Vol. XXXIX No. 7 TWO SHILLINGS July 1963

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





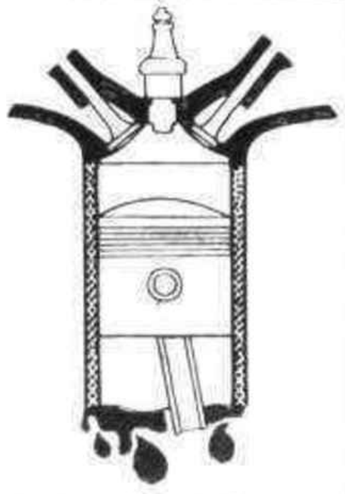
Yes, it goes better – HERE'S WHY!

Here's why — Filtrate Plus . . . the finest base oil plus *dag* colloidal graphite—microscopically fine particles in perfect suspension!
Right? Then fill up with Filtrate Plus —10/30, 20/40, 30/50 or 2-stroke grades — and see what happens.
First, during a . . .

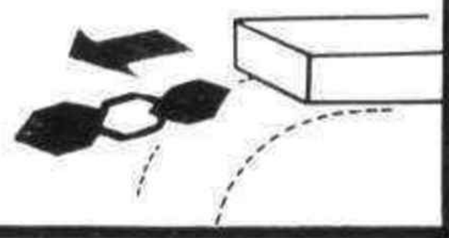




COLD START!
oil has long since drained from cylinder walls . . . pistons are running dry in bores (that's how most bore wear happens).
But wait! Graphite protection is still there. The engine fires. Pistons move. But instead of dry metal rubbing against dry metal, graphite intervenes. Yet more 'cards' are dealt from the multitude of graphite decks . . .

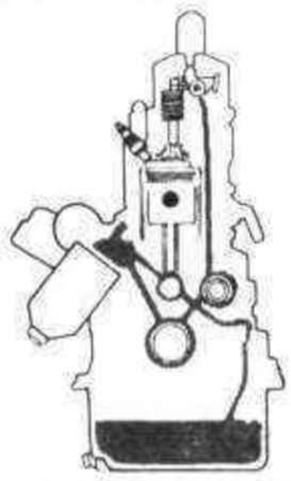


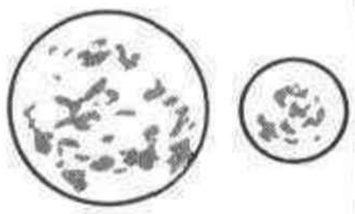
For graphite consists of plate upon plate—all slippery: all perfect dry lubricants: and good oil-spreaders too—so much the better when the oil gets there!



But that was only the start.

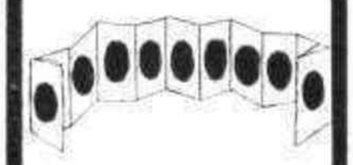
Filtrate Plus is always on duty. The graphite gets everywhere, on every moving part . . .

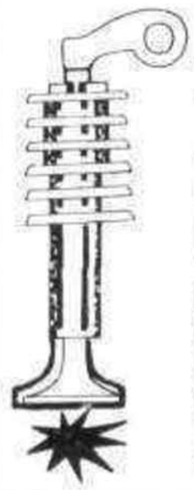




After all—what's to stop it?
Certainly not the oilways or jets—armies of particles could march abreast through them.

In fact, the particles can penetrate 26 thicknesses of S & S 597 filter paper!





But suppose the particles "ganged up"—formed sludge? Impossible! Although graphite sticks firmly to metal, it won't stick to itself. Particle repels particle. Even in a worn, 'oily' engine, graphite can only do good—by lubricating oil-starved areas —taking hammer blows on slack bearings—silencing and smoothing every working operation!



While on new or reconditioned engines . . . Well, it's significant that so many great automotive firms use graphite for assembly and running in. Laboratory tests, fleet owners, racing stables, enthusiasts—all agree about graphite. They'll all tell you that Filtrate Plus still protects when the oil film is disrupted —or burnt away—or even missing!

IT COMES DOWN TO THIS:
Filtrate Plus is the ideal engine lubricant—a superb base oil plus colloidal graphite. We promise you

- ✓ LESS friction—LESS heat—LESS wear
- ✓ MORE efficiency—MORE performance—MORE acceleration
- ✓ HIGHER top speed
- ✓ LOWER fuel consumption
- ✓ EASIER starting—QUIETER running
- ✓ MINIMUM carbon formation
- ✓ MAXIMUM protection against oil failure

Filtrate Plus can't do harm — must do good!

'FILTRATE' PLUS dag*

COLLOIDAL GRAPHITE

*Registered users — Edward Joy & Sons Ltd.

NOW write to us for the inside story on FILTRATE PLUS—and FILTRATE COLLOIDAL GRAPHITE COMPOUND (just add it to your oil to get the Filtrate Plus treatment!) Filtrate products can be supplied by most Halfords branches, garages and dealers.

Send me the Filtrate facts for my..... make / model

Name.....

Address.....

..... MS4

FILTRATE WORKS · Kidacre Street · Leeds 10 (Manufacturers of the nationally distributed range of 'FILTRATE' Motor Oils and Grease).

Another win on Firestone

1st at INDIANAPOLIS

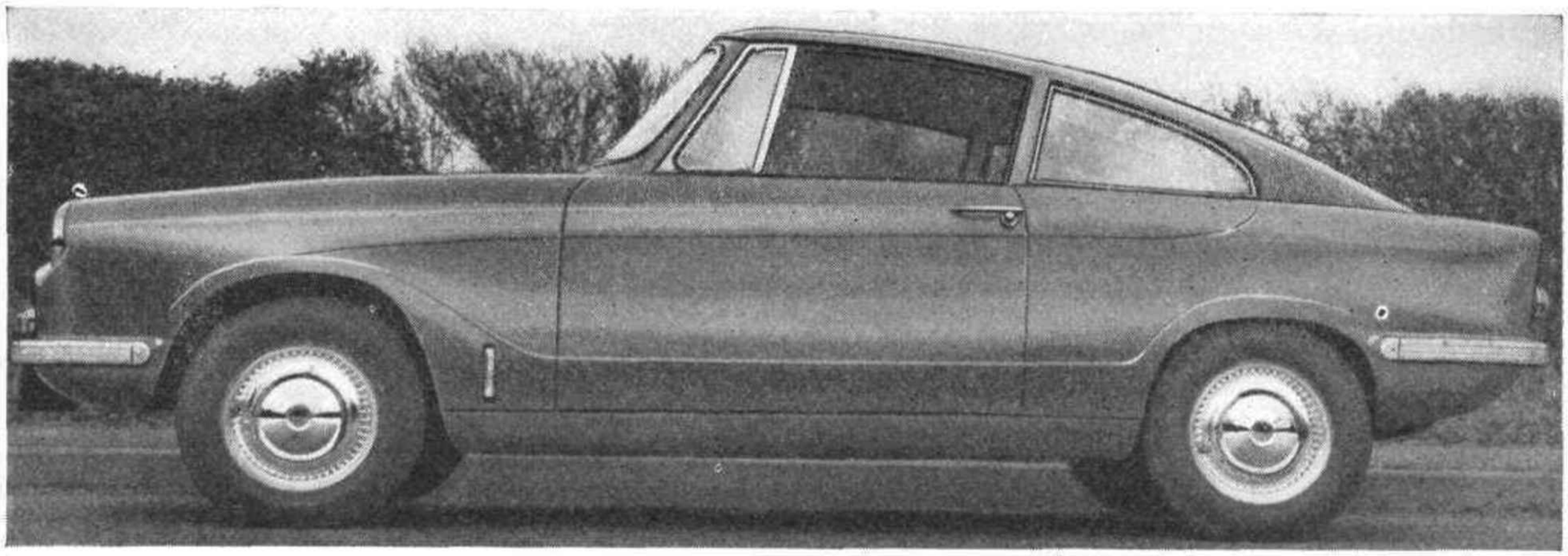
PARNELLI JONES

at a new record speed of 143.137 m.p.h.

2nd JIM CLARK

at 142.752 m.p.h.

(Subject to official confirmation)



NEW

A THOROUGHBRED G.T. FOR THE CONNOISSEUR

Until now, the gulf separating Gran Turismo from family saloon was thought to be unbridgeable. Here now is the car that has done the impossible—a car that has the lines, excitement and comfort of a G.T., the economy of a family saloon and is backed by a world-wide spares service through Standard Triumph Agents. If *you* find ordinary cars commonplace, the Bond Equipe is the car for you.

ELEGANCE The Equipe is custom built with deep upholstery, front seats adjustable through 72 positions—seats four adults in luxurious comfort, with fitted carpets, padded walnut facia, wood rimmed steering wheel, rev counter . . . everything you could wish for in *your* kind of car including large luggage compartment.

SAFETY Technically one of the safest cars on the road. There's lowered independent suspension all round, front disc brakes, and the famous Triumph Herald 1200 double-backbone chassis forms the basis of the Equipe. (And with a 25' turning circle, you can out-manoeuvre a London Taxi).

PERFORMANCE The Equipe's zip is provided by the power-packed 63 B.H.P. Triumph Spitfire Engine. Small wonder you get such breathtaking acceleration.

