Brabham (Cooper-Climax 4)	Stillwell (Cooper-Climax 4)	177.940
„ 11	Sandown Park—193 kms.	Australia	Brabham (Cooper-Climax 4)	Surtees (Cooper-Climax 4)	McLaren (Cooper-Climax 4)	165.195
May 30	Indianapolis—800 kms.	U.S.A.	Ward (Leader Card Sp.)	Sutton (Leader Card Sp.)	Sachs (Dean Autolite Sp.)	225.780
July 14	Gold Flake Trophy	Phoenix Park	Hunter (Lotus Elite)	L'Amie (Turner-Climax 4)	Nelson (Turner-Climax 4)	131.725
„ 28	Leinster Trophy—161 kms.	Dunboyne	Olthoff (Austin Healey)	S. Taylor (Lotus Elite)	Love (Cooper-B.M.C.)	142.009
Oct. 14	Horden Trophy—80 kms.	Warwick Farm	Stillwell (Cooper-Climax 4)	J. Youl (Cooper-Climax 4)	Amon (Cooper-Climax 4)	120.701
„ 19	Australian G.P.—196 kms.	Perth	McLaren (Cooper-Climax 4)	J. Youl (Cooper-Climax 4)	Stillwell (Cooper-Climax 4)	1 hr. 21 min. 58.4 sec.

FORMULA ONE RACES

Jan. 1	Cape G.P.—193 kms.	S. Africa	T. Taylor (Lotus-Climax 4)	Clark (Lotus-Climax 4)	Bonnier (Porsche 4)	131.164
April 1	Bruxelles G.P.—292 kms.	Belgium	Mairesse (Ferrari)	Bonnier (Porsche 4)	Ireland (Lotus-Climax 4)	Three Heats
„ 14	Lombank Trophy—218 kms.	Snetterton	Clark (Lotus-Climax V8)	G. Hill (B.R.M. V8)	Bonnier (Porsche 4)	162.684
„ 23	Pau G.P.—276 kms.	France	Trintignant (Lotus-Climax 4)	R. Rodriguez (Ferrari)	Lewis (B.R.M. V8)	103.764
„ 23	Glover Trophy—161 kms.	Goodwood	G. Hill (B.R.M. V8)	McLaren (Cooper-Climax 4)	Ireland (Lotus-Climax 4)	165.195
„ 23	Lavant Cup, 4-cyl.—80 kms.	Goodwood	McLaren (Cooper-Climax 4)	Salvadori (Lola-Climax 4)	Shelly (Lotus-Climax 4)	159.406
„ 28	Aintree "200"—241 kms.	Aintree	Clark (Lotus-Climax V8)	McLaren (Cooper-Climax 4)	P. Hill (Ferrari)	149.106
May 12	International Trophy—244 kms.	Silverstone	G. Hill (B.R.M. V8)	Clark (Lotus-Climax V8)	Surtees (Lola-Climax V8)	160.580
„ 20	Naples G.P.—150 kms.	Italy	Mairesse (Ferrari)	Bandini (Ferrari)	Greene (Gilby-Climax 4)	113.160
June 11	2,000 Gns.—179 kms.	Mallory Park	Surtees (Lola-Climax V8)	Brabham (Lotus-Climax V8)	G. Hill (Lotus-Climax 4)	150.281
„ 11	London G.P.—80 kms.	Crystal Palace	Ireland (Lotus-B.R.M. V8)	Salvadori (Lola-Climax V8)	McLaren (Cooper-Climax 4)	138.951
July 1	Reims G.P.—415 kms.	France	McLaren (Cooper-Climax V8)	G. Hill (B.R.M. V8)	Ireland (Lotus-Climax V8)	203.302
„ 15	Solitude G.P.—285 kms.	Stuttgart	Gurney (Porsche flat 8)	Bonnier (Porsche flat 8)	T. Taylor (Lotus-Climax V8)	162.100
Aug. 12	Karlskoga Races—97 kms.	Sweden	Gregory (Lotus-B.R.M. V8)	Salvadori (Lola-Climax V8)	Bonnier (Porsche flat 8)	42 min. 41.3 sec.
„ 19	Mediterranean G.P.—241 kms.	Sicily	Bandini (Ferrari)	Baghetti (Ferrari)	Abate (Porsche 4)	207.705
„ 26	Roskilde Races	Denmark	Brabham (Lotus-Climax V8)	Gregory (Lotus-B.R.M. V8)	Ireland (Lotus-Climax V8)	Three Heats
Sept. 1	Gold Cup—324 kms.	Oulton Park	Clark (Lotus-Climax V8)	G. Hill (B.R.M. V8)	Brabham (Brabham-Climax V8)	156.429
Nov. 4	Mexican G.P.—300 kms.	Mexico	Clark/T. Taylor (Lotus-Climax V8)	Brabham (Brabham-Climax V8)	Ireland (Lotus-Climax V8)	145.340
Dec. 15	Rand G.P.—50 laps	S. Africa	Clark (Lotus-Climax V8)	T. Taylor (Lotus-Climax V8)	Surtees (Lola-Climax V8)	154.015
„ 22	Natal G.P.—Heats & Final	S. Africa	T. Taylor (Lotus-Climax V8)	J. Clark (Lotus-Climax V8)	Ginther (B.R.M. V8)	48 min. 08.67 sec.

FORMULA JUNIOR RACES

Feb. 10	Daytona—92 kms.	Florida	Lovely (Lotus-Ford)	Aaskov (Lotus-Ford)	Kolb (Gemini-Ford)	124.774
Mar. 23	Sebring	Florida	Piggott (Lotus-Ford)	Mayer (Cooper-B.M.C.)	Hansgen (Cooper-Fiat)	145.082
April 9	B.A.R.C.—44 kms.	Oulton Park	Arundell (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	136.344
„ 8	Vallelunga—90 kms.	Italy	Bardi-Barry (Cooper-Ford)	Natili (de Sanctis-Ford)	"Geki" (Lotus-Ford)	105.215
„ 14	Lombank Races	Snetterton	Arundell (Lotus-Ford)	Fenning (Lotus-Ford)	D. Taylor (Lola-Ford)	153.982
„ 15	Aspern Races—164 kms.	Vienna	Siffert (Lotus-Ford)	Ahrens Jnr. (Cooper-B.M.C.)	Ahrens Snr. (Lotus-Ford)	133.890
„ 23	Chichester Cup—39 kms.	Goodwood	Arundell (Lotus-Ford)	D. Taylor (Lola Ford)	Spence (Lotus-Ford)	154.561
„ 27	Airfield Races—74 kms.	Budapest	Lincoln (Cooper-B.M.C.)	Ahrens Snr. (Lotus-Ford)	Cales (Stanguellini-Fiat)	—
„ 28	B.A.R.C.—82 kms.	Aintree	Arundell (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	141.816
„ 29	Eifelrennen—153 kms.	Nurburgring	Warr (Lotus-Ford)	Ahrens Jnr. (Cooper-B.M.C.)	Kuderli (Cooper-B.M.C.)	137.700
„ 29	Spring Cup	Montlhery	Schlesser (Brabham-Ford)	Moench (Brabham-Ford)	Francis (Caravelle-Ford)	126.340
„ 29	Circuit of Cesanatico—96 kms.	Italy	Siffert (Lotus-Ford)	Hitches (Lola-Ford)	Govoni (Cooper-B.M.C.)	118.195
May 1	Circuit of Garda—131 kms.	Italy	Hitches (Lola-Ford)	Norinder (Lotus-Ford)	Stanga (Osca-Fiat)	128.278

FORMULA JUNIOR—continued

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
May 12	B.R.D.C.	Silverstone ...	Arundell (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Bradley (Cooper-Ford)	143.377
„ 13	Circuit of Nogaro	France	Schlesser (Brabham-Ford)	Blokdyk (Cooper-Ford)	Grandsire (Lotus-Ford)	—
„ 13	Nations G.P.—125 kms.	Avus	Siffert (Lotus-Ford)	Bardi-Barry (Cooper-Ford)	Rosqvist (Cooper-B.M.C.)	187.800
„ 20	Paris Cup	Montlhery ...	Schlesser (Brabham-Ford)	Bouharde (Cooper-B.M.C.)	Cowles (Cooper-B.M.C.)	—
„ 27	Circuit of Mettet—200 kms. ...	Belgium	Cowles (Cooper-B.M.C.)	Warr (Lotus-Ford)	Blokdyk (Cooper-Ford)	—
„ 27	Copenhagen Cup	Roskilde	Love (Cooper-B.M.C.)	Hulme (Cooper-B.M.C.)	Schlesser (Brabham-Ford)	Points in two heats
June 2	Monaco Junior—75 kms.	Monte Carlo ...	Arundell (Lotus-Ford)	Spence (Lotus-Ford)	Anderson (Lotus-Ford)	108.560
„ 3	Magny-Cours—100 kms.	France	Love (Cooper-B.M.C.)	Schlesser (Brabham-Ford)	Bouharde (Cooper-B.M.C.)	118.765
„ 10	Frontieres G.P.—188 kms.	Chimay	Rosinski (Cooper-Ford)	Schlesser (Brabham-Ford)	Hine (Lola-Ford)	165.554
„ 10	Airfield Races—95 kms.	Budapest ...	Ahrens Jnr. (Cooper-B.M.C.)	Bardi-Barry (Cooper-Ford)	Ahrens Snr. (Lotus-Ford)	46 min. 20.8 sec.
„ 11	Whitsun Races	Mallory Park ...	Ryan (Lotus-Ford)	Arundell (Lotus-Ford)	Gardner (Brabham-Ford)	146.692
„ 11	Whitsun Races	Crystal Palace ...	Rees (Lotus-Ford)	Spence (Lotus-Ford)	Love (Cooper-B.M.C.)	132.192
„ 17	La Chatre	France	Rosinski (Cooper-Ford)	Martel (Lotus-Ford)	Gould (Lotus-Ford)	—
„ 17	Adriatic G.P.	Yugoslavia ...	Ahrens Jnr. (Cooper-B.M.C.)	Cales (Stanguellini-Fiat)	Shepherd (Lotus-Ford)	—
„ 17	Circuit of Caserta—113 kms. ...	Italy	Lucienbonnet (Lotus-Ford)	Blokdyk (Cooper-Ford)	Davis (de Sanctis-Ford)	149.120
„ 17	Schleizer-Dreieck	E. Germany ...	Riley (Cooper-B.M.C.)	Nordell (Cooper-B.M.C.)	Melkus (Wartburg-D.K.W.)	—
„ 24	Lottery G.P.—172 kms.	Monza	Arundell (Lotus-Ford)	Rees (Lotus-Ford)	Hawkins (Lotus-Ford)	182.604
July 1	Coupe de Vitesse—83 kms. ...	Reims	Spence (Lotus-Ford)	Attwood (Cooper-B.M.C.)	Rosinski (Cooper-Ford)	184.130
„ 8	Coupe de Vitesse	Rouen	Arundell (Lotus-Ford)	Rees (Lotus-Ford)	Anderson (Lotus-Ford)	156.247
„ 15	Circuit of Auvergne—161 kms. ...	Clermont-Ferrand	Maggs (Cooper-B.M.C.)	Schlesser (Brabham-Ford)	Grandsire (Lotus-Ford)	Two Heats
July 15	Scott-Brown Races	Snetterton ...	Fenning (Lotus-Ford)	Pearce (Lotus-Ford)	Olthoff (Brabham-B.M.C.)	135.941
„ 28	Dunboyne Trophy—82 kms. ...	Leinster	Proctor (Cooper-B.M.C.)	Love (Cooper-B.M.C.)	Hopkirk (Lotus-Ford)	155.913
Aug. 6	J. Davy Trophy	Brands Hatch ...	Maggs (Cooper-B.M.C.)	Arundell (Lotus-Ford)	Spence (Lotus-Ford)	133.190
„ 12	Karlskoga Races	Sweden	Love (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	Schlesser (Brabham-Ford)	—
„ 18	Irish Championship—72 kms. ...	Kirkistown ...	Bradley (Cooper-B.M.C.)	Dibley (Lola-Ford)	Attwood (Cooper-Ford)	125.272
„ 18	B.A.R.C.	Goodwood ...	Arundell (Lotus-Ford)	Attwood (Cooper-Ford)	Anderson (Lotus-Ford)	157.716
„ 19	Sachsenring—105 kms.	E. Germany ...	Riley (Cooper-B.M.C.)	Lehmann (Wartburg)	Matilla (Lotus-Ford)	150.796
„ 19	Pergusa Races—192 kms.	Sicily	" Geki " (Lotus-Ford)	Manfredini (Wainer-Ford)	Moench (Brabham-Ford)	188.808
„ 26	Roskilde Races	Denmark	Love (Cooper-B.M.C.)	Maggs (Cooper-B.M.C.)	Hawkins (Lotus-Ford)	Two heats
Sept. 2	World Cup—105 kms.	Zandvoort ...	Arundell (Lotus-Ford)	Maggs (Cooper-B.M.C.)	Anderson (Lotus-Ford)	147.578
„ 9	Circuit of Albi—110 kms.	France	Arundell (Lotus-Ford)	Spence (Lotus-Ford)	Hulme (Cooper-B.M.C.)	150.996
„ 23	Paris Cup—77 kms.	Montlhery ...	Bouharde (Cooper-B.M.C.)	Hitches (Lola-Ford)	Periat (Cooper-B.M.C.)	117.695
„ 30	Eifel Cup—155 kms.	Nurburgring ...	Bardi-Barry (Cooper-Ford)	Ahrens Jnr. (Lotus-Ford)	Troberg (Lola-Ford)	135.300
Oct. 7	Salon Cup—80 kms.	Montlhery ...	Arundell (Lotus-Ford)	Anderson (Lotus-Ford)	Grandsire (Lotus-Ford)	131.287
„ 7	Tyrol Races—112 kms.	Innsbruck ...	Mitter (Lotus-D.K.W.)	" Geki " (Lotus-Ford)	Ahrens Snr. (Lotus-Ford)	139.280
Dec. 2	Nassau Races	Bahamas	Nethercutt (Lotus-Ford)	Dibley (Lola-Ford)	Revsson (Cooper-B.M.C.)	145.034
	SPORTS CAR RACES					
Feb. 11	Daytona 3hrs	Florida	Gurney (Lotus-Climax 19)	P. Hill/R. Rodriguez (Ferrari V6)	Hall (Chaparral V8)	167.530
April 7	B.A.R.C.—66 kms.	Oulton Park ...	Ireland (Lotus-Climax 19)	Blumer (Cooper-Climax)	Graham (Lotus-Climax 15)	141.156
„ 23	Sussex Trophy—58 kms.	Goodwood ...	Ireland (Lotus-Climax 19)	de Selincourt (Lister-Jaguar)	Coundley (Lister-Jaguar)	153.773
„ 28	B.A.R.C.—82 kms.	Aintree	Ireland (Lotus-Climax 19)	Blumer (Cooper-Climax)	Coundley (Lister-Jaguar)	144.005
May 12	B.R.D.C.—56 kms.	Silverstone ...	Ireland (Lotus-Climax 19)	Blumer (Cooper-Climax)	Sutcliffe (Jaguar-D)	139.112
June 9	Players " 200 " Two Heats	Mosport	Gregory (Lotus-Climax 19)	Penske (Cooper-Climax)	Holbert (Porsche RS)	141.831
„ 11	Whitsun Races—22 kms.	Crystal Palace ...	Hawkins (Lotus-Ford 23)	Beckwith (Lotus-Ford 23)	W. Moss (Elva-Climax)	127.830
July 15	Scott Brown Trophy—68 kms. ...	Snetterton ...	G. Hill (Lotus-Climax 19)	Parkes (Ferrari GTO)	Surtees (Ferrari GTO)	156.493
Aug. 6	Guards Trophy 213 kms.	Brands Hatch ...	Parkes (Ferrari V6)	Ireland (Lotus-Climax 19)	Bonnier (Ferrari TR/61)	134.397
Sept. 1	Gold Cup Meeting—80 kms. ...	Oulton Park ...	Ireland (Lotus-Climax 19)	Clark (Lotus-Ford 23)	Beckwith (Lotus-Ford 23)	151.246
„ 23	Canadian G.P.—402 kms.	Mosport	Gregory (Lotus-Climax 19)	P. Rodriguez (Ferrari TR/61)	F. Bradley (Lotus-Climax 19)	139.193
„ 29	World Fair G.P.—322 kms.	U.S.A.	Gurney (Lotus-Climax 19)	Gregory (Lotus-Climax 19)	Florence (Lister-Corvette V8)	143.473
Oct. 7	Tyrol Races	Innsbruck ...	Vogele (Lotus-Climax 19)	Herrmann (Abarth 1500)	Walter (Porsche RS)	134.220
„ 14	Times G.P.—322 kms.	Riverside ...	Penske (Cooper-Climax Spec.)	Hall (Chaparral V8)	Gregory (Lotus-Climax)	153.854
„ 21	Pacific G.P.—322 kms.	Laguna Seca ...	Penske (Cooper-Climax Spec.)	Ruby (Lotus-Climax 19)	McLaren (Cooper-Climax)	Two Heats

SPORTS CAR RACES—continued

Date	Race and Distance	Location	First	Second	Third	Winner's Speed, k.p.h.
Nov. 11	Peurto Rico G.P.—246 kms.	Peurto Rico	Penske (Cooper-Climax Spec.)	Mayer (Cooper-Climax)	Gurney (Porsche flat 8)	123.115
Dec 9	Nassau Trophy—416 kms.	Bahamas	Ireland (Lotus-Climax 19)	Holbert (Porsche flat 8)	Sharp (Cooper Climax)	135.234
	GRAND TOURING CAR RACES (Including Events for Category I, II, III Championships)					
Feb. 11	Daytona 3 hrs.	Florida	Moss (Ferrari 250GT)	Roberts (Ferrari 250GT)	Gendebien (Ferrari 250GT)	—
Mar. 23	Sebring 3 hrs.	Florida	McLaren (Abarth 1000)	Hansgen (Abarth 1000)	Moss (AustinSprite)	126.784
April 7	B.A.R.C.—111 kms.	Oulton Park	Parkes (Ferrari 250GT)	G. Hill (Jaguar-E)	Maggs (Aston Martin DB4)	137.374
„ 8	U.S.A. Cup	Montlhéry	Berney (Ferrari 250GT)	Spinedi (Ferrari 250GT)	Magne (A.C.-Bristol)	—
„ 15	Bruxelles Cup	Belgium	Noblet (Ferrari 250GT)	Berney (Ferrari 250GT)	Crevits (Ferrari 250GT)	119.257
„ 23	Sussex Trophy—58 kms.	Goodwood	Parkes (Ferrari GTO)	Kerrison (Ferrari 250GT)	D. Hobbs (Jaguar-E)	147.320
May 1	Circuit of Garda—312 kms.	Italy	Scarfiotti (Abarth 1000)	Ireland (Abarth 1000)	Guichet (Abarth 1000)	120.030
„ 6	Hockenheim Races	W. Germany	Nocker (Ferrari 250GT)	Neerpasch (Jaguar-E)	Ruthardt (Jaguar-E)	—
„ 12	B.R.D.C.—118 kms.	Silverstone	Parkes (Ferrari GTO)	Gregory (Ferrari GTO)	G. Hill (Jaguar E)	159.953
„ 13	Berlin Races—332 kms.	Avus	Berney (Ferrari 250GT)	" Conti " (Ferrari 250GT)	Koch (Porsche Abarth)	203.500
„ 20	Spa Races	Francorchamps	Berney (Ferrari 250GT)	Noblet (Ferrari 250GT)	Berger (Ferrari 250GT)	175.006
June 11	Whitsun Races—44 kms.	Mallory Park	Parkes (Ferrari GTO)	G. Hill (Jaguar-E)	Surtees (Ferrari GTO)	139.981
July 15	Scott-Brown Races—131 kms.	Snetterton	Sutton (Lotus Elite)	Whitmore (Lotus Elite)	Shaw (Lotus Elite)	131.580
„ 15	Circuit of Auvergne—306 kms.	Clermont-Ferrand	Abate (Ferrari GTO)	Rees (Lotus 1500)	Simon (Ferrari 250GT)	118.168
Aug. 5	Rheinland-Pfalz—137 kms.	Nurburgring	von Csazy (Ferrari 250GT)	Lindner (Aston Martin DB4)	Whitmore (Jaguar-E)	119.500
„ 6	Peco Trophy—107 kms.	Brands Hatch	Parkes (Ferrari GTO)	Salvadori (Ferrari GTO)	Ireland (Ferrari GTO)	130.003
„ 15	Enna Cup—312 kms.	Sicily	" Pam " (Abarth 1000)	Dubois (Abarth 1000)	Lavaggi (Abarth 1000)	163.034
„ 18	Tourist Trophy—386 kms.	Goodwood	Ireland (Ferrari GTO)	G. Hill (Ferrari GTO)	Parkes (Ferrari GTO)	151.360
Sept. 2	500 Kilometres	Nurburgring	Mahle (Abarth 1000)	Spychiger (Abarth 700)	Wagner (Abarth 1000)	121.500
„ 9	Circuit of Albi	France	Oreiller (Ferrari 250GT)	Berney (Ferrari 250GT)	Garaud (Jaguar-E)	140.189
„ 15	Bridgehampton—400 kms.	U.S.A.	Holbert (Porsche Abarth)	Jennings (Porsche Carrera)	Grossman (Abarth 1000)	128.361
„ 16	Bridgehampton—400 kms.	U.S.A.	P. Rodriguez (Ferrari V12)	Grossman (Ferrari GTO)	Hayes/Hugus (Ferrari GTO)	142.717
„ 23	Paris Cup	Montlhéry	Laureau (Rene Bonnet)	Koch (Porsche Abarth)	Morand (Lotus Elite)	112.901
Oct. 7	Salon Cup—71 kms.	Montlhéry	Berney (Ferrari GTO)	Simon (Ferrari 250GT)	Remordu (Ferrari GTO)	130.992
„ 7	Tyrol Races	Innsbruck	von Csazy (Ferrari GTO)	Brioni (Ferrari GTO)	Zeller (Jaguar-E)	123.830
„ 21	Paris 1,000 Kilometres	Montlhéry	P. and R. Rodriguez (Ferrari GTO)	Surtees/Parkes (Ferrari GTO)	Davis/Scarfiotti (Ferrari GTO)	157.736
Nov. 3	Kylami 9 hrs.	Johannesburg	Piper/Johnstone (Ferrari GTO)	Olthoff/Maggs (Austin Healey 3000)	Gous/Klesse (Porsche RS)	123.662
Dec. 1	Nassau T.T.—181 kms.	Bahamas	Penske (Ferrari GTO)	Bandini (Ferrari GTO)	Ireland (Ferrari GTO)	142.025
„ 2	Angola G.P.—300 kms.	W. Africa	Bianchi (Ferrari GTO)	Muller (Porsche RS)	Piper (Ferrari GTO)	117.965

G.T. Champions : Category I : **Abarth.** Category II : **Porsche.** Category III : **Ferrari.**

TOURING CAR RACES

Feb. 4	Daytona—804 kms.	Florida	Roberts (Pontiac)	Petty (Plymouth)	Weatherley (Pontiac)	245.400
April 14	Lombank Races—109 kms.	Snetterton	Parkes (Jaguar 3.8)	Sears (Jaguar 3.8)	G. Hill (Jaguar 3.8)	145.560
„ 23	St. Mary's Trophy—39 kms.	Goodwood	G. Hill (Jaguar 3.8)	Salvadori (Jaguar 3.8)	Sears (Jaguar 3.8)	139.354
„ 28	B.A.R.C.—48 kms.	Aintree	G. Hill (Jaguar 3.8)	Salvadori (Jaguar 3.8)	D. Hobbs (Jaguar 3.8)	125.610
May 6	Hockenheim Races	W. Germany	Nocker (Jaguar 3.8)	Werner (Jaguar 3.8)	Schadrack (Jaguar 3.8)	—
„ 12	B.R.D.C.—56 kms.	Silverstone	G. Hill (Jaguar 3.8)	Parkes (Jaguar 3.8)	Sears (Jaguar 3.8)	138.195
„ 20	Spa Races	Francorchamps	Bianchi (Sunbeam)	Jopp (Sunbeam)	Pilsworth (Sunbeam)	154.344
June 11	Whitsun Races—34 kms.	Crystal Palace	Salvadori (Jaguar 3.8)	Sears (Jaguar 3.8)	Sir Baillie (Jaguar 3.8)	119.913
„ 17	6-hr. Race	Nurburgring	Lindner/Nocker (Jaguar 3.8)	Schadrack (Jaguar 3.8)	Ruby/Mantzel (D.K.W. Junior)	—
July 8	12-hr. Race	Nurburgring	Lindner/Walter (Jaguar 3.8)	Cabello/Lizzano (Lancia Flaminia)	Kreft/Fleck (Jaguar 3.8)	115.600
„ 15	Scott-Brown Races—65 kms.	Snetterton	G. Hill (Jaguar 3.8)	Sachs (Chevy II)	Hutcheson (Riley 1.5)	139.804
„ 21	B.A.R.C.—82 kms.	Aintree	Sears (Jaguar 3.8)	Parkes (Jaguar 3.8)	Sir Baillie (Jaguar 3.8)	123.620
Aug. 6	Molyslip Trophy—128 kms.	Brands Hatch	Parkes (Jaguar 3.8)	Sears (Jaguar 3.8)	Salvadori (Jaguar 3.8)	119.285
Sept. 1	Gold Cup Meeting—80 kms.	Oulton Park	G. Hill (Jaguar 3.8)	Sears (Jaguar 3.8)	Parkes (Jaguar 3.8)	130.148
Oct. 6	" The Motor " 6 hrs.	Brands Hatch	Parkes/Blumer (Jaguar 3.8)	Lindner/Nocker (Jaguar 3.8)	Aley/Hulme (Austin-Mini)	121.297
Nov. 4	Road Race	Argentine	Rosqvist/Wirth (Mercedes-Benz 220SE)	Garafulic (Volvo 1800)	del Carrile (Volvo 1800)	—

Mountain Hill-Climbs—continued on page 84



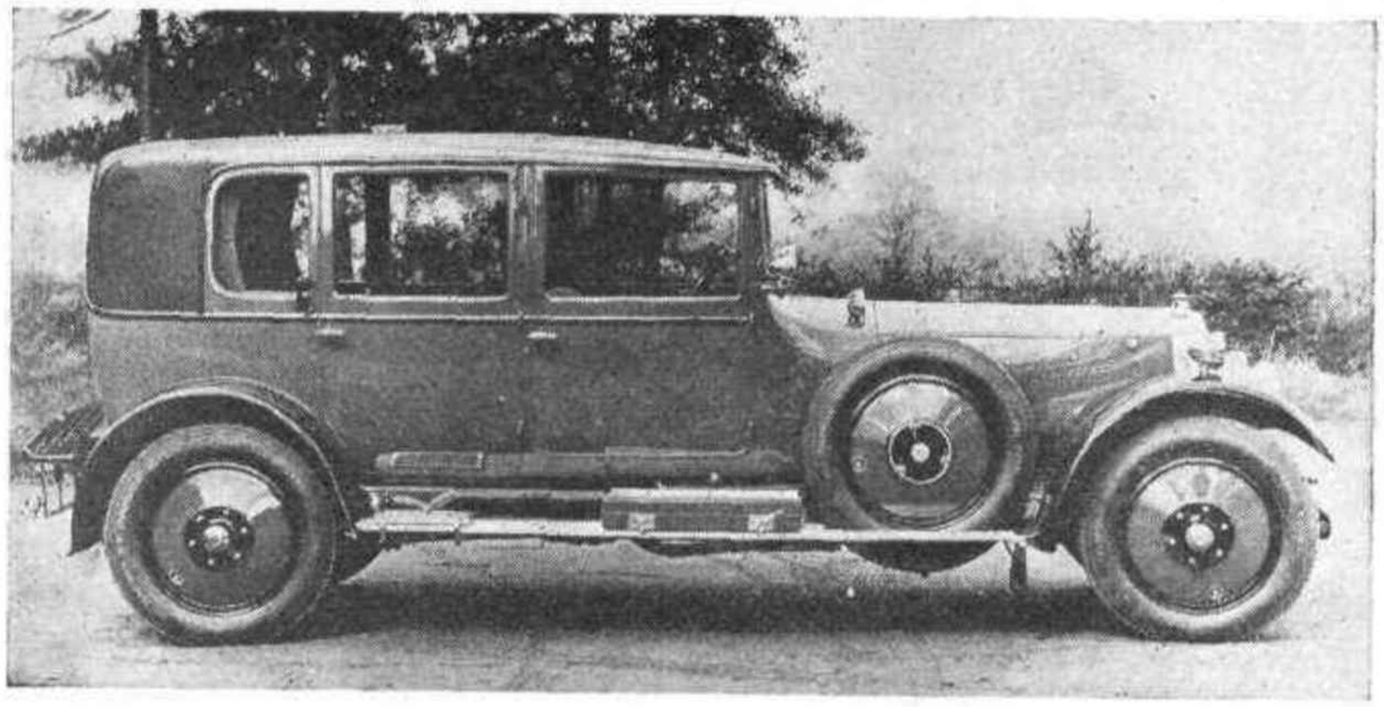
Two's a crowd. Another vehicle in sight, and the sky's crowded! Normally you have the 'road to yourself'. Flying in your own aircraft is now not only the quickest, most comfortable way to go, it is undeniably safer than the roads. And practical too. Built by Piper (more people have bought Pipers than any other plane in the world) the 4-seat Cherokee fully equipped costs only £6,100.

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VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



ROYALTY DIDN'T ALWAYS HAVE DAIMLERS.—This Lanchester Forty was owned by the Duke of York—see letter from Mr. F. W. Hutton-Stott.

"Driving a 'bus in a rush hour is very like vintage car racing; it demands neatness and accuracy"—from "Busman's View" by C. R. Wason (Allen & Unwin, 1958), which contains other unexpected references to vintage-car motoring.

* * *

There were only two pre-war cars at the V.S.C.C. "Phoenix" evening in January. Appropriately these were p.v.t. "Chain Gang" Frazer Nashes, with solid back axles. Presumably all the other regulars were snow-bound.

* * *

Historic racing cars at the Racing Car Show at Olympia included the Montagu Motor Museum's V16 B.R.M. and W196 Mercedes-Benz, a 1958 Vanwall, Sir Ralph Millais' 1925 V12 Sunbeam, Grice's 4CL Maserati, Arnold-Forster's 1922 5-litre hill-climb Delage and Peter Waller's E.R.A. There is just time to see them—the Show closes on February 2nd.

* * *

Wiscombe Park Hill-Climbs this year will have a vintage sports and racing car handicap, as started last year at Shelsley Walsh. Handicapping will be arranged by the V.S.C.C. It is hoped that the fastest four or six cars in this class will be allowed an extra run at each meeting, irrespective of handicap; the owners of the hill are offering prizes of £10, £5 and £2 10s. for the three fastest vintage cars at *each* Wiscombe Meeting this year. The fastest vintage car overall will win the Lambton Trophy, presented by Major Charles W. Lambton.

* * *

We hear that at last the Austin Motor Company has made their twin-cam Austin Seven racing car presentable. It wasn't at the Racing Car Show this time but was on display at the Motorists' Fair in Birmingham last month.

* * *

The Tiger Club has announced flying displays at Panshanger on Easter Monday, April 15th; Fair Oaks on April 28th, June 16th, August 5th and September 29th; Sywell on Whit-Monday, June 3rd; Southampton on June 30th; Rochester on July 21st and September 8th (PFA Rally); and Shoreham on August 18th. Those who enjoy old-time air displays and have the light aeroplane movement at heart may care to reserve these days. Urgent enquiries to James Gilbert at Holborn 4381.

* * *

Historic Racing Car News.—D. C. Pitt of Newbury has acquired the 1934 supercharged M.G. K3 Magnette raced by Penn Hughes and Kaye Don and developed during the war by Peter Monkhouse for Hamish Weir, with two-stage supercharging and alternative single-seater body. The V.S.C.C. has revised its rules relating to vintage and historic racing cars. In future single-seaters, with four or more cylinders, raced up to the end of 1951, are classed as historic but only as vintage if *actually raced* before 1931. We apologise for saying that the 8CM Maserati in the Clères Museum won the 1934 French G.P.; this race was won by Chiron's Alfa Romeo.

* * *

Whose is the unfortunate Bentley (TU 5987), described in the hand-out as a "1927/29 4½-litre 'Red Label'," which appears in the film "The Fast Lady" adorned with a boa-constrictor bulb horn and which spends some of its time in deep water, when driven by Stanley Baxter? James Roberton Justice stars in the film; he is described as a racing-car driver. We remember him at Lewes with a G.N. and in a Relay Race with a Wolseley Hornet.

Miscellany.—A gentleman, aged 84, in retirement in Skipton, claims to have helped to build the town's first car, in 1897. There have been no recent interesting discoveries (has the snow buried them?) apart from some spares for a 1925 Oveland 25 cwt. truck, a blown Alfa Romeo said to be rotting away in a Midlands garage, and a Minerva in Berkshire thought to have a Bedford engine, but there is a request for Hudson, Terraplane, Railton and similar spares and data on G.W.K., Krit and Scripps-Booth, and literature about o.h.c. M.G. models.

VINTAGE POSTBAG

Royal Lanchesters

Sir,

Like Mr. Boddy, I too, was looking forward to "Royal Motoring" by J. Dewar McLinlock, and like Mr. Boddy, I was most disappointed. What a wonderful book it could have been, had royal cars the World over been included. There was the enormous Packard and the 40 h.p. Lanchester owned by Prince Chichibu of Japan just to mention two. While on the subject of Royal Lanchesters, the author states "Lanchesters were at one time popular as royal cars, not surprisingly in view of the close association between the Daimler and Lanchester concerns."

The Duke of York, who was perhaps the only real motoring enthusiast in our Royal Family, was a Lanchester owner long before the amalgamation with Daimler in 1931. In the mid 1920's the Duke owned two 40 h.p. cars, a limousine and landaulette and a 21 h.p. shooting brake. One of the 40s, PE 2226, was much photographed, when our Queen, as the baby Princess Elizabeth, made her first public appearance with her nurse. I enclose a photograph of this car. All these cars were of 1925-26 Vintage, and when, in 1936, they were due for renewal, the Duke refused to have Daimlers for his private use, and two special Straight-Eight Lanchesters were built, a landaulette JJ4 and a limousine JJ5. These were based on the Straight-Eight Daimler. There were a number of old Lanchester customers who also refused to order Daimlers, H. H. the Jam Sahib of Nowanagar being one. I think it would be true to say that King George VI purchased Lanchesters latterly in spite of their connection with Daimler, not because of it, as suggested by Mr. Dewar McLinlock.

Newbury. F. W. HUTTON-STOTT

* * *

On Their Own

Sir,

I would like you to know that some vintage cars did take the road to Exeter last Boxing night.

Arriving at Slough in my 1927 Morris Oxford saloon at about 10.45 p.m. I was gratified to find two other cars assembled on the Trading Estate.

These were a 1927 Swift tourer, with hood down, and a 1929 Morris Minor tourer. Accompanying these two was a modern Fiat 600, which was to survey the route and attempt to organise things.

This diminutive cavalcade left Slough at 11 p.m. amid steadily falling snow and took the A332 through Eton and Windsor to join the A30 at Bagshot.

Troubles beset everyone, as the Swift had a fuel blockage and

Mr. Roy Hogg's Morris Minor incurred a " short " on the main h.t. lead. My wiper, being a vacuum operated type, was making hard work of clearing accumulating snow which made visibility very poor.

At Basingstoke I believe the Swift took the through road whilst the Morris used the by-pass, this being the last time I saw the Swift. I would very much like to know how it fared and whether the Humber joined in at Salisbury as was planned.

Due to wiper trouble I was further delayed and found that not only had I fallen behind the " Minor " but was also on the wrong road, having unwittingly forked left onto the A34. Rather than turn back I proceeded to Winchester and thence to Stockbridge to rejoin the A30.

Proceeding farther, on roads getting more and more snow-covered, I espied an open café (" The Homestead ") which had, parked outside, the Morris Minor. Mr. Hogg expressed surprise on seeing my friend and I as he had thought he was well behind.

After refreshments we went to the aid of a fellow traveller whose TR2 would not start. This eventually took two hours, by which time we had almost given up but finally managed to get it started by giving it a tow. Our lady passengers had by this time used up all the tunes in the Juke Box.

It was now 4 a.m., but as the snow had almost stopped and the wind had prevented it collecting very much on the road, we decided to press on.

Apart from stops to replenish fuel tanks from our jerry cans we had no further serious snags but encountered many modern cars vainly trying to climb slippery hills.

The hills of Chard and Yarcombe on A30 were slippery causing some wheelspin on my Oxford but the Minor took them all with ease.

Once in Devon the snow was left behind but quite severe ice was present. We followed the 1961 route card through Sidmouth and climbed Peak Hill, which had one especially icy patch, and thence on to Honiton.

After obtaining refreshments the time was past 10 o'clock and we all decided that in view of likely weather conditions it would be prudent to head back for London, forgoing the rest of the route.

Roy Hogg, after changing a wheel, due to a split in the tyre which allowed the inner-tube to protrude, departed, whilst I was delayed myself with a faulty rear lamp connection.

The journey home was uneventful but driving snow made things rather trying. A traffic pile-up on the A303 past Mere caused us to branch off and regain the A30, which we followed most of the way, finally getting home to Croydon at 7 o'clock. Here the snow was thicker than any previously encountered and I later felt relieved that the trip had not been on the following day or I might have required helicoptor aid.

All in all the drive was very satisfying, the weather having added some spice. I only hope that this year a greater number of cars will turn up. I know I will.

Croydon. GEOFFREY D. BAILEY.

[Yes, I really must try to organise it this year, unless by Boxing Night the R.A.C. and the M.O.T. have banned my " informal " as a pirate organised competition, one of the reasons I was dubious about issuing route-cards and laying on a café, last year —ED.

B.M.C. UNDER FIRE

According to *Daily Mail*, a B.M.C. shareholder who attended the meeting at which the Corporation declared a drop in profits of 41% told the assembly :—

" I suppose you gentlemen are satisfied with the progress during the year, but I think many of us are not satisfied.

" The service one gets as a customer of the company is poor.

" I inquire about a Morris 1100 and am given a vague delivery promise of three months.

" I am a traffic manager for a very large group. Your spares situation makes me wince every time one of my vehicles has an accident.

" I am either put off by the dealer or the person doing the repairs or by B.M.C.

" I think it is time we had someone new on the board who had made his money selling soap or something like that, but let us see some improvement in the coming year."

Mr. George Harriman, chairman and managing director of B.M.C., thanked Mr. Bartram for his " constructive criticism " and said the directors wanted to meet him to talk things over.

MINIATURES NEWS

A more than usually interesting Dinky Toys miniature is No. 146 of the new 2½-litre V8 Daimler, using that Jaguar shell with fluted radiator, that caused controversy at Earls Court. It is 3 13/16 in. long costs 3s. 9d. and has the usual Dinky features. Meccano Ltd., have also brought out an 8¾ in.-long modern Continental touring coach, No. 953 in the Dinky Supertoys range, selling for 13s. 6d.

Corgi's contribution covers two realistic VWs, a van and a Kombi, the latter with side windows and passenger seats, both 3⅜ in. long and costing 4s. 3d. each. These are Nos. 433 and 434, respectively. Corgi also offer an open Mercedes-Benz 300 SL in competition finish, with removable driver (No. 303S, 3¾ in.-long, 4s. 4d.) and a fine Oldsmobile Super 88 (No. 235, 4¼ in.-long, 4s. 4d.) All these will be avidly bought by collectors and owners of the real vehicles. Corgi have another set of motoring figures, standing on average 1¾ in. high at 2s. 6d. a set.

Playcraft Toys have three more of their superbly-detailed Old Timer plastic-kit models in the Playcraft "Aurora" series, each model being 9½ in. long when assembled. These are a Stanley steamer, Mercer race-about and Stutz Bearcat. Each kit costs 21s. This month Corgi will market a 3⅜ in.-long F.1 V6 Ferrari, with part of the engine cowling cut away to show details of the famous 120° power unit. The six individual carburetters are visible through twin apertures behind the cockpit and such details as transparent wrap-round screen, megaphone exhausts, roll-bar and Scuderia Ferrari transfers should make this a very good model. The price is 4s. 3d. Corgi also have a 5s. model, 4¼ in. long of a Chevrolet-Firechief car with all its fire-priority appendages—W. B.

CAR SALES IN BELGIUM

As a member of the European Common Market, Belgium, without a motor industry of its own (except for some assembled foreign cars) gives a good indication of the sales potential of the various European manufacturers. The following table, published at the time of the recent Brussels Motor Show, lists the sales of the top twelve manufacturers in that country. Only one British manufacturer is listed, Ford of Great Britain selling 9,644 cars in 1962, to finish seventh out of the twelve—and Ford is wholly American owned now! The lowest of the twelve, D.K.W., sold 3,608 cars in 1962, beating such huge British manufacturers as B.M.C., Rootes, Standard/Triumph and Vauxhall. Is the fact that we are not members of the Common Market the only reason for the poor export records of British firms?

CAR SALES IN BELGIUM

Makes	Cars Sold in 1962	Cars Sold in 1961
Renault	17,136	12,660
Volkswagen	16,367	15,091
Citroën	15,230	15,167
Opel	13,235	14,415
Ford (Germany)	11,966	12,980
Fiat	10,955	8,735
Ford (Great Britain)	9,644	6,609
Simca	8,566	4,779
Peugeot	6,707	6,241
B.M.W.	4,864	3,521
Mercedes	4,729	4,218
D.K.W.	3,608	3,324

CLUB NOTES

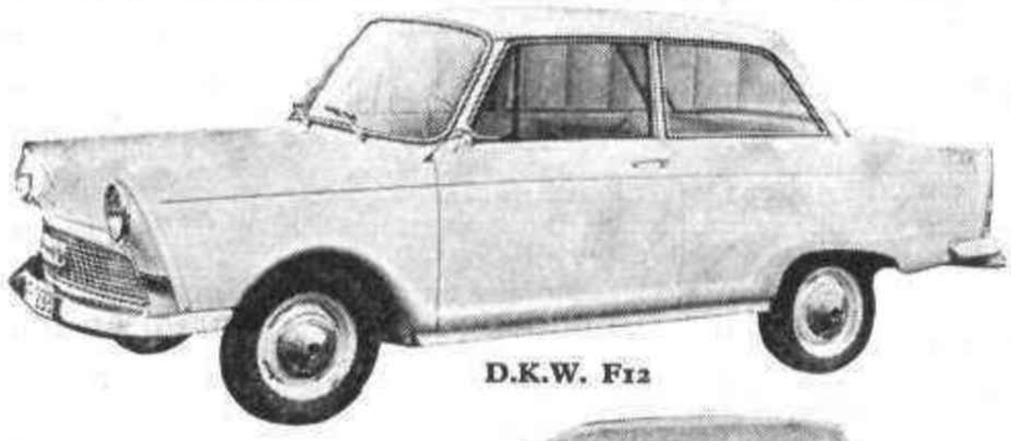
Owners of post-war Bristol-engined Frazer Nash cars desirous of forming a Club and taking part in " Natters and Noggins," are invited to contact R. Purcell, 14A Peabody Estate, Herbrand Street, London, W.C.1. . . . Does anyone know the address of the **Saab O.C.**? . . . Addresses sought this month include the **VW O.C.,** c/o J. F. Wallen, 22, Howitt Close, Hampstead, London, N.W.3. **Sporting VW Club,** c/o R. Wilkinson, " Southaven," Main Road, Westerham Hill, Kent. **B.M.W. C.C.,** c/o R. J. T. Hewitt, 5, St. Leonard's Court, East Sheen, London, S.W.14. **M.G. C.C.,** c/o G. Cobban, 6-10, Birkbeck Road, Ilford, Essex. **Citroen C.C.,** c/o L. H. Staite, Revenue Buildings, Chapel Road, Worthing. **Lagonda Club,** c/o M. H. Wilby, 4, Lancaster Garages, London, N.W.3. **Triumph Roadster Club,** c/o D. Curtis, 23, Kendal Road, St. Annes-on-Sea, Lancs. **Institute of Advanced Motorists,** Empire House, Chiswick High Road, London, W.4. Finally, correspondence for the **Chiltern C.C.** should be addressed to The Chiltern C.C., Haslemere, 135, Heath Road, Holtspur, Beaconsfield, Bucks.