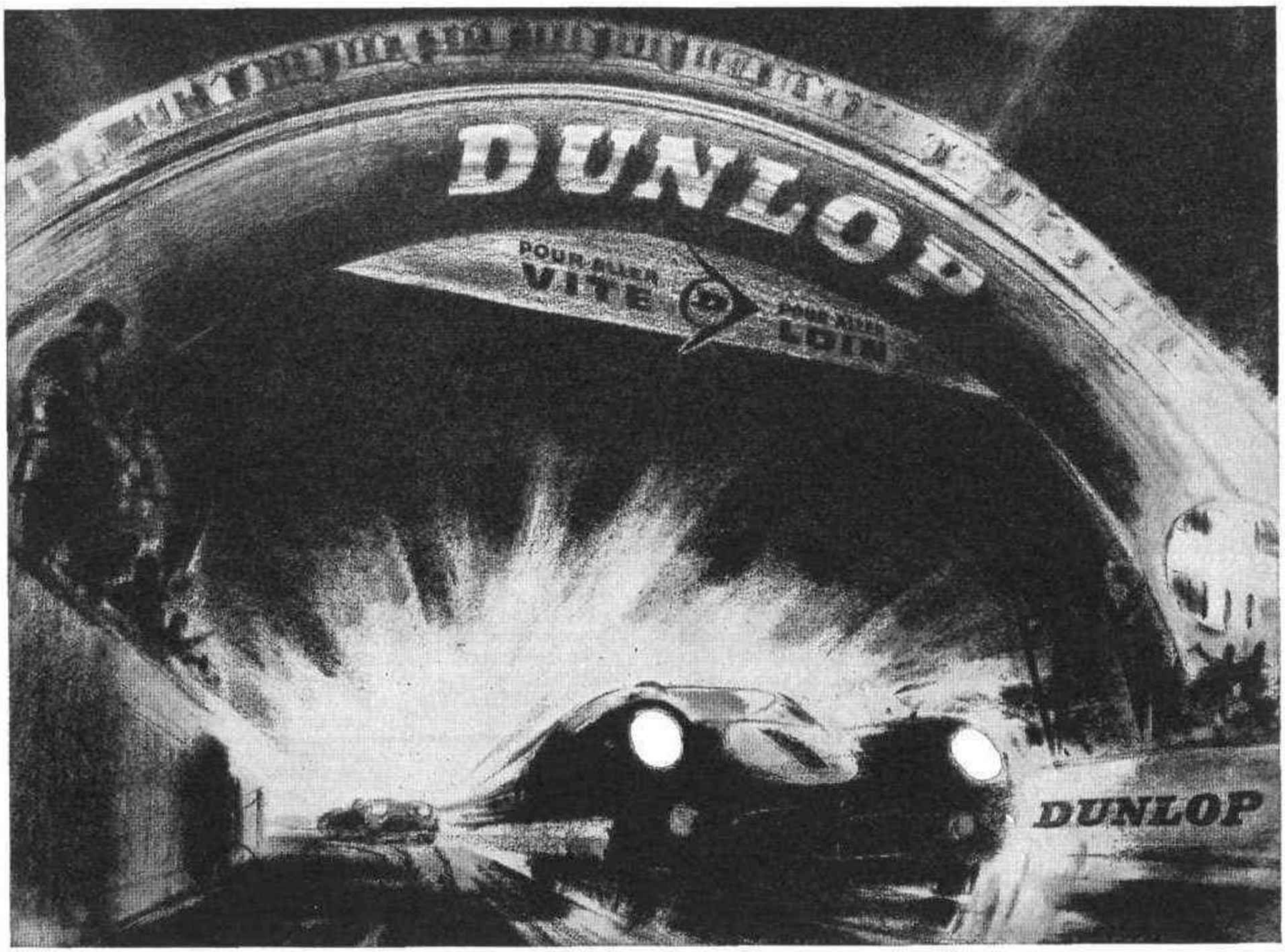
PRICE : **£822.4.7** (INCLUDING PURCHASE TAX)

BOND EQUIPE

Built by Bond in association with Standard Triumph and available from your STANDARD TRIUMPH DEALER

BOND CARS · PRESTON · LANCASHIRE





LE MANS WON ON DUNLOP
FOR THE 22ND TIME

TOUGHEST EVENT IN THE MOTOR RACING CALENDAR
APTLY described as the 'Grand Prix d'Endurance', the Le Mans '24-hour' is one of the most gruelling tests ever for cars, for drivers, for tyres. Only the toughest win through. And this year Dunlop tyres have again carried the car and the driver to victory . . . for the 22nd time!

What this means to you—Tough as it is, Le Mans is but one of the endurance tests which DUNLOP tyres continuously undergo—in the racing world, in attempts on world's records, in international rallies, in trials of every kind. It is from such experience and the knowledge gained that Dunlop are able to design and produce tyres like the C41—the tyre that has made motoring safer, more confident, more economical—for the everyday driver.

1st * L. SCARFIOTTI/L. BANDINI FERRARI
(ALSO INDEX OF PERFORMANCE)

2nd * G. LANGLOIS/BEURLYS FERRARI

3rd * M. PARKES/U. MAGLIOLI FERRARI

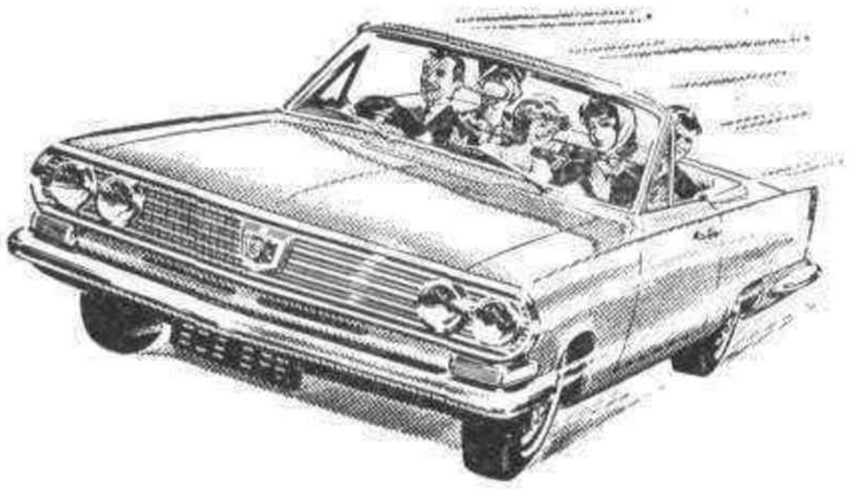
PLUS ALL CLASS AWARDS AND INDEX OF THERMAL EFFICIENCY

Particular congratulations to the Rover/B.R.M. gas turbine car on its outstanding success, achieved on Dunlop tyres, wheels and disc brakes.

***ALSO DUNLOP DISC BRAKES**
(Subject to official confirmation)

DUNLOP FOR TOP SAFETY—TOP MILEAGE

CFH/H63/122



DISCOL
makes a
DRAMATIC DIFFERENCE

–it's the only petrol with ALCOHOL!



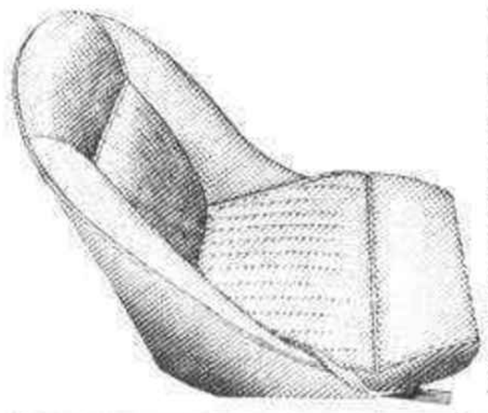
CLEVELAND DISCOL—and CLEVELAND SUPER DISCOL for very high compression engines—make a difference you will appreciate. Both are outstanding petrols with *alcohol* added to keep your engine clean, cool, and trouble free.

FILL UP WITH DISCOL NEXT TIME!

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

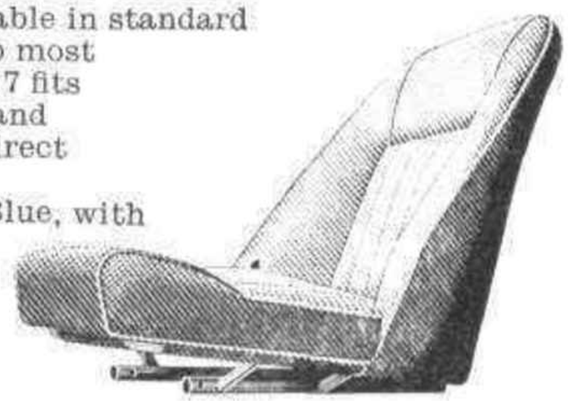
for all who drive by the seat of their pants

Contour 6 and 7 lightweight competition car seats give maximum stability and comfort to sports car enthusiasts. The scientific design reduces fatigue in competition and touring driving. An experimental Contour 6 has been fully tested to the 20g requirements of the BSI.



CONTOUR **6** is available in standard form for adaptation to most vehicles by local garages or distributors listed below. Contour 6 seats fit Mini-cars as direct replacement.
Colours: Black, Red, Grey, Blue, Green, all p.v.c. trim as B.M.C. original colours.
PRICE: £15.0.0.
Underframe and slides:—£2 (for Mini installations)

CONTOUR **7** is available in standard form for adaptation to most vehicles. The Contour 7 fits the Sunbeam Alpine, and "E" Type Jaguar as direct replacement.
Colours: Black, Red, Blue, with contrasting piping, in all p.v.c. trim.
PRICE: £18.0.0.



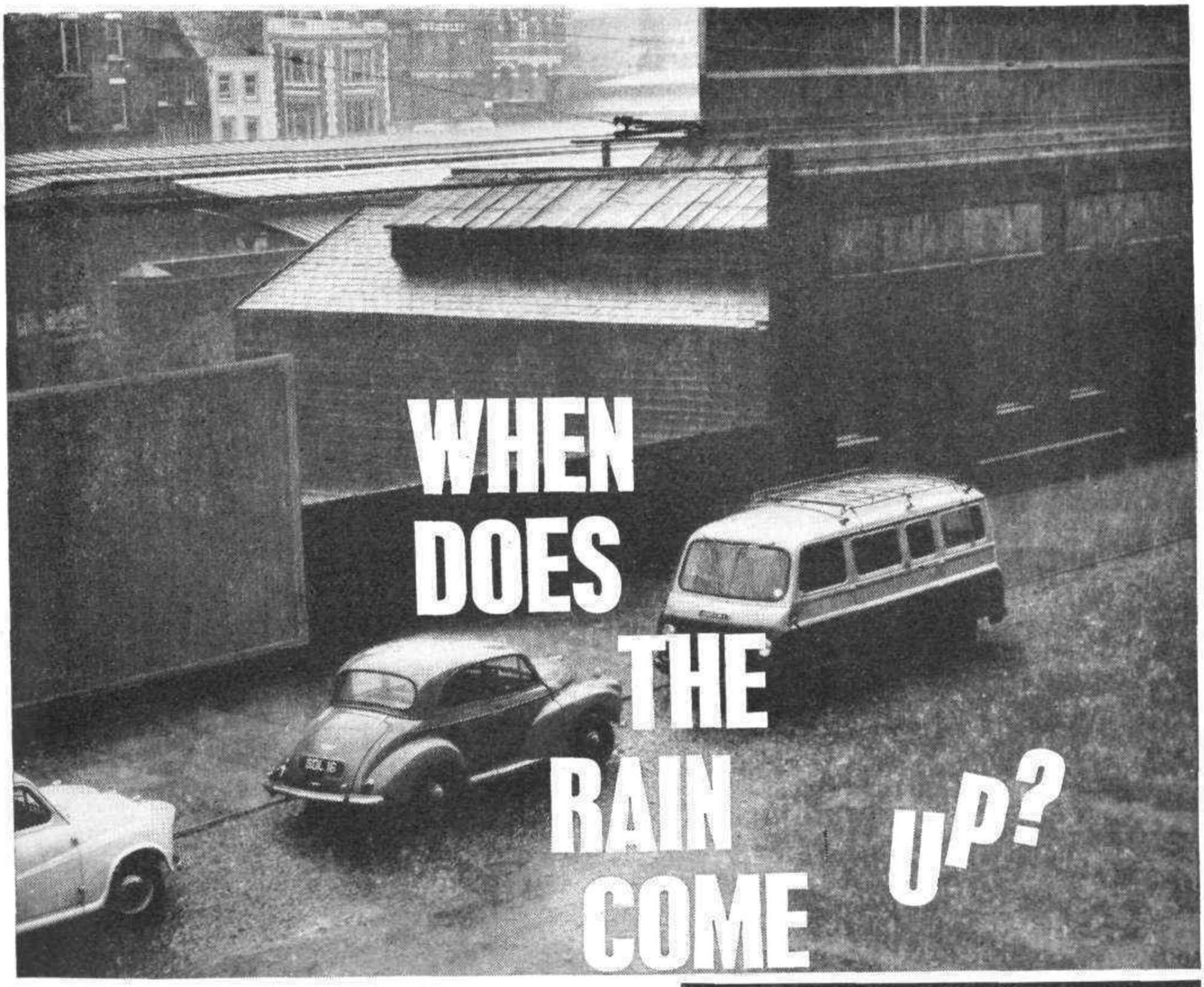
SPECIFICATION ■ 20 gauge steel tube frame with parallel base members 10 ins apart. The 19 in. cushion is of latex foam supported by webbing.

MICROCELL LIMITED PARK STREET CAMBERLEY SURREY

DISTRIBUTORS ■ Cooper Car Company ■ George Hartwell (Bournemouth) Limited ■ Alexander Engineering Co ■ Motortune Limited ■ Sports Motors (Manchester) Limited

contour 6 & 7

MC-2



Under conditions like this. And it comes up hard, bringing with it damaging abrasive grit, sludgy filth, with a saturating wetness that seeps into every crevice of your car. And such deposits leave their mark. Permanently. Increasing the need for under-body repairs.

One application of Flintkote Under-Body Protective Coating prevents any such damage for life.

Spray applied by selected garages throughout the country. Flintkote Under-Body Coating is specially formulated to provide a thick, tough, flexible skin, permanently sealing joints and protecting floor panels and chassis members. It cushions against impact, improves sound comfort and ensures a higher re-sale value. Ask any Flintkote user.

THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, ONE FITZROY SQUARE, LONDON, W.1.

A WORD OF WARNING.

There are several underbody protective compounds available today. Some good — some not so good. Underbody protection calls for something more than a thin film of anti-rust. It needs a rugged resilient impact resistant, protective coat by pressure spray application. Get real value for your money — Specify FLINTKOTE.

FLINTKOTE FLINTKOTE
UNDERBODY PROTECTION

TO THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, 1 FITZROY SQUARE, LONDON, W.1.
Please send me details and the name of my nearest applicator.

NAME .....

ADDRESS .....

.....

MAKE OF CAR, MODEL AND YEAR .....

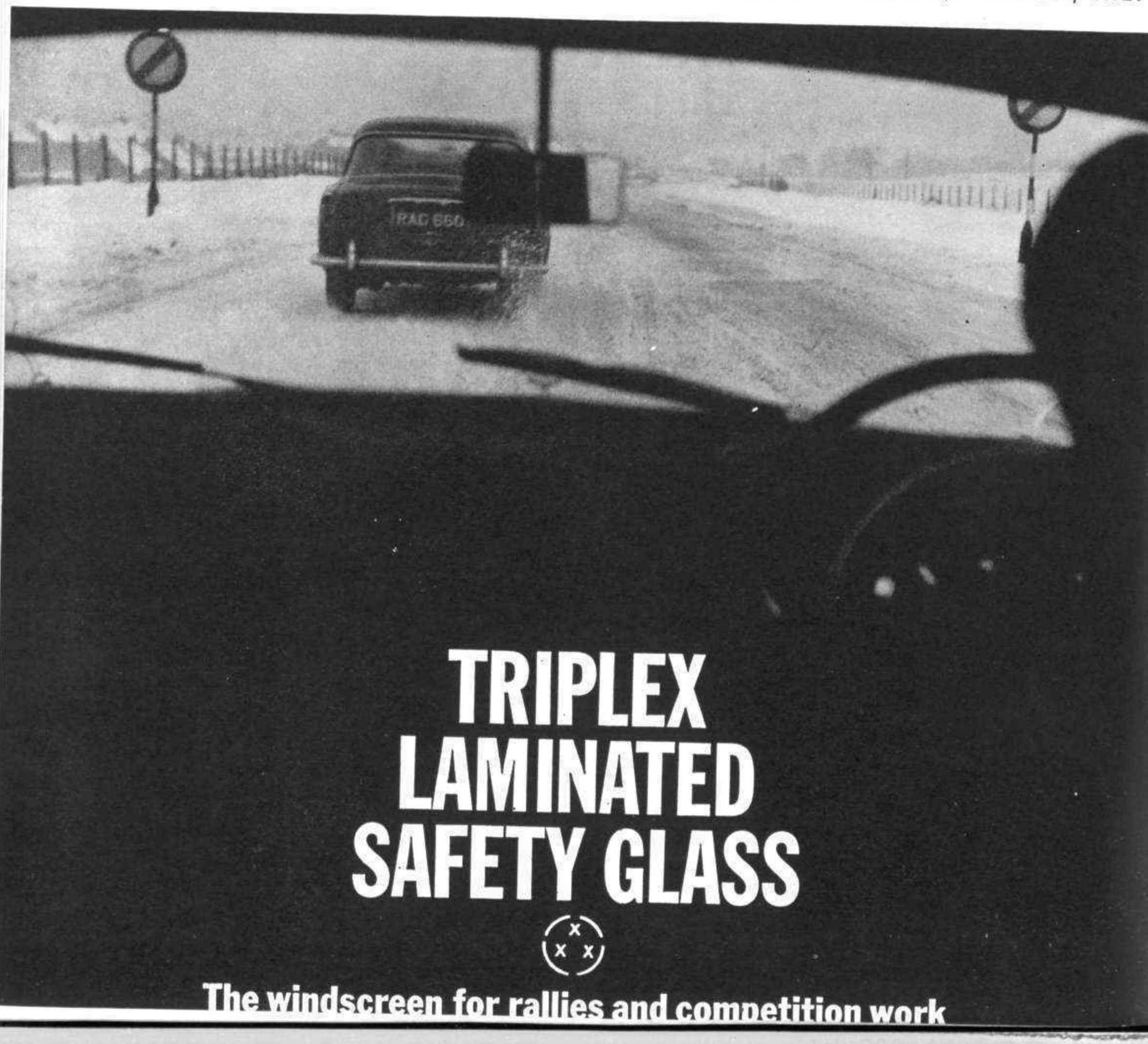
M.S.2

F-44



When minutes and even seconds count... A toughened or even a zone toughened windscreen can break and need immediate replacement. But a Triplex LAMINATED windscreen does not craze and continues to give protection. It will see you through. And you'll see through it.

TRIPLEX SAFETY GLASS CO., LTD., 1 ALBEMARLE STREET, PICCADILLY, LONDON, W.1.



TRIPLEX LAMINATED SAFETY GLASS

The windscreen for rallies and competition work

VOL. XXXIX No. 7 THE LOTUS-FORD 29 AT INDIANAPOLIS—page 527 JULY 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

© Teesdale Publishing Company Limited

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

Telephone: MONarch 8944

Subscription Rate 30/- per annum, Canada $4.00, America $4.50, post paid

PUBLICATION DATE FIRST OF THE MONTH **FORTIETH YEAR OF PUBLICATION**

MATTERS OF MOMENT

MORE MARPLEISMS

This summer, not only will Marples' 50-m.p.h. speed limit be imposed over 750 miles of trunk roads at week-ends, but this 50-limit will apply *to every road in the country*, other than Motorways, for five week-ends between July 26th-August 25th, no speed-limit signs being exhibited.

This in spite of the fact that last year no conclusive proof was forthcoming that accident reduction resulted from this low and frustrating speed-limit; such speed restrictions were tried on the Continent, found to lead to traffic congestion, and abandoned. You have 40-limits on dual carriageways carrying much traffic but on summer week-ends, on the open road, even at night, a mere 10 m.p.h. faster is all that the M.o.T. regards as safe! This could easily be the thin end of an immovable wedge for an all-the-year-round 50-limit on all our roads.

Making traffic proceed on English-style roads at this speed causes congestion and dangerous bunching, results in hazardously slow overtaking in the third lane, and can promote accidents by the fatigue and frustration it imposes on holiday and business drivers covering long distances in a day and finding themselves taking longer than expected for no good reason except that of advertising yet another Marples' restrictive practice.

The partial 50-limit will divert fast cars to by-roads and mix them with slower traffic. There is added danger, too, because drivers will be looking frequently at their speedometers instead of at the road, as they go Marpling along.

The vital need of our inadequate roads is free flow of traffic, not restrictions; has not Police Superintendent E. Turton, head of Bedfordshire's Traffic Department, who presumably knows more about practical road problems than Mr. Marples, said : "What we need on trunk roads is a minimum speed limit, not a maximum"? (*Daily Herald*, April 26th)?

Meanwhile, reduction of accidents is in the good hands of road-users themselves—road casualties in the first three months of 1963 fell by 5% compared with January-March 1962, deaths showing a reduction of over 20%. In March deaths were down by 3%, although motor traffic was estimated to have increased by 6%. So why these 50-limits?

Policemen who "gong" drivers as they sail along deserted roads at 55, or who criminally go up to 60 trying to pass safely a stream of "under 50s," will be adding to anti-police feeling amongst road-users. And as a correspondent emphasises : "*It has been shown recently in other countries that when a large section of the population becomes hostile to the Law, it becomes practically impossible to maintain order.*"

If you are "gonged" in these new universal 50-limits, that will be another endorsement to weigh against Marples' "3-in-3-years" legislation. Yet, in answer to hundreds of letters, including 100 through M.P.s, complaining about the unfairness of this clause, all the M.o.T. could reply was that each of the 26 offences is either a serious "killer" offence or reflects dangerous or irresponsible behaviour on the roads. "Besides," added the bicycling Minister, "it is long odds that if a driver is caught three times, he will have done the same thing on other occasions without being caught."

So that's what he thinks of motorists, in spite of the falling road deaths. If the M.P.s cannot make him revise his views we should make them try harder, by threatening to withdraw our votes, and, if necessary, those for a Government that continues to employ the man.

CONTENTS

	Page
MATTERS OF MOMENT	495
FIXTURES FOR JULY	496
BELGIAN G.P.	497
LE MANS 24-HOUR RACE	500
CONTINENTAL NOTES	504
JAGUAR MK. 10 ROAD TEST	506
RACING AT WHITSUN	509
MONACO G.P.	512
VARIETY—CONTINUED : CORTINA GT, CHRYSLER VALIANT, CITROEN D519, FORD CAPRI GT	518
NEW CARS AT SPA	524
INDIANAPOLIS LOTUS 29	527
VETERAN—EDWARDIAN—VINTAGE	528
TECHNICALITIES AT MONACO	530
PIONEER WELSH MOTOR BUSINESS	539
THE WAGON ROLLS WESTWARDS	541
TESTING WITH TOTAL	545
BOOK REVIEWS	546
R.A.C. HILL-CLIMB CHAMPIONSHIP 1963	548
LETTERS FROM READERS	549

Front Cover Picture : STATION HAIRPIN.—Graham Hill's B.R.M. leads Clark (Lotus), Ginther (B.R.M.) and Surtees (Ferrari) round the 180° Railway Hairpin. Still to go into the turn, No. 7 (McLaren) is followed by Gurney and Mairesse.