Some Recent New Models

SEVERAL manufacturers have introduced new cars in recent weeks, some of them being displayed at the current Racing Car Show at Olympia which closes on February 2nd. Not to be outdone by Ford of England, Ford of Germany have introduced the **Taunus 12M "TS"** with its V4 engine increased to 1,498 c.c. and giving 62 b.h.p. at 5,000 r.p.m. The final-drive ratio has been raised and the maximum speed is claimed to be 85 m.p.h. Twin bucket seats are fitted in the front and the interior trim is improved. The latest **Deep Sanderson 301** is a coupé version of the car which appeared last year and has a Cooper-Mini engine mounted transversely at the rear. It has a strengthened steel chassis with coil-spring front suspension and Mini rubber cones at the rear. This 2-seater has a glass-fibre body and costs £750 in kit form. Another kit-car on which we commented favourably when we tested it is the **Rochdale Olympic,** which is now available with the 1½-litre Ford Classic engine and gearbox tuned to give 72 b.h.p. at 4,700 r.p.m. The luggage accommodation has been increased by the addition of an external boot lid and the interior trim improved. A kit of parts costs £735. A new kit car is the **Heron Europa,** which features a semi-monocoque glass-fibre chassis/body unit, all-round independent suspension, Anglia or Classic engine and gearbox, and front-wheel disc brakes. A kit of parts costs £730. The **Falcon 515** is the latest offering from Falcon Shells and comprises a Ford Classic engine and gearbox in a multi-tubular chassis bonded to the 2-seater glass-fibre body. Front suspension is by wishbones and a rigid rear axle is fitted at the rear. A kit of parts costs £845. The Rootes Group have rung the changes on their 1½-litre range many times but the **Humber Sceptre,** which has the Hillman Super Minx chassis/body unit, Singer Vogue headlamps, Sunbeam Rapier centre grille and Humber Super Snipe side grilles, manages to combine a little of all the Rootes range. With an 80-b.h.p. version of the 1½-litre engine and a more lavish interior than the rest of the range it sells at £997. The new **D.K.W. F12** pictured here is described on page 97.



Heron Europa


D.K.W. F12

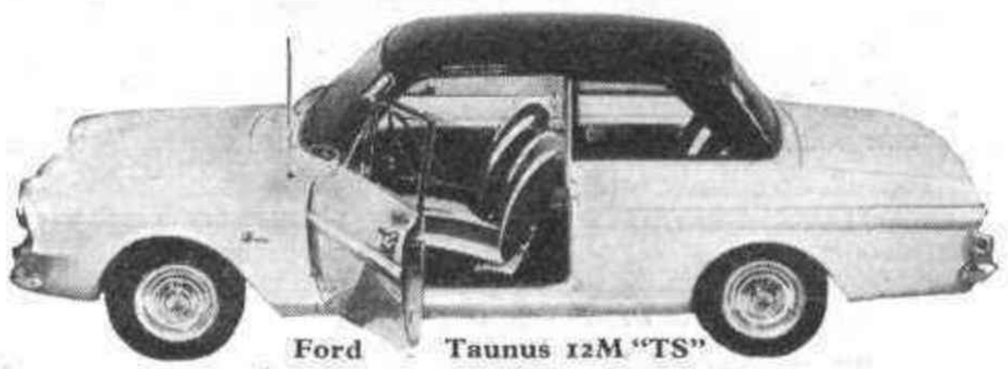


Humber Sceptre



Deep Sanderson


Rochdale Olympic Phase II


Ford Taunus 12M "TS"

INTERNATIONAL RESULTS—continued from page 80

MOUNTAIN HILL-CLIMBS
(European Championship for Sports Cars)

Date	Race and Distance	Location	First	Second	Third	Time
June 3	La Faucille	France	Walter (Porsche RS)	Zweifel (Cooper-Ferrari)	Greger (Porsche RS)	6 min. 04.9 sec.
„ 10	Fornovo—Mt. Cassio—13 kms. ...	Italy	Scarfiotti (Ferrari V6)	Walter (Porsche RS)	Greger (Porsche RS)	7 min. 50.6 sec.
„ 17	Mont Ventoux—21.6 kms.	France	Scarfiotti (Ferrari V6)	Walter (Porsche 8)	Greger (Porsche RS)	11 min. 28.8 sec.
July 8	Trento-Bondone—17.3 kms. ...	Italy	Scarfiotti (Ferrari V6)	Walter (Porsche 8)	Govoni (Maserati)	12 min. 25.9 sec.
„ 22	Freiburg-Schauinsland—11.2 kms.	Germany ...	Scarfiotti (Ferrari V6)	Walter (Porsche 8)	Greger (Porsche RS)	Two Runs Total 13 min. 36.6 sec.
Aug. 26	Ollon-Villars—8 kms.	Switzerland ...	Greger (Porsche RS)	Scarfiotti (Ferrari V6)	Walter (Porsche RS)	Two Runs Total 9 min. 13.9 sec.
Sept. 9	Gaisberg	Austria	Greger (Porsche RS)	Muller (Porsche RS)	Walter (Porsche RS)	Two Runs Total 9 min. 02.7 sec.

Mountain Champion : Ludovico Scarfiotti (Ferrari 2-litre V6).

Salisbury

dependability in transmission



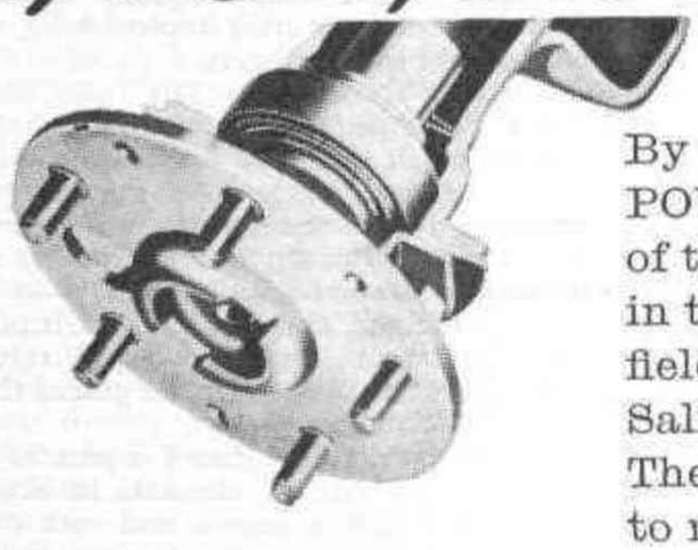
POWR-LOK the famous limited slip differential, tested and proved by countless American cars over millions of miles throughout the world is now being produced in England by Salisbury Transmission Limited.

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Small-Car Topics

A Section Devoted When Deemed Necessary to Cars the Engine Capacity of which does not exceed 1,000 c.c.



Winter Motoring in a Renault R8

HAVING tried the then-new Renault R8 (or R.1130) in Spain last spring, I looked forward to longer acquaintance with it at home. The opportunity arose last month and although winter weather precluded performance testing I did enough varied driving to form a very high opinion of the R8, which, even when pounded over snow-filled by-roads, gave no trouble of any kind. It is truly a very likeable car.

Better looking than other "shrunken-Corvairs," it can be summed up as a vastly improved Dauphine. The revised body shape and radiator behind the engine give enhanced accommodation for occupants and luggage—for the latter there is an 8¾ cu. ft. *front boot that readily swallowed spade, gum-boots and other* snow impedimenta and a very useful 2¼ cu. ft. well, about as deep as the average brief-case, behind the back seat. For oddments, driver and adjacent passenger have rather fumbly but deep under-facia shelves. So the inditement that rear-engined cars can't carry much is out. So, too, is criticism of their heaters, for the water-cooled R8 contrives, using a front-located heat-exchanger, to supply adequate warmth for a coatless driver in the worst-winter freeze-up. This heater also gives admirable demisting. If fresh air is required there are fully-adjustable shuttered and rotatable vents each end of the facia.

Already one begins to warm-up, literally and metaphorically to the R8. It has many other merits. The leathercloth-upholstered *seats are astonishingly good, and their generous squab dimensions* contribute to a high degree of comfort. Then the new 5-bearing wet-liner alloy-head 65×72 mm. (956 c.c.) engine with its o.h. valves inclined in a common plane and push-rod-prodded from a high-set camshaft, develops 48 b.h.p. (gross) at 5,200 r.p.m. and fairly thrusts the 14¼ cwt 4-door package along, to 64 in 3rd and to a cruising gait of 70 in top. It does this to the accompaniment of typical "Dauphine noises" until the 4.5 to 1 top cog is meshed, when quiet motoring, apart from a happy buzz from the engine, is commanded.

On the subject of gear-changing, in Spain everyone frowned darkly over this, but Renault have presumably done something, or else the lever movements are acceptable in a r.h.d. car, because *the R8 now has a really delightful gearbox. The slender central* lever has to be moved properly across the exceptionally wide gate, and a snap change from 3rd to 2nd may hit reverse, but generally this is one of the nicest, lightest, finger-and-thumb changes I have enjoyed for a long time. There is no synchromesh on bottom but it goes in easily. There is a distinct transmission whine, but the gears themselves are quiet, which is sensible, for the individually-ported engine, geared 15.2 m.p.h. per 1,000 r.p.m. in top, loses power if the revs fall, so that popping the lever into 3rd is part of the enthusiastic R8 driver's normal procedure.

It is easy to say glibly that a car is one of the handiest-ever in town traffic, but this certainly is very true of the compact little Renault. In this it is helped by splendid all-round visibility and *Lockheed 10 in. × 1.57 in. disc brakes on all four wheels. These are* superb brakes, vice-free, silent, light, with hardly any free pedal-movement, which stops an R8 like a hard rubber ball hitting a wall. Before you call them an expensive luxury on such a light car, remember that they may have been adopted to reduce unsprung weight at each wheel.

Certainly the Renault's coil-spring suspension functions extremely well. I concede that a rear-engined car seldom handles with quite such a sense of security as a properly-contrived f.w.d. design, but, having said that, let me emphasise that overmuch oversteer has been banished in the R8. Moreover, they say St. Christopher helps those who help themselves, and on ice or in mud this is easier with a rear-engined car than with any other form of 2-wheel drive vehicle. It rides very comfortably, too, with a highly commendable absence of pitching. Disgustingly rough going embarrasses it more than, say, a Morris 1100 which hasn't any springs, but even then shocks do not jog the occupants. If anything, the back seat ride is better than the front, a rare achievement in so small a vehicle.

In respect of accommodation, heating and ventilation, seating comfort, performance, safety and suspension comfort the Renault R8 is an extremely well-balanced car. It is also great fun, as well *as being restful, to drive, has 15 in. Michelin tyres that should last* well, and there is a genuinely "sealed-for-life" coolant system. For a short time after starting-up the temperature warning light comes on but unless it stays alight there is nothing amiss.

This brings me to the interior arrangement. There is two-tone upholstery on the doors, which have very convenient pull-out interior handles with stiff, looped pulls beneath them, and good fitted carpets. The front windows wind, the back ones slide; there are no ¼-lights. Equipment includes facia ash-tray, safety swivelling vizors, substantial rubber-capped bumpers and small but efficient Cibie headlamps. I appreciated the high-set front number plate, which is thus immune from damage, or obliteration. There is a courtesy interior lamp behind the rear-view mirror but *no ash-tray or lamps for the rear compartment. The 4-doors shut* easily and securely and have good "keeps."

The facia is notably simple, with neat central triple heater quadrant controls with fan push-button. It has a grey finish, non-dazzle like the matt-black screen-sill, and there is crash-padding above and below. Back-seat passengers, incidentally, find the roll-over tops of the front-seat squabs acting as safety padding. The Jaeger 90 m.p.h. speedometer panel incorporates temperature, ignition, oil-pressure, main-beam warning lights, a calibrated fuel gauge, and flashers' warning of Renault-diamond shape. A button under the steering column switches on the side lamps, after which the l.h. stalk control moves up to select dipped and full headlamp beams. The horn push is on its extremity. The r.h. *stalk operates the flashers but cancels rather too easily. A push-*button on the facia brings in wipers that really clean the screen; to park them the r.h. side of this control is depressed. Beyond the r.h. fresh-air vent a tiny button works equally effective Transpar washers, which didn't need constant replenishing and never froze. The central handbrake is well placed.

That is the sum total of an R8's controls. The front-wheel arches intrude into the car but the pedals are not too seriously biased to the left and can be worked safely by a wearer of gum-boots. The ignition key inserts inconveniently close to the steering column but it starts the engine and locks the steering, as required. The automatic choke relieves the owner of any starting doubts and the engine commenced promptly in Arctic conditions.

The rack-and-pinion steering is light, although on lock it pulls against the self-centring springs that give very rapid return action, free from kick-back and accurate. It feels higher geared than 3¾ turns, lock-to-lock suggests.

I drove the R8 750 miles, after which less than ½-a-pint of oil topped-up the sump. Petrol consumption, checked in severe winter conditions calling for lots of gear-changes, and with considerable London-travel, averaged 38.1 m.p.g. of Esso Extra. The tank holds 6.8 gallons. The front boot-lid is self-balancing, released by pulling a rather awkward toggle within the r.h. facia

Continued on next page

shelf. The lid lifts to disclose ample stowage space, in which the Fulmar Super 12-volt battery sits in cool isolation. With it is a simple master-switch, so useful if an electrical bonfire breaks out. The lockable lid of the oblong rear engine compartment opens when a press-button is operated, has to be lifted by hand, but props up automatically. It has to be opened for fuel replenishment. The plugs, S.E.V. coil and distributor, and oil and fuel fillers (Renault do not make a rear engine the excuse for a front-mounted fuel tank) are all accessible. An interesting point is an *external* fresh-air funnel feeding the Tecalemit air cleaner above the Solex carburetter.

The car is Michelin-shod, the spare wheel below the boot floor. A jack lives in the engine compartment and a starting handle is provided. Eight points need greasing every 3,000 miles. I recall taking out a Dauphine when it was a new model and looking, with an engineer friend, askance at such things as clipless fuel pipes and " bent-wire " door keeps. Yet, since then, doctors, engineers and journalists of my acquaintance have told me that after disillusioning troubles with other makes they have gone over to Renault, on account of their day-in, day-out dependability. The willing, comfortable 83 m.p.h. R8 is the best Renault of all; a splendid little car I would always enjoy taking on a journey. In this country the de luxe saloon sells for £671 3s. 9d. purchase-tax paid.—W. B.

THE NEW D.K.W. F12

The first entirely new Auto-Union/D.K.W. model to be announced since Daimler-Benz took over this company, the D.K.W. F12, as we forecast last month, retains the traditional 3-cylinder 2-stroke engine. Indeed, the general conception of this new front-drive D.K.W. is similar to the existing Junior, but the engine is of 68 × 74½ mm. (889 c.c.), developing 40 b.h.p. at 4,300 r.p.m., with maximum torque (57.86 ft./lb.) at 2,250 r.p.m. It is lubricated by the automatic mixer, from a tank which contains sufficient oil for some 2,500 miles. Electrical equipment is 6-volt Bosch, with triple ignition coils.

There are German Dunlop disc brakes on the front wheels, and with the drive shafts to the front wheels the opportunity has been taken of placing the discs inboard, in the air stream; this has also made it possible to use 10.63 in.-dia. discs in conjunction with 13 in. road wheels. The makers claim a cruising and top speed of 78 m.p.h., 0-50 m.p.h. in 13 sec., and over 36 m.p.g. Lubrication is not necessary below 6,200 miles, there is an all-synchromesh gearbox and the interior is finished and equipped to a high standard, with reclining front-seat squabs, so that the D.K.W. F12 is rather like a baby Mercedes-Benz. — W. B.

LAP RECORD GOES AT BOXING DAY BRANDS

ONCE again good weather blessed the opening of the B.R.S.C.C.'s Boxing Day race meeting at Brands Hatch, although snow began to fall during the journalists' race and became quite heavy by the end of the day. The first race was a 10-lapper for over 1,600-c.c. G.T. cars, which looked to be a straight fight between Ken Baker's E-type and Mike Salmon's Zagato Aston Martin as the Ferraris of Piper and Wrottesley had withdrawn. Baker led from the start, chased hard by Salmon who closed right up on the first lap, only to spin and drop back to eighth place on lap two. Derek Astle spun his ex-works Healey 3000 at Druids on lap two and was heavily clobbered by Warren Pearce's XK150, putting both cars out of the race. Baker then held a comfortable lead from Arnold's Morgan Plus Four and Morgan's Elva Courier but Salmon was storming through the field with the dark blue Aston and moved up to third place on lap six, at which time Morgan's engine gave out a cloud of smoke and cruised into the pits. Baker was quite safely in the lead but Salmon closed right up to Arnold on the last lap but failed by 0.8 sec. to catch the Morgan. Baker did a lap in 59.8 sec. (74.65 m.p.h.), which is a new record for over 2½-litre G.T. cars on the short circuit.

Next on the bill came a 10-lap F.J. race with Denis Hulme, driving a works Brabham, in pole position. He made a poor start and American driver Roy Pike went into the lead in his Gemini, followed by John Mew, who had been dressed as Father Christmas on the warming-up lap. Hulme made up for his poor start and was in second place on lap two and closing right up to Pike, whose car was throwing out clouds of smoke coming out of corners. He got by on lap four and John Fenning, who had also passed Mew in his Lola, nipped past the failing white Gemini, but at Clearways the Gemini touched the red Lola which spun. Both cars came into the pits and retired. This galvanised the rest of the field into action and numerous changes of position took place, Ian Raby holding second place for one lap in the pretty Merlyn, giving way to Mike de Udy's Lotus and Mew's Lotus before spinning on the last lap. Hulme won with ease from de Udy and Mew, Hulme breaking the F.J. and outright lap record at 54.4 sec. (82.06 m.p.h.).

A 10-lap race for under 1,600-c.c. G.T. cars followed and was, as usual, a Lotus Elite benefit. Peter Jopp, driving Les Leston's Elite, took the lead but Bill Shaw, who had made a bad start in his Elite, took over on lap three and held it to the end, followed by Mike Johnson's Elite and Jopp. Keith Holland did well to finish fourth and win the 1,000-c.c. class in his G.S.M. Delta, but others less fortunate included Weber, whose Marcos appeared to fall in half behind the front suspension, and Gordon Jones who was driving a Lotus Seven, fitted with a new and not very handsome hard top, which had engine trouble right from the start.

Next came the star event of the day, the 20-lap race for sports racing cars of unlimited capacity for the Silver City Trophy. The car with the biggest capacity was Chris Summers' Cooper Monaco, the ex-Brian Naylor car, raced at one time with a 3-litre sports Ferrari engine. Summers had taken the 4.7-litre Chevrolet V8 engine from his Cooper single-seater and fitted it to the Monaco. In practice things were far from right and the start of the race saw him as an unknown quantity on the rear of the grid. In pole position was Beckwith's 1,100-c.c. Lotus-Ford 23 with 56.6 sec. with Nick Garbett's Lotus-Ford 23 just .02 of a second slower. From the start it was obvious that Summers had at last ironed out the bugs in the Chevrolet engine and as the field jockeyed for positions on the opening lap Summers cut through on the inside at Paddock Bend and emerged in fifth place by the finish of the first lap. Roy Pierpoint's 2-litre Lotus-Climax XV was at the fore of a warring batch comprising Dizzy Addicott's Alfa Romeo-engined Elva Mk. VI, John Coundley's Lister-Jaguar and Mike Beckwith's Lotus. Then came the Cooper-Chevrolet with Sid Fox's Lola-Climax, Terry Bone's Lotus-Ford 23 and John Turner in Addicott's Buick-engined Lotus XV.

Summers' ego was dampened a little on the third lap when the Monaco spun at Druids and again as he re-started in ninth place. From then on it was a lap by lap battle for Summers to regain his position. This he managed to do, having a splendid scrap with Bone, Turner and Fox initially, the American-engined Monaco finishing in third place just 0.2 sec. ahead of Bone after a terrific burst of acceleration out of the last bend, the two crossing the line almost side by side, in third and fourth places respectively. While this excitement had been going on the lead had switched to Mike Beckwith, after Roy Pierpoint had pulled in on lap seven. Steady in second came Dizzy Addicott, despite a frozen radiator which limited his engine revolutions by about 1,000 r.p.m.

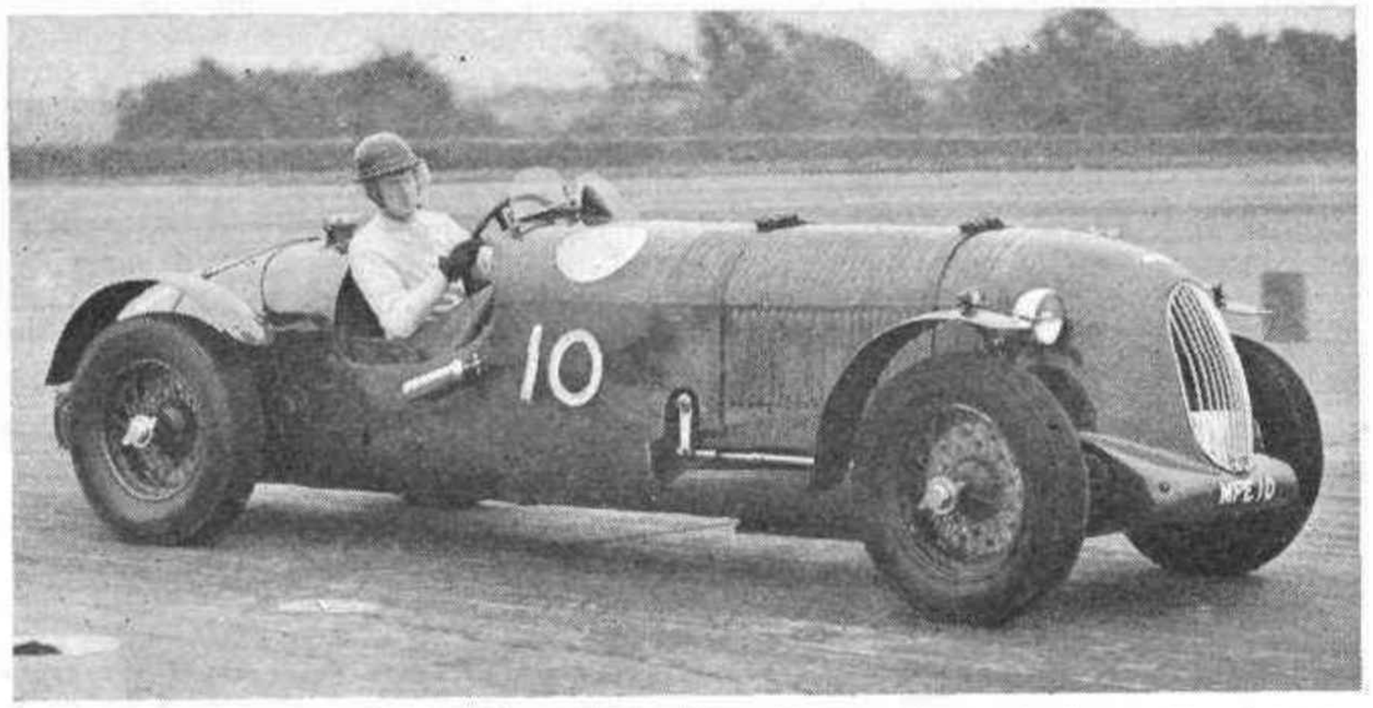
The Grovewood Trophy race for motoring journalists, driving works Ford Cortinas, was an extremely close fought battle with the honours going to *The Motor* in the form of a 1-2 win by Roger Bell and John Anstice-Brown from Tommy Wisdom (*Daily Mirror*) and Bill Gavin (*Sporting Motorist*).

The Long John Trophy race for pre-1940 racing and sports cars was a walk-over for Sid Day's 1½-litre E.R.A. R6B from R. Cook's far from original Riley Merlin, the latter being an isolated second, ahead of J. Freeman's 2-litre Aston Martin. Bergel's Straight Eight Bugatti Type 35T, took fourth place, despite a late push start after all the field had left the grid. Those in trouble included Gidding's Frazer-Nash which only joined the race in the closing stages and G. L. Capel's 1937 Frazer-Nash B.M.W., which was pushed across the line at the end.

With the snow now falling quite heavily and drifting about on the track, and the light failing rapidly, the 10-lap saloon-car race started with Bill Aston leading away in his 3.8 Jaguar but he was rapidly overhauled by Alan Peer's 1500 Anglia, while Peter Ashdown and Doc Merfield in Cortina and Anglia respectively were breathing down his boot lid. By lap six Merfield was past the Jaguar, then on the next lap he took the lead from Peer and held it to the end, although Peter Ashdown got past both Peer and Aston to harry the familiar yellow Anglia all the way to the line with a Cortina which differed markedly in performance from the ones driven by the journalists earlier on. Aston finished third in the Jaguar, followed by Sir John Whitmore in a works Mini-Cooper with an engine of 1,212 c.c. which was reputedly giving 100 b.h.p., who just pipped Alan Peer.

THE CARS OF GERALD CROZIER

Described to the Editor in a recent interview



A WHALE OF A CAR.—Crozier at the wheel of one of his best-remembered cars, the 8-litre Bentley Barnato Hassan "The Whale." It has since been brought back to single-seater form by Keith Schellenberg.

[Photo by Peter Birch

VERY frequently enthusiasm for motoring and motor-cars stems from being brought up in an atmosphere of cars and family enthusiasm for things mechanical. In the case of Gerald (Gerry to his friends) Crozier, well-known member of the Bentley Drivers' Club and motoring connoisseur, this wasn't the case.

His father was a successful tea-planter, far more interested in horses and polo than horseless-carriages, although he kept a Bedford-Buick in India as a means of transport. Crozier remembers that when the family returned to England on leave his father purchased a lot of trouble in the guise of a friction-driven G.W.K., thankfully left behind on his return to India. On his retirement the Crozier family came to live in Surrey, near Leith Hill, but nothing altered so far as cars were concerned, their 1922 Armstrong Siddeley Thirty landaulette being driven by a chauffeur.

This massive battleship of a car appealed to Mr. Crozier, senr., and apparently proved satisfactory, because another Armstrong Siddeley was acquired in 1927. By this time motoring was more practical and was becoming popular, so Crozier's mother bought a flat-radiator Morris Cowley saloon for her own use, and the boys learned to drive on it, although Gerald was too young to have a licence.

After Mr. Crozier's death the family moved to Dorking and Mrs. Crozier changed to a 1931 Morris Major, so everyone used that car, and one of the first Wolseley Hornet saloons that came later.

Gerald Crozier had thus had his first taste of the freedom and enjoyment to be had from ownership of a motor vehicle. His parents had been firmly against motorcycles but, having joined the College of Automobile Engineering at Chelsea, Gerald Crozier felt that some kind of personal transport was necessary. So, without telling his mother, he paid a visit to T. G. Meeten and spent £10 on a 172-c.c. James. This harmless machine was followed by numerous other motorcycles, on which young Crozier indulged in the hectic impromptu races through London thoroughfares that figured inevitably in the unofficial curriculum of the College!

At the age of 19 he took his first job, with a garage at Egham, since demolished to enable the roundabout at the end of the Staines-Egham by-pass to be built. He celebrated his debut as a wage-earner by buying a 1924 Swift Ten, which was then nine years old. "It had a cone clutch," Crozier recalls, "and I did my first bit of tuning by fitting a clutch-stop, which promptly broke a half-shaft!"

Another car was therefore urgently needed and, in the King's Road, Crozier spied a pointed snout sticking out of a doorway, above which was a notice: "Good Runner—£10."

It turned out to be a *circa* 1922 A.V. Monocar, with a vee-twin J.A.P. engine perched over the tail on a level with the driver's head, driving through a 2-speed epicyclic gearbox. The petrol tank lived in the streamlined nose and the designer had apparently overlooked the fact that this resulted in fuel starvation every time the cyclecar was driven downhill, so that it was necessary to pause at the foot for the engine to pick up. Crozier used this queer vehicle for his journeys between Egham and Dorking but the plain big-ends lasted a mere 500 miles, and on the third occasion when they melted he advertised the car for sale. Only one customer was attracted and he asked for the A.V. to be driven in a tight circle, which he measured. Why? He was from Bertram Mills' Circus; the turning circle of an A.V. was too great for a circus-ring, and no sale was made. So Crozier took the engine out and burnt the rest behind the garage. "It seems terrible today," he reflects, "but funny old cars had no value in 1933; the chassis being wood, it burnt beautifully."

His mother persuaded him to get a 1933 Morris Eight 2-seater, which was followed by a 1927 Morris Cowley tourer.

A change of occupation took Crozier to London and he became fascinated by the interesting and amusing motor-cars in the stock of Guy Griffiths in a Maida Vale Mews. He became their best customer, taking at first a 1932 Humber Snipe coupé with dickey-seat and a compartment for golf clubs, after a 1929 Lea-Francis Hyper Sports saloon had proved "no good at all," being hardly able to drag itself along, for the supercharger had been removed before purchase.

The Humber was "very good" except for needing a quart of oil about every tenth mile, and was changed in 1935 for the Kebble Special. This was a 8/18 Talbot, the chassis of which had been inverted. It had a body from a Wolseley Hornet Daytona Special and a Frazer Nash radiator—the latter embarrassing because owners of genuine "Chain-Gang" 'Nashes waved to Crozier in their ignorance of his Talbot engine and shaft drive!

Something had to be done, so it was back to Griffiths and off in a 1926 Austin Seven "Brooklands" model. By now Crozier realised he might as well have a share in the business, so as to be in a position to acquire the car of his choice without financial outlay. However, every car he had was registered in his name and cherished as a personal possession, not a vehicle looking for a customer. Griffiths had left by then but Crozier became a partner in Malloway Motors, as the firm was now called, having left Hamilton Motors.

He drove a great many cars in the course of business but selected only rather special ones for himself. Thus in 1935 he had a shortened Lancia Lambda of early series, that suffered terrible scuttle shake and "wasn't a very good car," followed by a 1929 Lea-Francis Hyper coupé with Cozette supercharger and trunk on the back. He liked this sufficiently to get a 1929 T.T. Replica Lea-Francis (VC1244) with No. 9 Cozette compressor and roller-bearing engine, "an awfully good car." Crozier ran it in the V.S.C.C. Littlestone Speed Trials and had no trouble with it, apart from the expected hub-spline calamities, although the saloon had suffered this even more severely.

There came next a very fine 3-litre Twin-Cam Sunbeam, reputed to be the car in which S. C. H. Davis finished second at Le Mans, but now having a dark green 2-seater body. It had many racing features, such as an unusual quick-action filler cap, quick-lift jacking points and so on, and gave no trouble of any kind except difficult starting. "A very good car," observes Crozier. Sold, the next owner put a rod through the side within a week. . . .

A 1929 2-litre high-chassis Lagonda tourer replaced the Sunbeam, but was "dull," apart from a difficult gearbox. Crozier now took on his first Bentley, a 1924 3-litre Vanden Plas Speed Model. He found it "a very fine car" and it tided him over to the end of 1936, after which his brother, who had always had first call on the family cars, returned from India and took it away. "But," reflects Crozier, "I made a profit from him—my first!"

The next move was a series of Lancia Augustas. The first, in 1937, was a 1935 saloon bought from Truscott, in as-new condition —"a very lovely little car." It was a mistake to sell it and another was soon acquired. This was reputedly the 1934 ex-Lord



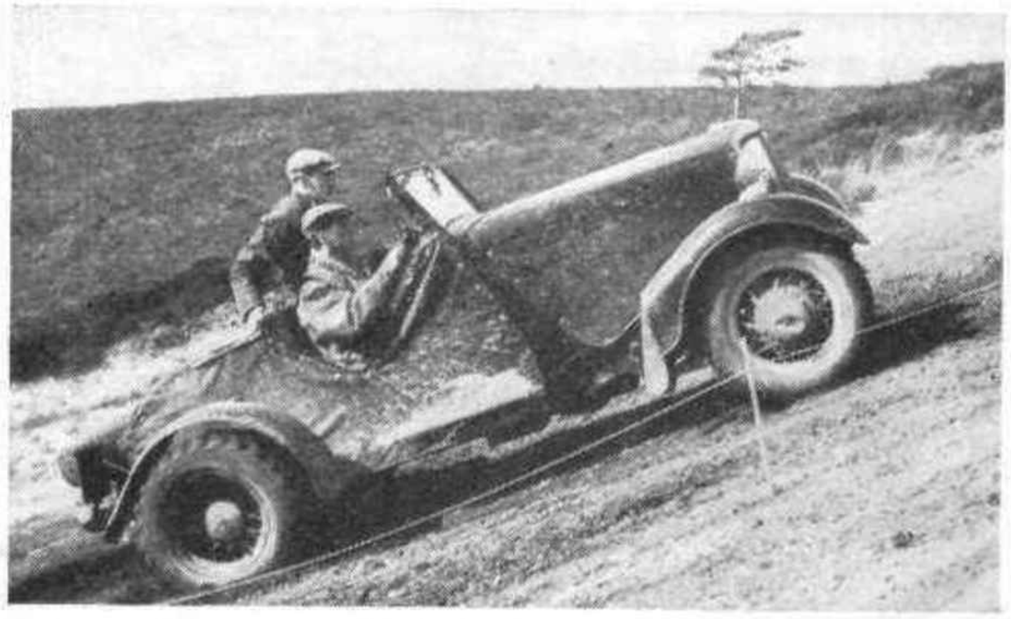
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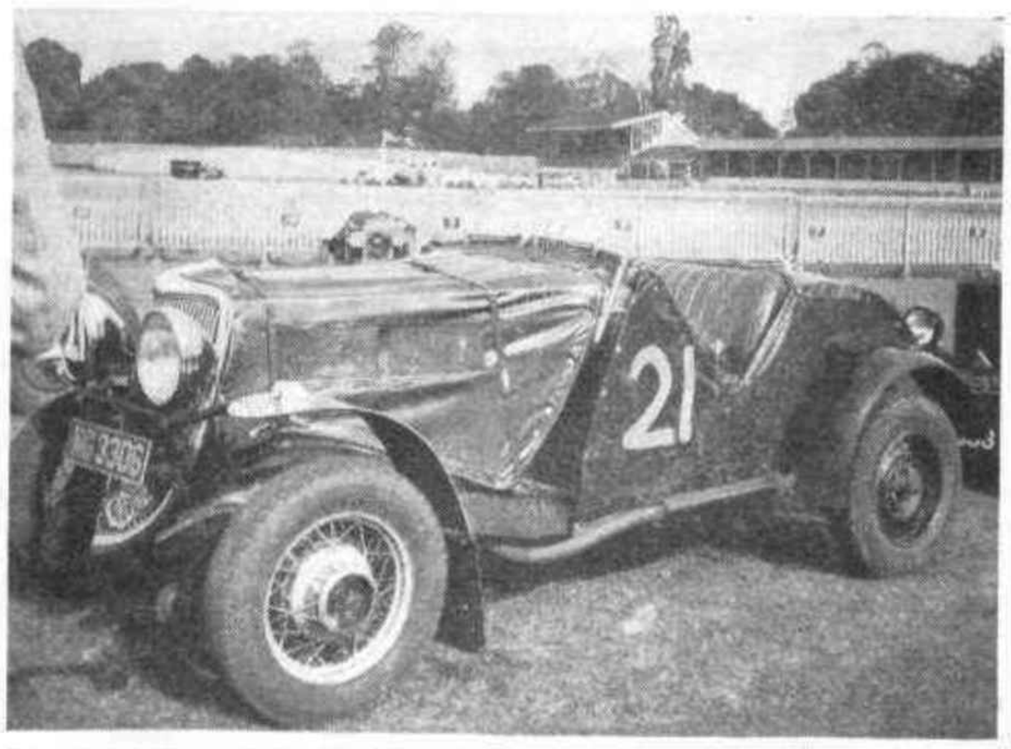
Crozier driving his L.M.B.-Ford V8 up an observed section on Wool Heath towards the end of a pre-war London-Gloucester Trial. It had wide-section twin rear wheels shod with "knobbly" tyres. Alas, these were too heavy and sank into the mud.

Waleran Monte Carlo Rally saloon, supercharged. It had, alas, had a hard life and the short spokes in its wire wheels broke, several at once, with depressing frequency. A 1935 saloon replaced it, this having the later, modified wheels, but although good it was not a match for the other 1935 model, so had to go.

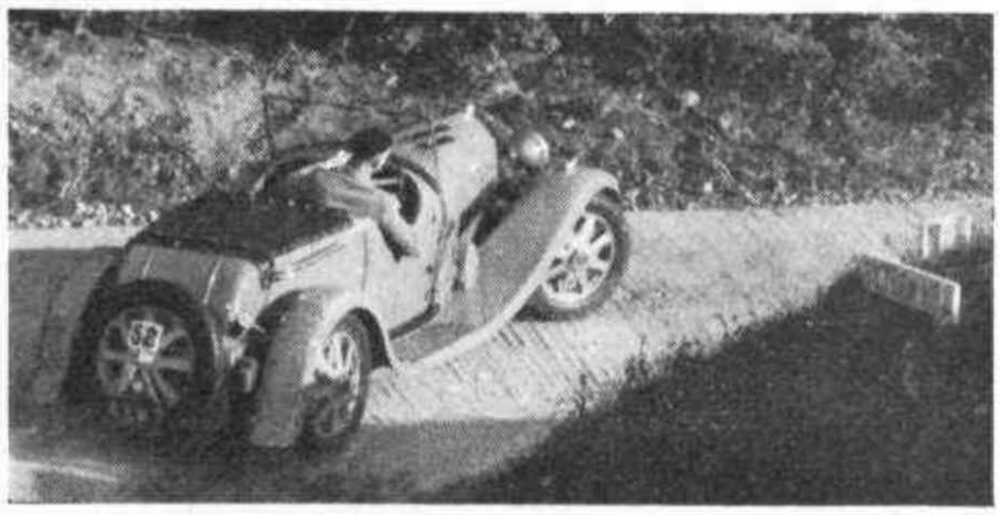
Seeking more performance, Crozier took on a *circa* 1928 19-100 Austro-Daimler 2-seater. Difficulty in retaining a gasket between the alloy block and head was a problem, so the car was quickly disposed of, but the next owner cured the trouble—by sticking the head on with pitch!

Crozier greeted 1938 with acquisition of a 1931 100 m.p.h. low-chassis Invicta tourer which he describes as "a very nice car" although its tendency to go straight-on on wet wood blocks resulted in his first accident, a crumpled wing on a London omnibus. Next? Something quite exciting, in the form of a 1929/30 38/250 Mercedes-Benz SS d.h. coupé bought, still in 1938, from David Scott-Moncrieff's emporium where horseless carriages were purveyed to the nobility and gentry. The only reason for disposing of it was that it looked so ugly open that Crozier invariably kept the top up, even in summer, and it was then too uncomfortably warm inside.

Reaction to this was a 1934 Ford V8 d.h. coupé. After use as a hack, Crozier decided this would convert into an effective competition car. Leslie Ballamy, who had supplied it, put on his divided front axle, Laystall had a go at balancing the engine internals, the chassis was narrowed and lightened, and two Marshall blowers were installed, one above each cylinder bank. The body might have presented a poser, had not the brilliant idea been conceived of making a tubular metal framework and covering this with hood material held down by press-studs. "It was ideal,"



The twin-blower L.M.B.-Ford in even more sporting guise, as it ran in the 1939 Crystal Palace Plate contest. Note the body panels of hood material, held on with press-studs. The bonnet vents were essential, to prevent it ballooning up into the driver's line of vision!



[Photo by James Brymer

Crozier in his ex-Bachelier Type 43 Bugatti, on a slow corner—you can almost hear the typical engine and gearbox noises as it accelerates away.

says Crozier. "It couldn't be scratched by brambles in trial lanes, it kept the weather out admirably, was absurdly light and cheap, and when it got dirty I took it off and scrubbed it with a brush."

This special L.M.B.-Ford was extremely ugly but entirely satisfactory. It ran in trials, Donington races and Brooklands sprints, lapping the Track, timed by the M.C.C., at 96.7 m.p.h. Its top speed approached 110 or so and thereby hangs an amusing incident. One day Crozier, with a friend and his wife beside him on the bench seat, in the days when the coupé body was still in place, was driving along the Watford By-Pass when he was overtaken by a 30/98 Vauxhall doing about 85 m.p.h. Speeding up to his customary 100 m.p.h. the vintage car fell far astern. Later, after the Ford had slowed, it overtook again, whereupon the earlier result was re-enacted. At this, the Vauxhall driver turned off and headed back towards Watford. Shortly afterwards Crozier went in the Ford to spectate at a V.S.C.C. Donington Meeting. As he drove into the car park someone shouted "there he is" and, running over, introduced himself as Anthony Heal, owner of the 30/98. He explained that Monaco Motors of Watford had been tuning his Vauxhall expressly to make it faster than a Ford V8, of which there were many on the road in 1939, and when it couldn't hold Crozier's car he had driven straight back to the works, leaving the car outside with a terse note on the screen. "They have made it slower, not faster," he explained. "I hope you were not too hard on Monaco" replied Crozier, lifting the Ford's bonnet to reveal twin blowers and large carburetters!

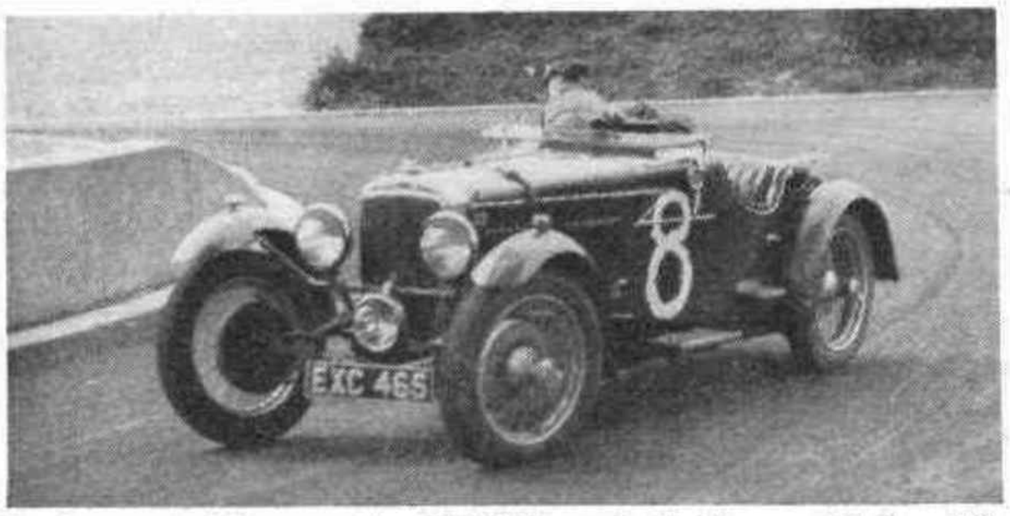
The rod-operated brakes were the weakest feature of this fast Ford. It would also quickly come to the boil if full throttle was used for more than three minutes and the teeth used to strip from the 2nd-gear pinion. But these things hardly mattered, with so much part-throttle performance available and spare gearboxes readily obtainable.

In spite of the fun and success experienced by Crozier with the Ford, this did not prevent him from enjoying a Type 37A G.P. Bugatti bought from J. Lemon Burton. While in possession of these two rapid cars he felt a hack standby desirable and found it in the form of a 1928 Daimler Twenty doctor's coupé, known to his friends as the "Harley Street Special." It was terribly slow. That didn't matter. What did, was that so much oil-smoke was emitted from the sleeve-valve engine while it was warming up, that the occupants of the mews in which Crozier was living forced him to sell it!

The year is still 1938, with war imminent. There was time for Crozier to have another Bugatti, however. This was the ex-Bachelier Type 43 with pre-selector gearbox and slab tail, which was used in B.O.C. hill-climbs, etc. To go with it there were a series of three Fiat 500s, Crozier having come to the conclusion that useful life of these tiny cars terminated at 10,000 miles.

In the last year before the war Crozier purchased another Mercedes-Benz, this time a 36/220 S-series fixed-head coupé. It was a 1929/30 car and when it was built the vogue was for shallow windscreens and low windows. In consequence, and remembering the long bonnet, it was virtually impossible to see out, so that while the whole ensemble looked most elegant to passers-by the occupants were not impressed. On the grounds that in this case there was no point in suffering hell to give pleasure to others, Crozier passed it on.

But the magic of Mercedes-Benz was not to be denied and the next acquisition was nothing less than a 1929 SSK 38/250 Mercedes-



Rather an odd one—the B.M.W.-engined Frazer Nash. The addition of a supercharger was too much for it.

Benz, bought from Jack Bartlett, " a good car." Clearly, Gerry Crozier dislikes *dull* cars. He also seeks motoring experience, and so this great car went to Robert Arbuthnot, and is now owned by W. Wyndham-Milligen.

Crozier's next enterprise was a 1937 Frazer Nash Falcon, a rare model powered by A.F.N. with a Type 55 B.M.W. engine. Bought in 1939, it was placed in that year's Stanley Cup contest. Crozier had noticed that V.S.A. Biggs had used an Arnott supercharger on a Type 55 Frazer Nash B.M.W. he drove in trials with every success, so, when the opportunity arose to buy this blower, it was used on the 'Nash's engine. Unfortunately the extra power this achieved loosened the flywheel and broke the single driving chains of the 'Nash.

Undeterred, for in 1939 there were many good cars to be had, Crozier took on the well-known black and white 1½-litre Type 51A ex-Ian Craig G.P. Bugatti, which he found to be a perfectly practical road car, running it on Discol fuel. He also drove it at Prescott and Poole, where it won its class, and altogether it was regarded as the best car he had owned. Alas, during the war it was put away in its mews' garage with a full tank of fuel, hot shrapnel came through the roof, and it was burnt out, in company with a 1928 3-litre Twin-Cam Sunbeam tourer and a 1939 Matchless-engined Morgan Super Sports 3-wheeler that Crozier had at the same time. The date, incidentally, was Friday the 13th of September!

The Bugatti was ultimately rebuilt by Derrington and sold to R. R. A. Richardson but the others were a total loss. The Sunbeam was mourned along with the Bugatti because, used daily, it had been absolutely trouble-free, but the Morgan was regarded as only a financial calamity.

For a while Crozier had used a TA M.G.—he comments, " a horrid car, deadly "—and, determined not to be defeated by the aforesaid fire, he walked away from it, bought a 1937 2½-litre Jaguar saloon, and drove in it back to his unit. Only its heavy petrol thirst for war-time caused this to be replaced by a 1938 Morris 8 and then by a 1936 Talbot Ten d.h. coupé before Crozier went overseas with R.E.M.E.

That ended his pre-war and early war-time motoring.

* * *

Returning on leave from Austria in 1945, Crozier found a very well-preserved 1929 Sunbeam 20 Weymann saloon which had been laid up for some years by a taxi proprietor. He bought it and stored it until he was demobbed in January 1946. The Sunbeam was undeniably luxurious but its slow gait and slow gear-change were not for a man who had tasted the joys of driving Mercedes-Benz, Bugatti and similar cars.

So a 1928/29 ex-Stiles' 1½-litre twin o.h.c. Alfa Romeo coupé replaced it. This was a satisfactory car except for harsh suspension and Lord Ridley now has it. But Crozier wanted to resume competition motoring, although not much was happening, and he bought a 1938 328 B.M.W., which he drove at the memorable Gransden Lodge Meeting. The snag was that it badly needed better oil-pressure and although A.F.N. promised a new oil-pump, that was to have come from Bristols, it never materialised. Becoming tired of non-starting time and again after having entered for such competition events as there were during 1946, Crozier looked for further motoring experiences.

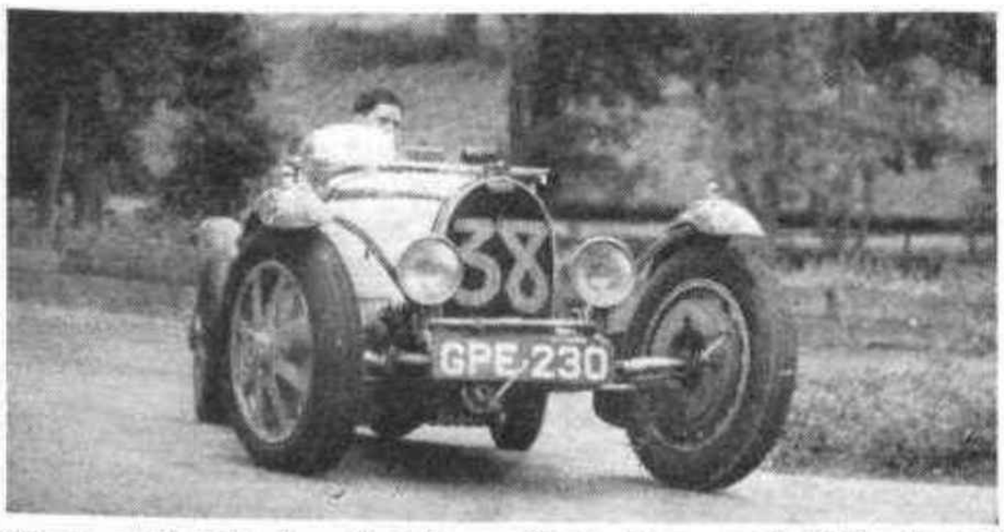
A 1938 Paris-Nice Hotchkiss he disposes of with a wry expression, remarking " What can one say? Rather a lorry." But the ex-J. E. P. Howey 1929 SSK38/250 Mercedes-Benz Corsica coupé he owned from 1947 to 1950 was an entirely different matter. It was apt to blow its gasket if too liberal use was made of the supercharger on Pool petrol—on one occasion this happened when *en route* to a V.S.C.C. Speed Trial, the head being removed beside A 5 and refitted in time to compete!—and Crozier was aware that some unblown cars had better performance, but he loved this huge Mercedes because it was " such tremendous fun." The ride was uncomfortable, a shortcoming accentuated because you sat over the back axle, and what a handful it must have been at Prescott, up which Crozier cheerfully drove it! But it was one of his memorable possessions, until sold to Ian Metcalfe. It went subsequently to America and is believed to have been destroyed in a fire.

A " very satisfactory " 1934 Austin 10 served as an intermediary until a 1937 Lancia Aprilia was found. " This tried hard to be a good car," says Crozier, " but had one breakdown after another, dynamo, drive-shafts, and so on." In contrast, a 1936 Ford V8 fixed-head coupé was used as a hack for four years and was " entirely reliable." In 1950 the 8-litre Barnato Hassan Special was acquired and after being restyled from the whale-like proportions it had assumed while in Metcalfe's emporium, was raced with skill, courage and conspicuous success. It was disposed of in 1952 and has since been returned to single-seater form by the intrepid Keith Schellenberg.

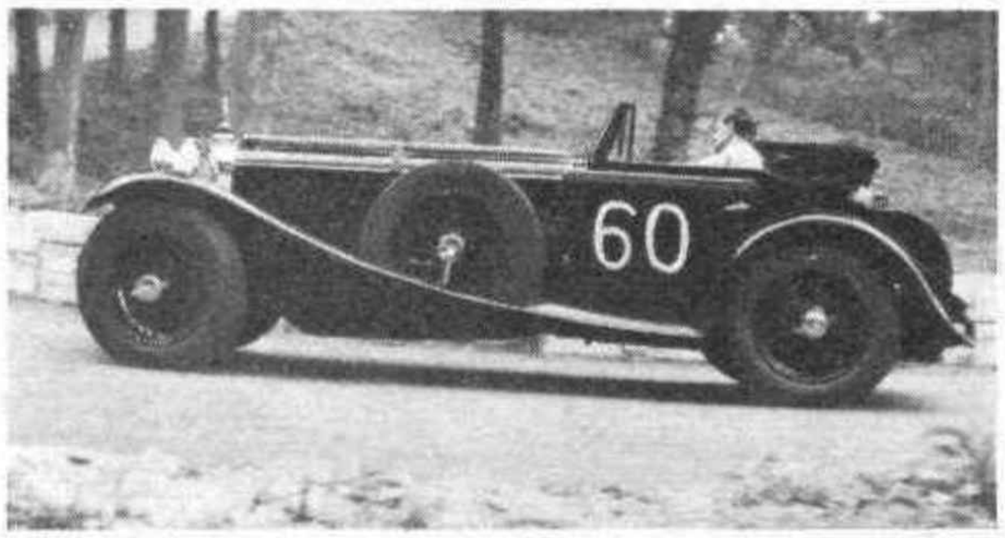
While in bed with 'flu Crozier heard of the sale of the Ellis Collection in Leeds and got up to drive through the night and purchase therefrom a 1928/29 straight-eight Lanchester Weymann saloon, because he was anxious to see how this compared with a Rolls. He dismisses it merely as " pleasant and quite reliable," whereas the 1928 Rolls-Royce P.I Weymann saloon also owned in 1951 he discards as a car which " did less for more money than any other I had owned," although McKenzie checked it over and O.K.-ed it. The rough ride was not helped by the light body.

Naturally, the Rolls went, to be replaced by a 1929 Humber 16 tourer with wind-up celluloid side windows, a vehicle of " no very great merit " and very thirsty.

In 1953-54 Crozier owned a 1938 V12 Lagonda d.h. coupé which he regards as " a first-rate car, very comfortable, with excellent suspension and a high-revving engine, which gave absolutely no trouble and about 12 m.p.g." The 1937 4¼-litre



The beautiful black-and-white ex-Craig Type 51A G.P. Bugatti ascending Prescott Hill.



[Photo by Guy Griffiths

Crozier's fourth big blown Mercedes-Benz; in this Corsica-bodied SSK the occupants sat in close proximity to the back-axle. It was one of only three with the big " elephant " supercharger to come to England.

Bentley Thrupp and Maberly razor-edge saloon that comes next on the list was not up to quite the standard Crozier usually insists upon and the high price of spares would have rendered full restoration an expensive undertaking. For example, a pair of king-pins and bushes cost £17 10s., whereas those for a Ford V8 could be bought for 30s. Moreover, the ride was harsh. . . .

It was in curious circumstances that Crozier took on his 50th car. He was standing in the street when a well-preserved 1928/29 Trojan tourer bleated past. He had an immediate desire to own it and when its driver returned to inquire the way, a deal was done on the spot. For 18 months it was in regular use. I remember it well, because it came on two of my "Boxing Night Exeters" and on one of these, when my 1922 Talbot-Darracq had ignition trouble, Crozier brought us home in its snug interior. It was fatiguing on a long run but Crozier obviously approved of it, for he says that, given more garage accommodation, he would have kept it indefinitely. It could go faster uphill than a Scroggs-tuned Trojan owned by the Rev. Atkinson, then-Secretary of the Trojan O.C., to whom it was sold.

A nearly new M.G.-A followed, in 1957. Of this Crozier says "There was nothing wrong with it but I wanted something more exciting." This he got, in the form of one of the early drum-braked ex-Ecurie Ecosse C-type Jaguars. This, like most of Crozier's well-maintained cars, was trouble-free, although water spoilt the brakes in the rain. He raced it quite a lot but found it "very dicey, especially on a bumpy course." It constituted a very good fast road car but lacked weather protection, so was sold to David Lewis.

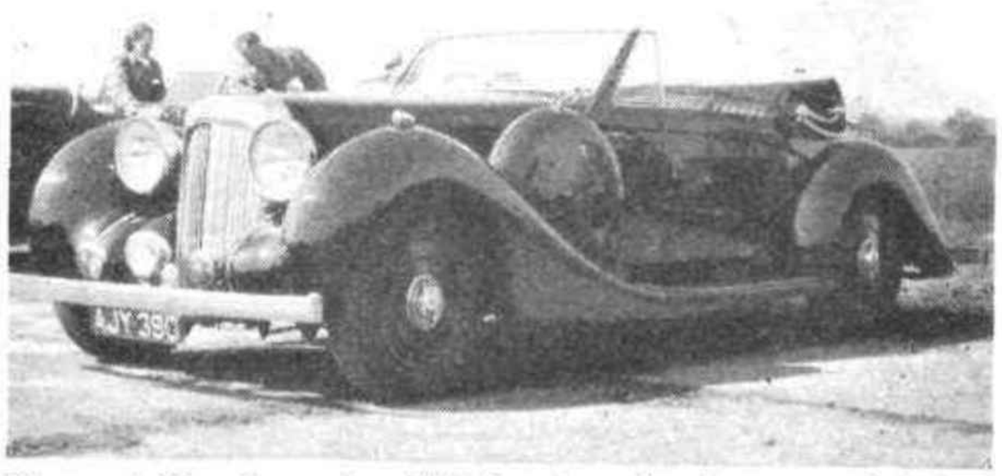
Jack Bartlett, of whose honest dealings the subject of this article fully approves, supplied a 1955 Porsche 1500 which, apart from "twitchy" road-holding, is remembered as "a very good little car."

"I hated the next car I had," observes Crozier, "but it wouldn't be fair to call it a bad one." This was a 1954 Lancia Aurelia GT, with the pre-de Dion back axle. It was harsh and noisy and, with the 2½-litre engine developing perhaps 115 b.h.p. in a car weighing over a ton, had no very great urge. Its worst aspect, however, were controls that probably suited pygmy Italians but proved impossible for the tall, long-legged Gerry Crozier. He also had servicing troubles unless Ramponi himself was available to attend the car. "No doubt later Lancia Aurelia GTs were a different proposition, however."

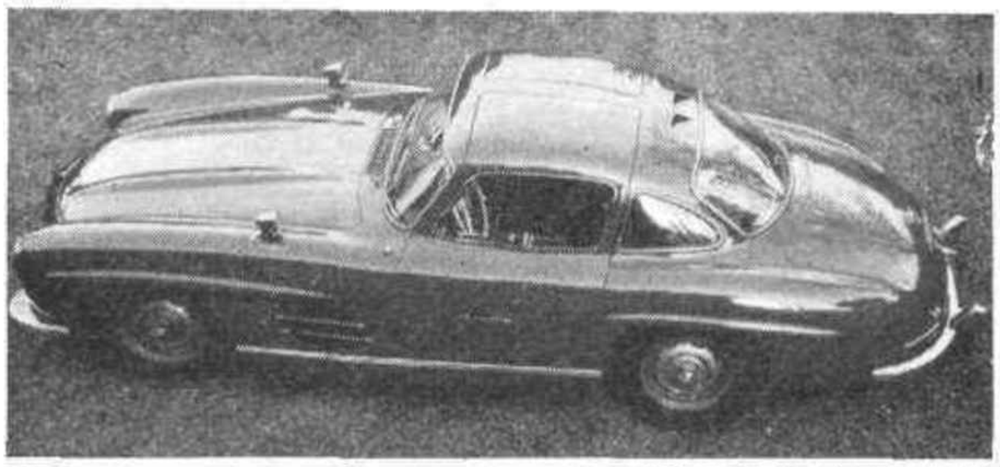
A 1958 400-c.c. Goggomobil coupé with electric gearbox must have been something of an anti-climax but it was fiercely driven without its 2-stroke engine protesting. However, you wouldn't expect Crozier to be content with this for long, after reading the foregoing, now, would you ? He didn't.

Indeed, he obtained real entertainment in the form of one of the original Le Mans Jaguar D-types, the car raced by Bob Berry and rebuilt after that driver's sensational crash in it at Goodwood, after which Broadhead and cyclist Reg Harris had raced it. "It was really *fabulous*," Crozier told me, "light and powerful and handling with such precision that an E-type feels large and lorry-like in comparison." Crozier intended to use this D-type for hill-climbs but an h.p. irregularity on the part of a previous owner (and h.p. in this case didn't mean horse-power) resulted in him saying a sad goodbye to it at Scotland Yard! It is now in Canada, one of three famous D-types, of which John Goddard has another.

Wanting to find out about the much-discussed Lotus Elite, Crozier bought a 1959 example. He brushes it aside as "a car



The 1938 V12 Lagonda which Crozier enjoyed very much indeed.



[Photo by Stanley Sedgwick

Gerald Crozier's Mercedes-Benz 300SL, his fifth car of this make.

for the young enthusiast but not so attractive to the aged." Its fine handling made it very safe but it was "sadly lacking in refinement."

Exit the Elite, bring on a 1960 3.8 Jaguar Mk. II saloon. But only for a while—"it was good but dull."

Crozier isn't quite sure even now how he tolerated a 1953 Ford Prefect saloon for two years. "It was a hack, of course, but a noble performer."

That brings us to his present stable, comprising a 1961 Volvo 122S B18 saloon and a Mercedes-Benz 300SL. The Volvo was bought new and is Rudd-modified, with P1800 camshaft, 10.2-to-1 c.r., etc., and "goes terribly well." Pirelli Cintura tyres and Koni dampers have effected a great improvement in the handling and this discerning motorist enjoys a car in which "everything is screwed together properly, by engineers." He sums up the Volvo as "a very, very good car."

The Mercedes-Benz 300SL he delights in because it is full of individuality and character, like the 36/220 and 38/250 Mercedes he has owned in the past. It is a lightweight version, ex-Rob Walker and John Broad, and has been raced but twice, by Parnell and by Brooks, winning on each occasion. It is still too new to comment on.

That concludes a remarkable run of 61 personal cars, carefully selected and conscientiously maintained, owned to date by Gerry Crozier, apart from about twenty more kept for a few weeks at a time and then hastily disposed of! "The only one ever to blow up on the road—so far—was one of these; a 1936 Austin Ten that threw a rod in the middle of Baldock!" Crozier recalls.

He has had some fine and exciting cars and gained a great deal of experience. In the course of this interview, which took place in a country cottage in a remote corner of Hampshire on Christmas Eve, I made the point that he had done a lot of competition work and that we should list his successes. But Gerald Crozier pretended not to recall his victories, being modest to a degree and quite obviously far more concerned with enjoyment of good motor-cars than hunting silver-ware. As space was limited, I let it go at that. . . .

Of his brave drives with the Bentley D.C. at Monza and Montlhéry, which included averaging 121.15 m.p.h. for 50 miles at the latter track in Stanley Sedgwick's Speed Six Bentley, Crozier will say nothing, as these were not his cars. A 300SL seems absolutely the right car for this motoring connoisseur of long experience. But Gerald Crozier is on the right side of 50 and will, I feel sure, own many more fine, diverse and exciting cars in the years ahead. I am equally certain that he will not fail to pass on very promptly any that do not conform to his exacting standards.—W. B.

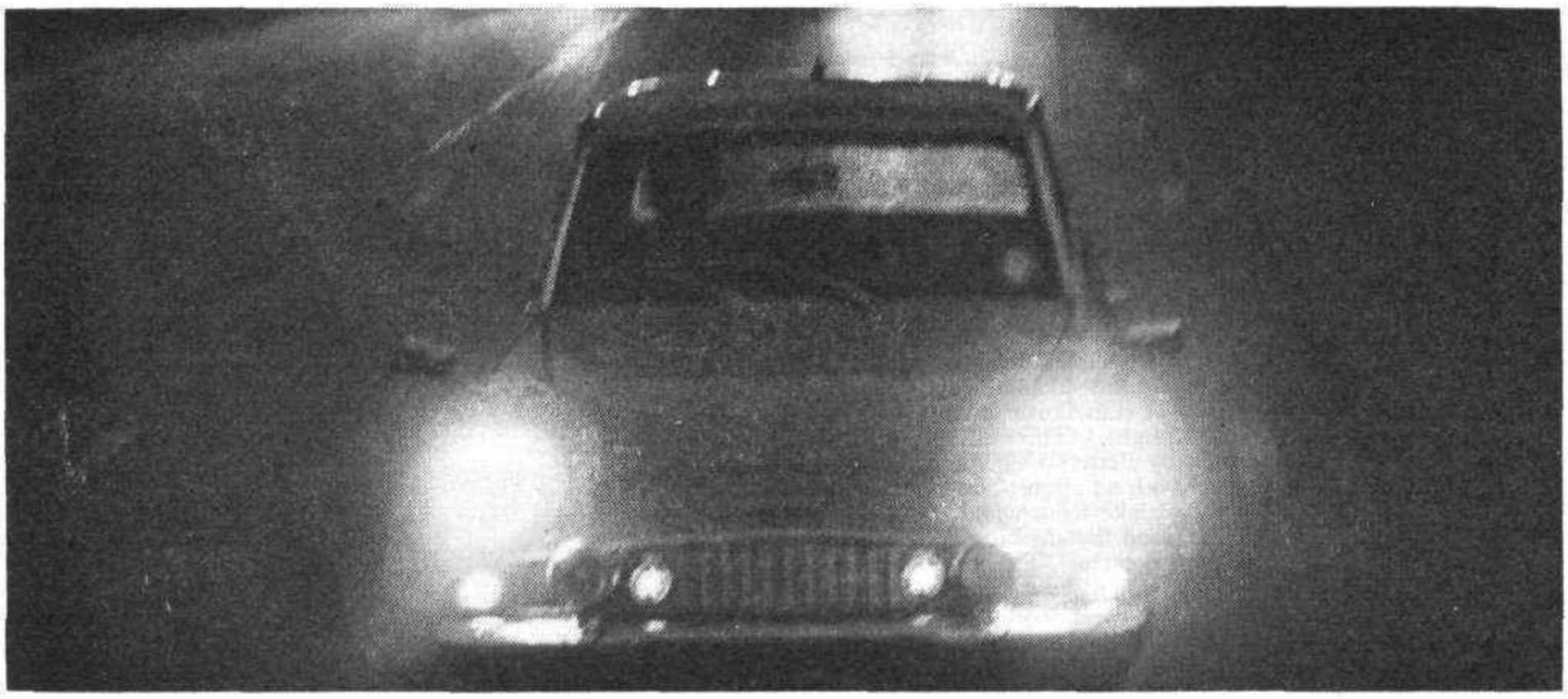
"BAGS OF NEIGE, OLD BOY"

Due to the snows of January the Welsh Rally, M.C.C. Exeter Trial and V.S.C.C. Measham Rally were cancelled. Curious, for when we were young, a spot of snow was just what rally and trials drivers craved.

BUYING A ROLLS-ROYCE

There are so many pre-war Rolls-Royce cars in the market that the Editor conceived the idea of asking each of the better-known specialists in this make to submit a representative car from their stock, so that he could assess what is available for a given sum of money. His Secretary was asked to write to the obvious firms but, apart from one casual 'phone call, nothing happened. A case of journalists need not apply ?

WHAT IS BP'S 'WINTER FLEET' UP TO?



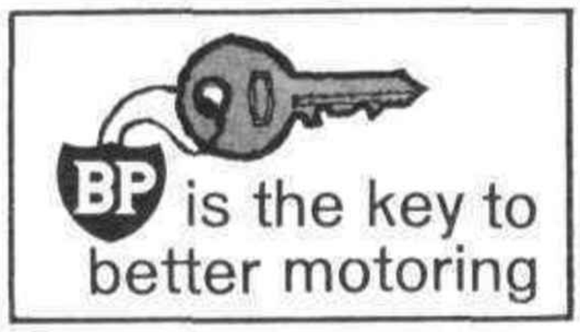
It is actually *doing* something about the weather. Next best thing to turning it tropical, BP is learning how to live with the motoring weather we've got. Finding out, for instance, how to keep your car friskier, friendlier in the sharpest winter. That's what this test is about . . .

16 NEW CARS Take sixteen cars – quite ordinary new cars. And brief sixteen qualified drivers to 'pile on the mileage'. Now the fleet fans out over several counties. They drive right through the chill damp of November-December. Through towns, across country. On roads clear and roads rough – for thousands of miles.

AND WHY? The hub of the testing occurs sometime during each day's (or night's) drive. Each car calls every 24 hours at a BP Test Centre on its route. Detailed examinations are done. Temperatures are taken. The driver reports in detail on his start-up performance, warming times, accelerations – all aspects of winter motoring. BP gets fast, firm facts about *real* performance in real conditions.

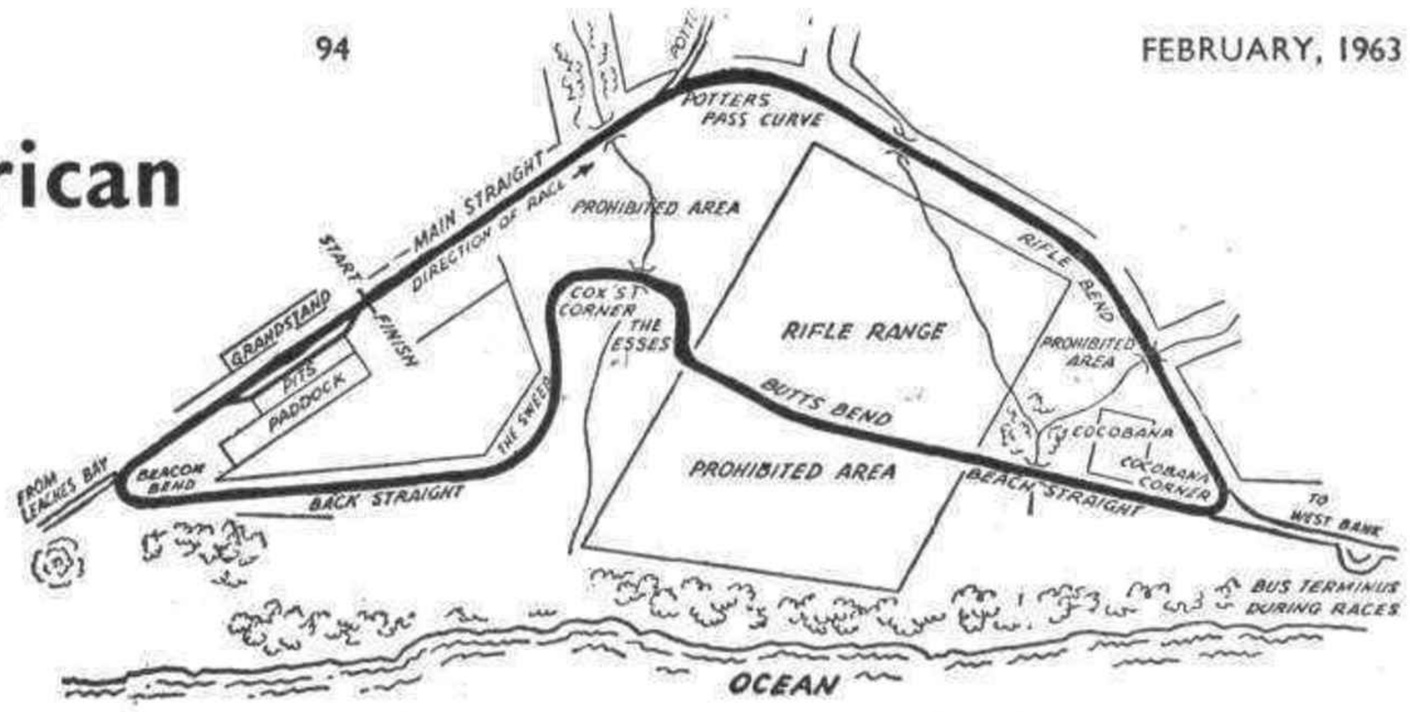
ONLY A PART Probably, among those sixteen ordinary cars is one just like your own car. This sort of 'free' test – in conjunction with non-stop laboratory testing, trials in the giant drive-in refrigerator, and controlled track tests – tell BP a whole lot. That's why this particular trial was run last year. Is being run again this year.

WHAT RESULTS? All this testing tells how BP petrols and oils are measuring up to the cold-weather demands you and your car are making today. And more – with experimental fuels and lubricants, BP is preparing today for the products you will want tomorrow. All helping guarantee BP will continue to be The Key to better motoring.



The 9th South African Grand Prix

Graham Hill and B.R.M. Clinch World Championships



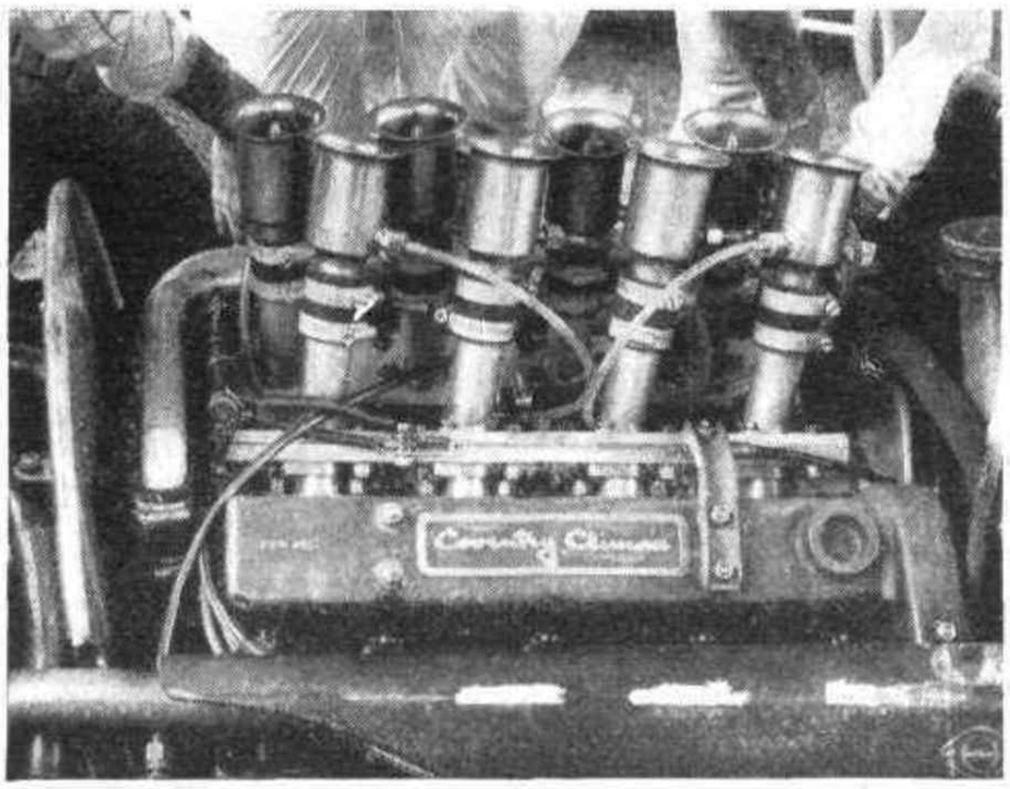
EAST LONDON, *Saturday, December 29th*, 1962.

THE 1962 Formula One World Championship season closed with the 9th South African Grand Prix at East London. Although this is the 9th South African Grand Prix, it is the first Championship event in South Africa and the most important International event yet staged in this pleasant country. East London is situated in the south-eastern corner of the vast continent of Africa. The sea front faces south-east, while a little way down the coast lies the circuit on gently sloping ground which runs right down to the Indian Ocean.

The track is over open roads especially closed for the race. It is 3.919 kilometres long and is not over-wide but has adequate room for passing of Formula One cars. The start/finish line is opposite the control tower, on the main straight. This straight is flat and not very long, and is followed by Potters Pass Bend, a level right-hander on to a long downhill with an almost flat-out corner called Rifle Bend. The drivers then brake for a wide-ish hairpin called Cocobana Corner. Here the road flattens out on to Beach Straight, Butts Bend, and on to the esses. The esses consist of a fairly fast right, two slow lefts, followed by a fast accelerating right on to the back straight. The two slow lefts are taken as one long curve although on the map they look like two corners. The back straight rises to the Beacon Bend hairpin and so on to the main straight The pits lie back from the track and have their own approach road which starts just after the hairpin.

The entry was the best International entry obtained for a South African race, this being due to the open state of the Drivers' Championship. Lotus had three cars for Clark and Taylor; a new car " monocoque " No. 5 arrived just in time for the race direct from England and was the car Clark eventually drove. As a training car, " Monocoque " No. 4 was fitted with a Lucas fuel-injection V8 Climax. The Lucas pump had been fitted beside the gearbox and out in the open, with an aluminium shield to keep the engine and gearbox heat away. The Lucas injector pump was fed by two Bendix fuel-pumps but since running the weekend before at Durban a third Bendix had been added to try to stop misfiring at maximum speed and power. The third car, which Taylor was to drive, was " monocoque " No. 2, which first appeared at Rouen this year and was in original trim.

B.R.M. also had three cars for Graham Hill and Ginther. The first car for Hill arrived in East London on the same ship as the Lotus. This car was a lighter version of the present 1962 design; only slight alterations had been made. The front track was slightly wider, necessitating larger wishbones, while the front discs were noticeably thicker. Front wheels were now the bolt-on type instead of knock-on. The body was of a thinner gauge, light alloy sheeting, and a little weight had been pared off the gearbox. Tony Rudd, B.R.M. Team Manager, said the weight-saving should have been about 40 lb. but in actual fact it only came to 5 lb. according to the Club's weighbridge. The spare car for Hill was the one he has raced all year, the only difference being the three large vents cut in the bonnet top behind the radiator to let out the hot air. B.R.M.s found they boiled badly at the Johannesburg race due to the altitude and the fact that the



INJECTION CLIMAX.—The works' Cooper had Lucas fuel injection fitted to its Climax engine. For its first outing it was reliable without being much faster than the carburetter version.

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
1	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque " No. 5
1T	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque " No. 4. Lucas fuel injection
2	T. Taylor	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque " No. 2
3	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Lightened car, bolt-on front wheels
3T	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Usual car
4	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	—
5	B. Johnstone	B. Johnstone	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961	Dark green	Ex-Jack Lewis car
6	J. Surtees	Lola/Bowmaker	Lola	Climax V8	Colotti 6-sp.	Lola 1962	Green and red	Usual car
7	R. Salvadori	Lola/Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Usual car
8	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Fuel injection; new nose and radiator in practice
9	A. Maggs	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Usual car
10	J. Brabham	Brabham Racing	Brabham	Climax V8	Colotti 6-sp.	Brabham 1962	Turquoise and gold	Same as U.S. G.P.
11	I. Ireland	U.D.T./Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	—
14	E. Pieterse	E. Pieterse	Lotus 21	Climax 4-cyl. Mk. II	Colotti 6-sp.	Lotus 1961	Green and gold	Clark's last year's winning car
15	G. de Beaufort	Ecurie Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Red	Schiller car with own discs and gearbox
18	J. Love	J. Love	Cooper	Climax 4-cyl. Mk. II	Cooper 6-sp.	Cooper 1961	Green and white	Last year's works car
20	N. A. Lederle	N. A. Lederle	Lotus 21	Climax 4-cyl. Mk. II	Colotti 6-sp.	Lotus 1961	Green and gold	—
21	L. D. Serrurier	O. Nacci	LDS Alfa	Giulietta 1500	Colotti 5-sp.	LDS	Blue and white	Based on 1960 Cooper
22	M. Harris	M. Harris	Cooper-Alfa	Giulietta 1500	Cooper 5-sp.	Cooper 1960	White and red	—

water boiled 10 degrees lower than normal. The third car, for Ginther, also had large air vents but was the car he raced in the U.S. Grand Prix.

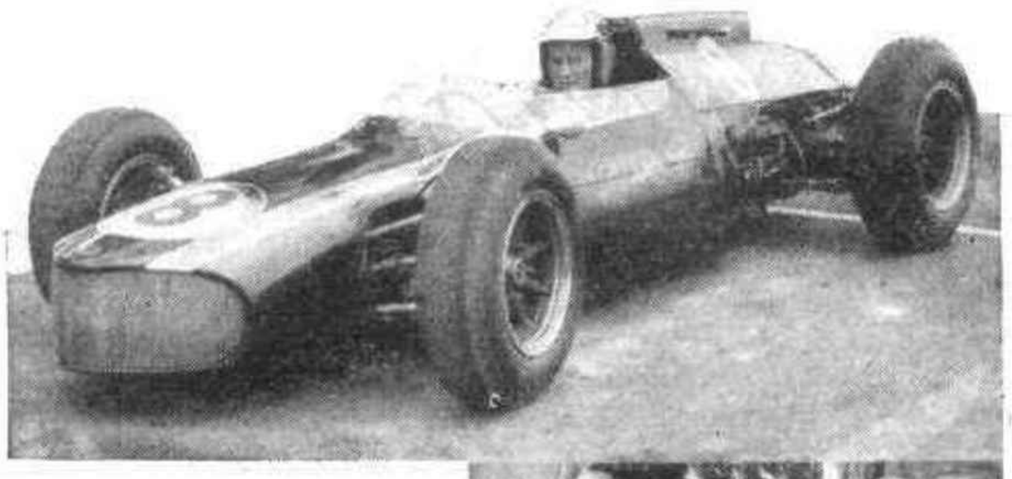
A fourth B.R.M. was entered by B. Johnstone, but, due to engine trouble at the Durban race the weekend before, he was unable to practise as the spare engines for the team could not be released until after the last practice in case they were needed. The car was the Jack Lewis car as used earlier this year, a 1961 chassis with a works V8 engine. With no practice times, Johnstone was forced to start on the back of the grid.

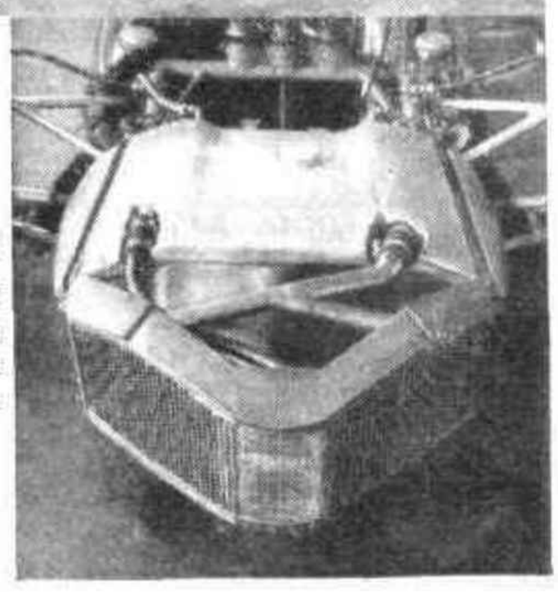
Bowmaker/Lola had two cars for Surtees and Salvadori, the former was in his usual car now fitted with a 6-speed Colotti gearbox, while the second car was raced as before with a 5-speed box. The Cooper Team had two cars for McLaren and Maggs. McLaren's Climax V8 engine had been fitted with Lucas fuel injection and to improve the cooling a new, larger, radiator had been fitted. The plan view of this radiator resembled a flat-bottomed vee, the sides being the water radiators and the front flat portion the oil radiator. To cover this larger radiator the nose had been opened out, making a very ugly car. Unfortunately, the car kept over-heating and for the race the old nose and radiator were fitted. Maggs' car was as raced by him earlier this year.

Jack Brabham was entered in the Brabham, the blue and gold car remaining unaltered. Innes Ireland had the pale green U.D.T./Laystall Lotus-Climax with the 5-speed Colotti box. Also out from Europe was G. de Beaufort driving a 4-cylinder Porsche. The car was the ex-Filipinetti car which the Dutch driver had hired for Mexico and finally purchased. On to this car had been put the disc brakes and the 6-speed gearbox from his own old car. Unfortunately for the race there was no time to respray the car and therefore it ran in Italian red instead of Dutch orange.

Of the local drivers who were entered, E. Pieterse was to drive a Lotus 21 with 4-cylinder Mk. II Climax engine. This was last year's works car and was the car Clark drove to gain the lap record in 1961. J. Love was entered in the 1961 works Cooper with a Mk. II 4-cylinder Climax engine. N. A. Lederle had a Lotus 21 with Mk. II 4-cylinder Climax engine and 6-speed Colotti gearbox.

The last two cars to race were both powered by linered-up Alfa Romeo Giulietta engines, the first was in L. D. Serrurier's LDS Alfa. This car is built in South Africa and is based on a 1960 Cooper design. The other car was a 1960 Cooper now called a Cooper-Alfa and was to be driven by M. Harris. In the entry list was G. Hocking in R. R. C. Walker's dark blue V8 Lotus-Climax, but unfortunately he killed himself in this car at the Durban race the weekend before. Eye-witnesses said he was going too fast in a very tricky corner. T. Settember was down to drive an Emeryson but he failed to turn up. S. Van der Vyver was entered to drive his Lotus-Climax V8 but he had badly damaged it at the Durban race the week before and had been unable to get it repaired in time. S. A. Tingle was to have driven Hocking's own car but decided to run in one of the supporting races rather than in the main race.





UGLY FRONT.—The new, rather ugly, nose on the works' Cooper had a new vee-shaped radiator. The flat front of the radiator is the oil cooler while the sides take care of the water.

First practice was on Wednesday, Boxing Day. The sun was brilliant and the wind strong and warm, which led to many comments about Boxing Day Brands Hatch. First out were the two B.R.M.s, Hill in his old car and Ginther in his. Hill, completing his first lap was followed by Clark in the fuel-injection car. Salvadori, Serrurier and Surtees went out in quick succession. Some drivers were learning the circuit for the first time and others, like Jimmy Clark, were just remembering. Clark was soon in with the injection car, complaining of fluffing on the straight, which proved that the extra Bendix pump fitted in the hope of curing this was not necessary. Ginther set the first fast lap at 1 min. 36.4 sec., while Hill came in and changed over to his new light-weight car. After doing only two or three laps he came in again on a dead engine complaining that it had stiffened so he had cut it instead of letting it seize up on him. Almost immediately he was out again in the old car and soon had a time of 1 min. 33.4 sec., which was the best for the first day.

All was not well in the Lotus pit, however. Clark had been out in the new car and after a few laps coasted in with a dead engine. Something had started to seize up. He wasn't sure whether it was the engine or gearbox. On the fuel-injection car the Lucas injection pump was being bled every few laps to try to stop the misfiring. Eventually the mechanics cut the fuel pipes, lengthened them so that they were across the car, and Clark was asked to look for air bubbles at maximum speed down the straight, which, in his own words, was " a little dodgy." Maggs was circulating slowly in his Cooper, not getting below 1 min. 39.7 sec., which was 1 sec. slower than Serrurier with the Alfa-engined car. M. Harris managed to get down to 1 min. 40.2 sec. before his bearings went and the car was wheeled away.

A number of cars failed to turn up for the first session for various reasons, McLaren's and Taylor's cars not being ready for practice and the rest of the drivers hadn't yet arrived in East London.

The next day's practice was at the same time in the afternoon and the weather was overcast, and at the end of practice it rained. All drivers except Harris were present. The Alfa engine was in the process of being rebuilt. Practice seemed to be starting 20 minutes early but as the cars went out, Surtees leading, it was found that they were required to follow a camera car. After one lap, Hill pulled in quickly while the rest went on with the filming. No doubt Graham was remembering his incident with a camera at the Nurburgring. This filming with the producers, directors and cameramen rather spoilt the atmosphere at both practice and race day. After all, racing is a serious business without turning it into a film studio, but the Club had sold the rights and the film company was getting its money's worth.

When practice proper started, McLaren led the way, with Clark, Hill, Taylor and Lederle going out in line ahead. The rest followed very quickly to get as much done in the opening laps as possible, before the rain came. Ginther was scrubbing tyres to start with, while Hill was lapping fast in the " T " car, and it wasn't long before the old record time of 1 min. 33 sec. was broken. The track was more slippery than the day before and after a few laps Taylor spun violently coming out of the esses, and next lap he spun at the hairpin, while de Beaufort also spun at the same time in sympathy. The Lolas were getting in a lot of laps when Surtees came in with the gear-selector in his 6-speed gearbox broken, so that he could only get three gears.

Ginther was sitting in his car in the pits when an electrical fault suddenly sent sparks and smoke pouring from behind his seat. Ginther leapt out and a CO^2 extinguisher soon had it under control. Innes Ireland was having trouble with his clutch and also jumping out of 3rd gear. Due to the brilliance of the sun, Innes had had his screen blackened over so it was impossible to see through the Perspex.

McLaren's Cooper was overheating and also losing a considerable quantity of water. This was found to be leaking from a cracked water pump. Maggs' car was going very well and while McLaren's mechanics sorted out his heating troubles he did a few laps in Maggs' car. The Lotuses were having slight brake snatch but, even so, Clark, in the fuel-injection car, got under 1 min. 30 sec.—the first person to do so. Brabham was lapping fairly fast and seemed to be having a trouble-free ride. Lederle was the fastest of the local entries with a time of 1 min. 36 sec., with Love 0.4 sec. behind. Practice ended with rain and the cars were taken to the various garages to have their minor or major troubles sorted out.

The last practice was at 6 a.m. on Friday morning so that the marshals could go to work in the usual way. The morning was sunny, cool and with very little wind, so times were expected to be faster than on the two previous days. Salvadori, who had done all the practice he wanted, was the only driver absent. A few minutes after practice started everyone was out, all going very fast from the start, which showed how the cross-wind on the straight had slowed them in the first sessions. Hill did a few laps in the car, when the oil pressure dropped, and when the mechanics drained the engine aluminium particles were found in the oil. Taylor pushed his Lotus in with a partially seized engine, so he took out the fuel-injection car in which Clark had already done the fastest time of all in 1 min. 28.9 sec., and before practice ended he had set the third fastest time of 1 min. 30.9 sec.

With his new car in the paddock having the oil pressure sorted out, Hill went out in his old car and recorded a time of 1 min. 30.2 sec. McLaren was still having heating trouble and it was decided before the race to put back the old radiator and nose.

Surtees was having his first proper practice without mechanical trouble and reduced his time to 1 min. 31.5 sec. Harris was again in trouble with his Alfa engine, a roughness having started to affect it again. E. Pieterse had the top break off the rear damper, so releasing the spring, which flew up on to the top wishbone. Hill was now out again in the new car but, as the engine was still not right, he only did one flying lap at a time. Even so, after several of these short outings, he eventually, got down to 1 min. 29.6 sec.—only 0.3 sec. behind Clark's time in his race car.

As practice drew to a close, Surtees came in with no brakes, the balance pipe on the right-hand rear brake having split and let out the brake fluid. After practice had finished some swapping of engines took place at the B.R.M. garage. Hill's engine from the "T" car was put into the new car. Ginther's engine was given to Johnstone and his car had been fitted with an engine which had been flown out. The radiator on Ginther's car was larger than that on Hill's and therefore was running cooler, so the American gave his team-mate his radiator so as to give him a better chance on race day. Lotus decided not to use the injection car as it was not running satisfactorily, which meant neither Clark nor Taylor could count the fast times they had made in this car. Harris went away to rebuild his Alfa engine again, this time having to grind and reface both crankshaft and flywheel. Surtees' Lotus had the spare engine fitted as his own was running rough.