WHY NO CONCESSION?

Marples has declared that he would like to get even tougher with motorists. He has succeeded already in making motoring in Britain a strained, unhappy occupation. Will tourists wish to come to this Island of the Fifties during August? Is it fair to extract purchase tax from purchasers of modern cars and then restrict them to an endless crawl, even on dual carriageways and at night? We shall be unable to road-test properly any but the slowest cars during August week-ends, and the Editor, who thought the solution to Marpledom was a Trojan or a 2 c.v. Citroën, is now opting for a pony and trap. Will anyone want to shop for a Ferrari or Jaguar E-type when there is a haunting fear that soon Marples may permanently clip the speed potential of such safe cars by two-thirds?

Marples imposes restriction after restriction. He never makes concessions, apart from new roads motorists have paid for in taxation many times over. It presumably hasn't occurred to him that three convictions in three years is a far harsher penalty for those driving, say, 30,000 miles a year, than for week-end drivers doing around 2,000 miles a year. It is no good leaving

Continued on next page

Motoring Sport Events for July

★ **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
July 6th ..	**B.R. & S.C.C.**	**Brands Hatch**	**Farningham**	**Six-Hours' Race** (*INT.*)	2.00 p.m.
July 6th ..	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (*N.O.*)	12 noon
July 6th ..	Mid-Cheshire M.C.	Oulton Park	Tarporley	Race Meeting	1.00 p.m.
July 6th ..	Sussex C.C.	Goodwood	Chichester	Driving Tests (*R.*)	12 noon
July 6th ..	Bristol M.C. & L.C.C. ..	Bristol	—	Veteran Car Trial	—
July 7th ..	London M.C.	Snetterton	Thetford	Race Meeting (*R.*)	1.30 p.m.
July 7th ..	B.R. & S.C.C. (N.)	Elvington Airfield	York	Race Meeting (*R.*)	2.00 p.m.
July 7th ..	B.A.R.C. (Surrey)	Brands Hatch	Farningham	Sprint (*R.*)	1.00 p.m.
July 7th ..	Mini Seven Club	Staverton Airport	Cheltenham	Sprint (*C.*)	1.30 p.m.
July 7th ..	S.O.D.C.	Woburn Park	Woburn	Sprint (*C.*)	2.00 p.m.
July 7th ..	Romford E.C.C./R.A.F. ..	Debden	Saffron Walden	Sprint (*C.*)	2.30 p.m.
July 7th ..	Winchester & Dist. C.C. ..	Bushfield Camp	Winchester	Driving Tests (*R.*)	2.30 p.m.
July 7th ..	Airedale & Pennine/B.A.R.C.	Marston Moor Airfield	Tockwith	Driving Tests (*C.*)	2.30 p.m.
July 7th ..	Coventry & Warwicks M.C. ..	Church Lawford	Rugby	Driving Tests (*R.*)	2.00 p.m.
July 7th ..	N.A.L.G.O.(Met.) M.C. ..	Town Hall	Hornsey, N.8	Driving Tests	10.30 a.m.
July 7th ..	Chiltern C.C.	Gt. Missenden	High Wycombe	Autocross (*R.*)	*
July 7th ..	Trencrom Revellers M.C. ..	Castle Gate	Penzance	Autocross (*C.*)	2.30 p.m.
July 7th ..	B.S.A. F.W.D.C.	Stanford Hall	Rugby	Rally (*N.*)	2.00 p.m.
July 7th ..	750 M.C.	Montagu Museum	Beaulieu	Pre-war Austin Seven Rally	—
July 7th ..	Midland R.-R. Club	Ragley Hall	Alcester	*Concours d'Elegance*	12 noon
July 13th ..	**B.R. & S.C.C.**	**Mallory Park**	**Hinckley**	**Race Meeting** (*INT.*)	2.00 p.m.
July 13th ..	B.A.R.C.	Oulton Park	Tarporley	Race Meeting (*C.*)	2.00 p.m.
July 13/14th	Thames Estuary A.C. ..	Bottwoods Garage	Bury St. Edmunds	Rally (*R.*)	10.31 p.m.
July 14th ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*N.B.*)	*
July 14th ..	Notts. S.C.C.	Cadwell Park	Louth	Race Meeting (*C.*)	2.00 p.m.
July 14th ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
July 14th ..	M.G. C.C.(S.E.)/B.A.R.C. ..	Firle	Selmeston (A 27)	Hill-Climb (*C.*)	1.30 p.m.
July 14th ..	Alvis O.C.	Church Lawford	Rugby	Driving Tests (*C.*)	2.00 p.m.
July 14th ..	VW O.C.(G.B.)	Bovingdon Aerodrome	Hemel Hempstead	Driving Tests (*C.*)	1.30 p.m.
July 20th ..	**R.A.C.**	**Silverstone**	**Towcester**	**British G.P.** (*INT.*)	10.15 a.m.
July 20th/21st	Midland A.C.	Shelsley Walsh	Worcester	Inter-Club Hill-Climb (*R.*)	11.00 a.m.
July 25th ..	Jersey M.C. & L.C.C. ..	Bouley Bay	Jersey	Hill-Climb (*N.*)†	2.30 p.m.
July 27th ..	Irish M.R.C.	Phoenix Park	Dublin	Race Meeting (*N.O.*)	*
July 27th ..	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.30 p.m.
July 27th ..	Bristol M.C. & L.C.C. ..	Dyrham Park	Bristol	Hill-Climb (*R.*)	1.30 p.m.
July 27th ..	Sevenoaks & Dist. M.C. ..	Valence School	Westerham	Hill-Climb (*R.*)	*
July 28th ..	Border M.R.C.	Winfield	Berwick	Sprint	2.00 p.m.
July 28th ..	W. Hants & Dorset	Wiscombe Park	Axminster	Hill-Climb (*C.*)	2.00 p.m.

* At the time of going to press the time of start had not been ascertained; however, we would suggest 12 noon as the most suitable time.
† Qualifying event for the R.A.C. British Hill-Climb Championship.

MATTERS OF MOMENT—continued from previous page

leniency to Magistrates, for so often we hear of a driver with a clean record over scores of years receiving a licence endorsement. But now that licences are renewable every three years, surely some form of " bonus " for a clean one could be incorporated in the next licence issued? This would go some way towards equity.

We commend the suggestion to the M.o.T.

FORD AT INDIANAPOLIS

No praise is too great for the fine showing of Clark and the Lotus-Ford at Indianapolis on May 30th. The car and its great first-appearance achievement are described elsewhere in this issue. Although Ford of Britain are apt to regard MOTOR SPORT as anti-Dagenham because the Editor has seen fit to criticise the out-datedness of certain of their products—we have even had a visit from the indignant Ford Advertisement Manager about it!—we recognised the active interest World Ford has in competitions of all kinds and ran an article about it in MOTOR SPORT last April.

The ability of a Ford V8-engined Lotus to finish second in the difficult medium of Indy, with another in seventh place, is a great tribute to Ford's intelligent approach to motor racing. Ford engines which have attained fame deservedly in F.J. racing are now making themselves felt in saloon-car and track racing, and may one day appear in GP cars. More power to them!

MOTORING DEFENCE LEAGUE

Recent Editorials in this paper have drawn attention to the iniquities under which motorists exist in this country and we have no doubt that MOTOR SPORT readers will wish to join the newly-formed Motoring Defence League and persuade their friends to do likewise. Details of the M.D.L. and two membership application forms will be found in this issue.

FORD GT PERFORMANCE FIGURES

Elsewhere in this issue appear the Editor's impressions of the Ford Consul Cortina GT and Capri GT but performance figures were not quoted. They were obtained a few days ago for a Cortina GT and are quoted in the next column.

ACCELERATION (mean of several runs — best time in parenthesis) :-

0-30 m.p.h.	3.8 sec.	(3.6 sec.)
0-40 ,, ...	6.4 ,,	(6.3 ,,)
0-50 ,, ...	10.4 ,,	(10.3 ,,)
0-60 ,, ...	14.0 ,,	(13.9 ,,)
0-70 ,, ...	19.0 ,,	(19.0 ,,)
0-80 ,, ...	27.6 ,,	(27.5 ,,)

Maximum speed in the gears at 6,000 r.p.m.: 1st : 30 m.p.h.; 2nd : 44 m.p.h.; 3rd : 76 m.p.h.

N.B.—Gear changes were made at 6,000 r.p.m. as no appreciable gain was found in taking the engine above the figure. Unfortunately the manifold gasket blew before we had an opportunity to check the S.S. ¼-mile figures and maximum speed.

FLEET CARNIVAL RALLY (June 16th)

This event, held in mid-June, typifies the more general, as distinct from enthusiast-promoted contest. The vehicles were extremely varied. A. F. Albon's extremely smart dark blue 1927 Austin 7 Chummy was a great attraction, lady passenger in 1920s " flapper " costume. A clean Riley 9 Monaco fabric saloon came all the way from Essex, and the two rare 21/60 straight-eight Wolseleys were there again, the d.h. coupé with a wind-screen on its dickey-seat lid. Another " regular " was Inchley's 1922 Autocrat, its Dorman 4MV engine spotless in cream, with black tappet cover and brass compression-taps. The same owner also brought his 1904 water-cooled vee-twin Riley Tricar, showing no signs of its prang in the 1961 Brighton Run.

Armstrong Siddeleys were represented by A. Wood's stately 1936 20/25 saloon, very clean in primrose, with " Dunlop 6.00 × 17R " on the tyres picked out in gold, and a 1951 Limousine, Michelin-shod, with cushions and folded travelling-rug in its spacious rear parlour.

More exciting were Gahagan's Type 37 Bugatti, Bourne's low-chassis 4½-litre Invicta, a striking Farina-bodied blown 2.3-litre Alfa Romeo d.h. coupé, a Singer-engined H.R.G. and all manner of Aston Martins, from 1935 " Ulster " to DB Mk. III. Commercial vehicles were represented by an exceedingly clean 1932 Leyland Titan TD2 ex-Jersey double-decker 'bus, a real credit to J. Banfield and the H.C.V.C., the T.T. Boughton and Sons' 1928 Foden steamer, equally immaculate, which, since the Editor rode to Brighton on it, has waved the flag for steam by going to the Andover, Beaulieu, S. Molton and London rallies. It scored over the 'bus by taking part in the Elegant Lady and Vehicle contest, having found a very nice volunteer girl passenger. There was also a nice Morris Commercial 'bus, waved into the enclosure by mistake and with a deflated rear tyre, which stayed to win a prize, and a 1934 Austin 10/4 van laden with badges, plastered inside with holiday stickers—and were the windows original ?