PRACTICE TIMES

No.	Driver	Wednesday	Thursday	Friday
1	J. Clark ..	1. 43.0	1. 30.1	1. 29.3
1T	J. Clark ..	1. 38.5	**1. 29.8***	**1. 28.9***
2	T. Taylor ..	—	1. 32.7	1. 34.2
2T	T. Taylor ..	—	—	1. 30.9
3	G. Hill	**1. 33.1**	1. 30.0	1. 29.6
3T	G. Hill	1. 33.4	1. 32.4	1. 30.2
4	R. Ginther ..	1. 34.0	1. 32.8	1. 31.7
5	B. Johnstone ..	—	—	—
6	J. Surtees ..	1. 35.5	1. 36.1	1. 31.5
7	R. Salvadori ..	1. 37.0	1. 35.4	—
8	B. McLaren ..	—	1. 33.0	1. 31.7
9	A. Maggs ..	1. 39.7	1. 31.7	1. 32.7
10	J. Brabham ..	—	1. 32.3	1. 31.0
11	I. Ireland ..	—	1. 33.6	1. 31.1
14	E. Pieterse ..	—	1. 37.3	1. 36.8
15	G. de Beaufort	—	1. 39.3	1. 39.2
18	J. Love ..	—	1. 36.4	1. 37.6
20	N. A. Lederle ..	—	1. 36.0	1. 33.6
21	L. D. Serrurier	1. 38.7	1. 37.2	1. 36.8
22	M. Harris ..	1. 40.2	—	1. 39.1

* *Fuel-injection car, not used in race.*

Race day was sunny. A strong wind blew across the straight which would keep times down. The crowd, which grew to 90,000, had been turning up all night. By midnight all the best parking places round the circuit were gone and it was reputed that 30,000 people camped the night at the circuit. As the cars were bought out in front of the pits the drivers did a lap on the back of M.G.s and the crowd swarmed on to the circuit, leaving just enough room for the cars to go through. At one point on the lap of honour they drove through a crowd of Africans who patted them on the back, and not too softly either if the drivers are to be believed.

As 3 o'clock approached the cars were wheeled on to the grid, lining up in pairs with the two contenders for the World Drivers' and Constructors' Championships at the front and Bruce Johnstone, with no practice times, at the back. At 3 o'clock precisely the flag dropped and the South African Grand Prix was under way.

Clark made a brilliant start with no wheelspin, just smooth acceleration. Next to him Graham Hill let in the clutch, spun his

STARTING GRID

3 G. Hill (*B.R.M. V8*) 1 min. 29.6 sec.

1 Clark (*Lotus-Climax V8*) 1 min. 29.3 sec.

11 Ireland (*Lotus-Climax V8*) 1 min. 31.1 sec.

10 Brabham (*Brabham-Climax V8*) 1 min. 31.0 sec.

9 Maggs (*Cooper-Climax V8*) 1 min. 31.7 sec.

6 Surtees (*Lola-Climax V8*) 1 min. 31.5 sec.

8 McLaren (*Cooper-Climax V8*) 1 min. 31.7 sec.

4 Ginther (*B.R.M. V8*) 1 min. 31.7 sec.

20 Lederle (*Lotus-Climax 4-cyl.*) 1 min. 33.6 sec.

2 T. Taylor (*Lotus-Climax V8*) 1 min. 32.7 sec.

18 Love (*Cooper-Climax 4-cyl.*) 1 min. 36.45 sec.

7 Salvadori (*Lola-Climax V8*) 1 min 35.4 sec.

21 Serrurier (*LDS Alfa*) 1 min. 36.8 sec.

14 Pieterse (*Lotus-Climax 4-cyl.*) 1 min. 36.8 sec.

15 de Beaufort (*Porsche 4-cyl.*) 1 min. 39.2 sec.

22 Harris (*Cooper-Alfa*) 1 min. 39.1 sec.

5 Johnstone (*B.R.M. V8*) No practice

wheels and took off in a cloud of rubber smoke. The field vanished from sight in their grid order down the straight to Cocobana Corner. That is, all the field except Pieterse whose Lotus had refused to start and was being frantically worked on in front of the pits.

At the end of the first lap Clark was already in the lead by almost 1 sec. from Hill, their first lap times being 1 min. 40 sec. and 1 min. 40.9 sec., respectively. Behind the leading two came Maggs, Surtees and McLaren jockeying for position; Ginther came next on his own. Ireland and Brabham were very close together, then the rest were stringing out behind in the following order: Lederle, Love, Taylor, Serrurier, Harris, Salvadori, Johnstone and de Beaufort. The 17th starter, Pieterse, was still in the pits fitting a new battery, the one on the car being flat.

Next lap the lead opened up another second. Clark's time was now 1 min. 31.1 sec. against Hill's 1 min. 32.6 sec. Taylor passed Lederle and Love on the second lap, so moving into ninth place, behind Ireland and Brabham. De Beaufort passed Johnstone into 15th place, giving a nonchalant wave as he did so. On lap three the leader did his fastest lap at 1 min. 31 sec., while Hill's time was 1 min. 32.3 sec., increasing his lead by another second. At this point the two leaders eased back slowly to 1 min. 33 sec. and 1 min. 34 sec. due to the gusty wind on the main straight. Salvadori, who made a bad start, passed Harris into 13th place on lap two and on into 12th place three laps later. Taylor was right on Brabham's tail and both of them were pressing Ireland's Lotus very hard but Innes wasn't moving over for them and made them work to get past.

The group for third place was trying very hard, passing the pits in a close bunch. Maggs still led but on the fourth lap McLaren passed Surtees on to the tail of his team-mate. The dice for seventh place was getting fierce, the cars trying to corner abreast as well as storm down the straight three abreast. Eventually, after eight laps, Brabham passed Ireland and on the next lap Taylor also passed the pale green car. On this same lap the trio swept past Ginther, whose B.R.M. sounded rough.

The leaders were still the same, Clark pulling out a second a lap, until on lap 10 he had a 10-sec. lead. For third place there was quite a scrap going on. McLaren had passed Surtees on the fourth lap, but on the 10th lap Surtees got ahead of McLaren and on the next lap he passed Maggs into third place. Salvadori moved up to 12th on lap five, passing Lederle to do it. On the seventh lap he forced his way past Love's Cooper into 11th place. As the leaders completed their seventh lap, Pieterse finally got his Lotus going and joined in well behind the field. On lap nine Johnstone came into the pits complaining of a flat engine and the B.R.M. works mechanics found that his own mechanics had connected two terminals of the Lucas ignition round the wrong way, which gave hopeless retardation. These were reversed and the car went perfectly to the end.

Taylor's seventh place was short-lived, for on his 12th lap he came to a rest out on the circuit unable to engage any gears. The field began to open out slightly but Surtees was still hanging on



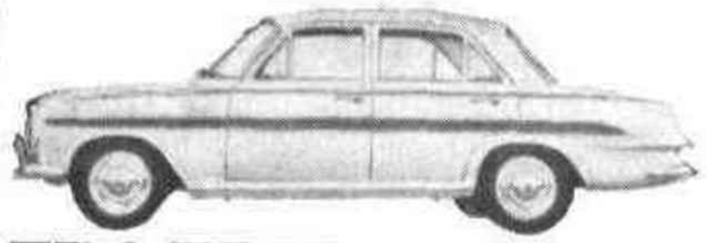
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to his third place closely pressed by McLaren. Salvadori was continuing his steady progress through the field. The two Alfa-engined cars were lying 12th and 13th when, as he completed his 16th lap, Serrurier made a pit stop to take on water as he had a leaking radiator. On the 19th lap McLaren made a big effort and as he completed his 20th he had passed Surtees into third place. The Lola was now sandwiched between the two works Coopers. Ginther's B.R.M. was beginning to sound rougher than ever and due to misfiring and poor pick-up he had spun on two occasions, once in the hairpin and once in the esses. It was therefore not unexpected when he made a pit stop on his 23rd lap to have his oiled-up plugs changed. This lost him five places but with the car running that much better he moved up one place on the 27th lap and another on the 28th lap. Serrurier's water leak was more serious than at first anticipated and the LDS Alfa came in for more water on its 25th lap. Surtees was passed by Maggs' Cooper on the 27th lap and on the next lap the Lola pulled into the pits with a metallic noise coming from the engine. Eric Broadley diagnosed this as a broken tappet or valve so the car was wheeled away.

Ginther's B.R.M. was beginning to make a little progress and on the 32nd lap he moved ahead of the Alfa-Cooper just before Harris retired with the bearing trouble that had dogged him in practice. For the next six laps there was no change in position or tempo. On the 38th lap Serrurier made another pit stop for water which dropped him to last position behind Pieterse's Lotus, which was seven laps down on the leaders. Positions remained unaltered and at the half-way stage Clark was leading Hill by 27.2 sec., while Hill was 26.1 sec. ahead of McLaren. The lap times were round about the same. On the 41st lap Clark did 1 min. 32.7 sec., Hill 1 min. 33.5 sec., McLaren 1 min. 33.9 sec., Maggs 1 min. 34.2 sec., and Brabham 1 min. 33.5 sec. On his 46th lap Serrurier made another, now routine, water stop but the order remained unchanged for the next 10 or 12 laps.

On the 57th lap Salvadori, who was lying seventh, pulled into the pits, where it was found that he had a split fuel tank, and the car was wheeled away. Both Lolas were now in the dead-car park. At this point it looked as though Clark would complete the remaining laps to win this last Grand Prix of the year but on the 61st lap Clark went by with blue smoke pouring from the rear of his Lotus. For two laps he maintained his speed but on his 64th lap he pulled into the pits as the oil pressure had been surging in the corners on this lap. Colin Chapman and Jim Endruweit looked in all the obvious places for the oil leak and it was some time before they found the small hole in the crankcase hidden behind the heat shields between the exhaust pipes and the back of the engine. At first they didn't know what was missing from the hole but, when checking with the spare engine, they found it was a bolt approximately 2 in. long which located the jack shaft bearing that had fallen out and was letting the oil spray out on to the exhaust. Further investigation showed that on the spare engine the locking washer had left a firm impression in the alloy crankcase whereas on Clark's engine there was no such impression. This proved at least to the Lotus mechanics that no such locking washer had ever been fitted.

With this startling retirement, the crowd were once again brought to their feet. Serrurier made a pit stop for water on his 62nd lap and two laps later retired, out on the circuit, with a dry radiator. As the last laps slipped away the B.R.M. mechanics were keeping their fingers firmly crossed, for though Hill now automatically had the Championship they still wanted their fourth World Championship victory for 1962. As Hill crossed the line the crowds cheered and blew the horns of their cars, for this was a very popular victory. Behind the B.R.M. came the two Coopers, McLaren leading Maggs by half a second, while only 3½ sec. behind them came Brabham. These four were the only ones on the same lap. One lap down came Ireland in the U.D.T./Laystall Lotus, while four laps down came Lederle, the first South African entry, Ginther and Love. Two laps behind them came Johnstone's B.R.M. and five laps down again came E. Pieterse and de Beaufort, the latter having pushed his car for the last mile when the electrics to the fuel pump packed up. In the confusion that followed on the finishing line de Beaufort crossed the line un-noticed and as it is now not allowed to push a car over the line the Porsche was actually 12 laps down on the winner. The scoring in the time-keeper's box was a little confused, and at the time of going to press the Club had not officially given any placings after the first six. The last five places were worked out by ourselves from an accurate lap chart.

The race was won at 150.586 k.p.h. and the fastest lap went to Jimmy Clark at a speed of 155.060 k.p.h. On his lap of honour, with what must be one of the largest garlands of flowers ever put round a racing driver's neck, Graham had the misfortune to run over the leg of a fifteen-year-old boy who stepped in front of him to try and take a photograph. As the race finished so the rain that had been building up out over the Indian Ocean started to pour down but even this couldn't damp the enthusiasm of these sun-tanned spectators, some of whom had driven a thousand miles straight down to the race and were returning home immediately afterwards. One spectator we found had motored from Nairobi, an 8,000-mile round trip.—M. J. T.

Results :

IX SOUTH AFRICAN GRAND PRIX—*Formula One*—East London
82 Laps—321.349 Kilometres—Dry and Windy

1st :	G. Hill (B.R.M. V8)	2 hr. 08 min. 03.3 sec.—150.586 k.p.h.
2nd :	B. McLaren (Cooper-Climax V8)	2 hr. 08 min. 53.1 sec.
3rd :	A. Maggs (Cooper-Climax V8)	2 hr. 08 min. 53.6 sec.
4th :	J. Brabham (Brabham-Climax V8)	2 hr. 08 min. 57.1 sec.
5th :	I. Ireland (Lotus-Climax V8)	1 lap behind
6th :	N. Lederle (Lotus-Climax 4-cyl.)	4 laps behind
7th :	R. Ginther (B.R.M. V8)	4 laps behind
8th :	J. Love (Cooper-Climax 4-cyl.)	4 laps behind
9th :	B. Johnstone (B.R.M. V8)	6 laps behind
10th :	E. Pieterse (Lotus-Climax 4-cyl.)	11 laps behind
11th :	de Beaufort (Porsche 4-cyl.)	12 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), on lap 3, in 1 min. 31 sec.—155.060 k.p.h.

Retired : T. Taylor (Lotus-Climax V8), lap 11, broken gearbox; J. Surtees (Lola-Climax V8), lap 27, broken valve or tappet; M. Harris (Cooper-Alfa), lap 32, bearings; R. Salvadori (Lola-Climax V8), lap 57, split fuel tank; J. Clark (Lotus-Climax V8), lap 63, oil leak; L. Serrurier (LDS-Alfa), lap 64, radiator leak.

A CORTINA TRANSFORMED BY LOTUS

AN open secret for some time, the Lotus-Cortina was shown to the Press by Ford during January. It has been known for some time that Colin Chapman was co-operating closely with Ford on several new projects and the highly-modified Cortina is one of the first fruits of this collaboration. It must be conceded by even the most ardent Ford enthusiast that the Cortina is an unexciting car but the modifications carried out by Lotus have turned it into a "Q" car *par excellence*.

The changes carried out by Lotus are probably the greatest that have ever been made to a road-going production car. The performance has been altered out of all recognition by the fitting of the twin overhead camshaft Lotus version of the Ford five-main-bearing 1½-litre engine, which has been enlarged to 1,558 c.c. and fitted with two twin-choke DCOE2 Weber carburetters. In this form the engine develops 105 b.h.p. at 5,500 r.p.m. and 108 lb. ft. of torque at 4,000 r.p.m., although it has been tuned to develop 140 b.h.p., and it is claimed that even at this high output the engine is perfectly reliable. Claimed performance figures, using 6,500 r.p.m. as a gear-change point, are 45 m.p.h., 69 m.p.h., 92 m.p.h., and 115 m.p.h., with acceleration of 0-100 m.p.h. in "around 30 sec."

Naturally with such performance available some serious suspension modifications were called for and as Colin Chapman said in his speech at the Press reception, "We have made the best of a bad job." He wanted to convert the Cortina to independent rear suspension but Ford would not allow this, presumably because the recent statements of their engineers that they cannot make an independent layout handle better than a rigid axle would be made to look rather foolish if Chapman had succeeded. As it is he has thrown away the leaf-springs and converted the rigid axle to coil-spring suspension. Location is taken care of by twin radius arms and an "A" bracket with single-point mounting below the differential. To reduce the weight of the axle an aluminium alloy differential housing has been fitted. Front suspension remains basically unaltered but has been modified to give zero camber. The suspension has also been lowered considerably and stiffened with 140 lb. per inch springs at the front and a stiffer anti-roll bar. Ground clearance below the rear axle is 5.3 in.

Weight saving has also been made in the transmission with an aluminium alloy bell-housing, gearbox extension and remote-control extension. An 8-in. diaphragm type clutch is used and close-ratio all-synchromesh gears are fitted. Standard final-drive ratio is 3.9 : 1 but other ratios are available on request.

Braking is by a combined disc/drum layout, with 9¾-in. discs (taken from an as yet secret new Ford, so Colin Chapman said) at the front and 9 in. × 1¾ in. drums at the rear, the system being servo assisted.

The recirculating ball steering now has a reduced 13.4 : 1 ratio

Continued on page 100

BOOK REVIEWS

"The Automobile Book" by Ralph Stein. 322 pp. 11¾ in. × 8¼ in. (*Paul Hamlyn, Ltd., Westbrook House, 583, Fulham Road, London, S.W.6.* 50s.)

The American author Ralph Stein specialises in these comprehensive and lavishly-produced and illustrated annuals. This one will keep most people occupied for hours and for 50s. enables you to acquire a highly impressive addition to the motoring bookshelf.

But I do not go as far as some reviewers who describe this as one of the greatest motor books ever. For one thing, fresh pictures of the older cars are becoming rarer every day, so many of the illustrations are "old chestnuts," however much they have been blown-up, however beautifully they are reproduced. For another thing, Stein has packed almost every facet of motors and motoring into these 322 big pages—the primitive pioneer vehicles, early racing cars, electric cars, steamers, *grande marques*, G.P. racers, sports cars, veterans, vintage cars, mass-produced automobiles, dream designs of futuristic type, all jostle for a place—but the information about them isn't, shall we say, 100% accurate.

But if you crave lots and lots of miscellaneous pictures, double-page colour spreads and that sort of thing, this is your bible and few will quarrel with the opinion which Stirling Moss expresses in the Foreword that "The Automobile Book" is one of the most beautifully produced books ever seen. — W. B.

* * *

Practically everything you need to know about motoring on the water can be found in the 120-page soft-cover "B.P. Guide to Motor Boats and Motor Boating." Written by 43-year-old boat-designer Ron Waring, this is published by Kenneth Mason Publications Ltd., 167, Victoria Street, London, S.W.1, at 7s. 6d. It should save money for any inexperienced person about to buy, sail, trail, store, fit-out, build or insure any sort of motor boat.

CARS IN BOOKS

There is a surprising number of car references in that section of Rupert Croft-Cooke's autobiography called "The Glittering Pastures" (Putnam, 1962). As a young man the author set off on a walking tour that terminated at the "Royal Oak" at Beckley in Sussex, stayed there for a while, and took rides in a Ford owned by the landlord, Charlie Goddard—"The old high-stilted black kind with the throttle on the steering wheel . . . ", so it must have been a model-T, and an early one, for the year then was 1921. I wonder, however, what make of small hired 'bus they used to get to the village cricket match?

We learn from this delightful book that at this time Cosmo Croft, aged 18, "rushed about on a fast motorcycle, usually with a girl clinging white-faced to the pillion." Motoring, however, instead of being the current commonplace means of transport was something of a rare treat, as I myself recall, so that Rupert Croft-Cooke mentions "no less than sixty miles" of it, in one day, from London to Hastings. Today, when parking meters line the streets and parking persecutions prevail, there is nostalgia in the simple description of the start of this journey: ". . . a large chauffeur-driven car drew up at Haxted's Hotel, as a car could then . . . ".

Alas, the make of that car and of "a middle-aged but beautifully-kept motor-car" driven by a middle-aged chauffeur in Paris in 1922, which belonged to Count Wachtmeister, isn't revealed. But of the latter we are told: "The motor-car, like many at that time, was considered a horseless-carriage, and its owners expected, as carriage-owners had always done, a smart turn-out. There were flowers in fixed vases behind the glass screen which divided us from the chauffeur, there was a speaking-tube to his ear and the car was furnished rather than upholstered"— as good a picture of the elegance of the Edwardian motor-carriage as any I have read.

About Paris at this period we read of an advertisement in the *Folies Bergère* programme for "La Voiture Panhard et Levassor," showing the gentlemen of the revue *C'est de la Folie* seated in an open model, wearing bowler hats.

The author buys a car himself in 1928 or '29—"an old Morris car." Before that he had had "an old motorcycle," on which he tore about Kent at its maximum speed of 30 m.p.h., frequently forgetting to use the hand oil-pump, so that "after sailing down River Hill to Tonbridge I would reach the summit on my return with the engine red-hot." On his primitive pre-1914 machine he went to visit Rudyard Kipling, and it earned him fines totalling 80s. at Sevenoaks Road, Farnborough, for not having two independent brakes in working order, no effective silencer, no licence, no front index mark and for using it without having notified the proper authority that it had been acquired. The way of the motorist has always been hard!

Rupert Croft-Cooke, when he visited Kipling at "Bateman's," now a Kipling museum, remarked on the great writer's Rolls-Royce. "It's the only car I can afford" replied Kipling. As the author goes on to explain, "Cars were still bought, as carriages had been, to last as many years as possible and undeniably a Rolls-Royce lasted longer. That car of his may still be on the road." Can anyone tell us, is it?

When Rupert Croft-Cooke travelled to Buenos Aires, still in the 'twenties, he refers to a statue in Santos to "the great pioneer of ballooning," obviously Santos Dumont, about whom a learned book has recently been published. The taxis in Buenos Aires were then "large American cars and in an open Packard I would drive luxuriously . . .". Someone had arrived there "with what he said was the first Morris car to enter the country," and there Croft-Cooke bought his *first* "car," delightfully described as "the mere framework of a Ford of that old type which was known in Argentina as *Bigotes* (whiskers), from the fact that the controls were on the steering wheel, and resembled a pair of tapering moustaches." The body, we are told, had been removed, leaving only the bonnet and two seats; "there were no wings, no running board, no hood . . . in that state it was quite fast, and that was what we wanted." It had bonnet and seat-backs painted white, two bonnet straps "to resemble a racing car and was used for nearly two months without number plates, horn, mirror or silencer, or more than a third of the normal brakes." When someone asked about the licence, a pair of number plates was purchased for 6s. Even remote stores sold Ford spares and the high ground clearance gave this make "almost a monopoly." A most entertaining book, of which I shall look for sequels.

A Morris 1000, a Bentley and an Aston Martin of which the opinion is expressed that it should give 20 after carburetter adjustment, feature in that sexy novel "Just Like a Lady" by Nina Bawden (Longmans, Green, 1960). The Bentley has a right-hand gear lever; that doesn't identify it as a Rolls-Royce built car, but a blown gasket does!

Finally, for this month, a reader, Mr. Bick of Cheltenham, sends the following extract from "The Great Winding Road" by Oliver G. Pike F.Z.S., F.R.P.S. (Herbert Jenkins, 1928) which, he tells me, had an introduction by the late Lord Montagu of Beaulieu, father of the present Lord Montagu:

"Twenty-five miles an hour along the winding road! It seemed incredible. Twenty-five miles an hour, with a cloud of yellow dust behind us, and a great clatter of machinery under out feet. Our hats were pushed well down on our heads, our coat-collars turned up, and as the keen air tore past our faces, we pretended that we were thoroughly enjoying it all. How thrilling it seemed, and as the milestones slipped by, we marvelled at the ingenuity of man in producing such a machine.

"That was nearly thirty years ago, and as I look back on the days spent on that old Panhard I wonder how we enjoyed it all so much. Those were thrilling days for motorists. I remember how we had to stop whenever we met a horse. The latter animal, it seemed, would never get used to the strange machines that were beginning to make the highway impossible. Some of them shied badly; I have seen more than one trap and its occupants pitched into the ditch. There was one ruse, however, that we discovered, and that was to stop the car, get out and stand by the bonnet, and talk to, and pat the latter as the horse was led past! This had the effect of quieting the most scared animal.

"But I believe we really did enjoy this new means of travelling. There were no wind-screens or hoods in those days, and at the end of the ride we were smothered in dust if the weather was dry, and soaked through if raining. But the car took us into the by-ways of birdland, far quicker than a horse, and to spots where the trains did not penetrate, and so we were able to extend our studies, obtain more and better photographs, and we felt that a new era was dawning for the naturalist who was anxious to explore all the highways and by-ways of these islands of ours.

"Since those early days, I have driven thousands of miles along our winding roads. A two-seater Siddeley-Deasey carried us through some of the wildest parts of birdland; later I travelled twenty-thousand miles in a Rover. Another thirty-thousand miles was done in a Calthorpe, and now I am averaging about three hundred miles a week in a Morris-Oxford, and I find it the most reliable car I have ever driven." — W. B.

MOTOMETER INSTRUMENTS

THOSE who are faced with providing a kit-built or other amateur-constructed car with instruments, or manufacturers of small-production specialist cars, will be interested to know that a range of high-quality MotoMeter instruments, made in Stuttgart, Germany, are obtainable from Time Instrument Manufacturers Ltd., 37/38, Hatton Garden, London, E.C.1 (Tel.: Holborn 4255-7).

These instruments are noted for precision-construction and clear dials, and are fully-illuminated. The following are available:-

An ammeter in 2 in. (52 mm.) size, price 18s. 6d. retail. A 40 mm. white-dial version is also supplied.

Water temperature gauges with full scale in 2 in. size, reading 40°-120°C., for block or water-hose fitting, or with a short-scale but red light that comes on at approx. 95 C., both priced at 57s. 6d. retail A similar gauge with short scale and no warning lamp is priced at 48s. 6d.

Oil-pressure gauge complete with copper tubing, union and T-piece, registering 0-100 lb./sq. in., priced at 59s. 6d. retail.

We have arranged for a set of these instruments to be tested in a Rochdale Olympic and intend to comment in due course.

Besides these instruments, Time Instrument Manufacturers can supply a Mototherm inside/outside thermometer, calibrated in Fahrenheit or Centigrade, a white hand indicating inside and a red hand outside temperature. A red light indicates when outside temperature falls to freezing point. Rally drivers will find this an invaluable addition to a car's instruments; the price complete is £5 5s. retail.

In addition, the MotoMeter car clocks with the renowned Kienzle movement are available, in 52 mm. size at £4 14s. 8d., in 60 mm. size at £4 19s. 4d., both prices inclusive of p.t. These clocks have the famouse Kienzle movement made by the Black Forest clock-makers with 185 years' experience behind them. It is significant that Rover have adopted these quiet-running, accurate clocks for their new 3-litre cars. 80 mm. and 140 mm. clocks are also available, normally 12-volt, but 6-volt to special order.

The following claims are made for the well-known Kienzle 607 movement used in all these clocks :—

" Movement 607 has been designed especially for use in vehicles. It is a further development of the 606 movement of world-wide reputation. It consists essentially of two assemblies :—

(*a*) Mechanical parts (oscillating system with escapement, wheels and pinions).

(*b*) Electro-magnetic winding mechanism (electro-magnetic armature system and energy storage mechanism).

The electro-magnetic winding mechanism functions as an electro-magnetical converter, i.e., at regular intervals electrical energy is converted into mechanical energy. A magnetic armature system extends a spring which in its turn drives the clock movement. As the force driving the clock movement is also independent of the electrical voltage, variations in the battery voltage do not affect the running of the clock. The winding mechanism is damped with plastic material and is very quiet in operation.

" The diameter of the movement is 48 mm. without the casings. The depth of the movement measured across the plates is 24.2 mm. The oscillation period of the balance is 4/9 sec. (instead of the usual 4/10 sec.) or 16,200 half-oscillations per hour. (It has been found that the longer oscillation period, producing a slower tick, is easier on the ear). The balance has a moment of inertia of 0.300 g.cm. This relatively high moment of inertia reduces liability to errors from external causes. (The liability of a clock to certain errors is inversely proportional to the moment of inertia of the balance.) The balance staff is fitted with parallel pivots working in jewel bearings. The use of jewels for the balance staff ensures even running over a long period of time. In our long experience, we have found that conical bearings wear too quickly. In particular, the material of all conical bearings known up to the present time is not suitable for balances larger than those used in wrist watches. Moreover, jewels can be mass produced to a very high degree of accuracy. The escapement of the 607 movement is robust, accurate, and reliable. The general aim in designing movement 607 has been to keep the working parts as few and as simple as possible; this factor in itself increases reliability. For example, the 607 movement has no coupling spring; instead the driving force is transmitted direct from the impulse click to the wheels and pinions. Therefore, failures in starting the movement are impossible. A flywheel coupled to a coil spring (tension), ensures that the resultant momentum remains nearly constant. Many years of experience have shown that contact failures do not occur. This is achieved on the one hand by choosing suitable materials for the contacts and having the electrical and mechanical parts of suitable proportions, and on the other hand by incorporating into the design certain special features which are individually the subject of patents.

" To provide against the possible consequences of a short circuit, a fuse is provided which, dependent on the battery voltage, breaks the circuit in a few moments. The current flowing through the coil during this time remains so small, thanks to the relatively high resistance of the coil, that it cannot cause any damage to the battery. The fuse is in the form of a rivet. This guards against failures due to the displacement of the fuse, which in our experience can arise in the case of soldered fuses.

" A very high degree of reliability in running, not only for short periods, but for years, is obtained due to the nearly constant driving momentum, the small frictional losses in the wheel train, and the effective angle of the escapement in conjunction with the relatively high moment of inertia of the balance. Before leaving the factory, clocks fitted with the 607 movement are regulated to a high degree of accuracy. In the case of bulk deliveries the deviation is not larger than −3 to +0/5 minutes per week at normal temperature. But by far the majority show a timekeeping accuracy within 0 to +3 minutes per week. The 607 movement is affected by temperature only to a very limited extent. Good isochronism is maintained within a temperature range of −20°C. to +50°C. Naturally, at extreme temperatures, the deviation can be larger than above mentioned. The best non-resiniferous synthetic clock oils are used in movement 607. It has been found from experience that the voltage of vehicle batteries is subject to considerable variation, due on the one hand to the demands placed on the battery by the running of the vehicle at any particular moment; on the other hand to the length of time the battery has been used, and to seasonal changes in temperature. Taking this into account the 607/6-volt movement works perfectly at voltages ranging from about 2 to 9 volts and the 607/12-volt movement at voltages from about 4 to 18 volts. These are average figures. Thanks to the high electro-mechanical efficiency of the winding mechanism, the current consumption of the 607 movement (only a few thousandths of a watt), is of negligible proportions compared with that of the other current-using equipment of a vehicle. The movement is mounted within the casing on rubber cushions, thus ensuring a high degree of shock absorption. No less than 13 German and/or foreign patents cover movement 607."

Incidentally, domestic watches and clocks of all kinds, ranging in price from 25s. to £27 18s., are also imported, and other instruments available include ribbon-action water temperature gauges measuring 2½ in. × 1 in. (63s.) carburetter synchro-testers (90s.) compression testers, and a range of tyre gauges (15s. 6d. to 35s.). VW petrol gauge kits for models after August 1960 are available at £5, and VW oil temperature gauge kits for £4.

MotoMeter instruments are used by the leading Continental car manufacturers. Time Instrument Manufacturers Ltd. will supply details on application to anyone mentioning MOTOR SPORT. They should be of some concern to those who have experienced inaccuracy and failures in the sort of clocks and instruments fitted to many present-day cars.—W. B.

RAPID PIT-STOP!

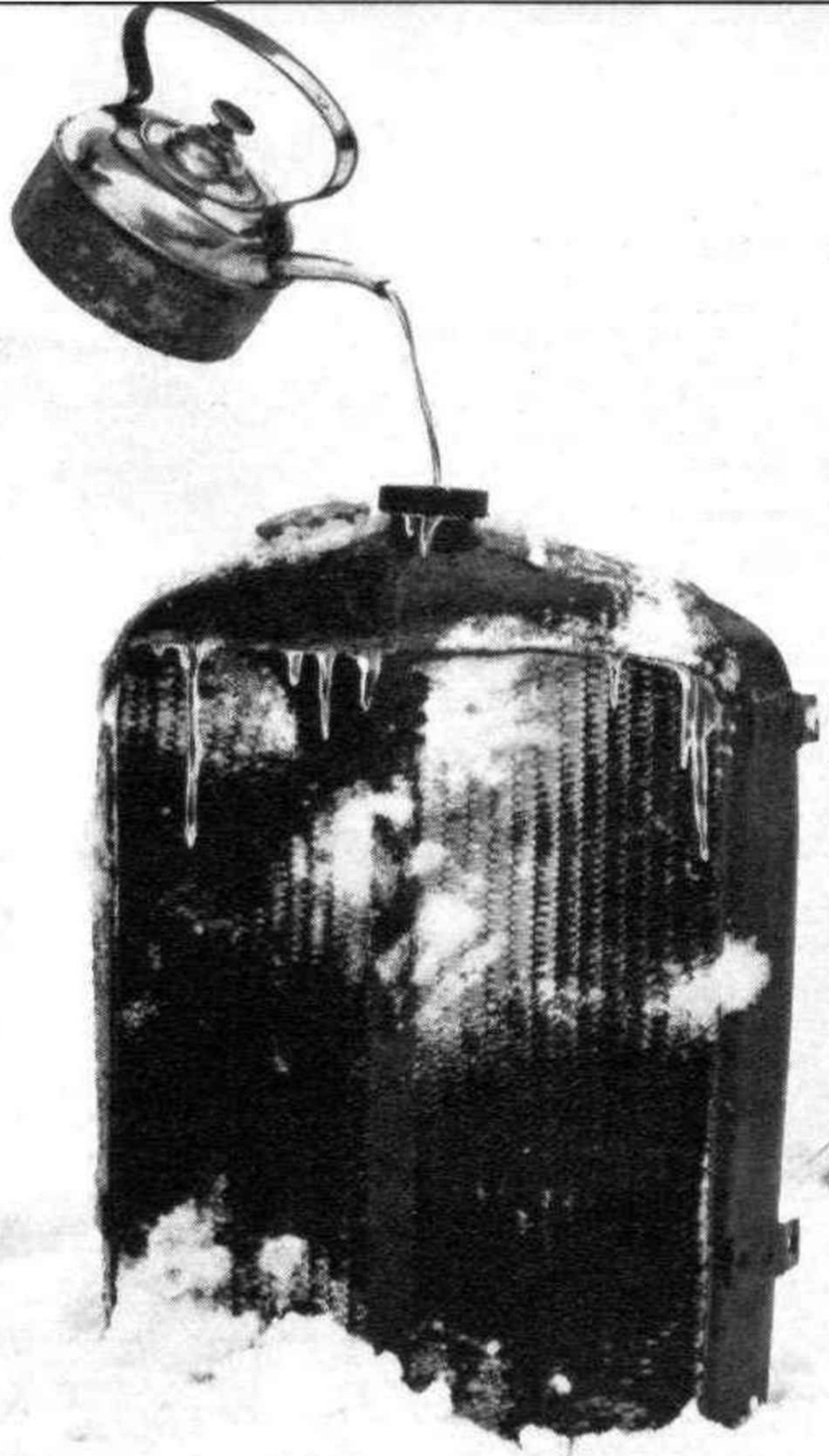
" One has images of the hero grinding into the pits, wiping oil off his face, breaking into a handsome grin, hugging a classy blonde and then jumping back into his cockpit and off on his reckless way to another winning glory "—Danny Blanchflower writing in the *Sunday Express* of Stirling Moss.

CORTINA TRANSFORMED—continued from page 98

and a wood-rimmed 15-in. steering wheel is fitted as standard. Other modifications include wide-based rim road wheels fitted with 6.00 × 13 in. tyres and the 12-volt battery is moved to the boot. Further weight saving has been made by using aluminium outer panels for doors and bonnet.

Inside, bucket seats are fitted and the trim is greatly altered with a central arm-rest and the other panels finished in black Vynide. A complete set of instruments, including a 140-m.p.h. speedometer and 8,000-r.p.m. tachometer, is supplied.

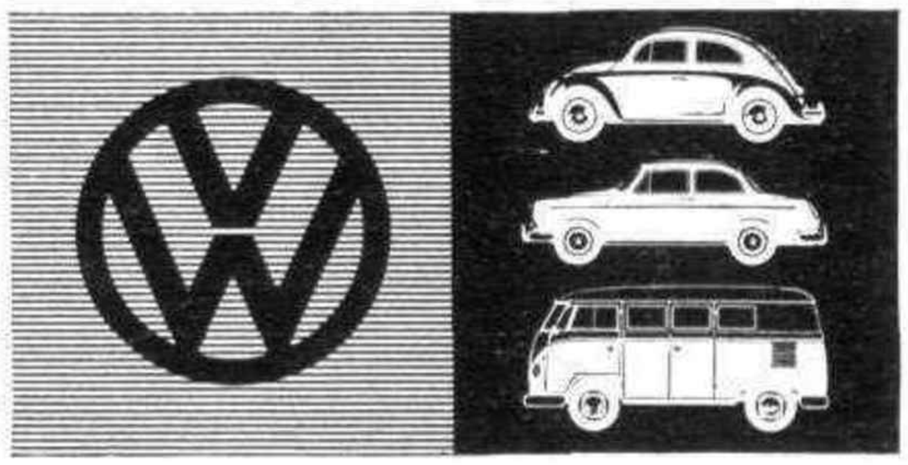
The cars, which will be converted by Lotus, will be supplied only in white with a wide green flash. Team Lotus will run a works team in saloon-car races with Jim Clark, Trevor Taylor and Peter Arundell as the main drivers, while the Ford works will rally a team of cars. The price of the Lotus Cortina, or " Consul Cortina Sports Special " as Ford hope we will call it, is not available as we go to press but is expected to be in the region of £1,000.



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RUMBLINGS

A TWIN-ENGINED B.M.C. MOKE 4×4

One Friday in January the Editor was the recipient of a mysterious telephone call from Longbridge, Reg Bishop of B.M.C. Publicity requesting his company at the Austin works by 12 noon on the Monday. We agreed to go, imagining that a B.M.C.-Rolls or a new Cheshunt-challenging rally car was to be released.

It seemed rather tactless to visit the makers of front-engined f.w.d. mini cars in a rear-engined vehicle, but the Morris 1100 being sick of a stiff gear-change we had to go in a Renault R8, which took us comfortably, warmly and in safety over the slippery snow-covered roads to Birmingham.

We left at 8.30 a.m., stopped for petrol, got lost as we do inevitably when trying to find the Austin factory from Redditch, but arrived soon after the appointed time, to find fellow journalists waiting about in the famous reception-cum-showroom for the main party to arrive. The latter had left Paddington around 9 a.m. and although snow had not fallen for some days, their train was running late. A photographer who had left London in his Ford at 10 a.m. arrived, but still we awaited the train party—which doesn't say much for Dr. Beeching's Railway Reformation.

Eventually, lunch was taken and we were told that we had been summoned hastily, while snow still remained, to see and sample B.M.C.'s latest baby, weaned by Alec Issigonis, their twin-engined 4×4 Moke.

This is a simple open-bodied vehicle with a normal 848-c.c. Mini unit at the front and a similar-engined sub-frame at the back but with the steering locked. Clutches and throttles are inter-connected but each engine has its own ignition switch and gear-lever; thus there are two gear-levers, the normal central one and a r.h. one for the rear engine. This means that different ratios can be selected front and back, but on slippery ground no ill-effects result; what happens on dry roads or if the rear box alone is put into reverse we didn't discover.

Citroën, who have led in so many things, did this with two 2 c.v. power units long ago but they had less power to play with; the 1,696-c.c. twin-engined B.M.C. Moke totals 72 b.h.p. which should be impressive on the road, and, B.M.C. tell us, enables a 1 in 2 gradient to be vanquished.

The assembled journalists were provided with gum-boots and drove the thing on the Longbridge lawn, which was many inches deep in snow, but will never be the same again after the thaw! With straw bales on the back, a snow plough in front, the Dunlop Weathermaster-shod Moke got through deep snow in a continual under-steer on bends, and when it bogged down it could be reversed out. We were sorry, however, not to see it perform up slippery hills. (But must confess that when the engine of our new Morris 1100 packed up the other day we would have been very glad of another one in the boot .... And how pleasant to read in the hand book that when one engine breaks or wears out another is there for instant employment!) Some development to make gear selection easier seems desirable, but this vehicle had been completed in a week or so, to try it on virgin snows. It should be useful for military purposes, in undeveloped countries and on farms, etc., and Mr. Harriman told us that it will sell for about £475.

The publicity boys are already thinking of 1,100 c.c. power units giving a total of 110 b.h.p. but Issigonis says this is entirely unnecessary, the Moke has such admirable traction as it is. There was also speculation about a four-wheel-drive rally or racing car (why not for auto-cross?) on these lines but clearly the B.M.C. Moke's purpose in life is as a cross-country vehicle.

* * *

CITROEN'S VERSION

A week after we had sampled the B.M.C. Moke on the Longbridge lawn we drove to Slough, appropriately, this time in our inter-connected special suspension, front-drive Morris 1100 (now in good health again after the maladies recounted in "My Year's Motoring"—its stiff gear-change was explained as a remote control made to too-close tolerances) to drive the twin-engined 850-c.c. Citroën 2 c.v.

This was developed for Sahara pipe-line reconnaissance *and announced four years ago*. Outwardly, only the bonnet-mounted spare wheel, side fuel fillers and fan aperture in the boot-lid suggest the presence of a duplicate power unit in the tail.

The gearboxes, throttles and clutches are all inter-coupled, but



MOKE IN THE VIRGIN SNOW.—This superior B.M.C. baby has two engines.

there are separate ignition switches. Normally this 4-wheel-drive Citroën runs normally on its front engine, when its extra weight (14½ cwt., tanks full) renders it somewhat sluggish. But both engines can be used on the road, releasing a total of 28 b.h.p., when considerable additional performance is achieved. In this 4×4 form we experimented at Burnham Beeches and found adhesion up extremely steep snow-packed hills, quite phenomenal. Without anyone or any load in the back to aid wheel-grip the Citroën climbed gradients from rest that a normal car wouldn't look at after a fast run-in, and which were too slippery to walk up. It re-started effortlessly in 7 in.-deep frozen snow.

There is a new central floor gear-lever working in delightfully vintage fashion with very small movements, and a smaller lever which engages 4-wheel-drive. For single-engined motoring the front engine is used but if this fails the rear one can be brought into action after the front clutch has been permanently disengaged by means of a special hook-rod supplied in the tool-kit. The tyres are oversize Michelin "X," to give a good area of contact.

With its conventional closed 4-seater body, heater, and proper coupling of front and rear 4-speed all-synchromesh gearboxes, this Citroën is an advance on the B.M.C. Moke. It costs £912 17s. 1d. here, after import duty, sales and purchase-tax have been paid, but in France it costs the equivalent of £740. A top speed of 62 m.p.h. is claimed, with normal 2 c.v. economy when mono-motored, some 31½ m.p.g. using both 425 c.c. engines. Each has its own ignition light, fuel pump and 3¼-gallon fuel tank. Air-cooling, supple suspension, comfortable seats and high ground clearance are amongst its assets, and the low total power and properly synchronised road-wheel speed eliminates wheel-spin.

The abnormal English snows have certainly focused attention on cross-country cars. We understand that Innes Ireland has developed another, using a VW engine.

* * *

WINTER ACCESSORIES

Cleaning up the office after Christmas we came upon a variety of "goodies" sent in for comment. These can be listed as:

(1) A Charleson Components' "Fros-Free" jute-hessian cover for keeping frost off the windscreen, giving wheels a grip on slippery surfaces, protecting clothing when dealing with motoring predicaments, etc. Price, 12s. 6d.

(2) An Eolopress CO_2-charged tyre-inflator which also acts as a fire-extinguisher. Model 105 costs £6 10s. and will, they say, seal the beads of tubeless tyres. It works at 1,000 lb/sq. in. to start with but you have to weigh the cylinder accurately to discover whether it wants re-charging, which can only be done at approved agents. When full the bigger models will, they claim, inflate 16 5.00/5.20×14 tyres from flat.

(3) A big jar of United Lubricants' "Forlife" new anti-freeze claimed to be anti-corrosive but which changes colour if there is corrosion in the system. We offered this to a friend with an aluminium engine but he preferred to drain off. Ourselves, we use Castrol.

(4) A 100% Terylene tie incorporating a tiny head-on racing car in silver woven thread. Well, we met a gentleman in Germany who had looked everywhere for one—you get them from Les Leston Ltd, for 14s. 6d.

So far as the winter motoring aids go, we got by with a nylon tow-rope, a spade and our Dunlop tyre-pump.

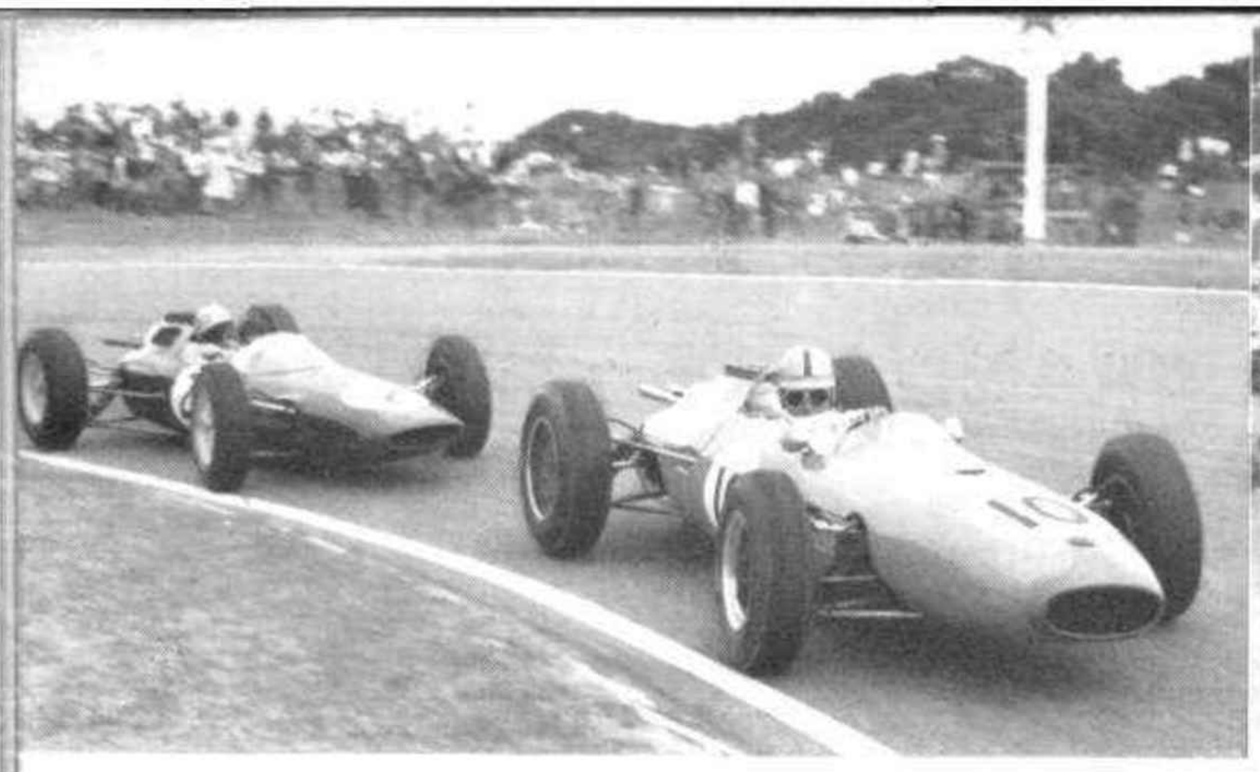
PICTORIAL REVIEW

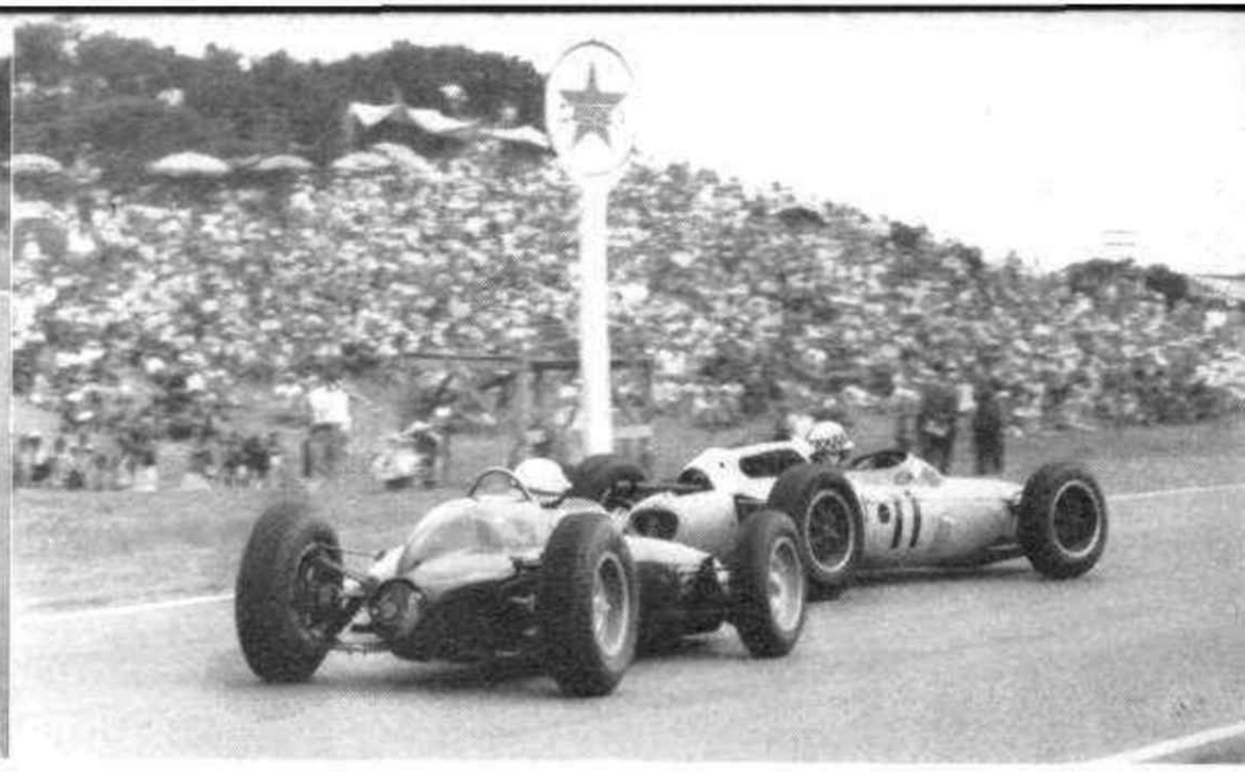
SOUTH AFRICAN GRAND PRIX

BOXING DAY AT BRANDS HATCH

WORLD CHAMPION.—Graham Hill winning the South African Grand Prix in the new lightweight B.R.M. After lying second for 62 laps Hill took over the lead when Clark retired with an oil leak. This victory clinched both the Drivers' and Constructors' Championship.

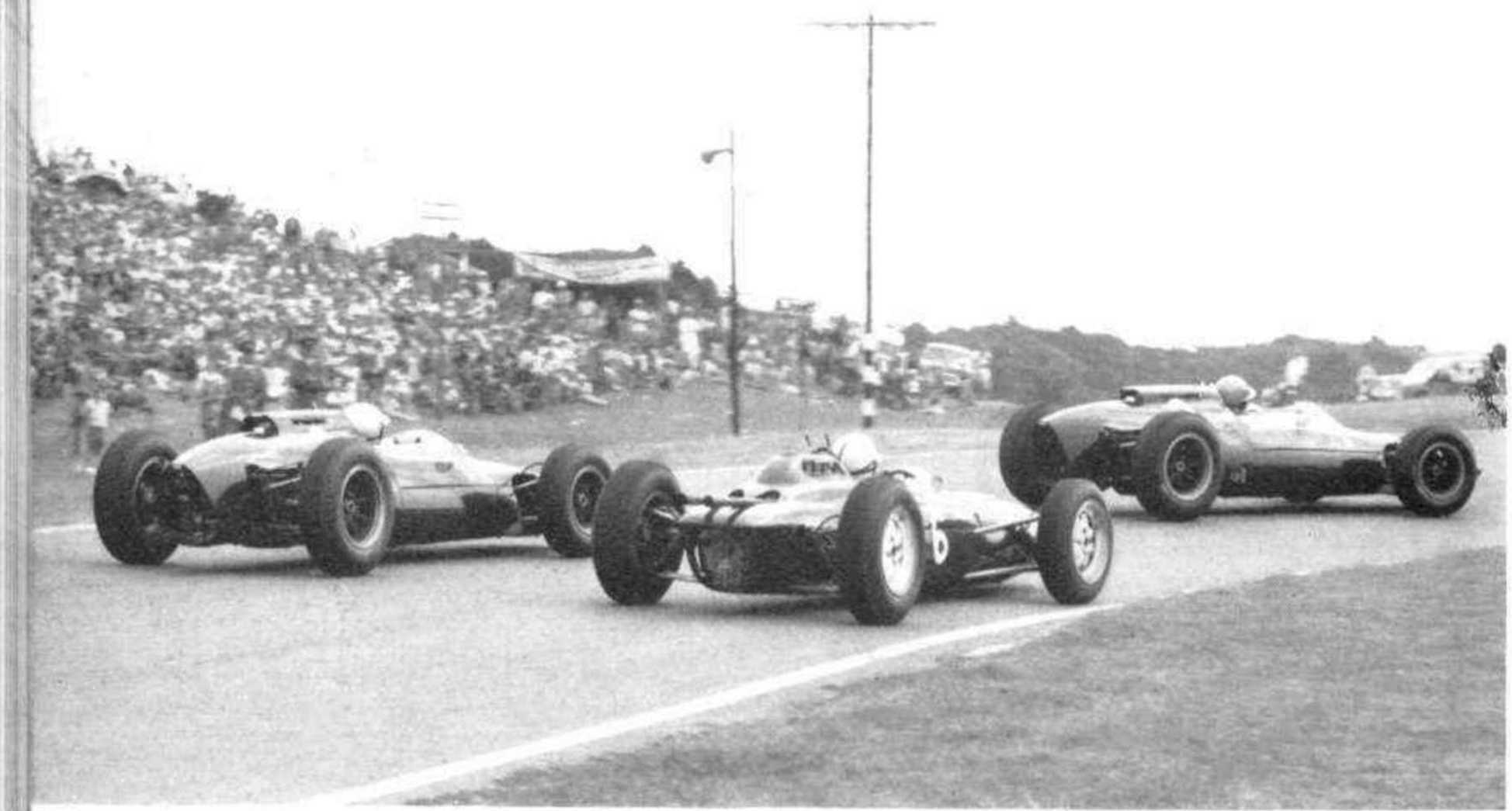






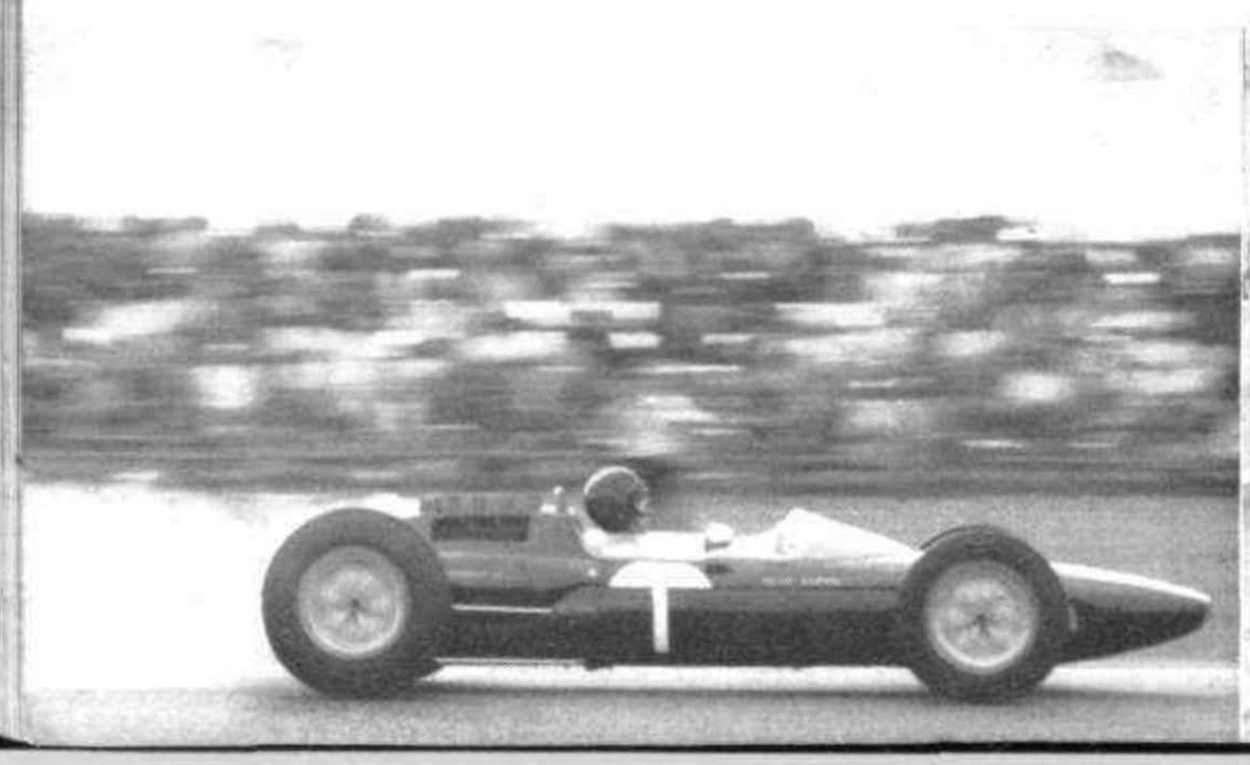
PAIRS.—Jack Brabham leads Trevor Taylor before the latter's gearbox packed up, while in the right hand picture Innes Ireland leads Ritchie Ginther before the B.R.M. made a pit stop for oiled plugs.

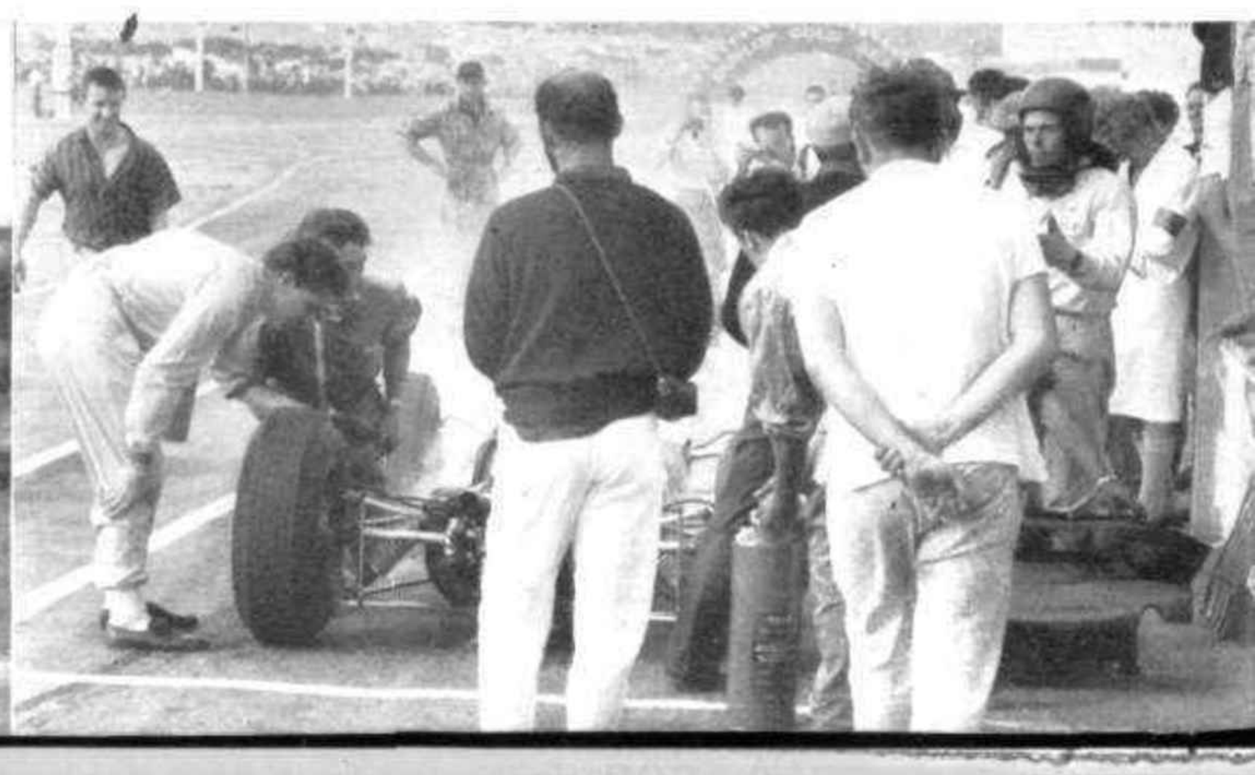
South African G.P.



THIRD PLACE SCRAP.—In the opening laps Surtees' Lola and the Coopers of Maggs and McLaren fought wheel to wheel for third place. Here Maggs leads McLaren while Surtees tries to force his way past on the inside.

BAD LUCK.—When a small two-inch bolt fell out of the Climax engine at East London, South Africa, the chances of Clark winning the race were suddenly dashed! For two laps he drove with a cloud of smoke pouring from the back of his Lotus 25 and then he went into the pits. On the left of the right-hand photo, Taylor looks for the oil leak while Moss and Surtees stand with their backs to the camera. In the background, with helmet still on, a disappointed Clark explains to Chapman how the oil pressure had begun to surge.







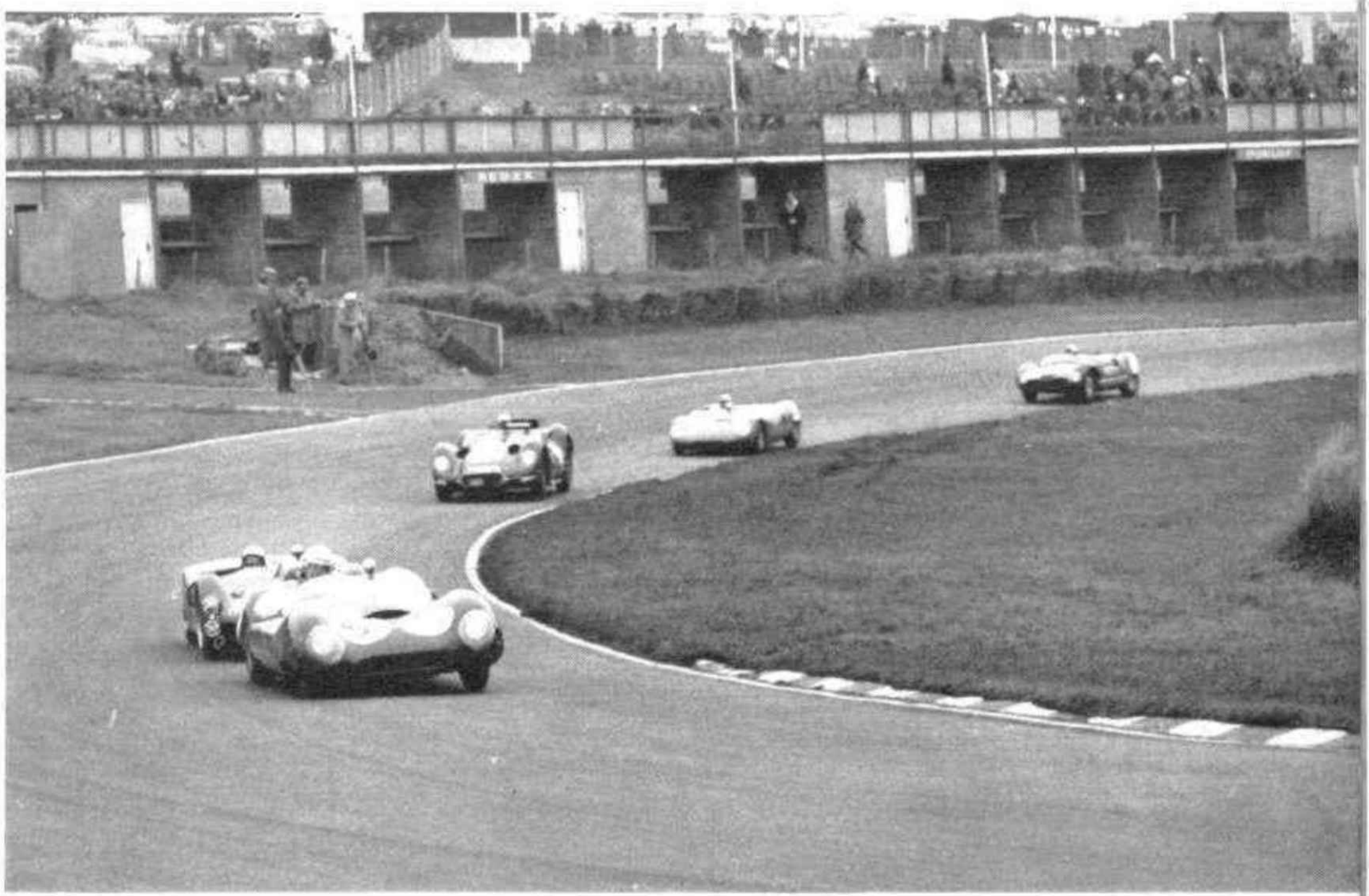
FIRST APPEARANCE for Chris Summers with his 4.7-litre Chevrolet-engined Cooper Monaco at the Boxing Day Brands Hatch Meeting earned him third place after a race-long chase in the 20-lap Silver City Trophy. Note the "Ferrari" nostrils of the car.



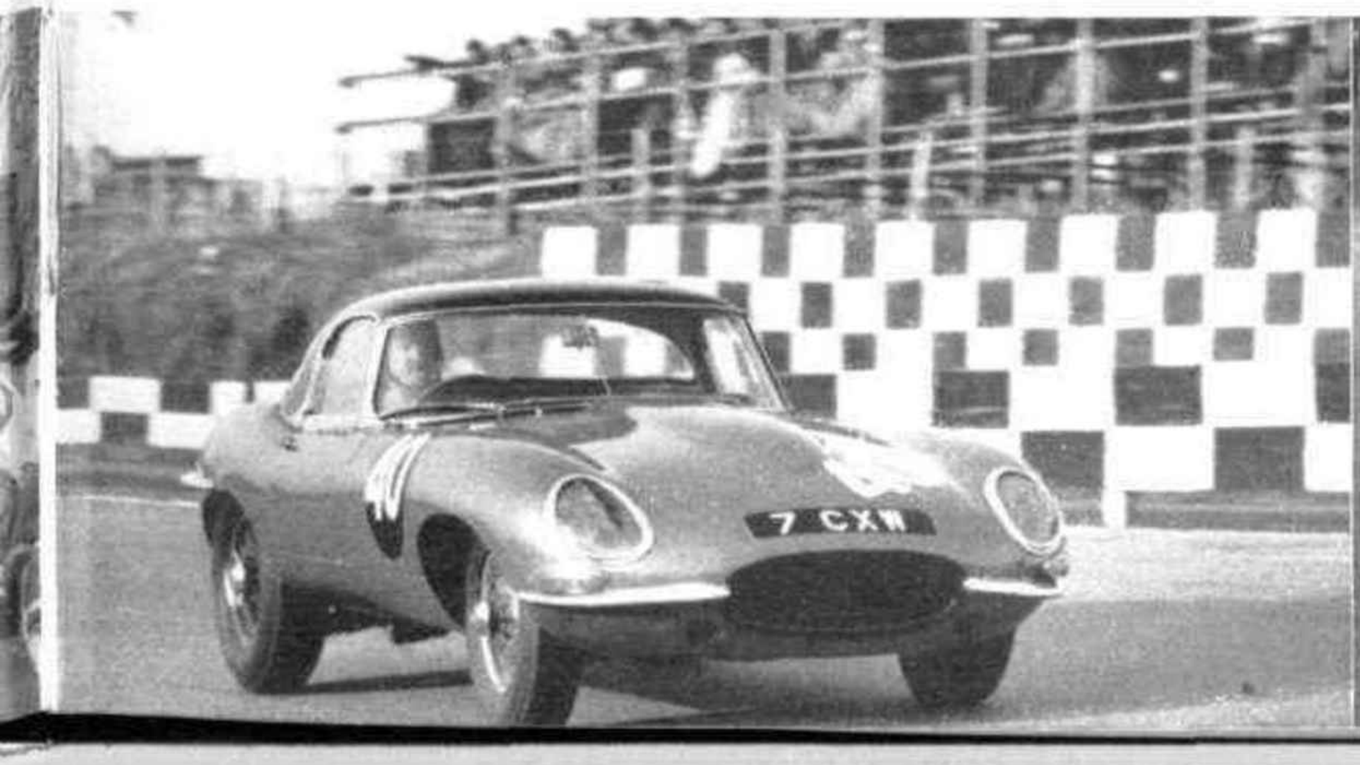
FOURTH PLACE despite a stalled engine at the start went to Richard Bergel's straight-eight Type 35T Bugatti in the Long John Trophy race for vintage sports and racing cars.

Boxing Day Brands Hatch

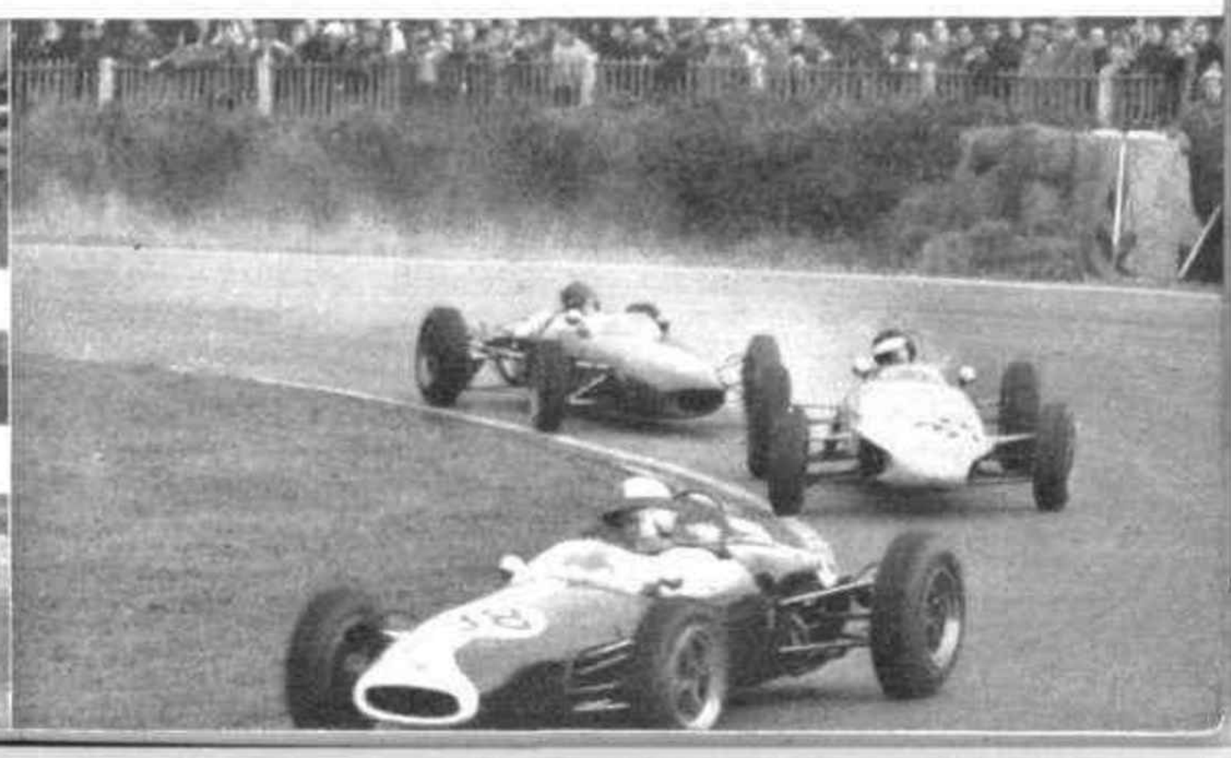
FOR SIX LAPS of the Silver City Trophy Roy Pierpoints 2-litre Lotus-Climax led from Dizzy Addicott's Alfa Romeo-engined Elva Mk. VI. In the opening stages John Coundley's Lister-Jaguar held third place until dropping back to fifth. In fourth place is the eventual winner, Mike Beckwith (Lotus 23) with Chris Summers already coming in amongst the leaders.



EASY WIN.—Ken Baker gained an easy win in the Peco Trophy race in his E-type after Mike Salmon's Zagato Aston Martin spun on the second lap.



WORKS WIN.—Dennis Hulme, driving the works Brabham-Ford Junior won the John Davy Trophy race and also broke the short circuit lap record at Brands Hatch on Boxing Day. Behind him in this shot at Druids are Roy Pike (Gemini) and John Fenning (Lola), both of whom retired.



MY YEAR'S MOTORING

The Editor Looks Back on the Cars he Drove in 1962



WITH A PURPOSE IN LIFE.—The Jaguar E-type is intended to get you there very quickly, safely and without effort, as the Editor is here discovering during a drive from London to Monte Carlo.

ANOTHER year is over and I can look back on 21,744 miles covered in 38 different cars road-tested for MOTOR SPORT, and three business visits to the Continent, all, I am delighted to be able to report *sans* accident and *sans* any kind of prosecution in this age of increasing persecution of motorists by the police. This was an appreciably higher mileage than I accomplished in 1961, there were numerous long journeys as a passenger, and the enjoyment was, as ever, intense.

This annual assessment of the road-tests of the past twelve months is an attempt to compress the lengthy findings of the full reports into a convenient comparison of the highlights and shortcomings of each car, cars which have ranged from little fellows like the D.A.F., Citroën Ami 6, B.M.W. 700, Renault 4L and Fiat 600D to fast cars of the calibre of the Jaguar E-type, Porsche Super 75 and Triumph TR4. I was glad, too, to be given the opportunity during 1962 to sample such interesting newcomers as the Vauxhall VX 4/90, the Renault R8, the Ford Taunus 12M, the B.M.W. 1500, the Simca 1000 and the Morris 1100 and M.G. 1100, apart from brief acquaintance with other intriguing cars like the Ogle SX1000, M.G.-B, Fiat 2300, the latest 3-litre Rover and the Volvo P.1800.

Remembering that when a friend on a weekly motor paper comes to this annual summing-up of the cars he has tested he takes them in order of their ground clearance, height, length or other irrelevant measurements, I contemplated taking mine in the sequence of diminishing windscreen area, exhaust-pipe diameter or distance of the sidelamps from the centre of the headlamp filaments. On second thoughts, however, I decided to write of the cars roughly in the order of mileage covered, and therefore experience gained.

Before doing this, perhaps I may say a few words about the three occasions on which I crossed the English Channel to pursue testing exploits abroad. The first of these 1962 occasions was laid on by Renault in order that we could appreciate the comfort of the R8's seats over bad Spanish roads and the efficacy of its four-wheel disc brakes on rough, steeply-downhill Spanish roads.

Under the watchful eye of Alan Dakers, who looks after Renault public relations in Britain, and as a host of Robert Sicot once we were installed at a delightful country hotel outside Madrid, this was a useful experience, during which the spectre of excessive oversteer from rear-engined Renault products was driven from the mind.

We were flown out in a D.H. Comet, which proved less quiet than I had expected, although I have not so far flown in a Caravelle, and we came back in a delightful "real aeroplane," in the form of Consolidated Convair with two Pratt and Whitney radial engines, although the elapsed time in the air between Madrid and London was all in the Comet's favour. I had only been a few minutes on English soil before being whisked off to Acton and sent on my way in a Renault 4L, about which I will comment in due course. This trip, in which we wandered about the shopping centres and arcades of Madrid, looked at local ruins, drove through some Spanish "back o' beyond," saw flamenco dancing in a night-club and were driven at speeds along the Spanish motor roads in Renault Estafette 'buses which belie the modest engine size of these roomy vehicles, was certainly something to remember with pleasure.

For the visit to Monte Carlo to watch McLaren's Cooper-Coventry-Climax win the Monaco Grand Prix we extracted a Jaguar E-type 2-seater from Bob Berry. Again I experienced a "real aeroplane," for the car was flown from Southend to Basle on the initial leg of the journey in a 4-engined Carvair. Apart from some initial difficulty in closing the door between the hold and the cabin, this converted Douglas DC-4 flew us uneventfully, and less noisily than the more familiar Bristol Freighters, to our Swiss destination. It may be a long time before a tunnel or bridge challenges the super-efficient Channel Air Bridge, and even then I suspect that if a toll is charged, a strict speed-limit imposed, or if the new popularity of Continental travel thus encouraged causes traffic congestion near the points of entry and exit, discerning people will continue to patronise the Air Bridge. Nevertheless, the opening of longer car-ferrying services is a sensible move, putting British United Airways Corporation beyond under or overseas competition in the future.

The rest of this trip can be summarised as a mixture of misery and sheer enjoyment, enjoyment in winding the Jaguar over little-known French passes, misery while getting drenched to the skin at the first 5 a.m. race practice, but compensating pleasure watching this last of the great round-the-houses Grands Prix, and coming home across France in the E-type at an overall average of 61.4 m.p.h. At Calais the fabulous Air Bridge people, with their usual politeness and calm efficiency, let us finish our last steak and chips "dinner" before embarking for the swift lift over to England.

I had taken to the Jaguar from the moment I had driven it, hood-up in teeming rain, from the office, down to the Bank and out along the Embankment clear of the Metropolis—an essentially safe, sure-footed, superbly-braked car that is as impressive in traffic as it is on a motorway. It is the docility, tractability and good manners of this astonishingly low-priced 150-m.p.h. car that impress, as much as its ability to get amongst the ton-up chums in 16 seconds from rest and go on to quite fantastically high open-road speeds. It is fun to have anything from 92 to 113 m.p.h. on tap in *third* cog, depending on whether you take the beautifully-finished twin-cam 3.8-litre engine to 5,000 or 6,000 r.p.m., nor can our overall petrol consumption of 17.6 m.p.g. be regarded as anything but economical, considering the lead-footed manner in which we drove the car. Admittedly, the sump was holed on rough ground, disturbing but apparently harmless noises developed in the valve gear, the boot-lid flew open on more than one occasion, and we had to stop with distressing frequency for fuel in a day's motoring across the Continent. It is things like that, and an unpleasant gear-change, that leave room in this World for Ferraris, Maseratis and 300SLs, but you do not buy them for anything like the £1,828 15s. 2d. which is all Sir William Lyons and Mr. Maudling combined charge you for an E-type. The effort-



Quality, good brakes, family car spaciousness and remarkable economy blend in the excellent Ford Taunus 17M.



The Editor in the grip of understeer while trying the then-new Ford Zodiac III at Silverstone.

less pick up and light steering defeat fatigue when driving the E-type in the mountains and it is as free from temperament as my bank manager.

My third trip to the Continent was described in some detail last month and so needs no further embellishment, except to reflect on what a good car is the new B.M.W.1500, what an interesting car we discovered the Ford Taunus 12M to be, and to remark on the diverse pleasures of driving round the Spa circuit and through Luxembourg in snow, being nobly entertained by various German P.R.O.s, looking at the vastness of the Rhine and the dignified spaciousness of the Munich and Daimler-Benz Museums, seeing how determined N.S.U. are over Wankel rotary-engine development and how dedicated is the N.S.U. Museum at Neckarsulm, using the Nurburgring for testing with no fuss at all, and yet again being flown quickly and efficiently out and home by the Channel Air Bridge Bristol Freighters, in spite of sea-fog at Ostend and ice everywhere but at Calais.

The bulk of the land mileage on this run was done in a Mercedes-Benz 220S, which excels in no one particular but combines those qualities essential to the well-being, comfort, safety and sense of superiority of the long-distance motorist in a hurry. This makes the modern Mercedes-Benz, in my considered opinion, the Best Car in the World.

Having expressed this opinion, may I digress to remark, before letters of protest arrive bearing the postmarks of Bath and Cheltenham, Oxford and Mayfair, that I am *not* anti-British; but I am a motoring writer, not a political journalist, and I have yet to see a 2.2-litre Rolls-Royce capable of out-accelerating or out-speeding a modern Mercedes-Benz, nor have the cars from Crewe yet adopted overhead camshafts, petrol injection, disc brakes, all-round independent suspension or air-springing, all of which Daimler-Benz understand, and which, to my mind, represent progress and ability in the automobile field of engineering.

Of cars tested in this country, the largest mileage was covered in a Porsche Super 75, which had suspension modifications that have changed the traditional oversteer cornering to understeer. That this was a beautifully-appointed, highly-individual, essentially comfortable small coupé goes without saying, and although a mysterious hesitation held back the willing acceleration, it still proved a very fast car from commencement to termination of long journeys that would otherwise have been tedious. I was, however, disappointed that steering and gear-change had lost the silky lightness of earlier Porsches I have known, and which I used to so enjoy, less the performance, in my old Volkswagen. That is, perhaps, being hyper-critical, but you have to pay more than £2,000 for a Porsche, so such criticism is surely justified. I concede the magnificent construction and finish of the Reutter body, the comfort of its seats, the acceleration and the speed provided by the air-cooled " boxer " engine, but having proclaimed these I feel free to class a Porsche as appealing only to those with acquired and rather expensive tastes.

I couldn't exceed 95 m.p.h. in the test car, and its engine condition didn't justify taking acceleration figures, but I gather this constipation was easily cured; only lack of time prevented resumption of this test, but while I had it I went to Upavon for the R.A.F. Anniversary Celebrations, entered the car to make up the numbers in the Fleet Motor Rally which my wife organises as one of her less serious duties as a local councillor, drove it in London and Brighton, and finally went in this Porsche to Oulton Park and back for V.S.C.C. day.

I did, altogether, a four-figure mileage in the Porsche, which I accomplished personally on only two other test cars last year, a Vauxhall Victor de luxe saloon and a Ford Taunus 17M TS saloon. The Vauxhall Victor was willingly accepted as I was soon to sample the keenly-anticipated new Vauxhall VX 4/90 and this would enable me to compare the bread and margarine with the bread and butter products of Luton. Michael Marr, Vauxhall's experienced P.R.O., assisted by Mr. Goatman, contrives to blend an English welcome with American-style publicity methods and when writing of Vauxhalls I have to take firm hold of myself to keep bias at bay!

Not that they have much to fear for, in a practical sense, modern Vauxhalls are excellent cars. In any case, the Victor was not laid on by the manufacturers but was a car I drove in the Press Section of the Mobil Economy Run, thereby making re-acquaintance with this useful family car, enjoying Mobilgas hospitality, and presenting my wife with a free tour of a very beautiful and cleverly-contrived back-route through Scotland and the Lake District at one and the same time, at the expense of having to remain behind the wheel for the entire 1,115 miles. In a contest that had snow and ice associated with it and wasn't exactly crash-proof, this Avon-shod 4-speed floor-change Vauxhall Victor came through unscathed, recording 31.98 m.p.g., or 33.3 m.p.g. if the many additional miles, occasioned by my wife's tendency to chat happily about her daughters with the young student-observer in the back seat when I hoped she was reading the route card, are taken into account. In places it was quite a dice, so such economy is highly creditable. The only anxieties were a fuel gauge that registered empty when *four* gallons remained, and a rear-view mirror that fell off—now why should I want a rear-view mirror on a gentle economy contest?

It was fun to start from and finish at Harrogate, in the very Hotel to which I had been posted during the war. Perhaps the most embarrassing thing about this splendidly-organised and widely-publicised Mobil Economy Run are the refreshment stops, at which the younger observers get together and you can hear your man discussing the prowess or otherwise of " his " driver over the stickier sections. . . .!

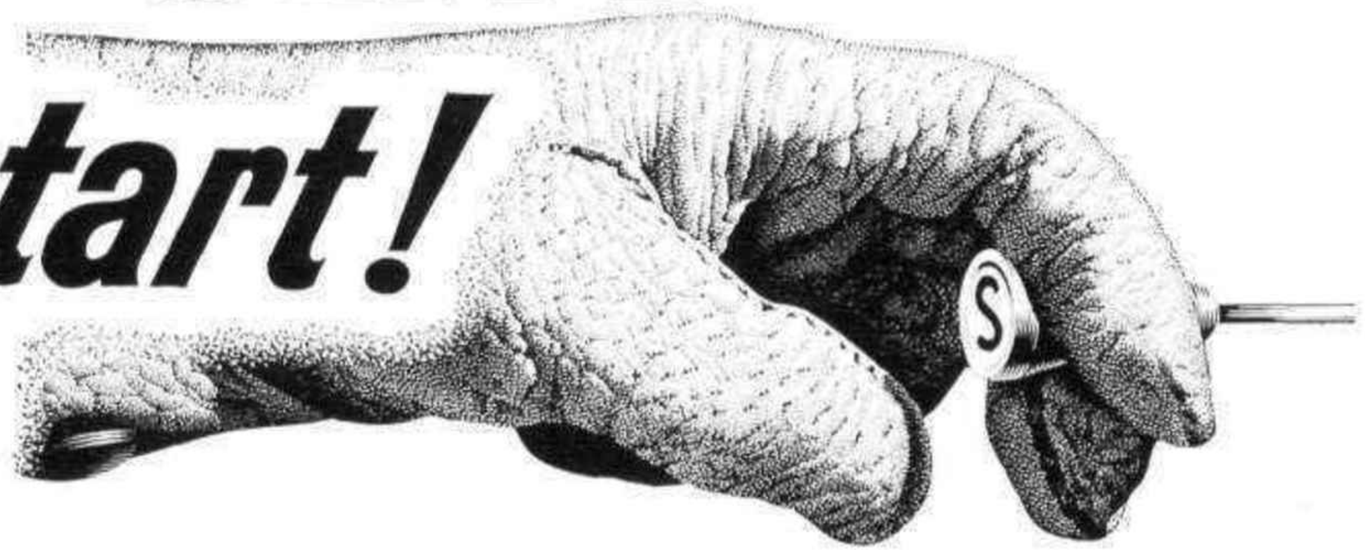
I am always glad when Mr. Sergeant, Sales Manager at Lincoln Cars, telephones to say there is a German or American Ford for me to test, because the cars are always handed over on time, with a minimum of fuss. The first one he arranged for me to try last year was a Taunus 17M TS 4-door saloon. The Cologne-built Taunus 17M is one of the best family cars to the conservative formula of front-engine and rear-wheel drive. It has an air of German quality about it, one of the best steering-column gear-shifts there is, and performance that comes as quite a surprise. Now that disc front brakes are available to kill effectively the 92-m.p.h. top speed of the more powerful TS, this is indeed a fine family saloon, and when I discovered that this spacious motor-car gave almost 33 m.p.g. under by no means favourable conditions, superlatives flowed unchecked.

It was this thoroughly satisfactory Ford Taunus that I used as tender to a vintage car at a V.S.C.C. Silverstone Meeting and in which, on an appallingly cold day, I drove to Debden to see Sydney Allard unleash his Allard Dragster on its meteoric take-offs, later penetrating into the wilds of the East Coast that April

For carefree winter motoring—you need

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for a start!



CASTROLITE — 'BALANCED' FOR EASY STARTING. Because it is a multi-grade oil, it remains very fluid at low temperatures. This means that you get a first-time start in the coldest weather without taxing either your temper or your battery.

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CASTROLITE

Britain's biggest-selling multi-grade motor oil

Castrol MOTOR OIL



Controversial car—the VW 1500. All the famous Volkswagen characteristics allied to more performance, more speed, and better handling render it a tantalisingly desirable vehicle.

evening. The Ford made easy work of a horrid run home in the London-bound traffic, it reassured me when I had to travel from Hampshire to the Alexandra Palace in a hurry for my first, and up to now only, appearance on TV, and this quick 77-b.h.p. version of the 17M brought me home from Goodwood on Easter Monday when we were all thoughtful and subdued after Stirling Moss' crash.

I drove my next longest personal mileage in another Ford, a new Zodiac III. I had gone to Silverstone earlier in the year to try these new confections and felt disappointment that conventional specifications persist at Dagenham and that the styling couldn't seem to make up its mind which of several cars it wished to ape. A Zodiac III later came along for full test, for a generous time-span, just before I left for Spain. I went, amongst other places, to a model-T Ford Rally in it. I would sum up this big, revised, restyled 6-cylinder Ford as useful rather than impressive, although the 4-speed gearbox is an improvement, there is plenty of space within even if luggage takes precedence over rear-compartment knee-room, and, given space and courage, the latest Zodiac will reach 100 m.p.h. Excellent value this Ford unquestionably is, for big people who think big. It has an excellent heater, too, fuel consumption is reasonable, but the test car had too great a thirst for oil.

By way of contrast I went nearly as far in a Fiat 600D. I have always enjoyed enormously the smallest of the 4-cylinder Fiats from Turin and the new 767-c.c. engine endows the 600 with better acceleration than before while having no adverse effect on its quiet running. The little saloon is quite surprisingly comfortable for a small car, although the test version didn't have reclining front-seat squabs. The rear-placed, water-cooled engine really will run on " cooking " gas, which it consumed at the economical rate of 44 m.p.g. This is such a *handy* little car, and so I found it no hardship to motor in it to Goodwood, to the V.S.C.C. Beaulieu Meeting, to the party at Woburn Abbey when the Simca 1000 was unveiled, and to do many local chores in it. May it continue long in production, to keep British baby-cars on their mettle.