Perhaps the best-presented car was C. F. Williams' beautiful 1935 Daimler 15 with Mulliner drophead coupé body, its truck recessed to accommodate the furled hood. Eldridge presented a 1936 Ford Ten saloon that was too clean to be true, its carburetter carefully chromed. Of course, it won a prize. There were clean and scruffy Rolls-Royces, a 1935 Buick drophead, two Fiat 509 2-seaters, a 1915 Calcott with Lucas " King of the Road " brass headlamps, a nice clean 1933 Austin 10/4 tourer. Fun, these informal gatherings ! — W. B.

THE XXII BELGIAN GRAND PRIX

Lotus all the Way

SPA, BELGIUM, *June 9th.*

THE second of the 1963 Grande Epreuves took place on the super-fast Spa-Francorchamps circuit, nowadays not such a billiards-table as it used to be, and with patches of new surface where last winter's frost had caused damage. Nevertheless the wonderful circuit retains all its magic and its challenge to drivers who can corner at really high speeds and to designers who think their cars are fast. The circuit is really too fast for a 1½-litre car, it being possible to keep almost flat-out all the way from the top of the Burnenville down through Malmedy, round Stavelot and back through the fast swerves to La Source. If you have a good road-holding chassis and a skilled driver then your engine must be strong to withstand full throttle for some three minutes, or if you have a very powerful engine then you want a skilled driver to keep his foot right down, through some of the fast bends. The lap record still stands to Brabham with a 2½-litre Cooper-Climax in 3 min. 51.9 sec. at a speed of 218.287 k.p.h., the best 1½-litre lap being by Clark in a Lotus-Climax V8 in 3 min. 55.6 sec., a speed of 215.449 k.p.h., set up in last year's race, so that by normal standards of progress Clark's time could be beaten, but Brabham's unlikely as the lower b.h.p. of the present-day cars is really felt on the long uphill drag from Stavelot to La Source.

An excellent entry was received and most teams were assured of two cars starting, one or two of the lesser lights having to go fast enough in practice to justify their acceptance, but there was no question of any "bumping" from the grid. Practice was only on Friday and Saturday, which never seems to be enough for such a fast circuit on which final detail tuning can make a lot of difference, and one where high-speed aerodynamic experiments could be usefully carried out. Conditions were fine and dry for the first evening though the circuit was still damp in patches from early rain, the new bits of surface seeming to retain the water rather a long time. Team Lotus were out with their two Lotus 25 cars used at Monaco, Clark in the new one and Taylor in the older one, and they had their spare Lotus 25 with them as a stand-by, this still using an old carburetter Climax V8, whereas the other two were the latest short-stroke fuel-injection models. Clark's car had an interesting experimental windscreen layout, where the Perspex was cut down to scuttle height, an opening made at the front of the screen and the fibre-glass scuttle being moulded to deflect the air upwards, as it came under the screen, and form a jet of high-speed air up and over the driver's head so that he sat in still air, looking forward over the front of the car with no part of the Perspex screen in his vision. The British Racing Partnership arrived with their brand new stressed-skin "monocoque" car that they had designed and built themselves, it being fitted with a fuel-injection B.R.M. V8 engine and 5-speed Colotti gearbox. This was for Ireland, their number one driver, and was called a B.R.P.-B.R.M. V8; with so much British about the name it was a pity it was painted pale green instead of British Racing Green. However, its finish and standard of workmanship was first class and a credit to the team, and it arrived direct from some satisfactory testing at Goodwood where it had covered some 50 trouble-free laps. They had a Lotus 24 with B.R.M. injection engine and 6-speed Colotti gearbox for Jim Hall, their second driver. The B.R.M. team had their usual two cars, though Ginther's was fitted with a new 6-speed gearbox of B.R.M. design, which is destined for the 1963 car when it is completed. This box has its six forward speeds controlled by a left-hand lever in the cockpit operating a selector mechanism on the gearbox, and on the right of the gearbox is another selector mechanism, controlled by another lever which selects reverse gear when it is required, although for their first try-out the reverse lever and control were not fitted. As at Monaco they had an earlier car as a spare. The two works Ferraris for Surtees and Mairesse were as used at Monaco, except that detachable nosepieces were screwed onto the radiator cowl, presenting a smaller air entry in the interests of high-speed drag. The Cooper team had also thought about the question of high speeds and McLaren's car was fitted with a new nose cowling and wrap-round Perspex windscreen of very slim outline and very pretty shape, the sides of the cockpit sloping inwards until they almost touched the driver's helmet. The second works Cooper was of normal shape, the two cars being those used at Monaco, with injection Coventry-Climax V8 engines. Bonnier was driving Rob Walker's usual 1962 Cooper-Climax V8. There were two Brabham-Climax V8 cars for "the patron" and Gurney, the former car having a 6-speed Colotti gearbox fitted, the latter a Brabham converted VW unit, both cars having rebuilt Climax V8 engines. Reg Parnell was present with his covey of Lolas, young Chris Amon having the latest one and the Belgian driver Lucien Bianchi having an earlier one, both with carburetter Climax V8 engines. Although two Sciroccos were entered only one arrived, to be driven by Settember, and was receiving finishing touches in the paddock long after practice began. Two A.T.S. cars were entered but there was no sign of them when practice got under way, although the team-manager was expecting them, and it was said that they were delayed on the road. Finally there were two private-owners, Siffert with his Lotus-B.R.M. and de Beaufort with his old 4-cylinder Porsche. The Swiss driver had repaired his B.R.M. V8 engine after its blow-up at Monaco and had welded the crankcase where the rod had broken through, and was keeping his fingers crossed.

The paddock was very full and very busy long before the roads were closed to the public, and when practice began at 5 p.m. almost everyone was ready to go and drivers began feeling their way round the high-speed circuit, a welcome change after the slowness of Monaco, though Clark and Gurney were no doubt wondering where all the power and speed had gone in their "Mickey-mouse" Grand Prix cars after driving at Indianapolis. Until lap times began to get below 4 min. there was no real need to get very excited, but the odd damp patches of new surface were holding most people back for quite a time. Almost unbelievably, after Monaco, Clark was again in trouble with his ZF gearbox, and it was not long before he was looking very upset while the internals of the gearbox were spread out on the pit counter. On the other hand, Taylor was quite happy and circulating steadily, as was the Cooper number two driver Tony Maggs, who was the first to break 4 min., his car going very well, though McLaren was not so happy. The two Ferraris were getting too hot in the oil department and this was causing the pressure to drop, which would eventually lead to bearing trouble. On the odd laps that Clark was able to do, his wind-deflector on the scuttle seemed to work satisfactorily, giving him a strange sensation of unobstructed vision, but "heavy" objects such as flies, stones or rain-drops were likely to penetrate the air barrier, so it did not seem that it was going to prove practical. The B.R.M.s were not going unduly fast and Ginther was having trouble with the new gearbox, having to hold the gear-lever in position and drive one-handed, which was not conducive to fast laps. The new B.R.P. car was in gear-change trouble and while some modifications were made Ireland went out in the team's spare Lotus-B.R.M. V8. Jim Hall was lapping steadily, finding his way round the circuit and already going fast enough to satisfy his qualification for a place on the starting grid. Jack Brabham was really getting under way but Gurney was not too happy with the handling of his car and was having the lower wishbones unscrewed to reduce the castor-angle, it being compared to Brabham's car "by eye." For quite a long while it was Maggs who was setting the pace but then Brabham began to try very hard and took the lead, and Mairesse pressed on regardless and showed that the Ferraris were fast even if they were not right. Surtees was worried about the temperatures and not too convinced about the brakes, but was happy with the handling, and Bonnier was going quite well in the Rob Walker Cooper. Clark was still in and out with gearbox problems and went out for a few laps in the spare car, and finally Settember got under way in the Scirocco-B.R.M. Practice was almost over when a strange car was seen to go by the pits, making a noise not previously heard on the circuits. It was an A.T.S. with Phil Hill driving, the transporter having arrived on the other side of the circuit and unloaded there with just time for two exploratory laps, and a few minutes later Baghetti appeared briefly in the second A.T.S. It had not been an exciting practice and Mairesse was fastest with 3 min. 56.2 sec., while only four more drivers managed to break the 4-min. mark.

On Saturday practice was soon after lunch and much work had been accomplished by then, for B.R.M. had replaced the old 5-speed gearbox on Ginther's car, B.R.P. had fitted Lotus wheels, hubs and suspension uprights to their "monocoque" car as it was not handling as well as they wanted, and the Lotus assemblies gave a narrower track and the Lotus wheels had smaller width rims. The Walker team had finished off a brand new Cooper for Bonnier which comprised a 1963 chassis like the works cars, with water and oil breathings in the tubes, the driving seat being an aluminium fuel tank, and it had a brand new Coventry-Climax V8 engine