Next biggest mileage was achieved at the wheel of that controversial car, the VW 1500. If, after more than 770 miles of analytical driving I was mildly disappointed, this was probably because anything new and different from Wolfsburg is going to be approached head-in-the-clouds in wild anticipation. Yet let me say this—if the performance, as measured, wasn't exciting, this unobtrusive-looking, impeccably-finished Volkswagen covered the ground from A to B and from Y to Z astonishingly quickly, with astonishingly little effort. The handling qualities are infinitely better than those of a normal " beetle," the controls simple but



Outstanding speed and acceleration put the Fiat 1500 family conveyance in the sports-saloon category. It has other fine qualities, too, but is happiest on dry roads.

effective, the seats excellent. There is that most enjoyable of gear-changes, but the pedal position is rather horrid. The steering is good and high-geared but not as light as that on my late-lamented 1955 VW. The brakes are better than they appear at first; the clutch action difficult, so that starting from rest is apt to be jerky. Fuel consumption was disappointing. I like air-cooling, I love the " unburstable " feel of the flat-four 1,493-c.c. engine pulling a 3.67-to-1 top gear at its modestly-stated top-cum-cruising gait of 78 m.p.h., I like the comfort, the effortlessness, the finish. Indeed, I nearly fell for a VW 1500. But the Morris 1100 was in the offing and hasn't Mr. Graydon himself said that two years hence the 1500 will be a very much better VW? My advice to avid Volkswageners would be to hang onto the existing beetle meanwhile, which in view of its mechanical longevity, modest tyre wear, and availability of spares and service, shouldn't be difficult. Perhaps in 1965 I shall join you in ordering the latest VW 1500. . . . And those who know not the delights of VW ownership and require real value-for-money and complete dependability need wait no longer, and should go for a VW 1500 today.

The Fiat 1500 comes next and is another car very close indeed to the top of my " short list " of highly desirable personal transport. It gives performance in terms of top speed (93 m.p.h.) and acceleration (0-60 m.p.h., for instance, in 14.6 sec.) that is quite phenomenal from a family saloon. It is very fully equipped in a rather " pin-table," flashing-lights manner, is comfortable, and exceedingly well (disc) braked. Only its tail-happiness on wet roads puts me off. Road-holding has, perhaps, never been Fiat's strongest feature but as an all-round family car of compact and smart appearance, with a Lampredi-devised 72-b.h.p. engine pulling a 4.1-to-1 top gear, this is a car well worth the £949 it now costs in England.

The Renault 4L proved an admirable maid-of-all-work, lacking, however, the quaint charm of the Citroën 2 c.v. from which it has



Simple, comfortably suspended, underpowered and needing another cog, the Renault 4L was presumably conceived by someone who wedded a Citroën drawing board.



Sparing of petrol, as comfortable as a sofa, enticingly attractive to individualists—the air-cooled flat-twin, front-drive Citroen Ami 6.



Possessing a smooth engine and nice gearbox, the Vauxhall VX 4/90 suffers from body shake and not quite enough performance.

quite obviously cribbed front-wheel-drive, very supple suspension, a push-pull facia gear-change, ingenious webbing seats, and headlamps that adjust to give a level beam under varying loads. It would be nicer with a 4-speed gearbox.

When it comes to another utility car, the Citroën Ami 6, which I used for exactly 700 miles, I can only think that those colleagues who deride this amusing Frenchman do so because they are so stuffily conventional they automatically oppose anything that is " different." The Ami 6 may not be the ideal small car, and its sumptuous seats do give something of the sensation of rolling in a very deep feather-bed, but it is quiet, comfortable and superbly sprung, has the fool-proof push-pull gear-change that Renault were so happy to " borrow " for their 4L, and its air-cooled flat-twin engine propels it at a 60-m.p.h. cruising speed, while returning nearly 57 m.p.g. This speed/economy factor alone merits the highest praise, and you get inter-connected suspension and other practicalities as well.

By a coincidence, my next longest test stint was shared between three diverse vehicles, a Ford Galaxie 500, a Vauxhall VX 4/90, and a Volvo 122S B18. Having taken a young American girl, a friend of my eldest daughter, out in the Citroën Ami 6 without her expressing more than an incredulous smile, I was relieved to get her into the more familiar Ford, in which we embarked on a long day-trek to Wales. I took this dazzling car to Goodwood on August 25th, for I felt a Galaxie was appropriate to a Jubilee. There are more powerful and exciting American cars than this impressive-looking 4-door sedan with the 5.7-litre 220-b.h.p. Thunderbird 352 motor, but for use on our roads and lanes I found the Galaxie plentifully powerful. Not that any Canadian Ford I have tried has ever exhibited much of the wallow, vague steering and lack of control attributed by the uninitiated to vast transatlantic automobiles. Suffice it to say that if I could follow my star I'd have a Galaxie in my coachhouse. Its power steering is vague but good of its kind, its " Cruise-o-Matic " transmission notably smooth, and its power brakes powerful if sudden, at all events from 90 m.p.h. downwards.



Bags of room, smooth automation, and as much urge as you can comfortably use, the Ford Galaxie 500 provides effortless transportation.

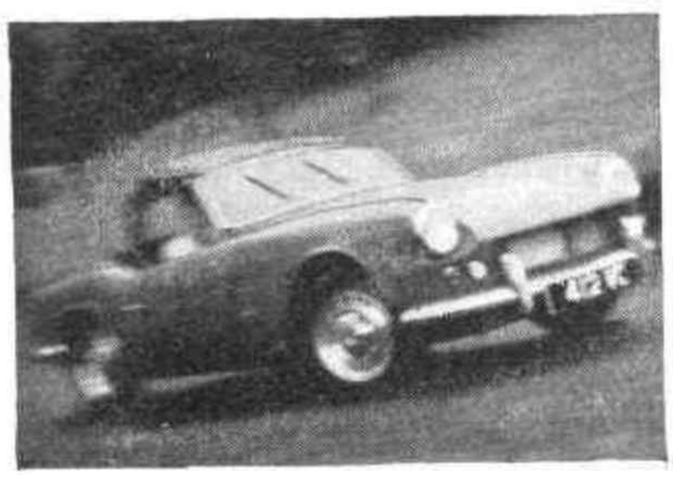
I looked forward greatly to finding out about the twin-carburetter 81-b.h.p. VX 4/90, first sporting Vauxhall since the 30/98, if we omit the Hurlingham. Unfortunately, it didn't quite come up to expectations, which is a pity, because I had almost decided I needed one as a personal car. Performance is good, very good, until you compare its figures with those for a Fiat 1500; and remember, whereas Luton sells you a VX 4/90 as a fast version of the new Victor, Turin cannot understand why you rave about how well the 1500 goes—its our family model, they tell you. . . . The VX 4/90 also has suspension that is too lively and a body shell that introduces a shimmy-shake into its repertoire unless roads are of the smoothest. The floor gear-change is fairly pleasant but the controls are somewhat shoddy. It is nice to have a 73-m.p.h. 5.29-to-1 3rd gear but the 8.31-to-1 2nd gear is quite a space (and 23 m.p.h.) away from it. On the whole an attractive proposition, the Vauxhall VX 4/90 needs only a few changes to place it close to the top of its class.

The Volvo 122S is beginning to date a little, hence its rather lively ride (which they tell me Konis will curb), a high scuttle intruding on forward visibility, and a long willowy gear-lever looking like something out of an ancient Buick, although functioning far more precisely. For all that, this is a very good motor-car indeed, appealing to discerning drivers of long experience, like Tim Carson, Gerry Crozier, Douglas Hull, Dudley Gahagan and many others. The twin-carburetter 90-b.h.p. B18 engine gives the heavy, generously-dimensioned, conscientiously-constructed Volvo saloon a new lease of life—0-60 in 16.4 sec., 99 m.p.h. without petrol consumption falling below 24-27 m.p.g. depending on conditions. As I have said—and I needn't say more—a very good motor-car indeed.

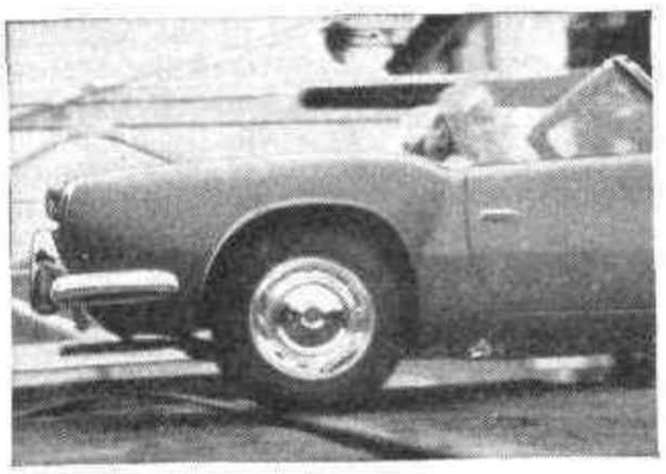
The M.G. Magnette Mk. IV saloon shares its Farina lines with Austin, Morris, Riley and Wolseley derivatives, so that it isn't surprising that it has largely submerged its M.G. characteristics. I rate it a rather dated vehicle, but ideal for sporting family men, its performance and running noticeably enhanced by the larger 1,622-c.c. twin-S.U. engine. But it is rather overshadowed by the brilliant new M.G. 1100, about which MOTOR SPORT was privileged to publish the first full road-test report. This appeared last December, so not much qualification is needed except to praise the clever suspension, the nice gear-change and the better-than-Morris-1100 performance, while abhorring the cheap facia and funny speedometer. This M.G. 1100 is a most likeable small sports saloon. Curious—it retains the high driving position that has been a feature of M.G. saloons, including the Mk. IV, from the days of the ZB Magnette.



New Triumph Spitfire 4 takes the lead among light sports cars



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



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



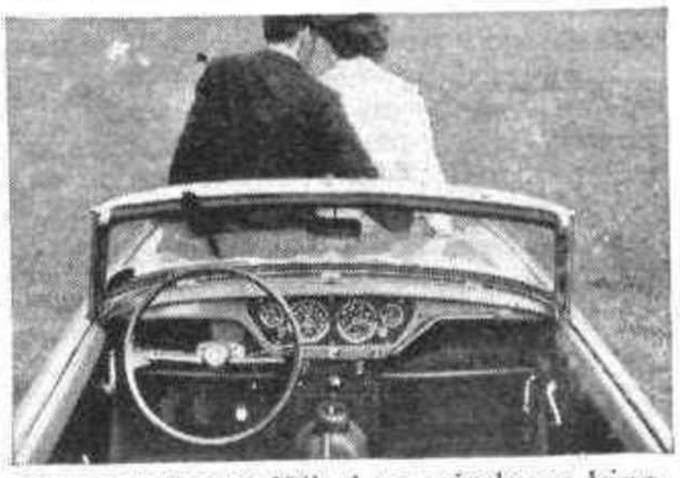
STRONGER Tough steel-girder chassis for lifelong strength.



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



TIGHTER TURNING 24-ft turning circle for nimble parking.



MORE LUXURY Wind-up windows, king-size cockpit, tailored hood.

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

STANDARD TRIUMPH

A member of the Leyland Motors Group



Sure-footed, beautifully sprung, high-seated, the M.G. 1100 is generally a very likeable front-drive, rubber-suspended Issigonis/Moulton confection.

That old-fashioned but supremely dignified and comfortable car the Rover 80 carried me nearly as far as the M.G. 1100 but did not impress as much as the 6-cylinder Rover 100 and ended the test under a cloud—of steam. No more need be said, as both these Rovers have since been uplifted in power even though the ancient body-style, so dear to maiden aunts and retired Colonels, is with us still. Incidentally, in very brief experience of the newest 3-litre Rover it impressed as a very luxurious and restful car but a very bulky one, so that its last year's Rally successes are all the more impressive.

The Volvo P.1800 coupé was an interesting experience. I covered more than 600 miles in this Anglo-Swedish car, including a day's run from Hampshire to Radnorshire and back. It suffered from a number of faults, used a lot of oil, let in some rain, and generally suggested that the great Swedish Company would do well to send some of its very thorough inspectors over here to supervise British assembly of this distinctly attractive car. Built solidly like all Volvos, the performance isn't sensational, but the P.1800 is an individualistic, sure-footed and forgiving car that grows on one the further it is driven.

Next in order of mileage driven comes the Triumph TR4, for which I waited over a year before one came my way; I am still waiting for the Vitesse and Spitfire. It was fully reported on last month, so can be dismissed as a typical British sports car with an ingenious hard-top. A Volvo 121 was virtually the same as the aforesaid B18 except for a single-carburetter engine and drum brakes—in other words, a fine, useful car, with comfortable seats and a willing 5-bearing 1.8-litre engine. Since the welcome reduction in purchase tax you save only £84 over the more powerful B18 version, so, unless a fuel thirst lower by approximately 4½ m.p.g. is the criterion, no doubt you will order the latter model.

The Ford Consul Classic, which disappointed me when tried as a much-publicised new model in 1961, I thought to be vastly improved in 1½-litre form with 4-speed all-synchromesh gearbox—a family conveyance possessing little " character " but of infinite usefulness, and very pleasant to drive. An Austin A40 Countryman Mk. II fell into much the same category. Useful, rather narrow, handling well (with its new front anti-roll bar) for a car of this kind, and with a nice remote gear-lever, it was sampled last January twelve-month and has been superseded since by the larger-engined model. People, I find with some surprise, are still buying A40s. . . .



Solid, safe-handling, interesting, the Volvo P.1800 was marred by petty faults.



Unbreakable, well-equipped, inexpensive but out-dated, the Skoda Octavia from Czechoslovakia has made some firm friends here.

The Skoda Octavia was another interesting if not very inspiring experience of 1962. Rugged build, a complete tool-kit, and very full equipment for a modestly-priced 1,100-c.c. saloon are its merits, for it is out of date in many ways and not particularly attractive to the eye. Do not overlook the fact, however, that its price is now down to £521.

The Hillman Super Minx I tried in Alexander-tuned form with twin carburetters, overdrive and Lockheed power brakes. A good comfortable family car but one that had soggy steering, in which " power roar " intruded when accelerating, was heavy to drive and " dead "-riding, while the " tuning goodies " hadn't improved the urge as much as Michael Christie thought they should have done. He invited me to try again but so far neither time nor inclination has arisen.

I had waited literally years to test the unique little D.A.F. and when the opportunity arose it proved no disappointment, for its automatically-variable belt-drive gives foolproof 2-pedal control and functions impeccably. It amused the entire family (including the dog), none of whom, myself excepted, hold a driving licence. This little air-cooled flat-twin car runs quietly and is well-finished, and when purchase tax and import duty are both abolished we shall all want D.A.F.s as tenders to our limousines and sports cars. . . .

Needing spacious transport to take my youngest daughter and a friend on a riding holiday, a Peugeot 403 estate-car provided it and, like the 403B saloon we used to cover last year's R.A.C. Rally (after a Citroën Safari failed to materialise), behaved in the manner that endears this long-established make to so many discriminating drivers. It was high, wide and vary spacious, yet handled in a manner that bred confidence (" a sports omnibus," as Mr. Graham of the Peugeot concessionaires said), was interesting to drive, typically French, and notably modest in its consumption of petrol. I await the Peugeot 404 estate-car with inherited enthusiasm.

A Mercedes-Benz 190 saloon used over a long week-end early in the year left me in no doubt that here is a car that would meet



Another air-cooled flat-twin which the Editor enjoyed last year, as well as the D.A.F., a Panhard PL17 and a Citroën Ami 6, was this sports B.M.W. 700 from the famous Munich manufacturers.



Different to a degree, giving good performance from a horizontally opposed air-cooled engine driving the front wheels, the Panhard PL17 Tigre is for those bored with using and talking about normal automobiles.

most of my daily motoring requirements. It is the 220S in economical guise in all but interior dimensions, built, finished and equipped in the Daimler-Benz tradition. More than that I do not propose to say!

I have used the term "acquired taste" before but it applies very particularly to the Panhard-Levassor PL17 Tigre, that high-performance version of this Citroën-sponsored 850-c.c. saloon. It has an air-cooled horizontally-opposed twin-cylinder engine that asks for full use to be made of the gearbox, the manner in which this 60-b.h.p. twin revs. being astonishing. Driven thus, there is speed in the order of 75 in 3rd and 86 m.p.h. in top gear from this entirely individual 6-seater small-capacity saloon. The front-wheel-drive judders if violent starts are indulged in, there are countless other things that would drive Mr. Average Motorist to distraction, but if individual cars are of interest, you will get your fill from a Tigre.

The Wolseley 6/110 I have little time for. In certain moods I appreciate leather upholstered, wooden facia-ed big saloons as much as anyone but this 6/110 hasn't been developed away from the shortcomings that spoilt the 6/99, and it has a most unfortunate 3-speed-cum-overdrive transmission. I'll bet Issigonis hasn't yet got round to dealing with this one. . . . However, automatic transmission is possibly an improvement.

What's left? A B.M.W. 700 sports coupé that proved no sluggard, even if one paid for its performance in mechanical noise at low engine speed, so that multi-cylindered British Minis were superior, although the little German car can see off normal 848-c.c. B.M.C. babies up to 60 m.p.h.; a Simca that can really be analysed only in a full road-test report and which is remembered as pleasant when it was going but as the only test car of 1962 that had to be abandoned by the road-side; and a day's sampling of the revolutionary new Morris 1100 that pleased me very greatly in some aspects and disappointed me in others, the discovery that the promised lunch-hamper was missing coming into the latter category! The Ogle SX1000 was great fun on a run to Silverstone and down to Beaulieu for the Swift Rally which I helped to judge, but some of the detail arrangements seemed a bit casual in a car which, on the basis of size and origin related to price, should have set very high standards indeed.

The Fiat 2300 was reported on last month, so may be dismissed as a very beautifully appointed car for families that like luxury with fast travel; it is disc-braked on all four wheels but handles like a Fiat. In drawing sharp attention to the excellent value-for-money offered by this Fiat I wondered afterwards if I had done Britain an injustice, remembering that the Austin A110 "Westminster" sells for £1,051. But as repeated applications to the Austin Motor Company have failed to produce one for test, I can make no comparisons.

I drove a Jaguar Mk. X, an M.G.-B, a hybrid 2-litre Porsche Carrera, and an Elva Courier Mk. 3 too briefly to comment upon them, and in any case I prefer to try to forget the last-named. I also did a few miles behind the wheel of Henry Manney's Giulietta TI, the only modern Alfa Romeo I have ever driven—T. & T. please note!

The Ford Consul Cortina which a colleague and I took up to some stately home in the middle of England genuinely disappointed me, for I had at last expected something really worth while from the Dagenham branch of the great Ford Motor Company. I still haven't recovered from this initial disappointment and the performance figures I have seen, related to the views of others I have questioned after they have tried this mediocre Cortina, together with this short trial run, have governed what I have felt compelled to write about "this small car with a big difference." I am, however, fully appreciative of the active interest displayed by Ford in motoring competition of many kinds and I am excited at the prospect of a twin-cam version of the Cortina, providing they button up its springs and stop the back axle from acting like a tramp.

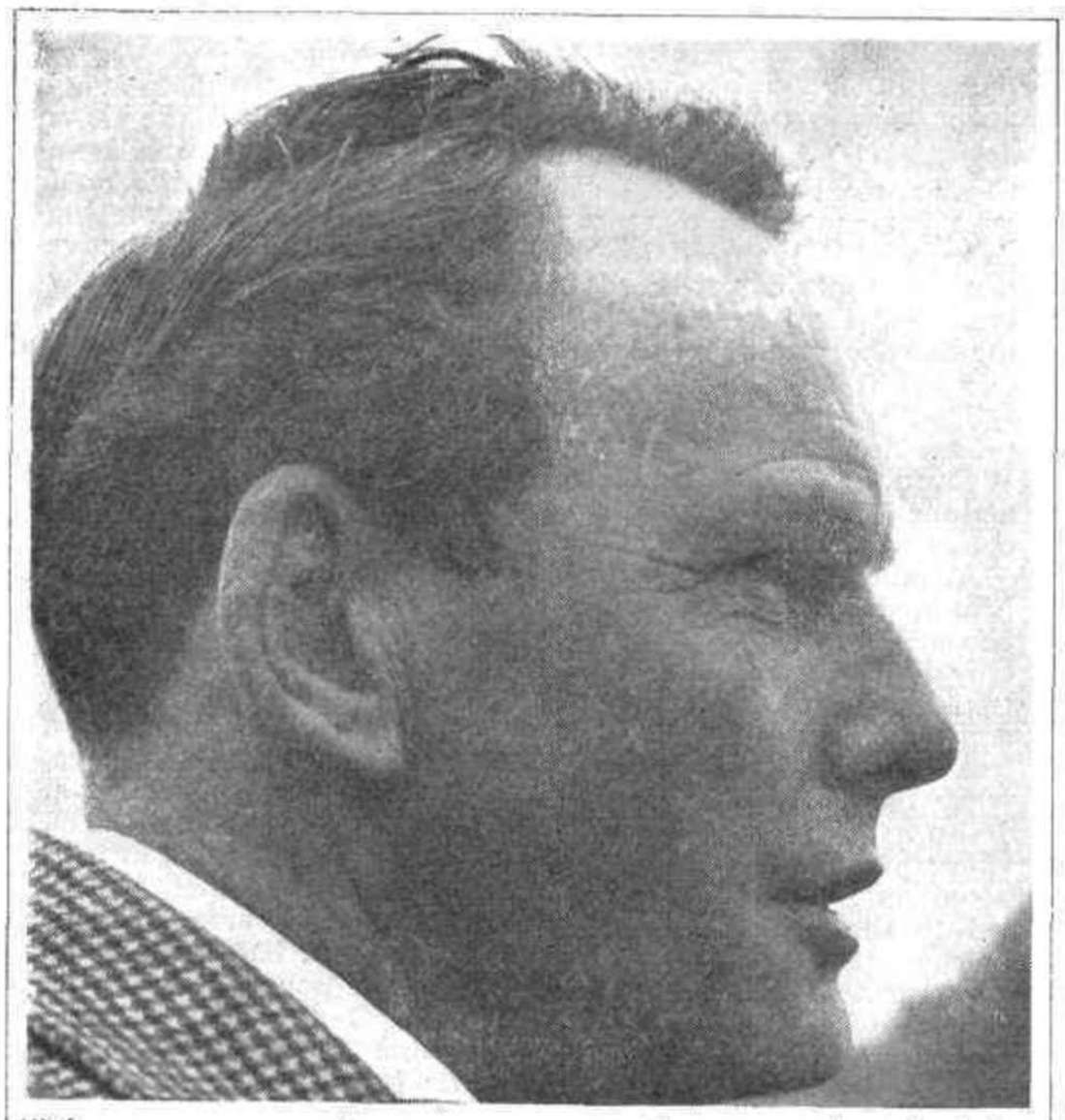
That ends a survey of road-testing in 1962 and, with tests on private ground, organised by Ford at Silverstone, Simca at Woburn, Pirelli at Chobham (where I drove an M.G.-A 1600) and the Guild of Motoring Writers at Goodwood, my test-mileage comes up to around 22,000.

At other times I continued to use the Editorial Morris Mini Minor, driving it 9,788 miles in the year. A car of this price becomes somewhat the worse for wear after 35,000 miles and not only did it require a replacement dynamo and have other electrical troubles, but all the instruments (it has extras in the form of fuel and temperature gauges) failed, the heater never recovered from its summer hibernation, and the battery failed to hold its charge, while there is aural evidence of a wheel bearing about to fail. I also had to replace two of the Pirelli tyres with Dunlop C41s. Consequently it became anyone's baby and was driven a further 2,596 miles between January and December by others. This led to the Production Manager's wife being "arrested" for driving without a licence, for the licence disc had been stolen without me noticing that it had gone. The police subsequently recovered it.

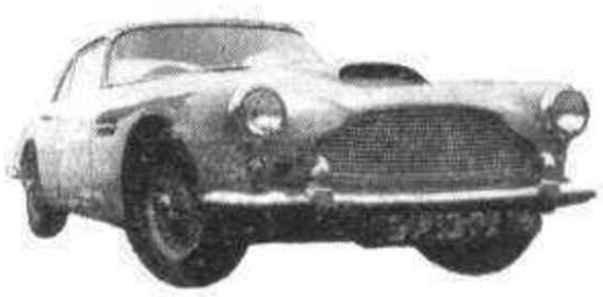
Towards the end of the year I was able to take over a Morris 1100 4-door saloon for extended test. It came to me with 519 miles on the odometer and I commenced to run-in the engine very carefully for a further 1,500 miles. At 849 miles, while on the way home from the Earls Court Show, the Smiths petrol gauge and thermometer both packed up simultaneously. Otherwise, all went well until I left the car in my garage and went to Germany. On returning I started to drive to London and very soon the cooling water was boiling and the Smiths heater became inoperative. The cooling system is described by B.M.C. as: "Sealed with an anti-freeze liquid which can expand into an overflow tank, or retract therefrom, as requisite. *By thus ensuring that anti-freeze is always present all danger from frost is eliminated*" (my italics!). They had, however, sent the car out with water only in its radiator. . . . It had to go back for repairs and the addition of Bluecol. (In contrast, the Mini Minor survived with last winter's anti-freeze before being stiffly laced with fresh Castrol anti-freeze. Incidentally, I continue to use Castrol oil in all my personal cars.) After it was returned the engine leaked oil, necessitating another visit to the works. . . . Some 400 miles later the engine began to hesitate and stall and a third visit to B.M.C.'s cheerfully-staffed and efficiently-run service depot at Holland Park was necessary, the oil in the carburetter dashpot being of the wrong grade. I could forgive the Morris 1100 that after its safe handling over ice and snow but disappointment changed to disillusionment when the engine began stalling again two days later and the gear-change stiffened-up so much that it was getting impossible to move it. That takes us into 1963, however, for by January 2nd I had arrived yet again at Holland Park with an 1100 which had suffered, to my mind, an abnormal number of teething troubles. So this new Morris was in the hands of factory drivers for several hundred miles.

But, I drove it from Hampshire to the office without difficulty on the last day of 1962, *when the helpful advice from the R.A.C. was "If you intend to motor—don't!"*

I did contrive to cover 1,758 miles in the 1100 up to New Year's Eve, and when it contrives to cut its teeth, this piece of Issigonis/Moulton design genius looks like being a very pleasant little car. I like the suspension characteristics and the gear-change, the real leather upholstery I specified is well worthwhile for the sense and aroma of luxury it imparts, and the car is as safe over winding roads and non-adhesive surfaces as the Mini. Indeed, it is the obvious step-up from Mini ownership and should make a great many firm friends in the years ahead. The steering is all that rack-and-pinion steering should be, although there is very little castor-return action, the handling is superb, four doors a boon, and the driving position, in spite of an unexpectedly high seat, satisfactory. Checked just after it was run-in, fuel consumption of Esso Extra came out at nearly 34 m.p.g. in London traffic, local running about, and much stopping and restarting, and as the engine commences so readily without choke in very cold weather the S.U. carburetter may well be on the rich side. As the tank holds



"You go round corners on rails—so absolutely safe and relaxed"..... **Ken Rudd**

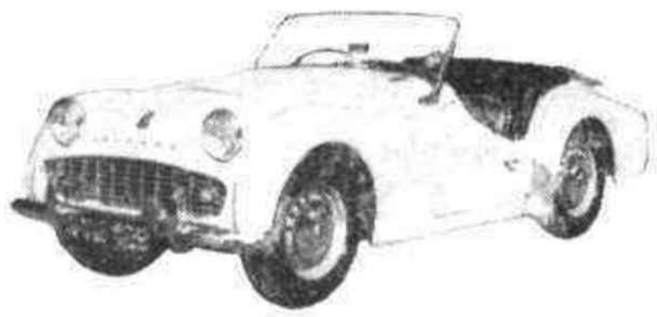




The 'safety belt' of the Cintura stiffens the tread against the cornering forces which tend to deform it transversely; consequently the thrust generated in the axial direction is considerably higher than in a conventional tyre. The slip angle is thus reduced considerably and cornering is made more precise – and therefore much safer.



"I find that Cinturas in the wet are very, very impressive"..... **John Sprinzel**





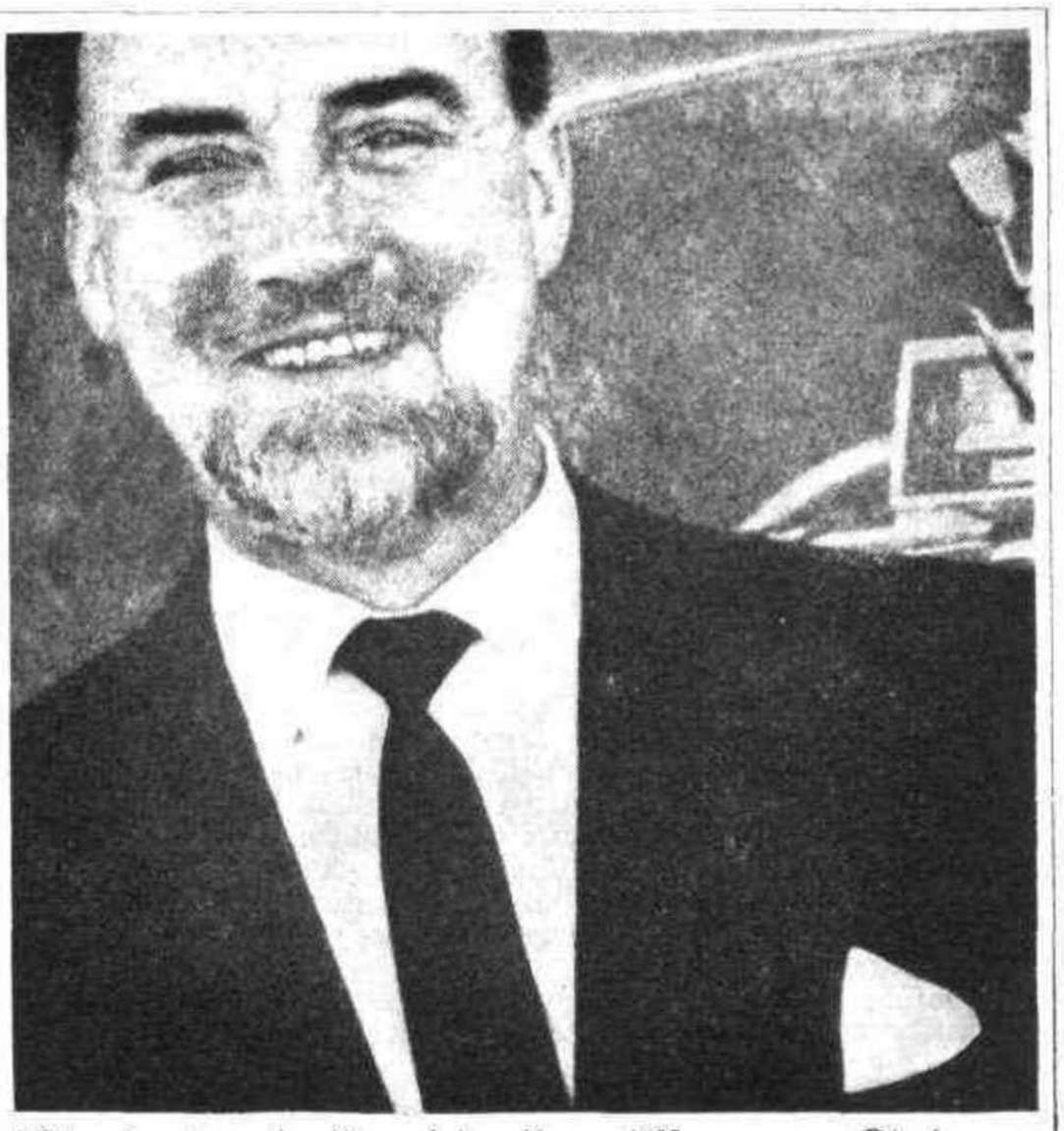
Wet weather has almost no effect at all on Cintura road-holding. For the built-in 'safety belt' not only guarantees that the tyre maintains a more square and uniform contact area with the road; it also prevents any distortion of the tread pattern, so that the tread delivers maximum adhesion under all conditions.

THE CINTURA SUCCESS STORY Amongst enthusiast drivers the trend towards the Cintura has begun in a big way. No other tyre so perfectly meets the needs of the man who has a high-performance car—and likes to drive it briskly and safely. And the proof of this is in the driving. No sales talk needed. That is why Cintura advertising is based on the objective, tape-recorded reports of top drivers. We invite you to send for your free copy of the full reports—and to read what a remarkable experience it is to drive Cintura.





"Cinturas are as much at home in a high street as on an international rally" **Nancy Mitchell**



"It's just unbelievable the difference Cinturas make to road-holding" **Johnny Wallwork**





The Cintura tyre is composed of carcass plies of textile cords that are laid at an angle of 90 degrees to the beads—and a 'safety belt' laid circumferentially under the tread. The tread and belt are rather like the rim of a wheel—and the radial cords like the spokes. Hence the Cintura's unique road-holding qualities.





The Cintura uniquely combines superb road-holding characteristics with a comfortable ride due to the fact that the 'safety belt' is made from textile cord plies. Whilst it is virtually inextensible in its length, it still remains fairly flexible and can absorb bumps from the road. Contraction is avoided by tension—not by rigidity in the belt.

PIRELLI
CINTURA

The fabulous tyre with the built-in safety belt

The Pirelli Performance Bureau, 343-345 Euston Road, London N.W.1
Please send me a free copy of the following Cintura Road Test Report(s) (tick where required)

Ken Rudd ☐
John Sprinzel ☐
Nancy Mitchell ☐
Johnny Wallwork ☐

Name _____

Address _____

_____ Make of car _____

P/A

8½ gallons a useful range of 280 miles can be anticipated. Remembering that there are discs on the front wheels, I am disappointed in the feel of the Lockheed brakes, but there is an efficient and easy-to-regulate heater that demists the screen and windows effectively. A minor criticism is that as delivered the screen-wiper blades were not up to their task. I hope to write more later of my experiences with this Morris 1100, but I have, as explained, been forced for the time being to revert to the Mini Minor I have so greatly enjoyed but which, towards its 50,000th mile, looks like dying soon from maladies of hard work and old age.

So concluded a full year of road-testing. Apart from the cars I drove, a colleague who specialises in one-off, small production machines, contributed full road-test reports on the Sunbeam Harrington Alpine, Fiat Abarth 850 TC, Ginetta G4, and the Hobbs Lotus Elite, and did the bulk of the testing of the Ogle SX1000.

Last year, too, we were able to publish the findings of the much-discussed MOTOR SPORT Readers' Survey, which those who are in touch with these things tell me brought in a record response that was the envy of other journals and organisers of such polls. It certainly enabled a very frank discussion of modern cars and their components to take place and in most cases the manufacturers and concessionaires co-operated very willingly. It also demonstrated our readers' marked preference for Castrol oil and Esso petrol. It, too, proved that collectively they own far more B.M.C. products than other makes but that the highest proportion of those who would buy the same car again as they already own are Volkswagen owners!

During the year we also published a survey of Continental Car Concessionaires, against the possibility of Britain entering the European Common Market.

Reverting to my personal motoring, vintage-car matters were not entirely neglected. In the 1924 12/20 Calthorpe which I had taken on the previous "Boxing Night Exeter" I drove one foggy January evening with my wife and the Continental Correspondent to attend the party thrown by Ronald Barker to celebrate acquisition of his great (I use this word in two senses) Edwardian 6-cylinder Napier. The Calthorpe was used for marshalling on the V.S.C.C. Pomeroy Trophy event, and driven to Silverstone to report a V.S.C.C. race meeting. It also took me to several V.S.C.C. "Phoenix evenings" and was pressed into service one day when the Mini's electrics failed, so as not to disappoint the dog of its walk. Eventually, the oil-pump drive sheared and the bearings ran, which is one reason why there was no "Informal" last Boxing Night. I also had a number of stately excursions in a Siddeley Special sports saloon owned jointly with "D. S. J.", and by getting up very early two days after my return from Spain I was able to take part in the very first H.C.V.C. Brighton Run, having a rattling good ride from Clapham to the seaside in Rootes' 1909 25-h.p. solid-tyred Commer 'bus. I came home by train and the only other occasion in the whole year when I used this form of transport, incidentally over the same metals, was after returning the B.M.W. 700 to its concessionaires in Brighton.

Through the generosity of Lord Montagu of Beaulieu I drove his 1903 model-Q de Dion Bouton successfully on the R.A.C. Veteran Car Run to Brighton, there were brief encounters with such "white elephants" as a 1930 32/34-h.p. Minerva and a 1930/31 V16 Cadillac, and I spent a September Sunday following traction engines. There was, too, a soaking wet ride as passenger in Dudley Gahagan's 1926 Type 37 G.P. Bugatti.

Altogether a full and satisfactory year! Now another has commenced, with the first road-test directed to the Renault R8, which I have at last been able to try on English roads.

Fuel consumption figures have been referred to here and there throughout this account but the accompanying table sorts them out, and also gives details of how much oil each road-test car consumed. In general, not only do modern cars withstand very nobly much abuse, such as driving away with cold oil, continual use of clutch and brakes in traffic, and high-speed driving on our new roads (such as they are) but their thirst for lubricating oil is moderate. There are still a few black-sheep in this latter respect and they stand out a mile in the table.—W. B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1962

Car	Petrol Consumption	Oil Thirst
Austin A40 Mk. II saloon ..	37.4 m.p.g.	A pint in 545 miles.
Fiat 1500 saloon	29.0 m.p.g.	None, in 740 miles.
Mercedes-Benz 190 saloon ..	25.2 m.p.g.	None, in 435 miles.
Hillman Super Minx, Alexander-tuned	24.5 m.p.g.	—
Panhard-Levassor PL17 Tigre saloon	32.0 m.p.g.	None, in 650 miles.
Skoda Octavia saloon	29.0 m.p.g.	None, in 516 miles.
Wolseley 6/110 saloon	20.7 m.p.g.	—
M.G. Magnette Mk. IV saloon ..	25.0 m.p.g.	None, in 685 miles.
Volvo 122S B18 saloon	25.6 m.p.g.	None, in 775 miles.
VW 1500 saloon	29.7 m.p.g.	None, in 770 miles.
Vauxhall Victor de luxe saloon ..	33.3 m.p.g.*	None, in nearly 1,000 miles.
B.M.W. 700 sports coupé ..	34.5 m.p.g.	None, in 580 miles.
Renault 4L saloon	45.0 m.p.g.	None, in 700 miles.
Ford Zodiac III saloon	21.3 m.p.g.	One quart, in 500 miles.
Vauxhall VX 4/90 saloon ..	26.5 m.p.g.	Approximately ½-a-pint, in 687 miles.
Ford Taunus 17M TS saloon ..	32.9 m.p.g.	Approximately a pint, in 1,220 miles.
Fiat 600D saloon	44.0 m.p.g.†	None, in over 800 miles.
Rover 80 saloon	23.4 m.p.g.	½-a-gallon, in 640 miles.
Jaguar E-type 2-seater	17.6 m.p.g.	Nine pints, in 1,060 miles.
Porsche Super 75 coupé	27.6 m.p.g.	One pint, in 1,220 miles.
Ford Galaxie 500 saloon	15.0 m.p.g.	One quart, in 690 miles.
Volvo 121 saloon	30.0 m.p.g.	None, in 500 miles.
Citroën Ami 6 saloon	56.7 m.p.g.	"Very little," in 700 miles.
Volvo P.1800 coupé	25.5 m.p.g.	4½ pints, in 1,039 miles.
Simca 1000 saloon	40.5 m.p.g.	None, in 640 miles.
Ford 1½-litre Consul Classic saloon	26.7 m.p.g.	None, in 600 miles.
Peugeot 403 estate-car	32.1 m.p.g.	Less than ½-a-pint, in 500 miles. (Well-used eng.)
Ogle SX1000 coupé	35.4 m.p.g.	—
D.A.F. Daffodil saloon	33.6 m.p.g.†	One pint, in 575 miles.
M.G. 1100 saloon	31.4 m.p.g.	One quart, in 750 miles.
Mercedes-Benz 220S saloon ..	20.0 m.p.g.	None, in 1,756 miles.
B.M.W. 1500 saloon	24.2 m.p.g.	—
Ford Taunus 12M saloon ..	29.2 m.p.g.	None, in 260 miles.
Triumph TR4 hard-top	25.2 m.p.g.	One pint, in 720 miles.
Fiat 2300 saloon	23.4 m.p.g.	None, in 360 miles.
Morris 1100 saloon	33.8 m.p.g.	Approximately one pint in 425 miles. (New engine.)

* *In Mobil Economy Run.* † *Commercial grade.*

NEWS OF MANUFACTURERS

With the European Common Market confronting them and competition for orders hotting-up all over the World, the engineering and sales departments are reporting as follows :—

Simca : The Simca 1000 has been followed by a Simca 900. Nearly 150,000 Simca 1000s were produced in 13 months up to last October and a coupé model was added to the saloon version. On the publicity side, Simca 1000s will continue to be dropped by parachute at National Air Meeting, as they were last year, when 13 fell in this way.

Saab : Saab built 37,000 cars last year and has a target of 100,000 by 1970.

Volvo : Volvo's 1962 output was nearly 100,000 cars. Next year they hope to produce 150,000 cars a year.

Volkswagen : While other European makers are busy with more performance and revised styling, VW continue to beat them all in numbers of their well-tried 1200 and 1500 cars sold. Last year they made 1,184,795 vehicles, exporting 57.5%. Of these exports, 230,000 went to America.

LETTERS FROM READERS

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

THAT SCOTT SIX

Sir,

How nice to read again about the Scott engines!

The V4 had a 2-throw crank and only two bearings. As a result it broke its crank. A scavenger pump ("supercharger") was, of course, essential, since a 90° V4 has virtually no crank-case compression in this form.

The 6-cylinder shown in the photograph is not my engine but an earlier version. My "International" Aston Martin had, of course, a separate gearbox which we used and the engine had two T.T. Amal carburetters, since it would not run satisfactorily with R.A.G.s.

Leamington. RONALD WOOD.

* * *

MERCEDES RADIATORS RECOGNITION

Sir,

The recent Mercedes and Benz "front end spotters" test was a very interesting exercise for the enthusiast. This sort of fun could be made a regular feature but with free tickets to the "Windmill" please, in lieu of visits to Dagenham, Coventry and Longbridge.

The trouble about picking on Mercedes for the first one is that Daimler-Benz can never finally make up their minds just what the models in their Museum are, nor can they keep to the same horse-power from one historical book to the next, which is in line with Mr. Boddy's experiences concerning the Blitzen-Benz chassis number, each time he visits Stuttgart.

For example, the first Mercedes of 1901-1902 is always described in Daimler-Benz publicity matter as the 40 h.p. but nowhere in their list of production models is there such a model; it is always listed as the 30/35. This pattern persists with type numbers and horse-power ratings right through to 1916. Likewise the bores and strokes, the chain drives and shaft drives, not to mention the short, the medium and the long wheelbases, are so chaotic that I defy any car historian ever to consider he has arrived at a final truth. What makes it more stimulating is that the British and American Concessionaires decided to adopt their own "ratings," very different from the German and from each other!

I eagerly awaited the results published in the January issue, simply for the fun of reading what Daimler-Benz thought they were and was not disappointed, because to my astonishment they have conjured up two hitherto unknown models, namely, the 1902 23/32 and the 1927 Mannheim 230. Another suprise was to find that the 16/45 Knight, which was a later development of the 1910 16/40 Knight, was produced in the same year.

All this confirms my philosophy about motor-car history, that the older one grows, the less one believes, but I have a hunch that these "new models" are simply the scrambled 28/32 and the Mannheim 320 alias 310.

In closing, I fear that, should the 1914 French Grand Prix Mercedes recently discovered in this country prove to be the Lautenschlager winning car, as some are inclined to think, there will be further re-appraisal of history in the Daimler-Benz Museum not un-associated with the Blitzen-Benz mystery.

"OLD MOORE MERCEDES."

[Name and address supplied — ED.]

* * *

TRIUMPH TR4 ITEMS

Sir,

As the owner of a new TR4 I would like to point out the following points which you did not mention :

(1) The front wheels "sand blast" the chassis with road chipping soon reducing it to bare metal.

(2) The demisters which you consider so efficient fail to demist a patch up the centre of the windscreen at least four inches wide.

(3) The panel lights are much too bright causing severe reflection in the screen at night.

(4) Could not a more convenient "jacking" system have been adopted which would not involve sliding back the seats, lifting the rubber mat and underfelt, and then removing a rubber grommet before being able to insert the jack.

(5) Owner maintainers do not appreciate having to remove the disc brake calipers in order to grease the front hubs (I wonder how many garages carry this out on the 12,000 mile service?).

Coalbrookdale. M. J. BAILEY.

TYRE LIFE

Sir,

On reading the letter from J. D. Sinclair of the Dunlop Rubber Company, I feel bound to write of my experiences with Dunlop and other well-known makes of tyres.

During my 17 years of motoring I have owned various makes of family cars and consequently used most of the well-known makes of tyres.

My average mileage with Dunlop was never more than 12,000 miles, and yet with other tyres the average has always been in the region of 20,000.

My present car is an Alfa Romeo Guilietta Sprint fitted with the original Pirelli tyres and 35,000 miles on the clock.

For the last two years I have been working in the Libyan desert as Transport Operator, with a well-known oil company, responsible for transport operations in soft sand.

The fleet of Land Rovers that we used were fitted with Michelin "XY" tyres, and it was found that these did not give us the flotation over the soft sand, so it was decided that Dunlop Sand Tyres would be fitted.

These tyres began to fail after 5,000 kms. due to carcase failure, and people who where on long range desert survey were being stranded without enough spare wheels.

It was decided to scrap these tyres and fit makes that where available locally, i.e. Goodyear and Pirelli.

These tyres more than trebled the mileages recorded on Dunlop tyres, and in some cases actually outlasted the life of the vehicle.

It only remains for me to say : let the tyres speak for themselves!

Benghazi. T. STRANGEWAY.

* * *

LOOKING AT GERMAN CARS

Sir,

I refer to your visit to Auto Union/D.K.W. at Ingolstadt. You asked why they continue to use one ignition coil for each cylinder in the 3-cylinder 2-stroke engines whereas Saab use a normal type of ignition distributor for a similar type of engine.

What a stupid and misleading answer you received.

At 6,000 r.p.m. engine speed the ignition on the Saab is required to supply 300 sparks per second which, if my reasoning is correct, is the equivalent of a 4-cylinder 4-stroke engine running at an engine speed of 9,000 r.p.m. Such a demand on a single coil and contact breaker must surely approach the limits of possibility on account of the highly inductive nature of the conventional ignition circuit.

The Auto Union engine uses three entirely separate circuits which are required to deliver only 100 sparks per second each for the same engine speed of 6,000 r.p.m. This is equivalent to a 4-cylinder 4-stroke engine running at 3,000 r.p.m. which is easy meat for the conventional ignition circuit.

What a golden opportunity was lost to shout out loud and clear that the Auto Union system was vastly superior to that used by their Swedish competitors.

London, W.6. AUSTIN PARTRIDGE.

* * *

STAINLESS STEEL

Sir,

I have just read an article by one of your contributors, on the use of stainless steel in cars. Has not your contributor, who states that no British car has stainless steel bumpers, heard of the finest and most advanced production G.T. car in the world? The car I refer to is the Lotus Elite.

The point of all this is that this car has STAINLESS STEEL BUMPERS BACK AND FRONT and is a true all-British series-production car when in standard form.

"ENTHUSIASTIC ELITE OWNER"

[Name and address supplied—ED.]

* * *

"NO SUBSTITUTE FOR TORQUE"

Sir,

While nobody can reasonably quarrel with Mr. David Kipling for being, to use his own words, "stoically British," in assessing motoring matters it is important that he should acquaint himself with the facts.

To suggest that European sports cars are more fun to drive than the Sting-Ray Corvette is somewhat debatable. The tremendous low-speed torque of the Corvette can produce effortlessly quick journey times with a minimum of gear-changing and driver fatigue. This, however, does not make gear-changing any less exhilarating when the driver feels so inclined and is in the mood to "play tunes" with the box.

The Warner close-ratio all-synchromesh gearbox is one of the best of its kind and bears close comparison with the Porsche type used on the Alfa Romeo, Maserati and Ferrari. This gearbox is streets ahead of the "sticky" long-throw Jaguar box, which is frustrating to use and lacks synchromesh on first. As an ex-3.8 and E-type owner I found the gearbox the worst feature on the Jaguar and similar comments have been made by Bill Boddy and other experienced motoring journalists.

The Corvette engine is remarkably smooth and has a usable rev.-range at least 1,000 r.p.m. above the point where 3.8 Jaguar engine begins to show signs of falling apart; in addition the torque on the Corvette is well sustained throughout the whole range. According to reliable U.S. reports the revised steering and new independent rear suspension have considerably improved the Corvette lap times against those for the older car on American circuits. It is, therefore, being suggested that the E-type will have rather a thin time over there in 1963.

Harry Mundy, one of the most sophisticated of motoring correspondents, carried out a road report on the 2 + 2 Ferrari in June 1961. He praised the car for its smoothness and flexibility but made the following significant observation :

> "In my opinion there is no substitute for torque, which means large displacement engines when talking of *real* performance, which is why the American V8 engines of 5- and 6-litres are so captivating."

In case it may be thought that I am just "anti-Jaguar," I would like to stress that this is certainly not the case. However, the car I would like them to make would be a lightweight independently-sprung 4-seater coupé, powered by the 4½-litre V8 Daimler engine and fitted with a 5-speed all-synchromesh gearbox. The Daimler engine would give the car, at 2,500 ft./min. in top gear, a road speed at least 30% above that for the existing Jaguar; in addition it would offer a very substantial increase in low-speed torque and a wider usable rev.-range. In order to provide that extra bit of quality and hand finish which makes the car desirable and aesthetically acceptable to the enthusiastic owner, I doubt whether it could be offered much below £3,000. Nevertheless, I am convinced that a car built to this specification would become the most sought after sporting vehicle in the World *at any price*.

Sevenoaks. CLIFFORD JOHNSON.

* * *

ALL THAT GLITTERS . . .

Sir,

A little over a month ago I bought six sparking plugs of a revolutionary type—Golden Lodge—for my 1957 Austin-Healey. This plug, and I quote—"never needs servicing," will "overcome fouling." "Result—two or three times the life of ordinary plugs."

With misfiring gradually worsening, I began to pull apart the ignition system, then the carburetters, never suspecting the new, wonder plugs.

When only three cylinders remained firing, the plugs were removed, and a sorry sight they were. Replacement with normal plugs cured all problems. My garage has apparently had complaints from all owners who have fitted these plugs. I see the manufacturers are still advertising. How does a product like this remain on the market ?

Tadley. JAMES P. DOUGLAS.

* * *

WHAT'S IN A NAME ?

Sir,

I have been wondering whether the number of "lost causes" which have resulted in the sports car industry since the war can be due to lack of a good *name*.

Consider the successful sports cars of today. Some have grand-sounding names which are themselves symbols of power and luxury: Jaguar, Ferrari, Lagonda, Mercedes, etc. Others have names with a pronounced *hiss* which suggest speed, safety and success: Aston Martin, Austin-Healey, A.C. Ace, Jensen, Porsche, Bristol, etc. Others still have a guttural-sounding name which suggests rigidity and guts: M.G., Morgan, etc.

Now consider the failures—all perfectly good sports cars in their own class and age but with names like Swallow, Singer, Marauder, Lea-Francis, Jowett and Dellow. Is it really a coincidence ? Would firms like Lotus and Cooper still be making cars if they were not constantly in the racing and Grand Prix limelight ?

If it is true, things do not look very bright for sports car manufacturers such as Rochdale, T.V.R., Berkeley, Ogle, Peerless, Fairthorpe, Elva and Turner.

I am sure that with a little thought some really good names for British sports cars could boost sales and encourage small firms. The British aircraft industry does not lack imagination in its names for jet fighters. But don't let us take things too far! Britons do not need to label their cars with such flowery names as Corvette Sting Ray!

Coughton. R. D. LANCASTER.

[Certainly it has been remarked, I believe by Cecil Clutton, that double-barrelled names were desirable for luxury cars, e.g., Hispano-Suiza, Delaunay-Belleville, Rolls-Royce, Armstrong Siddeley, Sheffield-Simplex, Sizaire Berwick, Isotta-Fraschini, etc., and some of these lasted longer than Napier, Ensign, Lanchester, Leyland and the like, with Daimler as an exception. But how dogmatic can we be, with VWs or Volkswagens, Mini Minors, Renaults and Fords outselling nicer-sounding makes ? Of course, an unfortunate name can be improved by a nice type appellation, e.g., Dauphine, Double-Six, Karmann-Ghia.—ED.]

* * *

OUR MONEY

Sir,

Providing taxation money rolls in from cars and fuel, the powers that be do not seem to want to know about a Master Plan.

While I do not care if Mr. Marples rides a bike or an elephant (his latest gimmick) I do care when he suggests leaving car wrecks about which may distract a driver's attention. Certainly, I cannot take him seriously. His latest annual report looks ahead (?) to 1975, when cars might be restricted from entering London during peak hour times and he has hinted at a possible congestion tax. What progress!

Motorists are always receiving advice from many quarters—in the recent fog we were told not to drive quickly, although few of us will know of anybody in one piece who does this.

It is time we started to make OUR thoughts felt; after all once upon a time there was a saying about he who pays the piper . . . .

Liverpool. G. E. MANSON.

* * *

MODERN DESIGN

Sir,

I was interested to learn of a unique feature of the Ford Cortina as reported in a lesser magazine: "The use of a conventionally sloping rear window enables parcels to be carried on the shelf beneath, and there is ample room for passengers' heads should they wish to drop off during a journey."

Belfast. ANDREW RICHARDSON.

* * *

WILLIAM CULL

Sir,

I read your article on Scott engines in the December issue with great interest, as we supplied a new M.G. Midget to the Scott Motor Cycle Co. Ltd. in July 1935, which was also to be used for the testing of these engines.

It may not be known to the readers of that article that William Cull is the man chiefly responsible for the development and success of the Birfield constant velocity universal joint used in B.M.C. front-wheel-drive cars, and in an increasing number of applications at home and abroad.

Keighley. DENIS CRABTREE.
p.pro. Francis E. Cox (Keighley) Ltd.

* * *

OTHER BROKERS PLEASE COPY

Sir,

The following experience may restore some of your readers' faith in the ethics of our leading insurers:

Recently our car was involved in a serious accident. A small van driven by a young learner, ran out of control on a bend and collided with our car before somersaulting itself to rest. My wife was the driver and sole occupant and there were no witnesses at the time of the accident.

Although the cause of the accident was obvious, nothing had been officially proven when I rang my insurance broker for advice. I was told to authorise my garage to commence repairs at once and without waiting for an estimate. Although my policy does not include for the hire of a car during the absence of my own vehicle, I was advised to obtain temporary transport and my broker offered to handle the eventual claim for reimbursement.

In fact we decided to take the opportunity of buying a new car and therefore the hiring period was for a few weeks only. Mean-

while the insurance company took care of all the work and negotiations and I was spared of even the smallest inconvenience. The local manager of the insurers informed me that a "knock for knock" agreement existed between the companies concerned and he explained that the main reason for this well known arrangement was to avoid expensive litigation. However, as far as I was personally concerned, it was their intention that I should not be left in a worse position than before the accident occurred.

Shortly after, a cheque arrived covering not only the hire charges, but also the £10 excess which my policy carries.

The company concerned is the General Accident Co., and I cannot imagine fairer or more efficient service. I wonder whether one would experience similar treatment from the "cheap" insurance firms widely advertised just now ?

Bridgnorth. N. BRAUN.

* * *

HERALD ITEMS

Sir,

I read with interest Mr. Laredo's letter on the subject of his unreliable Triumph Herald, I own a Triumph Herald coupé, new in December 1960, present mileage 27,900; this car has been abroad touring Spain, Italy, Germany and France at the hands of its previous owner. Might I add that this Herald is not nursed in any way, for most of its life it has been driven very hard indeed, by the first owner and myself. Since new, apart from tyres, brake shoes, and such items, the only components that have been replaced are one speedo drive, and one silencer.

I do my own servicing, although the previous owner had it serviced by Standard-Triumph agents, the car has given complete satisfaction, and when I can afford it I will be buying a new Herald coupé.

Hornchurch. M. J. ARNOLD.

Sir,

Mr. Laredo would appear to have suffered a fairly comprehensive list of faults with his Herald, but the most exciting one is yet to come.

He can now look forward to the outer half-shafts failing. When this happens the car sits down in the road and requires lifting tackle and a breakdown vehicle to move it. No pushing it a few yards off the road to hide its shame.

It would appear that many faults in cars derive from our old friend the stress-raising sharp corner, and in this respect at least the car trade can take a lesson from the aircraft industry.

Solihull. E. F. HULSE.

* * *

A B.M.W. ENTHUSIAST

Sir,

As a delighted and happy owner of a B.M.W. 700 Sports Cabrio, as well as a chronic and happy MOTOR SPORT reader, I was more than interested in your excellent article concerning your recent visit to B.M.W. in Germany. I was particularly intrigued by your reference to the excellent workmanship and painstaking attention to detail exemplified in this company's products. Our own experience bears this out fully, and the zest for motoring coupled with the extraordinary performance that our car gives us would seem difficult to equal. Add to this that we have started the car during this last sub-zero two weeks at only 3-day intervals *without* the choke, and firing instantaneously, and that the convertible bodywork is completely weather-proof and that the air-cooled heating take-off works superbly, you will perhaps forgive our exuberance. Your excellent paper extols far better than me the merits of the all-round independent suspension and ultra-responsive G.T. steering; and surely the lavish *standard* equipment is worthy of note, namely :

(1) Heating and de-misting-variable.
(2) Really effective built-in reversing lights.
(3) Windscreen-washers.
(4) Electric clock.
(5) Headlamp-washer.
(6) "Pop-out" cigarette lighter.
(7) Right or left separate parking lights.
(8) Rheostat switch for instrument lights.
(9) Automatic courtesy light.
(10) Self-cancelling flashers, with really visible warning light.
(11) Self-parking wipers
(12) Driver-controlled fresh-air intake.
(13) Chrome-steel tool-kit.

I doubt, candidly, whether any other manufacturer can show such a list, all of which is inclusive in the price of the fixed-head coupé, as well as on our convertible.

In conclusion, I have enjoyed the most friendly and prompt service and attention from B.M.W. Concessionaires at Brighton. I add the usual disclaimer about financial interest, except that I have never spent money more wisely!

Chobham. A. B. DES. SUTTON.

* * *

U.S. ENTHUSIAST REPLIES

Sir,

Concerning David R. Kipling's letter in your January issue, one must suppose that he is young, because the tiresome argument he puts forward is inconsistent with experience. No one who has had his foot on 350 horsepower is happy to return to 110. The gearbox is emphatically not a delight. It is a crude device made necessary by the inherent unsuitability of the internal combustion engine for the task of propelling a wheeled vehicle. It will soon be a museum exhibit, with the wheel-sprag and the lap-robe. In a few years' time even race-cars won't have stick-shifts. (Yes, I know the device is currently popular as an option in the United States. This is a fad. It will soon pass.)

Mr. Kipling's attitude distresses me primarily because I conceive that it is based on lack of common information, an unhappy circumstance in a world in which information is so freely available. I am reminded that a few years ago one might be called a liar in Great Britain for remarking that in California teen-age boys were getting 150 miles an hour in a standing quarter-mile. (What is the record now; 190-something, I think?)

Chauvinism does not help us to get on together. Just after the recent snowfall I watched two young men trying to move a Rover 90 in the West End. The street was dead level, but the car was off the crown of it. By spinning the wheels madly in 1st gear the driver had glazed the surface under them. His friend got out to push. It did not help. It was obvious that, among half a dozen alternatives, he could reverse off the glazed patch and be away in 30 seconds, but he thought only of going forward. Finally the driver set a hand-throttle at what sounded like 2,000 r.p.m. or so and got out to help push, with the car in first gear. This so appalled me that I felt guilty about my role as by-stander. I went into the road and suggested that I might be able to offer some advice.

Furious, and sweating (in that temperature!), the chap who had been doing the driving, to use that term most loosely, said, "I'm sure you are very kind, but since this car has a proper clutch and a proper gearbox, and is *not* running 300 horsepower through a slush-pump, perhaps it would be best if we managed it ourselves."

Alas, my American accent had betrayed me, as his lack of information and understanding and, one might even say, civility, betrayed him.

London. KEN W. PURDY.

TAILPIECE



Bearing in mind last month's good advice to road-users, we are glad to see that, with spring on its way, someone feels that we can get ***cracking****. . . .*

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FOR SALE

BRISTOL 401 G.T. saloon. Red. Good condition. New brakes. Radio, heater. Owner posted abroad. £375 o.n.o. Randall, Tel.: Popesgrove 2684 [1860

D.K.W. 3 = 6, 1959, f.h. coupé, blue/ivory, l.h.d. 47,000 miles. Cintura tyres. £300 o.n.o. One owner. Tel.: Bath 64244. [1956

SHORROCK SUPERCHARGER, 35,000 miles. Fit Sprite, etc. £30 o.n.o. Tel.: Leatherhead 3470. [1957

£25. JAVELIN de luxe, 1949. Radiator muff, tools, heater, spot. Snip. J. Hopwood, 191, Brick Lane, London, E.2. [1958

LAGONDA LG6, 1938, black saloon. This car has been essentially a collector's item and is used summers only. 42,000 miles to date. Completely original, interior renovated as new. Will not sell less than £425. Box No. G.959. [1959

M.G. TA, 1937. Rebuilt 1961. Bodywork scruffy, but mechanically sound. £90, or exchange P or J type with good original bodywork. Scott, 22, Rectory Close, Alverstoke, Hants. [1962

M.G. MAGNA, 1932, F-type. Good home wanted. Offers. 55, Tysoe Road, Erdington, Birmingham, 22c. [1964

£385. AUSTIN HEALEY 100/6, 1957. Green/ivory. Overdrive, radio, tonneau. Sound condition. Dovey, Tel.: Datchet 239. [1966

WOLSELEY HORNET, 1932, E.W. foursome coupé. Mechanically sound, body good. Also a ton of 1932 Hornet spares. Offers. 232, The Vale, Chesham, Bucks. [1967

TYPE 35 BUGATTI body. Restorable, photo available. Charlton, 16, Monkseaton Road, Wellfield, Whitley Bay, Northumberland. [1968

ALVIS SPEED 25 2½-litre engine and gearbox, triple S.U. carbs. Runs well. In battered Triumph chassis. Many extras. Offers. Tel.: Sevenoaks 52565. [1969

AUSTIN SEVENS. 1929/30 open 2-seater, and one saloon. Both towable. £10 pair. Cleveland Cottage, Hoarwithy, Hereford. [1970

£40—FORD V8 Club cabriolet. £80—Jaguar Mk. V. £30 each—Triumph coupé, Alvis TA14, Austin 16. All M.O.T. Exchange? 102, Kensington Road, Coventry. [1971

M.G. TC. Beautiful condition, black, red leather and hood. 16-in. rear. W/T. horns, many extras. Taxed. M.O.T. £185. Wall, 6, Churchfield Close, Harrow. Tel.: HAR 5913 (after 7 p.m.). [1973

G.T. AURELIA. Bills for recent decoke, axle/gearbox recondition, new "X"s, respray (nine months). 2½-litre replacing. £375 o.n.o.; H.P. possible. Box No. G.979. [1979

M.G. TC, 1949. V.G.C. B.R.G. O/size rears. Twin spares. Extras. *Concours* car. £220. Clement, 255, Nelson Road, Whitton, Middlesex. [1981

1939 ROLLS-ROYCE PHANTOM III chassis, brand new and unused. Interesting documented history. About original list price required. Box No. G.988. [1988

LANCIA APRILIA, 1937. M.O.T. cert. Re-upholstered. Excellent running condition. £115. Hilder, Cedar Cottage, Wiltshire Avenue, Crowthorne, Berks. Tel.: 2369. [1989

VOLKSWAGEN, 1960, standard model, 30,000 miles. £385. Oliver, 11, Denny Close, Portishead, Bristol. [1990

J-TYPE ALLARD. Recon. motor and brakes. 1950 model. I.F.S., i.r.s., cycle front wings. B.R.G. Too fast for owner. Sensible offers only. 4, Croxteth Hall Lane, Liverpool, 11. [1991

1937 FORD V8, 30 h.p., drophead coupé. Stored 12 years. Just decarbed, re-ringed. Recent new clutch, dyno., hood, carpet. Mileage 40,106. M.O.T. £130. Mr. Slim, c/o 319, Lord Street, Southport, Lancs. Tel.: 4809. [1994

XK140 JAGUAR fixed-head coupé. B.R.G. C-type engine, RS5 tyres. Faultless. Maintained in first-class condition by enthusiast. £350. Seabourne, 84, Hartle Lane, Belbroughton, Worcestershire. Tel.: Belbroughton 404. [1995

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1950 2.6 LAGONDA saloon. Recent decoke, brakes relined, three new Michelins. £240 o.n.o. J. Dalton. 19, Hamilton Road, Alford, Lincolnshire. [1998

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PEUGEOT 403. Radio, overdrive, spot, "X"s. Excellent. £450. See Exchange column. [2005

RILEY 1½-LITRE, 1952. Exceptionally sound order throughout. £210. Parrish, 10, Hillcrest Road, Gee Cross, Hyde, Cheshire. [2006

1926 DELAGE D.I.S.S. tourer, to V.S.C.C. member only. Owner 22 years. Seen Foley's Garage, Valley Road, Swanage. History/details from N. A. Smith, "Longdown," Burlington Road, Swanage, Dorset. Reasonable offer/exchange open Bent./Bug./30/98. [2007

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H.R.G. 1100. Excellent all round. Genuine sale. Offers. 87, Oakpark Road, Wordsley, Stourbridge, Worcs. [2009

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LANCIA APRILIA : Pre-war 1,500 c.c. First registered this country 1958. Perfect mechanically, very good body and interior. £185 o.n.o. 40, Rockwood Crescent, Hucknall, Notts. [2011

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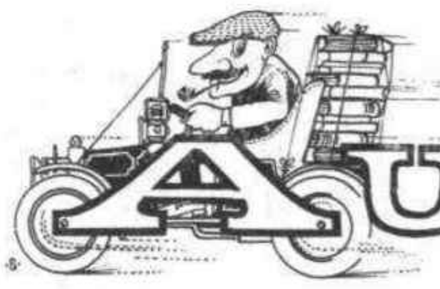
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NUVOLARI, by Count "Johnny" Lurani (WAS 21/–)
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25/– EACH, BOTH FOR 45/–

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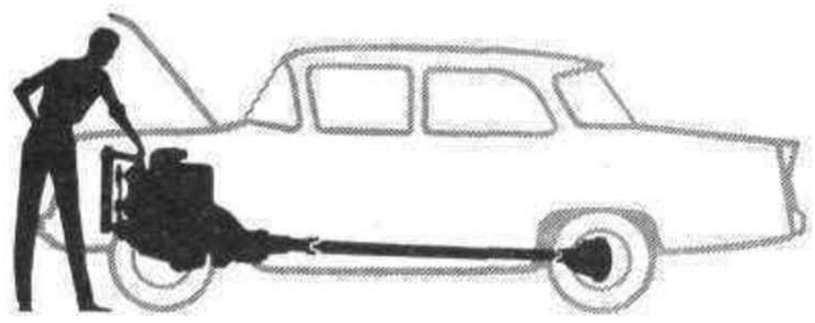
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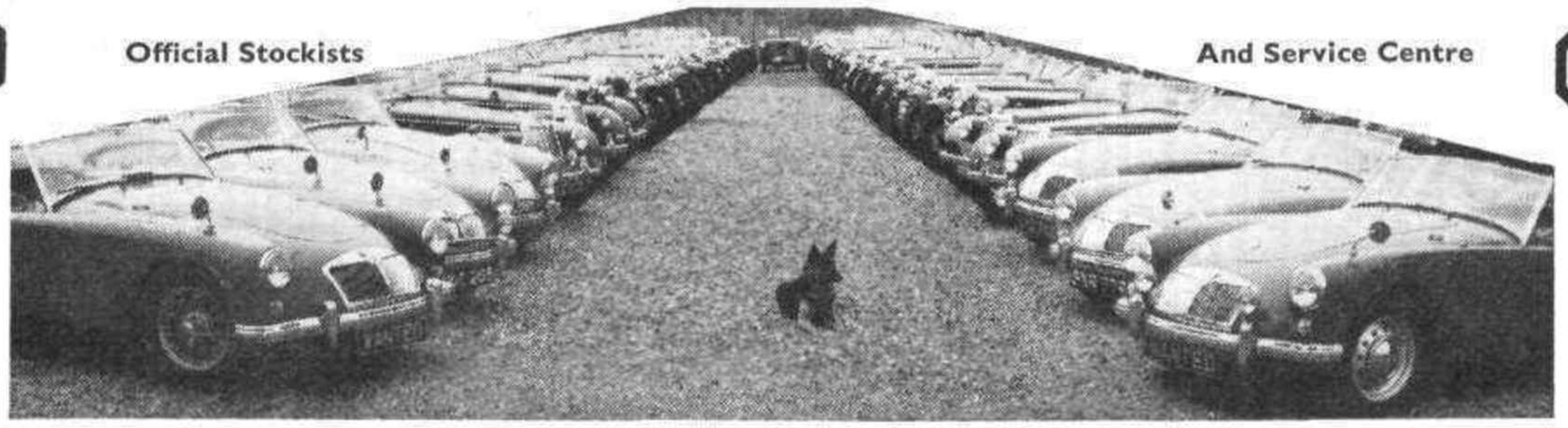


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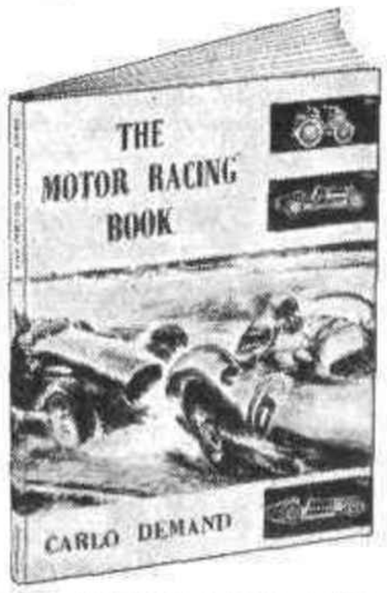
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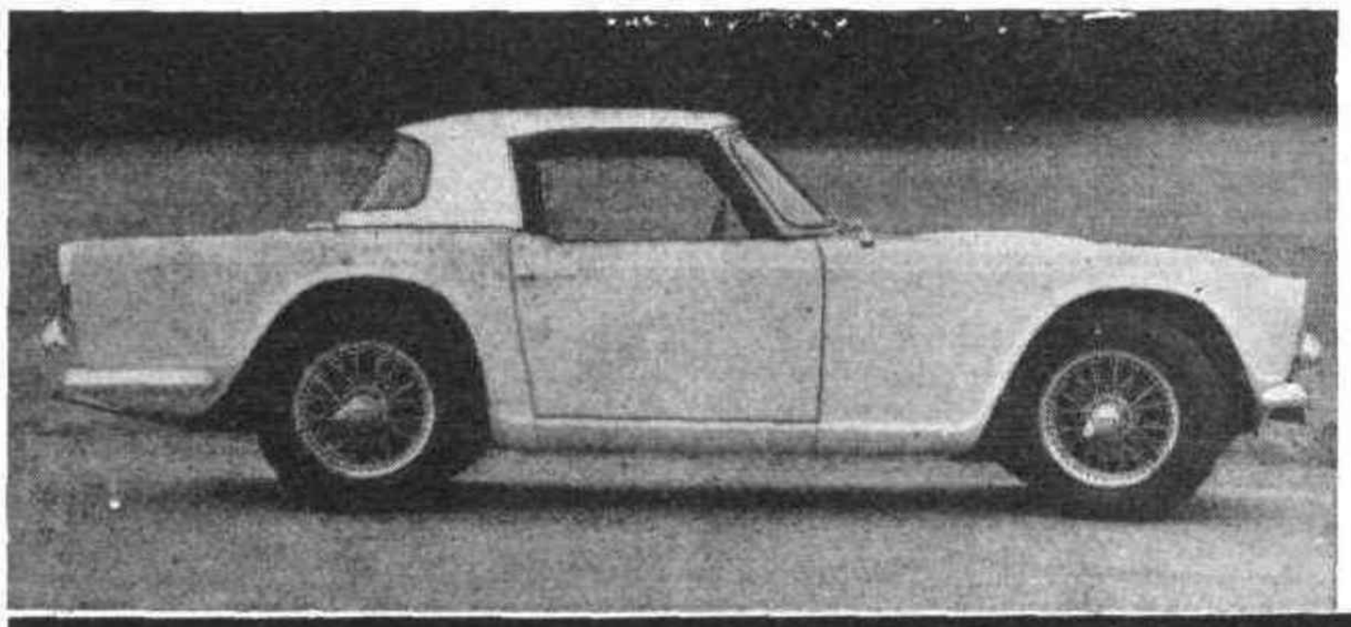
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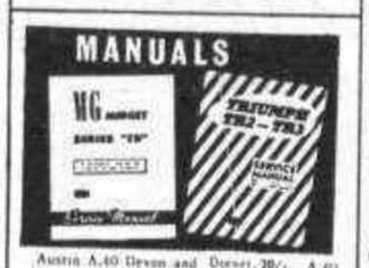
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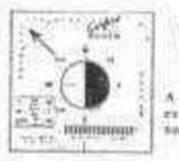
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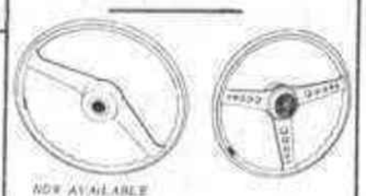
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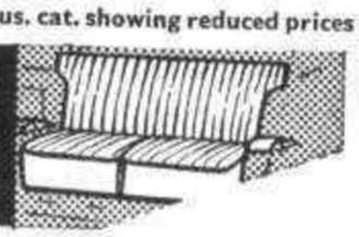
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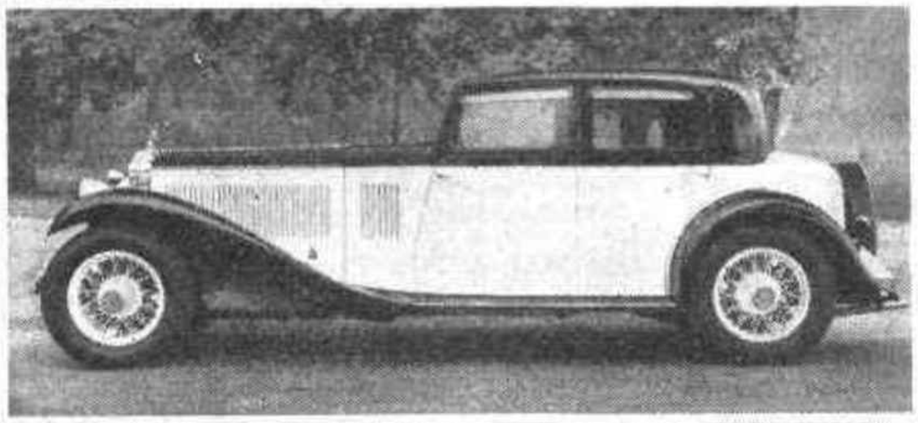
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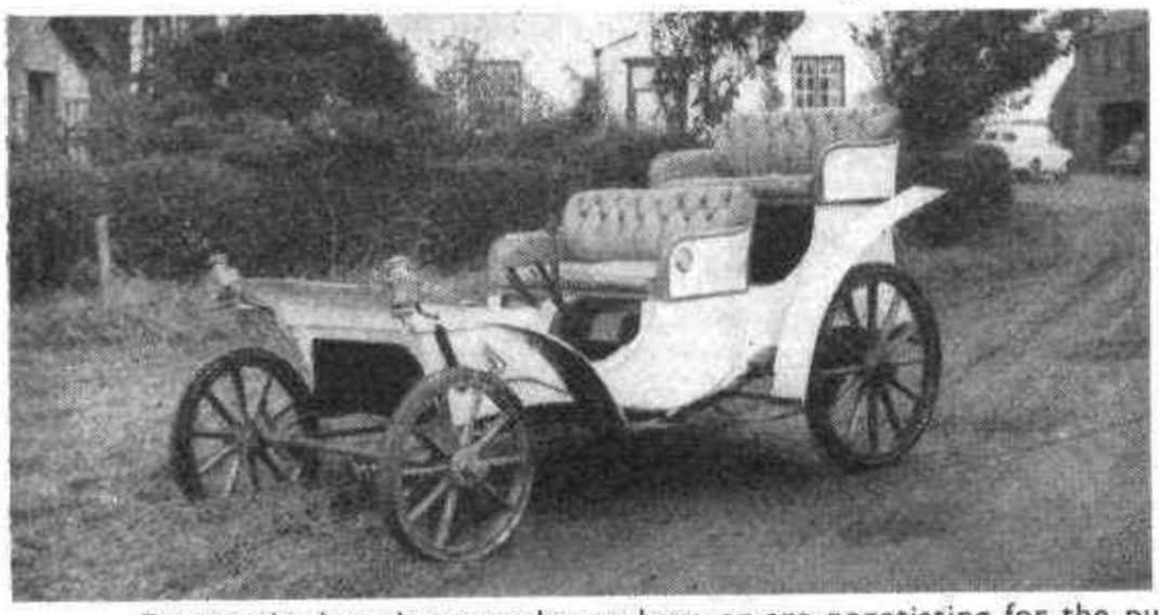
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RARE/ELEGANT VINTAGE Rolls, 20/25 small Barker saloon, outstanding condition. First £275. Rebuildable Cowley unusual perpendicular 1928 saloon, towable, £25. 26, Kingswood Road, Longbridge, Birmingham. [2289

DAIMLER SP250 for spares or whole, less front bodywork. 5,000 miles only. Invicta 3-litre gearbox. A.C. radiator. Talbot dyno/starter motor, tyres, etc. Tel.: Cardiff 72780. [2290

SUNBEAM MK. III sun saloon. Overdrive. Superb machine. £275. Exchange small car. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [2293

1959 M.G.-A Twin Cam, unblemished red. £480, or part exchange blown Sprite. Cooke, 98, Holywell Hill, St. Albans. Tel.: 51151 (business). [2294

BREAKING BRISTOL 401. All parts, or would sell complete, £125. Tel.: Ilford 4863. [2295

ALVIS S.E. saloon, 1935. Two owners. Rebored 1,000 miles ago. Body good. Mechanically faultless. £101. Nixon, Addenbrooke's Hospital, Cambridge. [2297

RAILTON SPORTS saloon, really fast, comfortable and safe. M.O.T., taxed. £80. Consider p/e. very small car. Might sell Mulliner 4½ Bentley, £225. Box No. G.298. [2298

A.C. 2-LITRE sports saloon, 1952. Beautiful condition. Recent respray, engine overhaul, etc.—bills. £315. Willing to deliver. Armstrong, Tel.: Shrivenham 275. [2300

M.G.-A, 1956. Red, immaculate. Many extras, including radio, heater. £325, part exchange; H.P. P. Twyford, 11, Mornington Rise, Matlock, Derbyshire. Tel.: 143. [2301

LAGONDA RAPIER, 1934, f.h.c. Well shod, mechanically sound, M.O.T. £30. Charnock, 25, Gilmore Crescent, Ashford, Middlesex. (Evenings, weekends.) [2303

1928 ROLLS-ROYCE TWENTY. Elegant foursome coupé body by Wylder, built 1935. Superlative condition. £325. Tel.: Little Chalfont 2586 (daytime). [2304

1959 M.G.-A 1600 roadster. Radio, heater, luggage rack, etc. Excellent condition, carefully driven. £460. 63, Bell Hill, Petersfield. [2306

BRISTOL 403, 1953. 405 mods. Michelin "X"s. Good mechanical order throughout but needs respray. £350, no offers, this price is right. Murrell, The Dragon's Tail, Brixham. Tel.: 2157. [2307

M.G. SPECIAL chassis boxed, tubed, i.f.s., A40 radiator, TR wire wheels, etc., £25 o.n.o. M.G. TC, rebored block ; new : crank, shells, pistons, clutch, starter ring, gaskets, sump, head, etc.; £30. Recond. back axle, spinners, hand-brake, £20. Recond. gearbox, prop.-shaft, £15. Four new 15-in. wire wheels, two with new 6.50 tyres, inner tubes, cost £40, accept £30. Krygier, 8, The Drive, Hunton Hill, Erdington, Birmingham, 23. [2309

TRIUMPH 1800, 1948. New Jaguar engine and gearbox, radio, heater. M.O.T. Good condition. £130. Naulls, 81, Peaks Avenue, New Waltham, Grimsby. [2310

1961 WARWICK 4-seater G.T. 11,000 miles, unraced, unrallied. TR3 components throughout like superior Peerless, for sale during next few months. Blue; wire wheels, overdrive. £850 o.n.o. Allen, 188, Bromham Road, Bedford. [2312

1934 RILEY NINE. M.O.T. Preselector gearbox. Aluminium body. Four good tyres. £35. Apply, 107, Hatfield Mead, Morden, Surrey. [2313

M.G. TF 1500. Hand-built. High-compression air-flowed engine. 8,000 miles. New hood, sidescreen. Full tonneau, half. All new chrome. Body and paint perfect. "X" tyres, luggage rack. Faultless car, any test. All bills. Enthusiast maintained. No dealers or silly offers. Tel.: Ilford 1353. [2314

WHEELS. Four Borrani wire wheels, 15 in., with two 55-mm. hubs to fit. Would suit rear of Coopers, etc. D. Murray, Merchiston Mews, Edinburgh, 10. [2315

GEARBOX. Wilson preselector box with light alloy casing and bell-housing as fitted to Formula Two Connaught. Reasonable offers to D. Murray, Merchiston Mews, Edinburgh, 10. [2316

ARMSTRONG SIDDELEY, 1932, Special 20, convertible hearse body; low mileage. Engine and chassis in perfect condition. Offers invited : Car Services, Bushmead Avenue, Bedford. Tel.: 5464. [2317

DAIMLER limousine, 35 h.p., 1932, in perfect condition. New sleeves and pistons fitted. Excellent example of this rare car. Offers invited : Car Services, Bushmead Avenue, Bedford. Tel.: 5464. [2318

AUSTIN LONG 18, 1938, very sound, clean car. £100 spent recently to put in order. Ideal caravan tow car. Offers invited : Car Services, Bushmead Avenue, Bedford. Tel.: 5464. [2319

JAGUAR 2½ saloon, 1940 model. M.O.T. certificate. £20, offers considered. Tel.: RAVensbourne 6134. [2320

M.G. TC, Vynide hood, washers, spot, recent tyres. Bills for recent £130. Offers about £170. Edgar, 23, Upper Gordon Road, Camberley. Tel.: Office hours Byfleet 41111. [2321

1958 M.G. MAGNETTE ZB saloon, 36,000 miles. New carburetters. Mind condition. £425 o.n.o. Mogridge, Cranley Cottage, Shamley Green, Guildford. Tel.: Bramley 2149. [2322

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

FOR SALE—*continued*

XK140 F.H.C. Engine extensively overhauled Aug. 1962. Resprayed B.R.G. good condition throughout. £350 o.n.o. Must sell; Stork insists. Clarke, 16, Hatherleigh Road, Rumney, Cardiff. [2323

1960 AUSTIN-HEALEY SPRITE Mk. I. Green, excellent condition, 30,000 miles. All normal extras including hard-top and "X" tyres. £400 o.n.o. Garrett, 120, Longedge Lane, Wingerworth, Chesterfield, Derby. Tel.: Chesterfield 3682. [2324

1962 AUSTIN-HEALEY 3000 Mark II, 2/4-seater. Healey Blue complete with Pexidome hard-top, wire wheels, o/d, wood-rim steering wheel and many other extras. 7,000 genuine miles only. Completely as new. Genuine reason for sale. Tel.: Southend 524277 evenings, or Southminster 389 day. [2325

SS. 100, 1939, 2½ engine complete. New pistons, steel rods, bearings. Works modified S.H. (post war) g/box fits 120 or SS100 very quick change, box cost £80 new, engine spares cost £55. Offers required. Box No. G.327. [2327

VOLKSWAGEN, 1954 D/L. Excellent condition. Good tyres, brakes relined, engine stripped 3,000 miles ago. £265 o.n.o. H.P. available. Tel.: Burton Latimer 758 (Northants). [2329

1929 AUSTIN CHUMMY. Almost completed rebuilding. M.O.T. Certificate. £80. Holmes, 61, Green Park Road, Plymstock, Devon. [2330

SMART AND FAST. '59 Minor 1000 B.R.G. Downton Stage II Speedwell suspension, heater, etc. 25,000 miles, one owner. £325. Saunders "Beaumont," Mathill Road, Brixham, Devon. Tel.: Brixham 3723. [2331

TR2, 1955 (M). Extras, detailed history. Bills. £235 o.n.o. Causey Cottages, Alder Lane, Burtonwood, Lancs. [2332

SUNBEAM-TALBOT 80, 1950. Fair condition. M.O.T. £80 o.n.o. Merton, 20, Ennerdale Avenue, Dunstable, Beds. [2333

ROVER 75. Nearest £275. Details: Scapes, Cliff Road, Hillhead, Fareham, Hants. [2334

AUSTIN ATLANTIC SALOON, 1952. Superb mechanical condition, new clutch just fitted, radio, heater, twin spots, very smart. Taxed, M.O.T. Mileage 22,000. £120 o.n.o. Box No. G.335 [2335

APRILIA (1938). Good condition, recent engine overhaul. Some spares, special tools. £85. Tel.: Bookham (Surrey) 3807. [2338

1959 SPRITE. Conservatively tuned, c.r. gearbox, o/s brakes, anti-roll bar, Peasmarsh bonnet, new tyres, sliding side-screens, wood rimmed wheel, recent respray B.R.G., excellent condition. £375 o.n.o. Archer, 43, Woodcroft Avenue, London, N.W.7. Tel.: MIL 1404. [2340

EXCEPTIONAL RILEY 2½, 1949. Replacement engine 1954. Oil 2,000 m.p.g. New battery, starter, and water pump. Three almost new tyres. Heater, reversing light, etc. Mechanically and bodily near perfect and maintained as sole hobby. Reason for change—must have estate car. £175 o.n.o. Makin, Windmill House, Windmill Road, Headington, Oxford. Tel.: Oxford 61848. [2341

M.G. TC, 1949. Body excellent, new g/box, rear axle, eng. o/hauled. £180. Tel.: Bourne End 1799. [2342

VOLKSWAGEN, 1955. Strato silver, de luxe. Grey interior. Good all-round condition. Taxed, tested. £245. Tel.: Potters Bar 59638. 26, The Ridgeway, Cuffley, Herts. [2343

ALVIS, 1952. Tickford drophead coupé. Showroom condition. £200. Details: Tel.: BUS 1867. [2344

TR3 ENGINE/GEARBOX with all accessories. New carbs. Low mileage. £70 o.n.o. Muirhead, 21, Holme Grove, Burkey, Ilkley, Yorks. Tel.: Burley 2292. [2345

RILEY REGISTER MEMBERS. Magnificent 1938 1½ touring saloon. 4-branch exhaust, P.100's, 30 m.p.g. Taxed, tested. Nearest £75. Seen Birmingham. Cox, 70, Cadewell Lane, Torquay. [2346

DAIMLER EMPRESS SPECIAL Series II Hooper owner driver saloon, 1954. 3-litre. Overdrive, auto-lubricated chassis, 39,500. Oil nil. Excellent chrome, unmarked maroon paintwork, impeccable interior of tan leather, pile carpets and beautiful woodwork. Superbly instrumented. Rosewood facia. Electric windows, sun roof, carpeted boot, original tools. Every extra as standard equipment in this original very expensive model. A most elegant motor-car with extremely handsome lines. Genuine bargain. £595. Consider Porsche, TR hard-top or similar. Cash either way. French. Tel. Letchworth 1330. [2347

1935 RILEY KESTREL NINE. Above average condition—fitted Merlin engine. Many parts replaced during two years of my ownership. £75. Please write for full details. Tony Noyes, Highfield Grange, Gainsborough, or seen London w/e Feb. 1st. Tel.: ELT 6226. [2348

M.G. TD, 1953. Excellent condition, new hood, extras. Nearest £265. Tel.: HYD 1021 (day). [2349

TR2, OCT. 1955. Red. New hood, tonneau, M.O.T., taxed Sept. £210 o.n.o. (Fiancée has own car). Symons, 25B, Gordon Road, W.5. Tel.: Perivale 3134. [2350

SPEEDWELL A40, 1960. Over £100 extras. Low road mileage only. Immaculate. £400. 49, Khama Road, S.W.17. [2351

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Ford Zephyr	0 - 80	37.8 secs.	22.5 secs.
Sprite/M.G.	0 - 80	51.8 secs.	29.0 secs.
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1937 SINGER COUPE, less body. Ideal for special. Excellent chassis, mechanics. Offers? Tel.: DS9 2777. Cheshire. [2353

RILEY LYNX, 1933. Well above average. New electrics, king-pins, respray, interior, fine mechanics, M.O.T. £80 .haggle. Renwick, 2, Wentworth Terrace, St. Austell. [2355

1928 AUSTIN 12/4, Mulliner. Open 2-seater with dickey, 600 miles since engine overhaul rebore, rewire, repaint, original and reliable. Well shod, tested with honours. Enthusiasts only please. £170 o.v.n.o. B. Blatherwick, 14, Whirlowdale Close, Sheffield. [2356

ALLARD P-TYPE, 1951. M.O.T. test. £100. 16-18, Salter Row, Pontefract, Yorkshire. Tel.: 3726. [2358