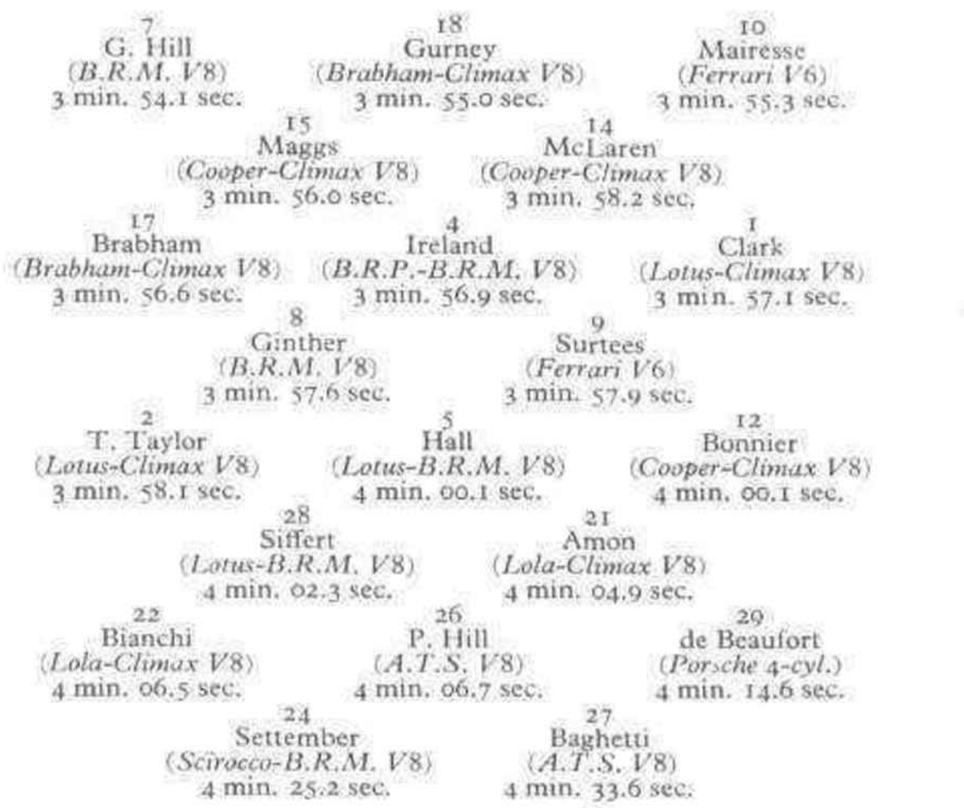
with single-plane crankshaft layout like B.R.M. which allowed simple uncrossed exhaust pipes. Mated to this new engine was a brand new Colotti Type 34 Mark II gearbox with six speeds and right-hand selector mechanism. A large bolt limited the travel of the clutch pedal, so that the leverage ratio would not bend the operating mechanism on the clutch itself. The bodywork, painted Walker blue, was similar to the works Coopers, with turned-up end to the engine cover and completely exposed gearbox and final drive. The team had their 1962 Cooper out as well, the new one being strictly on-test only. In this practice B.R.M. began to get going and it was Graham Hill who recorded the best time, in 3 min. 54.1 sec., which improved on the existing record by quite a bit, the average speed being 216.830 k.p.h. (approx. 134 m.p.h.), which is good going considering the lap includes a 30-m.p.h. hairpin. Under 4-min. laps soon became the order of the day among the fast boys, and Ireland was going very fast with the B.R.P., its handling greatly improved, and he got down to 3 min. 56.9 sec. quite early in the afternoon. Gurney was in great form and made second fastest time of the day, and Mairesse improved on his previous time. Clark was still sitting about waiting for his gearbox to be put right yet again, and meanwhile Taylor was putting in a great number of laps and was well under 4 min. Maggs was still going faster than his team-leader and Bonnier and Jim Hall just failed to beat the 4-min. barrier, while Siffert was going well for a private owner amongst all the professional teams. The Scirocco was handling satisfactorily but was down on power, and there was a similar situation in the A.T.S. camp, Phil Hill being delighted, if not surprised, by the handling and road-holding but feeling he needed more b.h.p. as the r.p.m. would fall off peak all too easily. Poor de Beaufort only just began practice when his engine broke, and Bonnier took the new Cooper out but the engine would not run properly so he returned to the old one. Team Lotus were so busy with Clark's gearbox that they seemed to have forgotten about Taylor and he did a great number of laps, enjoying himself immensely, until on one lap, while rounding the fast Stavelot bend, something at the rear end broke, though it was never revealed what it was, and the car spun through 360 degrees, struck a low wall head-on and bounced off into a wooden observation hut, the Lotus badly wrecked and Taylor stepping out shaken and bruised. He returned to the pits and numbers were hastily put on the spare car and he went out again to ensure that the car did sufficient qualifying laps. Clark's car was finally sorted out and he was able to put in a number of consecutive laps, but was not in the running for the front row of the grid.

The results of the two days of practice showed a surprisingly large difference in lap times among the top drivers, almost whole seconds of difference being the order of the day rather than tenths of a second. Saturday night saw de Beaufort driving back to Stuttgart to fit another engine, Team Lotus tidying up the spare car for Taylor to use and inspecting the wreckage of the crashed car rather gloomily; Ferraris were anything but confident; Coopers felt that they were all right, and B.R.M. were pretty satisfied, while Brabham's team were delighted at having Gurney on the middle of the front row and B.R.P. were well satisfied with the performance of their new car, Ireland being very enthusiastic about it.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
1	J. Clark	Lotus-Climax V8	4. 06.7	3. 57.1
2	T. Taylor	Lotus-Climax V8	4. 02.7	3. 58.1
4	I. Ireland	B.R.P.-B.R.M. V8	4. 05.3	3. 56.9
5	J. Hall	Lotus-B.R.M. V8	4. 05.4	4. 00.1
7	G. Hill	B.R.M. V8	4. 01.6	**3. 54.1**
8	R. Ginther	B.R.M. V8	4. 04.5	3. 57.6
9	J. Surtees	Ferrari V6	3. 57.9	3. 57.9
10	W. Mairesse	Ferrari V6	**3. 56.2**	3. 55.3
12	J. Bonnier	Cooper-Climax V8	4. 01.4	4. 00.1
14	B. McLaren	Cooper-Climax V8	3. 58.3	3. 58.2
15	A. Maggs	Cooper-Climax V8	3. 57.1	3. 56.0
17	J. Brabham	Brabham-Climax V8	3. 56.6	4. 00.7
18	D. Gurney	Brabham-Climax V8	4. 28.8	3. 55.0
21	C. Amon	Lola-Climax V8	4. 17.2	4. 04.9
22	L. Bianchi	Lola-Climax V8	4. 08.5	4. 06.5
24	T. Settember	Scirocco-B.R.M. V8	4. 31.7	4. 25.2
25	I. Burgess	Scirocco-B.R.M. V8	NON STARTER	
26	P. Hill	A.T.S. V8	4. 26.1	4. 06.7
27	G. Baghetti	A.T.S. V8	8. 34.8	4. 33.6
28	J. Siffert	Lotus-B.R.M. V8	4. 03.9	4. 02.3
29	G. de Beaufort	Porsche 4-cyl.	4. 14.6	6. 55.2

The whole of Sunday morning saw rain, rain and more rain, with thunder and lightning and a mild cloudburst, and even at lunchtime as the crowds arrived for the 3.30 p.m. start it was still raining and the racing cars were prepared under umbrellas, tarpaulins and in the shelter of the transporters. Final checks were made, tanks filled, tyre pressures adjusted and so on, with rain drizzling down; however, about 2 p.m. the weather looked as though it might improve. By the time the drivers had been taken round on a parade lap, some in the passenger seats of sports cars, others in the luxurious rear seats of open Mercedes-Benz and so on, and the Grand Prix cars were assembled on the grid the weather was drying rapidly, and it seemed as if the track would be fairly dry for the race.



Clark had had a normal windscreen fitted to his Lotus, Taylor was badly bruised on his leg but was ready to start in the old Lotus 25 with the carburetter engine, Ireland was sticking to the Lotus wheels on the B.R.P., and de Beaufort had arrived back from Stuttgart with a new engine in his Porsche. The start at Spa is slightly downhill so all the cars had bits of rubber or small stones to chock them so that drivers did not have to hold the cars on the handbrake, and as the flag fell it was expected that Mairesse would jump into the lead, but he was "out-jumped" by Clark who, from the third row, went outside everybody, down the pit-lane, and dived into the lead as the field crossed the Eau Rouge river bridge, and was first away up the hill to Burnenville. Graham Hill and Brabham were following him and by the end of the first lap Clark and Hill had pulled out 15 sec. lead over the rest of the runners, who were all nose-to-tail, led by Brabham, Gurney and Mairesse, with Jim Hall and Baghetti bringing up the rear.

On the second lap Clark and Graham Hill stayed together but widened the gap from the rest to 22 sec., so that one began to wonder if there was anyone else in Grand Prix racing! Mairesse was on his own in third place, with Brabham, McLaren, Gurney and Surtees in a row for fourth place. Then came Ginther, not too happy with the handling of his B.R.M. on the damp parts of the track, and already a fair-sized gap had appeared before Amon and Maggs went by. As the tail-enders braked for La Source hairpin Bianchi and de Beaufort collided, the Lola's fibreglass nose being split, so that the Belgian had to stop at the pits and have it cut away, while the Dutchman went on with only a slight dent in the Porsche's bodywork. The only serious change on lap three was that Surtees passed Gurney, but farther back Ireland was recovering ground, having inadvertently switched off the ignition of the B.R.P. while changing gear away from the start, so that he got boxed in amongst Bonnier and Siffert. With the Lola nose damage snipped away Bianchi was back in the race, but a long way back, and as the leaders came down to La Source to finish lap four, with the leading Lotus and B.R.M. even farther out on their own, Mairesse overdid his braking and had to go straight on. By the time he got sorted out Brabham, Surtees, McLaren and Gurney were rounding the hairpin, and Willy wasted no time in forcing his way into the middle of the group. Chris Amon was going well and catching Ginther, but oil was coming from the rear main bearing of the Lola's Climax engine and was burning on the exhaust pipes, leaving a trail of smoke. Phil Hill was getting worried about a lack of heat in the A.T.S.

cockpit, indicating that the cooling water was not circulating forwards to the radiator. He stopped to report this and an air lock was relieved and he went off again, but was still not happy as the single throttle-spring was broken and the pedal was not returning rapidly.

Clark went by at the end of lap five with eight seconds lead over Graham Hill and these two were still in a class of their own. Brabham, Surtees and McLaren went by in an orderly fashion but Mairesse was overdue and the Ferrari drew into the pits not running on all six cylinders, while Gurney went by. Amon had passed Ginther and then the rest appeared some while later, but first Siffert stopped at his pit to investigate " funny steering " and he was followed by Baghetti, with gearbox problems, Taylor to retire from the fray with quoted " low oil pressure " and Bianchi with the tattered Lola. After a lot of fiddling about with the fuel-injection system Mairesse was sent out again, the engine sounding just as ragged, and after two laps with no improvement he returned to the pits to retire, Mr. Bosch being blamed for the lack of six good cylinders. Ireland came into the pits with his gear-change linkage adrift at the gearbox end and sat about while a broken part was welded and refitted, and Siffert was in again trying to solve his unstable front-end problem. Meanwhile Clark was drawing steadily away from Graham Hill, but the damp track was keeping the average speed down to a bare 200 k.p.h., there being no sign of Clark breaking 4 min. for a lap. Brabham was having an intermittent short-circuit in his fuel pump circuit, and first Surtees overtook him and then McLaren, and on lap eight he stopped at his pit to try and find the fault. Phil Hill was back again to have a moan about the broken throttle spring and it seemed as if the whole race was going to centre around the pits, for both Ireland and Siffert were in again. Baghetti had come to rest with no drive between the engine and the rear wheels, a shaft having broken somewhere in the gearbox, Amon had to give up before all his oil went and the engine was ruined, and Brabham was in and out trying to cure his electrical fault.