HEALEY TICKFORD, 1952. Good condition, heater, "X"s M.O.T. Offers or exchange for Ford Special, Jowett Javelin. Teasdale, Crakehall, Bedale, Yorkshire. [2359

1960 SINGER GAZELLE convertible IIIA. Blue/moonstone. Overdrive, bucket seats, full tonneau. Other extras. 20,000 miles. Showroom condition. Owner going abroad. £550 o.n.o. 5, Evelegh Road, Farlington, Portsmouth. Tel.: Cosham 75628. [2360

PORSCHE 1,500c.c. COUPE. First Registered 1960 (1955 model). L.H.D. Above average condition. New engine done 28,000 miles, radio, heater. £525 o.n.o. Tel.: York 71023. [2361

DAIMLER DB18 d.h.c., 1949. Gearbox overhauled (Arcot Engineering Co. £35). Serck radiator, March 1962. Lucas B90 cut-out and dynamo, November, 1962. New rear springs and other replacement parts (from Daimler). Leather interior good, body fair. Wireless, heater, handbook. £160 o.n.o.—have bought Conquest. Also 1936 15 h.p. saloon. Many new parts, original handbook. Offers. C. F. Crockford, 57, Forge Lane, Higham, Rochester, Kent. Tel.: Shorne 896. [2364

BREAKING TC. Many excellent spares including reconditioned engine/gearbox, wheels, differential, radio, w/screen, starter, dynamo, carbs, p/tank, p/pump, red seats, s/wheels, etc. Send for list. Box No. G.365. [2365

AUSTIN-HEALEY BN1. Overdrive, two owners. Nearest £290. Tel.: Lewin. Altrincham 0150. [2366

"ROAD & TRACK," the U.S. monthly. European minded, outspoken; recent articles on Hooper, Lola, Lotus 23, the Sword Sale, B.R.M. 43s. sterling p.a. (cheques, etc., will be banked at a U.K. bank): English Imports, Box 1093/MS, Minneapolis 40, Minnesota, U.S.A. [2367

ROCHDALE OLYMPIC, 1962. B.R.G. 1622 M.G. A. Michelin "X"s Electrical thermo fan. Fully trimmed, rear seats. 5,300 miles, motor engineer owner. Cost £800 to build. Offers. Wallace, Henshaw House, Bardon Mill, Hexham, Northumberland. Tel.: Bardon Mill 272. [2368

ELVA COURIER SPYDER, 2-tone fawn-red, low mileage, Magalloy wheels, special suspension, engine modifications too many to mention here, 120 m.p.h. *Concours.* Absolutely as new. Cost over £1,000. Accept £650. 39, Woodend Road, London, E.17. [2369

TR3A, 1960. High-compression alloy head and pistons, straight-through silencer. Absolutely immaculate. New hood. £475 o.n.o. Tel.: ENF 2131 (daytime); ENT 2279 (evening and Sunday). [2371

DISMANTLING 1936 Frazer Nash-B.M.W. All spares available. Tel.: Manchester CHOrlton 1840. [2372

DAUPHINE, 1959, in excellent condition, never pranged. Only £250 for quick sale. 131, Croydon Road, Caterham (Tel.: 3042—days), Surrey. [2373

MORRIS EIGHT, 1938, tourer, in first-class condition, good hood, tyres, body, battery, etc. £35. Tel.: Caterham 3042 (days), 5538 (evenings). [2374

M.G. TA, 1939. 1,000 miles since reconditioned engine (Laystall balanced). Good tyres; bodywork requires little work but sound. M.O.T. test November. £80, or consider exchange, W.H.Y.? Tel.: Harpenden 3945. [2375

ROLLS-ROYCE (small), 1933. Only 29,000 miles. One owner. Immaculate condition. Chauffeur driven. Humphreys, Usk Castle, Usk, Monmouthshire. [2376

1935 AUSTIN NIPPY. Hydraulics, Alta head, 15-in. rears, sealed beams. Many sensible extras. M.O.T. Sound and excellent condition. £90. 59, Westman Road, Winchester. [2377

1938 ALVIS 12/70 engine, gearbox, wheels, etc. Dunoon, Castle Lane, Bolsover, Chesterfield, Derbyshire. [2378

RILEY NINE tourer, 1931. Taxed, tested, insured. Very sound car. £65 or offers. S. Southern, 35, Elgin Crescent, W.11. [2379

BENTLEY 4¼, 1949. Maroon/beige. Radio, heater, new tyres and M.O.T. Excellent condition. £385. Dean, 2, Sussex Lodge, 25, Hook Road, Surbiton. [2380

M.G.-A WORKS HARD-TOP, as new, £35. Buyer collects. Allen, Highwood, Ledbury (Tel.: 181), Herefordshire. [2382

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

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RILEY KESTREL, 1936, 9-h.p. Engine excellent. Bodywork average for age. Quite fast and economical. £40 or nearest offer. Tel. : Bexhill 1198. [2131

1955 VOLKSWAGEN. Silver blue. Excellent condition. M.O.T. certificate. Telefunken radio, seat covers. £245. Betty, c/o Holmes. Tel. : EDM 7652. [2132

1922 BELSIZE BRADSHAW 2-seater 2-cyl. light car, 8.9-h.p. and 1924 Rentaul 8-h.p. tourer. Mint original condition. Both in immaculate order. M.O.T. certificates. Sensible offers from genuine enquiries. Photos on request. 18, Parkside, Westmoor, Newcastle-on-Tyne, 12. [2133

CITROEN 2 C.V., Nov., 1959. One owner/driver. Blue, chrome hubcaps, etc. Well maintained. Licensed. £195 o.n.o. Muir, 17, Alderston Avenue, Ayr, Scotland. [2134

LANCIAS. Spares for Aprilia, Augusta, Lambda and Dilambda. S.A.E. please. Kay, Marsh Lane, Hambleton, Blackpool. [2135

JOWETT JAVELIN, 1952. Breaking for spares, all parts in good condition. Will post. 432, Shields Road, Glasgow, S.1. [2136

BRISTOL 401. Resprayed, seat-belts, etc. Sacrifice. £250. Also Alvis 12/50 2-seater, 1930. Excellent condition. £165. Ideal V.S.C.C. racing. Box No. G.139. [2139

MY PEUGEOT 203, August, 1955, will be for sale early in February. This car can only be described as immaculate throughout. £260 o.n.o. Tel. : Chalfont St. Giles 2487. [2140

HUMBER. Enthusiast's hobby. Overhauled completely inside, outside, mechanically. Exceptional. Many extras. Complete set spares. M.O.T. 1,660 c.c., 1936, Cabriolet. £90. Stonard, 109, Worth Road, Crawley, Sussex. [2141

HALDA SPEED PILOT. Standard model. Virtually brand new. £15. Snow, Walpole House, Eton, Windsor. [2142

1960 M.G.-A 1600. Red, radio, heater. Luggage rack, 25,000 miles. Excellent condition. £545. Alves. Tel.: Farnborough (Kent) 51330. [2143

ACE C.A. BRISTOL 100D, red, 1056 Maintained regardless expense. £550. Details. Tel. : Windsor 3459. [2144

M.G. TF, late 1954. Ivory, excellent condition, only 8,000 miles on new engine, new carpets and sidescreens, polished rocker cover, Michelin "X"s full tonneau, half tonneau, luggage rack; body and chrome immaculate. M.O.T., serviced regularly. £365, no hagging. Button, 11, Middleton, Crescent, Beeston, Nottingham. [2148

TR2, 1954. Resprayed B.R.G., retrimmed. 70,000 miles. Overdrive, heater, wire wheels. No room for wife and baby. £275. Collis, 59, Dorset Avenue, Chelmsford. Tel. 71351. [2149

1953 RILEY 2½-litre R.M.F. black saloon. Excellent mechanically and body. New battery, brakes relined, radio, extras. £190. Tait, 58, Cleveland Road, Ealing, W.13. Tel. : PER 0926. [2151

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JOWETT JUPITER, 1953, D.H.C. Excellent condition, fast reconditioned engine. £175. Westray, 40, Kingsway, Dunstable. [2153

M.G. TA, 1952. Excellent condition throughout. White. Poverty reason for sale. £240, or may consider good TC in part exchange. Fitton, 22, *Norton Park Crescent, Sheffield, 8.* Tel. : Sheffield 46168 (evenings). [2154

1932 F-TYPE M.G. MAGNA. Engine good, body rough, suit enthusiast for spares or rebuild. £15. Mr. Hosey, 13, Glebelands, Harlow, Essex. [2155

M.G.-A 1600, April '60. Red, 22,000 miles. Aluminium works hard-top and sidescreens, radio, heater, sound proofed and other useful extras. £530. H.P. arranged. Chinnock, 3, Hillside Avenue, Woodford Green, Essex. Tel. : Snaresbrook 3467. [2156

EUSTACE WATKIN'S HORNET Special, 1933. Rebuilt throughout, rebore, crank regrind, all bearings and big-ends remetalled, new pistons, valves, gaskets, cellulose B.R.G. All parts rechromed. Only 400 miles since rebuild. No sensible offer refused, owner going abroad. Must be sold. J. Muller, 33, South Road, South Ockendon, Essex. Tel. : South Ockendon 3259. [2157

M.G. J3. Extremely rare Ulster-bodied sports/racing 2-seater. 746 c.c. o.h.c. engine. Recent renovations include engine and electrical overhaul, respray, rechroming. M.O.T., T. & I. Most attractive bargain at £175 o.n.o. Crabtree, Heath House, Hebden Bridge, Yorks. [2158

1933, RED M.G. J2. Flared wings. Good condition throughout. £140 o.n.o. Tel. : Pinner 2919 (after 7 p.m.). [2160

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BRISTOL 401, Sept., 1952. Beautiful condition interior unmarked. Good tyres, etc. Will accept £275 o.n.o. as quiet sale desired. Dowd, 2, Fawley Avenue, Hyde, Cheshire. Tel.: HYD 3237. [2150

ARMSTRONG-SIDDELEY, 1926, 13.6-h.p., folding weather head coupé. Ready to run. Carefully stored for many years. Offers to: Major G. T. Taylor, Greyhound Hotel, Folkingham, Lincolnshire. Tel. : Folkingham 223. [2161

STAR ENGINE and gearbox. Excellent condition. Oats, Tregannick, Sancreed, Penzance, Cornwall. [2162

SUNBEAM TALBOT 90 D/H coupé, 1953. New hood, sapphire blue. Mechanically and bodily excellent. Heater, good tyres. M.O.T. £175. Offers. Tel. : Tunbridge Wells 21000. [2164

FORD SPECIAL, August, 1961. Tubular steel chassis, hydraulic brakes, fibre-glass body, hard-top. Most parts new, comp. insurance. Leatherhead. £125. Box No. G.166. [2166

APRILIA. Exceptional mechanical condition. New engine, wiring, half-shafts and 2 new "X"s. Needs £20 spent on body to make perfect. Haggle £125. J. Mellors, 50, White Lodge Park, Shawbury, Shrewsbury. [2167

FOR 100E. Shorrocks blower, £30; anti-roll bar, anti-tramp brackets, £5; remote control (as new), £6. £40 lot (Murray o/d thrown in). Munro, Ranch Farm, Woodley, Ches. Tel. : WOO 2535. [2170

TR2 ENGINE and gearbox, 12,000 miles. Breaking remainder for spares. Rear body damaged. Good seats, tonneau. Offers. Challens, 40, St. Chads Road, Derby. [2168

ALVIS, July 1960, 3-LITRE saloon. Opalescent grey, red upholstery, wire wheels, radio. Guaranteed mileage 15,500. £1,525. Superb car. Tel. : Edgbaston 1002. [2171

DUE TO BEREAVEMENT. A fine 3½-litre Park Ward Bentley in good order. Taxed and insured. Offered at £225 o.n.o. Tel. : Watford 32253 (after 6 p.m.). [2172

ALTA MINOR. Good condition. M.O.T. New engine, hood, brakes. Tonneau. £160. Upward, 187, Leicester Road, Groby, Leicester. Tel. : Anstey 2175. [2173

750 SPECIAL. Stilleto fibreglass body, frame boxed, complete modified engine, Bowendex brakes, springs flattened, remote control; 15-in. front, 16-in. back wheels, plus spares. Wants completing. Tel.: Rugby 6746, (after 6 p.m.). [2174

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LAGONDA L.G.45 S.III saloon. M.O.T. £30. Swinton, 8, Norfolk Crescent, Bishopbriggs, Glasgow. [2177

1935 RILEY IMP. Body, engine good. Four-branch exhaust. £365. Lovell, 97, Dunvegan Road, London, S.E.9. Tel. : ELT 8185. [2178

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DEC. 1959, AUSTIN MINI. Seat belts, Rally map lamp, elec. rev.-counter, ammeter, oil guage, temp. gauge, twin carbs, modified cylinder head, Duraband tyres, Servo-assisted brakes. £320 o.n.o. Robinson, 146, Thompson Hill, High Green, Sheffield. [2185

ALVIS S.P.20 V.D.P. tourer, 1935. M.O.T. Mechanically good. Trim tatty. £50. Craig, "Dovedale," Margaret Road, Liverpool, 23. [2186

ROLLS-ROYCE. Good home wanted, 1931, 20/25. Good condition. Used daily. £150. Bailey, 173, Vincent Road, Sheffield, 7. [2188

SEPT, 1962. Austin-Healey Sprite Mark II. As new. Red. Superb. Expensive extras. About £620. Box No. G.189. [2189

1936 RILEY FALCON 12-h.p. Reconditioned S.S. engine. P.S.G., 3 new tyres, extras. M.O.T. £69 o.n.o. Croker. Tel.: ELStree 2413. [2191

ALFA ROMEO SPRINT coupé, 1959. White with blue/grey interior. 22,000 miles only. Fitted radio, heater, etc. Superb condition throughout. £875. Exchange for small saloon considered. Dockett Cottage, Towpath, Shepperton, Middx. Tel.: Walton-on-Thames 21790. [2192

MINI MINOR engine-gearbox unit. Guaranteed 1,800 miles only. £60. 4 new Mich. "X"s 520 × 10, £14. Ford 105E head, block and pistons, £15. Burnell, 14, Lupton Avenue, Leeds, 9. [2194

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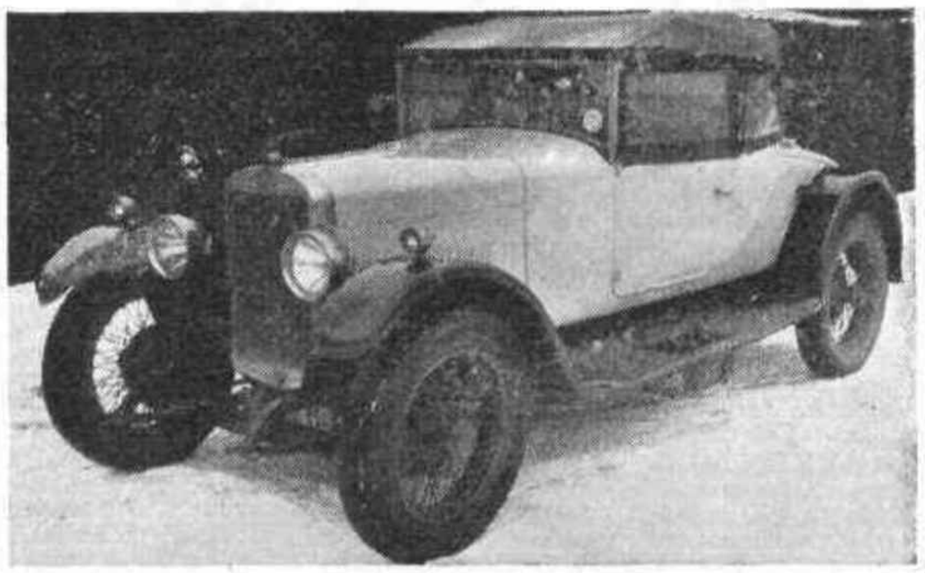
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FOR SALE—*continued*

MORGAN 4/4, 1947. Slight damage to front suspension, otherwise sound, going. New hood. Also 1937 Morris Ten, excellent condition. Moving—offers. 19, Rowden Road, Beckenham, Kent. [2405

1936 B.S.A. TW10. Recon. engine, gearbox. Many extras. Offers? 34, Kenilworth Road, Fleet, Hants. Tel.: Fleet 383. [2406

RILEY 9 h.p., 1936. Special sports saloon. Body, tyres, engine, fair. M.O.T. Cheap, sensible offers? P/O. Fisher, Officers' Mess, R.A.F., Stradishall, Suffolk. [2407

LAMBDA, 1927, tourer. Body and trim very good. Attention needed to head and electrics. £80. Tel.: TERminus 3460. [2408

JAVELIN, JUPITER SPARES. All new, reconditioned and secondhand parts supplied to any address. Detailed price list 6d. stamp please. G. M. Mitchell, Balgour, Blackford, Perthshire, Scotland. [2409

1930 HILLMAN tourer, 14 h.p. Servo brakes, resprayed original colour. Very good condition. £80. Tel.: Camberley 5802. [2411

VOLKSWAGEN, 1961/2, SUNROOF, de luxe, low mileage, perfect. £50 extras. Sale regretfully due provision company heap. Sane offers around market value. Lonie, 39, Bradbourne Street, London, S.W.6. Tel.: RENown 2672. [2412

1928 MORGAN J.A.P. Super racer, w/c. Recent rebuild. V.G.C. Potent machine. Not to be missed. Offers. J. Bardolph, Tel.: Guildford 2208. [2414

WANTED

J.A.P. RACING ENGINE and any good spares. Also Minor 1000 engine. Box No. G.983. [1983

RENOLD CHAIN, new surplus single roller type, any lengths, and A35 engine. Box No. G.984. [1984

CITROEN 2 c.v. Genuine good running order. Post-1954 preferred. Hunkin, 4, Felstead Close, Luton. [1997

5.20–12 (FIAT 600) part-worn tyres wanted. Payne, 35, Upper Walthamstow Road, London, E.17. Tel.: COPpermill 5727. [2003

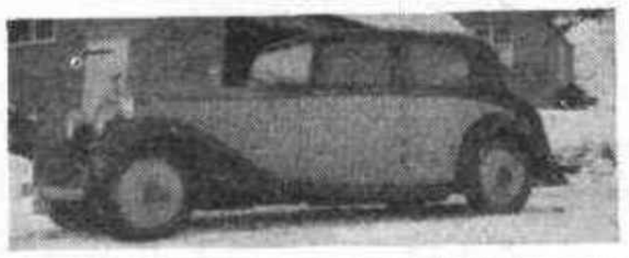
ENGINES WANTED for Mini Minor, J2 M.G. Must be in good order. Sell P1 Allard, towable, £25. David Morton, 113A, Nottingham Road, Stapleford, Notts. [2012

LAGONDA WANTED for spares. Any model, condition or location, if cheap. Box No. G.025. [2025

TWIN-CARBURETTER MANIFOLD and S.U.s for B.M.C. 1500 and overdrive to fit Oxford II. Box No. G.043. [2043



1937 PHANTOM III Open Touring car by Hooper!! It is believed that not more than seven of these cars were built. This rarest of collector's pieces has, almost incredibly, a genuine authenticated mileage of 38,000 miles since new. Documented mechanical maintenance history. This car has just returned from a visit to a firm specialising in Rolls-Royce repair and maintenance. They were given *carte blanche* to do any mechanical work that they considered necessary. It speaks well for its condition that all they could find to do to the car was covered by a payment of £45. Coachwork finished in dual grey, grey hood, soft grey real hide upholstery to front and rear. ACE 1.



1937 25/30 elegant sports owner/driver saloon by Hooper, with projecting rear boot. Attractively finished in alpine mist and black. Adjustable bucket seats. Recent engine overhaul at Burtonwood. The whole car is in generally sound and decent but not top condition, so it is very moderately priced at £295. JA 9191.

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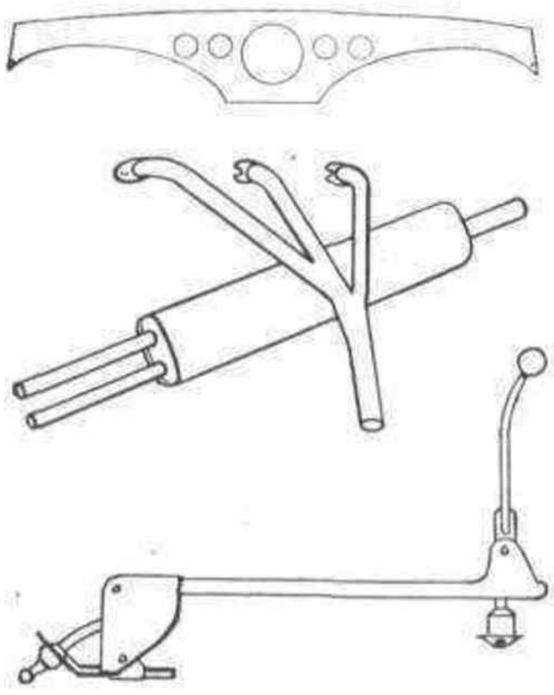
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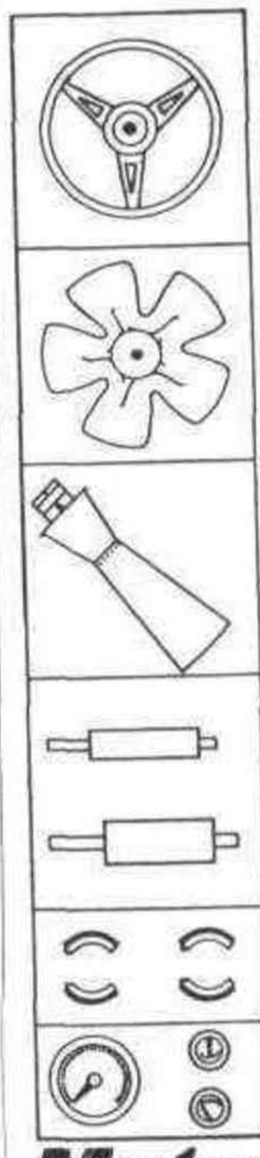
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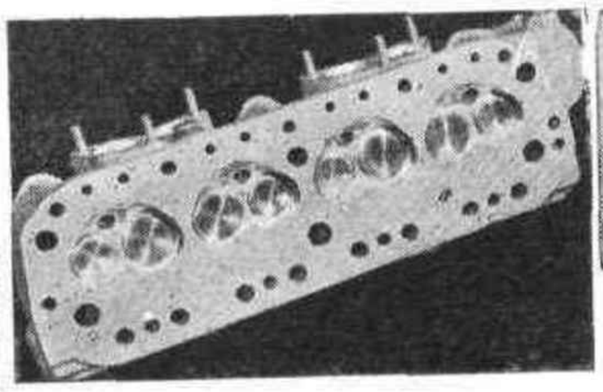
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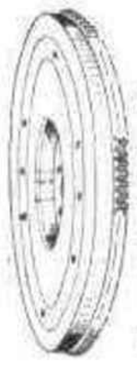
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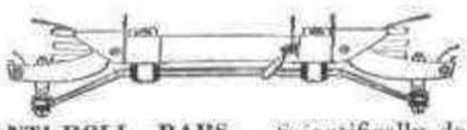
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Fully modified H/C cylinder head (exch.)	"A"	**£17.10**	"B"	**£20**
Twin S.U. carburetter units ...	,,	**£17.10**	,,	**£21**
H/C pistons 9.4 C.R. flat top (set)...	,,	**£7.10**	,,	**£9.10**
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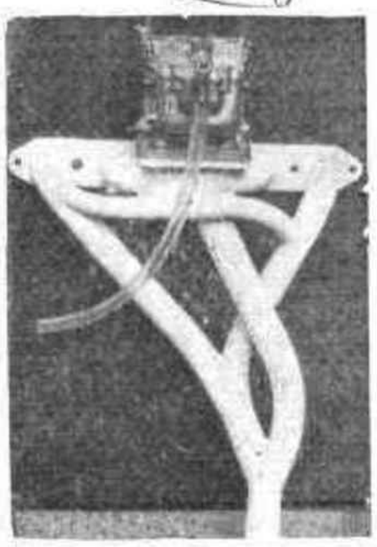


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Twin-choke WEBER mounted on heated inlet and extractor exhaust for performance with economy, **£27.10**
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WANTED—*continued*

MINI TWIN-CARB. outfit, Weber/S.U., and exhaust manifold required. Lewis, "Qatamon," Pollardrow Avenue, Bracknell, Berks. Tel.: 2615. [2058

BLOWER OR O.H.I.V. head for Ford Ten (E 93 A), complete with all manifolds and accessories. Complete engine, fitted with some or all electrics, might be acceptable. Please state age, condition and price, with fullest possible details. Box No. G.060. [2060

2 c.v. CITROEN, cheap. Possible part exchange good Lambretta 150 li. Beal, "Donray," Fitzwilliam Street, Swinton, Mexborough, Yorks. [2063

BROOKLANDS AUTOMOBILE Racing Club badge urgently required by vintage car owner. Box No. G.073. [2073

LAGONDA 4½-LITRE. Engine wanted with accessories, *e.g.*, pedals. State price and condition. Box No. G.075. [2075

M.G. MIDGET (1962) hard-top required. Donovan, 1, Shenstone House, Lodge Road, Knowle, Warwickshire. [2078

MOTORCYCLE : Original condition, complete, 1914 model or older, reasonable price. Please write full details. Photo appreciated. Acetylene Alley Garage, 9734 Garnish Drive, Downey, California. [2080

WANTED FOR TR3 : Engine, in any reasonable condition; gearbox, must be in first-class condition. Box No. G.2082. [2082

HALDA SPEEDPILOT, standard, plus V12 gear if available. Box No. G.087. [2087

WANTED : SHORROCKS or other supercharger for Ford Consul. 21, Park Drive, Melton Park, Newcastle-on-Tyne, 3. [2099

REQUIRED FOR BOYS' Probation Hostel, Vintage car. Condition immaterial provided all parts. Warden, 84, Cardigan Road, Leeds, 6. [2101

URGENTLY WANTED : MAGNETO to fit a 30-h.p. Ford side-valve V8, or any information as to the whereabouts of same. D. J. Muter, Highfield, Bedlington, Northumberland. [2105

WANTED, URGENT : Crown-wheel and pinion for 1930 20/60 Vauxhall. Top price paid. Stage Door Club, 12, New Meeting Street, Birmingham, 4. [2108

WANTED : GOOD ENGINE for 1936 Bentley 4½. Crossman, Sandfield, Whiston, Lancs. [2110

TR3 SOFT-TOP and frame. Offers, stating condition and price to : Halliday, Anglia TV, Norwich. [2126

FRAZER NASH or similar 2-seater sports. 7, The Island, Thames Ditton. Tel.: Emberbrook 3296. [2137

BOUND VOLUMES MOTOR SPORT, good condition imperative. 1945 onwards. Might consider pre-war if collection offered to date. Reply, stating exact price required. Seller must be prepared to ship in strong carton at my cost. P.O. Box 15074, Hong Kong. [2146

MORGAN PLUS FOUR, 2-seater, 1955/58. Cheshire area. Write, Box No. G.152. [2152

FOR 1928-29 AUSTIN 7 : Starting handle ass'y, radiator. Also Meadows-Anzani engine for 26-30 Frazer Nash. Rogers, 217, Derby Road, Beeston, Notts. [2163

1929 14/28 MORRIS Oxford spares. Timing gears, artillery wheel, instruments, windscreen, shackle bolts, shock-absorbers, sump, etc. Challens, 40, St. Chads Road, Derby. [2169

LOTUS VI OR VII. Neglected, dejected, battered, bewildered, in fits or bits, but not too bent. Up to £150 cash, more if roadworthy. Box No. G.175. [2175

S.S.100 JAGUAR 2½ or 3½-litre. Any condition; seen anywhere. Hard cash paid on spot for right car. Box No. G.960. [1960

VAUXHALL, 1914/20, 25-h.p. 4-cylinder 95×140 engine for spares. Also Workshop Manual, handbook, literature, and other parts. Consider complete car. Kenneth Ball, Autobooks Ltd., Bennett Road, Brighton. [2184

FOR HUMBER 14/40 : Seats, trim, instruments. Craig, "Dovedale," Margaret Road, Liverpool, 23. [2187

3-LITRE BENTLEY, good condition, for cash. Full details to : Wilcockson, "The Ranch," Old Brampton, Chesterfield. [2193

H.R.G. WANTED, preferably pre-war, otherwise Chain-Gang Nash. Full details please. Box No. G.197. [2197

CORD WANTED in absolutely any condition; consider Stutz, Auburn, Packard, or W.H.Y.? Box No. G.209. [2209

M.G.-A WANTED, f.h. or soft-top, 1956-57, any condition (crashed, etc.). Tel.: Southend-on-Sea 88900. [2212

WANTED FOR 1919 Rolls-Royce Silver Ghost : Headlamps, oil gauge, coil, hooter and other spares; also pair P.100s. Joice, Raynham, Fakenham (Tel.: 2555), Norfolk. [2217

VOLKSWAGEN convertible. Good condition, history essential. Gibbs, 10A, Cromwell Mews, London, S.W.7. [2218

FRENCH SALMSON, 1926, wanted chassis, part and radiator if good. Would consider complete car if cheap. Cooper, "Holgate," Copthall Lane, Chalfont St. Peter, Bucks. [2219

MORGAN PLUS FOUR 2-seater, TR engine, wire wheels. Must agree A.A. inspection. Box No. G.225. [2225

WANTED—*continued*

TR2/3A FRONT APRON and grille, front bumper and over-riders, windscreen glass. Holmes, 45, Polwarth Road, North, Gosforth, Newcastle-on-Tyne, 3. [2222

MINT CONDITION Mark IV Jaguar, 1947 or '48, or ditto razor-edge Rolls-Royce convertible, 1938 or more recent, full history, preferably guarantee or R.-R. certificate. Brecht, 23 r.St. Jacques, Paris Ve, France. [2231

C-TYPE HEAD, tuning equipment, for XK120. Damaged parts considered. O. Smith, "Greencroft," Hunwick, Crook, Co. Durham. [2233

LOTUS VII, 1960/61. Write giving full particulars to : Rhotom, 24, Harman Drive, London, N.W.2. [2240

WANTED : MEADOWS 4ED cylinder block and other parts. May, 44, College Avenue, Maidenhead. [2244

ENTHUSIAST AGAIN SEARCHING for great car. Anything considered, *e.g.*, Aston, Alfa, Marendaz. Ready cash, but have 1956 Morris van to dispose of. Also want Mini for Mum. Low mileage. Nothing hot. Tel.: REL 4960. [2246

WANTED : FORD TEN E93A engine. Must be fully modified, twin S.U.s, V/springs. Ally head, lightened flywheel. Aquaplane mods. preferred. Excellent condition essential. Tucker, Cadora Restaurant, Devizes, Wilts. Tel.: 868. [2252

URGENTLY REQUIRED : Complete windscreen with pillars (later type) for Mk. I A/H. Sprite. 2, King George's Avenue, Southampton. Tel.: 72688. [2257

MK. I SPRITE, 1959 onwards, for cash. Low mileage or reconditioned. Kendon, 5, Sandown Road, Leicester. [2267

INTERESTING VINTAGE, P.V.T. or historic racing car by enthusiast for rebuilding. Box No. G.273. [2273

CYLINDER HEAD for 1935 3½-litre Bentley. Barton, 25, Marian's Drive, Ormskirk. Tel.: 3564. [2274

CANNON TRIALS CAR. All replies answered. A. Griffiths, 72, Sussex Road, Coventry. Tel.: COV 22197. [2276

M.G.-A TWIN-CAM or 1600 Mk. I for cash. Coote, 39, Blackacre Road, Theydon Bois, Essex. [2286

DAIMLER SP250 entire front from bulkhead and seats, loom, dashboard, etc. Tel.: Cardiff 72780. [2291

WANTED : TR3 or 4 crankshaft, high-port head and any other mods. Clay, 53, Hans Road, London, S.W.3. Tel.: KNI 8938. [2296

WANTED : HARD-TOP, sliding screens for Austin Healey BN1. 40, Courtlands Avenue, Lee, S.E.12. [2299

WANTED : AUSTIN CHUMMY, *circa* 1926, in as near original condition as possible. State condition and price. Laxton, 36, Grove Road, Ilkley, Yorks. Tel.: Ilkley 1448. [2305

ASTON MARTIN MK. II L/S. tourer. Must be original and first-class condition. G. Chittenden, 59, Old Dover Road, Capel, Folkestone. [2311

MK. I SPRITE OWNER requires lightweight bonnet for racing. 6, Gladstone Road, Dorridge, Warwickshire. Tel.: KNO 3968. [2336

WANTED : M.G. TF 1500 engine, any condition. Write, M. Read, 579, Uppingham Road, Leicester, or Tel.: Thurnby 2872. [2339

M.G.-A 1500. Needham, 37, Mayfield Crescent, Eaglescliffe (Tel.: 3423), Stockton-on-Tees. [2354

TR ENGINE COMPLETE, preferably good condition, low mileage. Henderson, Stamford School, Lincs. [2357

CASH AVAILABLE for interesting pre-war motor car. Must be excellent condition. D.H.C. or open tourer preferred. Any price considered. Details to Mr. B. Rhodes, Uplands Hall, Walker Lane, Fulwood, Preston, Lancs. [2362

WANTED : PRE-WAR FRAZER NASH in good condition. C. J. Bird, 34 Mannering Gardens, Westcliff, Essex. [2370

A.C. ENGINE or complete car for breaking if cheap. Box No. G.381. [2381

MISCELLANEOUS

S.S. AND JAGUAR CARS : Mark V and prior models, join only international club devoted to these models. Monthly technical publication plus many services. For information send year, model, Richard Trenk, President, Classic Jaguar Association, 1450 Boeger, Westchester, Illinois, U.S.A. [1985

AUSTIN-HEALEY CLUB. Austin-Healey and Healey owners please write for membership particulars, free copy of local Centre news sheets and Club Magazine. Regional Centres organising extensive social and competitive programmes. Healey Register for owners of original Warwick-built models. General Secretary, Peter Browning, 47, Brampton Grove, Hendon, London, N.W.4. [1986

LAWRENCETUNE MORGAN +4, disc brakes, w/w., Webers, Brabham balanced engine, etc. 100 m.p.h. cruising. £575. "Motovac" brake booster, £6. Four new 500/550×15 retreads; offers. Tel.: FIN 5565 (London). [2001

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MISCELLANEOUS—*continued*

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AMPHIBIOUS VOLKSWAGEN (War-time model) required. Finder rewarded! 7, The Island, Thames Ditton, Surrey. Tel.: Emberbrook 3296. [2138

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BOOKPLATES — From specially commissioned heraldic, sporting and decorative drawings by H. T. Prime, from 10 gns. 47, Elton Parade, Darlington. [2389

PASSENGER LIABILITY INSURANCE. All makes accepted. Quotations from Hobbs Padgett & Co., 53/54, King William Street, London, E.C.4. [2363

YOUNG MAN, 18, well educated, requires drive in competition car. Will pay at least 5s. per lap plus other expenses. Box No. G.159. [2159

EXCHANGES

2.4 JAGUAR, S.E. model, blue, beautiful condition. TR2/3 taken in p.e. (hard-top, overdrive, wire preferred, but not essential). 67, Pilsley Road, Clay Cross, Chesterfield. [1992

1955 HUMBER HAWK Mk. VI o.h.v., for Lancia, Alfa, Bugatti, or any single-seater. F. D. Nichols, Clanfield, Portsmouth. [1993

PEUGEOT 403 for VW, Fiat, Lotus, smaller car. Excellent. Reclining seats, radio, overdrive, spot. Sell £450. Tel.: COL 2073 (Notts). [2004

IMMACULATE DEC. 1959 Herald. Exchange for 1957/58 TR3/3A, similar condition. Thorpe, Tel.: Combwich 461 (9-5). [2121

BENTLEY . 1931, 4½-LITRE supercharged 2-door, 4-seater open tourer with sidescreens and hood by Vanden Plas, in excellent condition. Would exchange for Rolls-Royce open tourer, preferably Silver Ghost or Phantom I or II. Box No. G.1280. [2128

1½ S.U.s and Speedwell head to suit B.M.C. "A" type, plus cash. For Sprite Mk. I hard-top. L. A. F. Kerr, Esq., 55, Dumbreck Road, Glasgow, S.1. [2190

GOOD 2.4 S.E. JAGUAR, genuine 23,000, £450. Part exchange convertible or interesting saloon (Triumph roadster, TR, Mark V Atlantic, Alvis, small Rolls, W.H.Y. ?). L.H.D. considered. H.P. possible. Clarke, Watcombe Park Nurseries, Torquay, Devon. Tel.: 87155. [2308

1954 ROVER 75, excellent throughout, just decoked; £295. Exchange for Rolls, Bentley, or other pedigree car, same condition, cash either way. Box No. G.337. [2337

SITUATIONS WANTED

YOUNG MAN, 19, clean licence, seeks job in Sport or trade. Anything considered as long as prospects are reasonable. Box No. G.123. [2123

ENGINEER, young Cambridge Graduate, speaking French, Italian, German, at present European Sales Manager for International Engineering Company, seeks Export sales or service position connected with motor trade. Box No. G.165. [2165

YOUNG MAN, 20, seeks position as P.R.O. assistant in company connected with Motor Sport. Box No. G.147. [2147

YOUNG MAN SEEKS position with racing-car manufacturers or team. 2½ years' experience Motor Trade, two years' precision engineering. Willing to travel. Cross, Tel.: FAI 9214. [2292

MECHANIC, 22, six years in trade, seeks job as under-mechanic in racing team. Box No. G.326. [2326

INTELLIGENT YOUNG MAN seeks position in racing organisation near London. Some experience, very enthusiastic. Box No. G.328. [2328

YOUNG MAN, 23, G.C.E., requires position any branch Motor Trade, preferably connected sport, racing. Experienced. Box No. G.387. [2387

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EXPERIENCED MEN to procure, ship needed spares, for SS and early Jaguar cars. Generous commission for your part-time services. Send report, experiences and references. ' Classic Jaguar Association, 1450, Boeger, Westchester, Illinois, U.S.A. [1987

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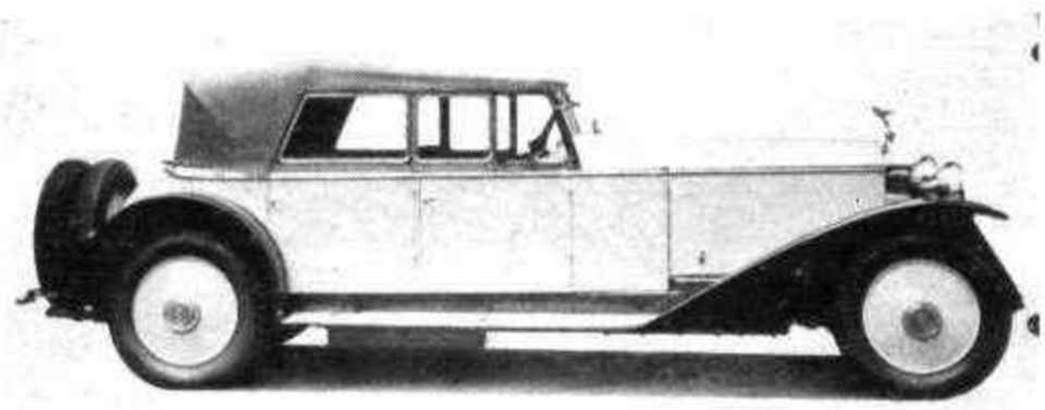
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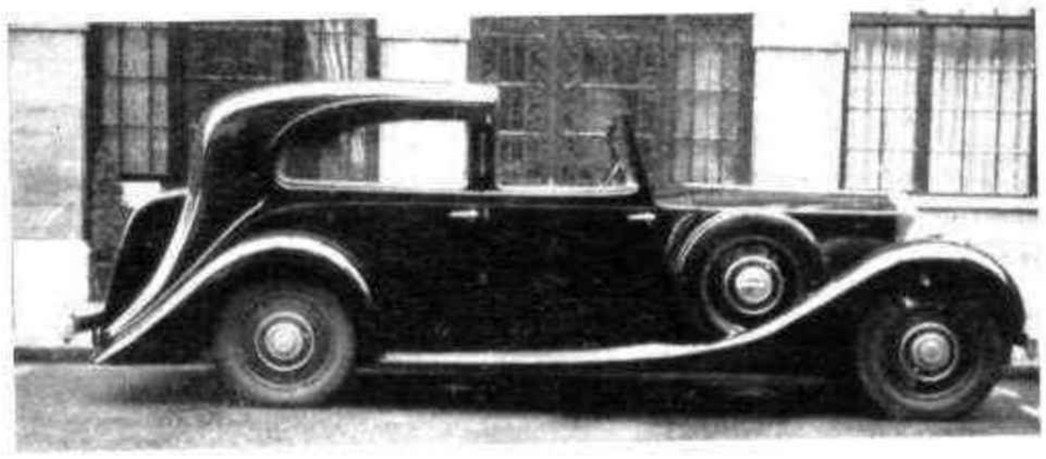
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ROLLS-ROYCE, 1929, Phantom I torpedo tourer by Barker. Originally supplied to famous film star. Further particulars on request. (second picture)



ROLLS-ROYCE 25/30 sedanca-de-ville by Windover. Elegantly appointed interior. Exceptionally well conditioned carriage, a recent award winner in a *Concours d'Elegance*. Good history, 93,000 miles. **£750** (third picture)



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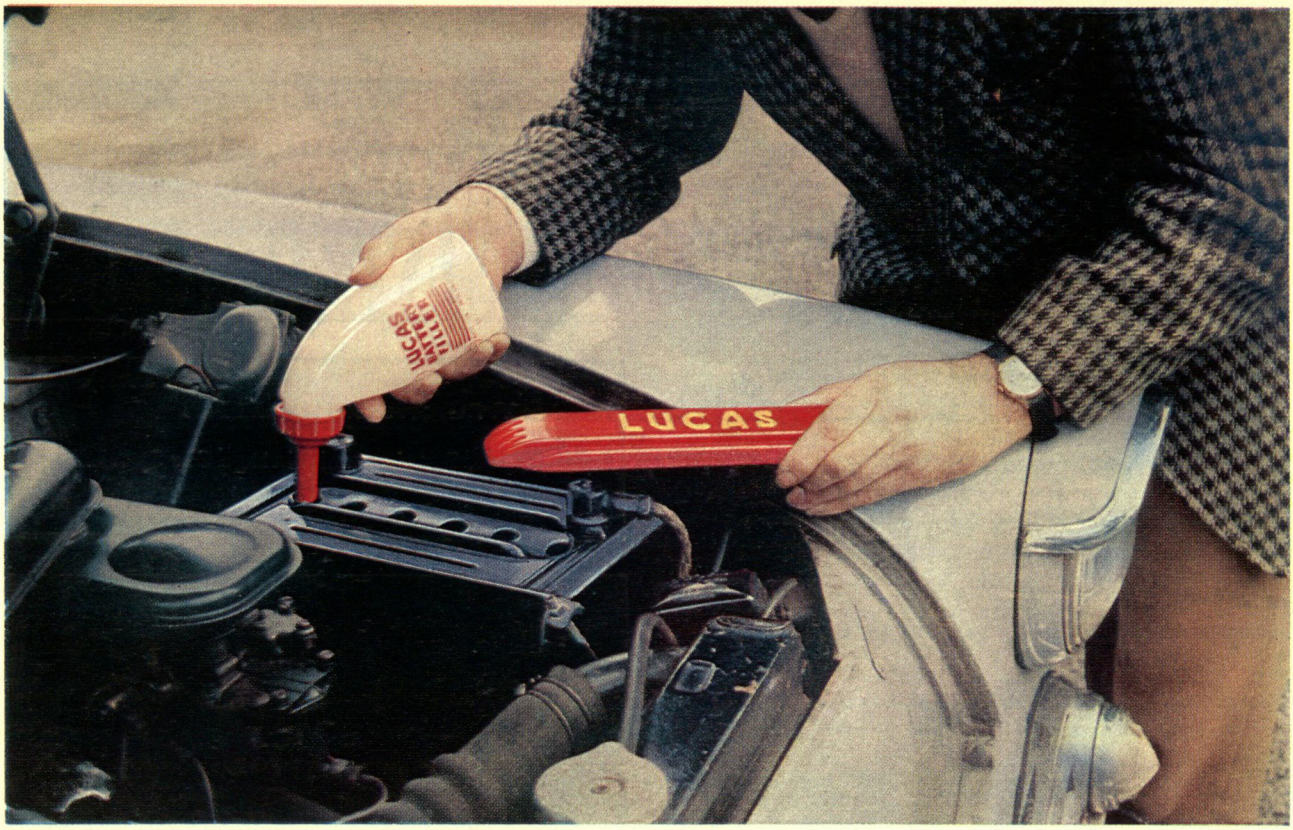
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