At 12 laps Clark was 15 sec. in the lead and could afford to ease up a little as everything seemed to be working well, and Surtees, in third place, was gaining a little on Graham Hill, but the Ferrari did not last and on lap 14 he drew into the pits with his engine not running properly. In the early laps McLaren had been well in the running, but as the roads dried and the pace speeded up he realised that the Cooper's engine was not pulling on all eight cylinders and he went by the pits indicating with his fingers that he was a cylinder short, to explain why Gurney had got by and was pulling away. Surtees was a long while at the pits while the Ferrari mechanics fiddled with the engine, but it wasn't doing much good and they had no engineers with them to supervise any critical adjustments. Clark at last managed a lap in exactly 4 min., just before half-distance, and he did his 16th lap, which was half-way, in 3 min. 58.1 sec., but then the rain began to fall. Graham Hill was still lying second but 26½ sec. in arrears and having no hope of catching the flying Lotus, and 45 sec. later came Gurney in a very firm third position. Before the rain began Ginther and McLaren were having a little private race together and behind them Maggs and Bonnier were engaged in the only serious race of the day. The remaining six runners had all been lapped and Phil Hill had come to rest out on the circuit with something quite simple having broken in his A.T.S. transmission, as he had heard no noise but had merely come to rest with no drive.

On lap 17 a heavy storm was brewing over the hills towards Malmedy, with black clouds gathering and flashes of lightning rending the sky. Graham Hill's B.R.M. went by sounding very peculiar and that was the last that was seen of it for it came to rest out on the circuit with a broken gearbox, and then the storm started to break. Jim Hall and Bianchi were going downhill towards Malmedy on a dry road when suddenly the road was awash and they were both spinning helplessly, the pale green Lotus going right off the track into a field and the Lola spinning along the bank but finishing up on the road undamaged. Reports came back from excited observers that the two cars had collided but this was quite untrue, though they had both crashed at the same moment. Jim Hall's car was too badly damaged to continue, but Bianchi returned to the pits to remove the mud and grass and check for damage, and then to continue. With Graham Hill's B.R.M. broken down, Clark was way out on his own in the Lotus, with Gurney more than a minute and a half behind. Clark was driving impeccably, never putting a wheel wrong on the treacherous, slippery roads, and then the rains began to come as never before. On the high parts of the course clouds were down to ground level and torrential rain began to fall all round the circuit, great stretches of it being like a river bed. Ginther, whose B.R.M. had been set up with camber angles and toe-in to suit dry roads, just had to give up and tour round, letting the two works Coopers of McLaren and Maggs go by, and then let Clark lap him. Behind the B.R.M. came Bonnier with Rob Walker's Cooper, de Beaufort and Settember in the steady but not fast enough Scirocco. Surtees had joined in for five more laps after his pit-stop but then given up as the engine just would not run properly.

On lap 25 Clark lapped Maggs and was not far behind McLaren, while Gurney was dropping back on the wet roads, and by now the storm was reaching a peak and the cars looked more like speed-boats as they went by. Speeds were down to barely 60 m.p.h. in places, either due to the torrential rain or the heavy clouds up on Burnenville, and Clark took 6 min. 40 sec. to do his 29th lap, an average of under 80 m.p.h. Gurney had slowed right down and Clark had lapped McLaren, but the Cooper driver was catching Gurney's Brabham, unbeknown to the American's pit for they had been trying to sort Jack's car out and he had set off on another lap as the heavens had opened, but he soon packed it in, being many laps behind the tail-enders. Settember called in for dry goggles and went off again, but failed to complete his next lap for he hit a patch of water on the way up from Stavelot and spun helplessly down a bank into a field. On the Masta straight Bianchi hit a similar patch of water and shot through a hedge and hit the side of a house, wrecking the car but getting away unhurt, and Siffert was in similar trouble, his Lotus-B.R.M. being badly damaged. Maggs had an excursion off the road due to being unable to see and he stopped at the pits for more goggles, only to find that he had split his oil radiator, and Bonnier stopped to collect a visor and then splash on into the rain. While all this was going on Colin Chapman of Lotus and Tony Rudd of B.R.M. were seriously discussing a request to the organisers to stop the race, so bad was the rain, with thunder and lightning still rending the skies. McLaren was profiting from the conditions, his Cooper not feeling too bad on the streaming roads, and on lap 30 he not only passed Clark, to " unlap " himself from the leader, but passed Gurney to take second place. For the last two laps the rain eased off, to finally stop, and there was still a surprisingly large crowd of spectators, soaked to the skin, to greet a tired and wet Clark when he finished his 32nd lap.

Crossing the line at very slow speed, he stopped at once instead of going on for a slowing-down lap, and immediately the crowds swarmed over the track. The remaining runners came straggling in and all stopped straight away, except de Beaufort, who, remembering Rouen last year, stuck to the rule book and did a slowing-down lap. A mere six cars were left running, out of the 20 that started, and it was a wonder that no one was hurt, in spite of some lurid crashes.—D. S. J.

Results :

XXII BELGIAN GRAND PRIX—32 Laps—451 Kilometres—Very Wet

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 27 min. 47.6 sec.—183.626 k.p.h.	
2nd :	B. McLaren (Cooper-Climax V8)	2 hr. 32 min. 41.6 sec.	
3rd :	D. Gurney (Brabham-Climax V8)	.. ..	1 lap behind
4th :	R. Ginther (B.R.M. V8) ..	.. ..	1 lap behind
5th :	J. Bonnier (Cooper-Climax V8)	.. ..	2 laps behind
6th :	G. de Beaufort (Porsche 4-cyl.)	.. ..	2 laps behind

Fastest lap : J. Clark (Lotus-Climax V8) on lap 16, in 3 min. 58.1 sec.—213.187 k.p.h.

Retired : T. Taylor (Lotus-Climax V8), lap 5, —! !—; W. Mairesse (Ferrari V6), lap 7, engine; G. Baghetti (A.T.S. V8), lap 8, transmission; I. Ireland (B.R.P.-B.R.M. V8), lap 10, gear-change; C. Amon (Lola-Climax V8), lap 10, engine; J. Brabham (Brabham-Climax V8), lap 12, electrics; P. Hill (A.T.S. V8), lap 14, transmission; J. Hall (Lotus-B.R.M. V8), lap 17, crashed; J. Siffert (Lotus-B.R.M. V8), lap 17, crashed; G. Hill (B.R.M. V8), lap 18, gearbox; L. Bianchi (Lola-Climax V8), lap 18, crashed; J. Surtees (Ferrari V6), lap 19, engine; T. Settember (Scirocco-B.R.M. V8), lap 26, crashed; A. Maggs (Cooper-Climax V8), lap 27, split oil radiator.

20 *starters* — 6 *finishers*

N.B.—By F.I.A. rules Settember and Maggs were classified as finishers; the Scirocco was lying in a field and the Cooper had been abandoned at the pits!

FRANCORCHAMPS FRIVOLITIES

A pity some of the ace-drivers are not as thoughtful as de Beaufort, who used to be the clown of the " circus," but nowadays drives very well and sensibly.

* * *

Ireland came to rest out on the circuit at one point, stuck in neutral when a bolt fell out of his gear-change. He had an amusing time sitting in the car with the engine running while a spectator tried to kick the selector arm to engage some sort of gear so that he could drive back to the pits.

Continued on page 504

THE 24 HOURS OF LE MANS (June 15/16th)

Ferraris All The Way

RIGHT from the start this year's race was short of runners, for a great number were withdrawn before the week of Le Mans began; all the reserves were brought in but the entry still totalled only 49 cars instead of the maximum of 55, and this included the Rover-B.R.M. turbine car which was running in an event of its own.

Scrutineering : Colin Chapman had kept to his word of last year and did not make any Lotus entries and even refused to allow his works drivers to take part with other people's cars. The line-up of cars was getting so short that the organisers bent the rules to get everyone possible through scrutineering, and even extended the hours of scrutineering way beyond the maximum in order that Lola could get one of their exciting 4.7-litre coupés in, after they had been held up by bad weather.

Practice : This year practice meant more than mere testing periods, for the line-up for the start was to be by practice times, and it began to look as if the works Aston Martin team of two DB4GT coupés and a brand new Prototype 215 with 4-litre engine, 5-speed rear-mounted gearbox and independent rear suspension, were going to be a serious challenge to all-comers, for they were reaching around 180 m.p.h. down the Mulsanne straight and had a very strong team of drivers. Unlike previous Aston Martin cars these were really motoring by any standards. However, near the end of practice the trio of works 250P Ferraris and the North American Racing Team's front-engined 4-litre ex-sports Ferrari began to show their paces and dominated the line-up, though Phil Hill with the new Aston Martin was in fourth position. The Cunningham team of three new lightweight Jaguar E-types, with hard-tops, and the two A.C. Cobras, with 4.7-litre Ford V8 engines were all lacking maximum speed down to Mulsanne, it being a simple question of b.h.p. The 4-litre Ferrari coupés were giving 385 b.h.p. and the 3-litre works cars must have had 350 b.h.p., whereas the Jaguars and Cobras were under 300 b.h.p.

The Line-Up : Ferrari paired his drivers Bandini/Scarfiotti, Parkes/Maglioli and Surtees/Mairesse, all on rear-engined V12 prototypes, the middle pair having an earlier car with normal G.T.-type clutch layout on the rear of the engine, the others having the G.P. type of clutch out behind the rear-mounted gearbox. All three carried rolled-up wire netting " tracks " in the passenger's seat to assist in getting out of any sandbanks, which are still traditional at Le Mans. Ferrari remembered Parkes last year with the 4-litre coupé, and obviously had little confidence in his drivers. Chinetti's N.A.R.T. had Pedro Rodriguez/Penske in the open 4-litre car, Gurney/Hall in a Type 330/LM, a 4-litre V12 Prototype coupé, and Gregory/Piper in a brand new GTO Ferrari. Other Ferraris likely to be up among the leaders were two more 330/LM 4-litre coupés, with Noblet/Guichet and Sears/Salmon, and the GTO of Abate/Tavano. Aston Martin paired Phil Hill/Bianchi on the Prototype 215, McLaren/Ireland and Kimberley/Schlesser on the G.T. cars, and Porsche had Bonnier/Maggs on their 8-cylinder coupé and Barth/Linge on the open 8-cylinder, both these cars having rubber torsional shock-absorbers in the drive shafts to try and relieve the stresses on the gearbox. Unknown quantities among the fast cars were Simon/Casner with the works-supported Maserati 151 coupé, with full 5-litre fuel-injection engine, the two English Junior drivers Attwood/Hobbs with the lone works Lola coupé, a brand new car this one, the three works-supported Jaguars of Cunningham/Grossmann, Salvadori/Richards and Hansgen/Pabst, and the Lister-Jaguar coupé of Sargent/Lumsden.

Entirely separate from the 24-hour race line-up, but using the same circuit for the same period of time, was the Rover-B.R.M. with turbine engine, as tried out in April but having a slightly more powerful turbine unit, and Graham Hill/Ginther as drivers. The object of this technical experiment was to cover at least 3,600 kilometres in the 24 hours, which would mean an inclusive average of 150 k.p.h. (approx. 93 m.p.h.), and thereby win a special p-ize put up by the organisers.

The Start : By midday on Saturday all the cars had to be lined up in front of the pits and final preparations were being made for the 4 p.m. start, the fast cars at the head of the line rather than the largest capacity ones. The traditional Le Mans run-and-jump start was given and everyone got away well, Phil Hill with the 215 Aston Martin actually taking the lead as they headed for the Dunlop bridge. As soon as the field had got away, Graham Hill, sitting in the turbine car with the engine running, was flagged off to start the Rover-B.R.M. marathon.

1st Hour : In a very short distance Simon in the Maserati had passed everyone to take the lead, and he proceeded to motor off to good effect during the next half-hour, leading all the Ferraris. A Rene-Bonnet turned over on the way down to the Esses, its driver, Masson, getting out unhurt, but it caused a lot of people some anxious moments, including Sargent who scraped both sides of the Lister-Jaguar, and Phil Hill, who stopped at his pit to see if he had damaged anything. Kimberley had already been into the pits as his Aston Martin was not running properly, and Fergusson was trying to dig his Elite out of the sand at Mulsanne, where he went on the opening lap. For the first hour the Maserati set the pace, with the Ferraris of Surtees, Rodriguez Parkes and Bandini chasing along behind, no one else being able to keep up. The Rover-B.R.M. was going better than anyone expected and Graham Hill had already caught up to 24th place from starting last.

2nd Hour : The pace was getting very fast, Surtees setting a new lap record in 3 min. 56.7 sec., to which Rodriguez replied with 3 min. 56.2 sec., as the fuel loads went down, but still the Maserati was out in front. The Elite had got away from the Mulsanne sandbank and its place was taken by Hutcheson's M.G.-B hard-top, and he started digging his way out. Just before 1½ hours had gone by cars began to stop to refuel and some changed drivers, Roger Penske taking over from Rodriguez, whereas the works Ferraris did not change drivers at this point. The Maserati went on until nearly 6 p.m. before it refuelled, and then Casner took over, but by this time the Ferraris of Surtees and Parkes were beginning to close up on it, and Penske was holding a steady fourth place. Casner got away in the lead and was just keeping the Ferraris at bay, but Surtees had lapped in 3 min. 53.3 sec. and obviously meant business. One of the Jaguars had gone out with a broken gearbox and Bianchi had taken over the 215 Aston Martin from Phil Hill, only to have the rear axle break up.

3rd Hour : Surtees and Parkes overtook Casner and before 6.30 p.m. the Maserati had broken its gearbox and its race was run. Lumsden took over the Lister-Jaguar and had not gone far before the drive from the engine to the clutch broke up, the M.G.-B got out of the sand, to be replaced by the Deep Sanderson coupé which Spender then had to dig out, and another Jaguar was in the pits with gearbox trouble. The Lola coupé was going well, driven very nicely by Attwood, and Graham Hill was still catching and passing cars with the turbine car, taking the two 2-litre GT Porsches with no trouble at all. By the end of this hour a number of cars had fallen by the wayside and there were only 37 still running.

4th Hour : The pace settled down, Surtees and Parkes were completely unchallenged, the Rodriguez/Penske Ferrari was following them, and then came the Bandini/Scarfiotti works Ferrari, followed by the two 4-litre Ferrari coupés of Noblet/Guichet and Gurney/Hall. The Aston Martin of Ireland/McLaren was leading all the homologated G.T. cars, but could not challenge the prototypes, the Lola was gaining places and the turbine was running splendidly.

5th Hour : The Lola was now delayed by a slipping dynamo belt, regular refuelling stops were taking place amongst most of the competitors, and second drivers were all having a go. Just before the end of the hour the engine of McLaren's Aston Martin blew up in a big way on the fast curve at the end of the Mulsanne straight, depositing oil all over the road, McLaren coasting to a stop farther on. The cars following spun wildly, Sanderson in one of the Cobras spinning but staying on the road, Salvadori crashed in his E-type Jaguar, and two of the small cars crashed, the Brazilian driver Bino Heins losing his life in the mix-up.

6th Hour : The private Aston Martin GT was in trouble with an overheating rear axle and eventually retired, the Sears/Salmon Ferrari 4-litre was going well but getting a bit hot, and the Noblet/Guichet sister car was losing oil and had to retire as it had not covered the regulation number of laps between replenishing stops. Already one of the Alfa Romeos had been disqualified for breaking this rule. At the end of the hour, which was 10 p.m., the three works Ferraris were in full command in the first three places, the N.A.R.T. Ferrari being delayed by treads flying off its Goodyear tyres, much to Dunlop's amusement. The works-supported GTO Ferrari of Abate/Tavano lay fourth, followed by Gurney/Hall (Ferrari 330/LM), Rodriguez/Penske (Ferrari), Kimberley/Schlesser (Aston Martin) and Gregory/Piper (Ferrari GTO). The 8-cylinder Porsches were creeping up into the picture, the Jaguars were nowhere and the Lola was 15th.

7th Hour : The Parkes/Maglioli Ferrari began to give trouble and the fuel system, plugs, and electrics were all suspected, but much time was wasted before the ignition was found to be the cause and corrected. By the end of the hour it had dropped to 17th place, but there were still plenty of Ferraris to move up amongst the leaders and Abate/Tavano took third place, Surtees/Mairesse still leading Bandini/Scarfiotti, with the lone Aston Martin in fifth place.

8th Hour : Ferraris of all types were really dominating the race, there being eight in the first twelve places, the odd cars being the Aston Martin in fifth place, the Bonnier/Maggs Porsche 8-cylinder in seventh place, the Barth/Linge Porsche 8-cylinder in 11th place, and the Attwood/Hobbs Lola in 12th place. The Rover-B.R.M. was still going perfectly and already way ahead of its schedule and running well within its capabilities. The Koch/de Beaufort 2-litre Porsche GT went out with engine trouble and Abate spun his GTO at Whitehouse bends and wrecked it against a wall.

9th Hour : Penske had an oil pipe burst on the N.A.R.T. Ferrari and the subsequent smoke-screen caused Bonnier to run out of road and wreck the Porsche 8-cylinder coupé. Olthoff crashed the little Austin Healey Sprite coupé at Whitehouse and injured himself rather badly. The Aston Martin now lay fourth and the Lola eighth, with the remaining Porsche 8-cylinder in 10th place, all other places in the top ten being taken by Ferraris, with Surtees/Mairesse two laps ahead of their team-mates Bandini/Scarfiotti. The third works car was going properly again but was down in 14th place.

10th Hour : The 4-litre Ferrari coupé of Gurney/Hall went out with a broken half-shaft, letting the Aston Martin up into third place. The second 2-litre Carrera Porsche went out with engine trouble. The Lola was still not getting any charge from its dynamo, but was going faster all the time.

11th Hour : The last Aston Martin went out in a cloud of smoke as its engine blew up. The Lola was in trouble with a broken selector-arm bolt in the gearbox, and the Hugus/Jopp Cobra was about to be disqualified for taking on oil too soon, when its Ford V8 engine broke a connecting-rod. It was now Ferraris in the first five places, three privately-owned GTO models following the two works cars. The Rover-B.R.M. was now in 10th place overall and there were only 23 runners left in the race.

12th Hour : Half-distance and 4 o'clock in the morning. The night had been clear with a heavy dew and a few mist patches, but nothing serious. Ferraris now filled the first six places, with Gregory/Piper in third place well ahead of the two Belgian GTOs run by the Equipe National Belge, driven by " Elde "/Dumay, and " Beurly "/Langlois.

13th Hour : At 4.30 a.m. the Lola gearbox was repaired and it was back in the race, going as well as ever. Daylight was back once more

14th Hour : The Gregory/Piper GTO was delayed by burnt-out dynamo brushes. Hobbs was in the Lola and arrived at the Esses at high speed unable to get 3rd gear; he hit both banks and wrecked the car, escaping unhurt himself. Only 19 cars left running, plus the Rover-B.R.M. turbine car which was running as well as ever, though drivers suffered from cold feet in the small hours, there being no water pipes or radiator to keep them warm!

15th Hour : Things were well settled. Ferraris were in the first six places, the Surtees/Mairesse car in complete command of the race. The Cunningham/Grossman Jaguar was holding seventh place, but was being rapidly caught by the Parkes/Maglioli works 250P Ferrari. The Gregory/Piper car was down to fifth place, due to delay.

16th Hour : Gregory puts the GTO into the sandbank before Arnage corner in his hurry to make up time after the dynamo trouble. Has to spend more than half an hour digging it out. Number of runners now reduced to sixteen, the healthy ones doing regular stops for fuel and driver changes, some changing tyres and some changing brake pads. Ferraris still in first six places as the Parkes/Maglioli car moved up as the Gregory/Piper one dropped back.

17th Hour : A quiet hour apart from Gregory arriving back at the pits and having the front of the bodywork straightened out a bit and the lone Jaguar losing its brakes at the end of the Mulsanne straight and crashing into the straw bales. Arrived at pits slowly and very bent.

18th Hour : The Parkes/Maglioli Ferrari moved up a place, but it was still Ferraris all the way. The Rover-B.R.M. turbine car was running as well as ever and was the only way the British could hold up their heads against the Ferrari onslaught.

19th Hour : The Jaguar was repaired with bits from another car and Briggs Cunningham rejoined the race, to much applause from the crowds. Mairesse took over the leading car from Surtees and crashed at Esses, the driver burnt slightly by a fire that broke out. They had been two laps ahead of the Bandini/Scarfiotti car but had not realised this. The two young Italian drivers now led the race by 16 laps from the first GTO Ferrari.

20th Hour : The morning sun was now getting hot as the time moved on towards midday, and tiredness was overcoming everyone. In the 19th hour the open 8-cylinder Porsche driven by Barth arrived at the pits on three wheels, the right rear axle stub having sheared off. Luckily this happened on the approach to the pit-lane and the car came to rest in the pit-lane, so Barth was permitted to push it to the Porsche pit where mechanics set to work and fitted a new stub axle, brake assembly, disc and wheel, and Linge set off with the car just before 11.30 a.m. This dropped the car from fourth to eighth place and let the A.C. Cobra of Sanderson/Bolton up into sixth place, just ahead of the Rover-B.R.M.

21st Hour : There were now only 15 runners left, including the turbine car, with Ferraris in the first five places, the leading car of Bandini/Scarfiotti now touring round, the two Belgian Ferraris were both 17 laps behind and the Parkes/Maglioli car was catching them.

22nd Hour : The Gregory/Piper Ferrari GTO caught and passed the A.C. Cobra, giving Ferraris the first six places, there being only six Ferraris still running, so it can safely be said that the Maranello cars were dominating the scene. Most of the cars were looking oily and dirty and some sounded very woolly and ragged, but meanwhile the Rover-B.R.M. turbine car looked clean and was going as well as at the start of the demonstration. Before the end of this hour it had covered the distance imposed by the organisers, to qualify for the special prize, and could have stopped and gone home. It was eighth overall, headed only by Ferraris and the 4.7-litre A.C. Cobra.

23rd Hour : The last of the three French Alpine-Renault coupés went out with engine trouble, leaving thirteen cars still running in the race, with one of the Rene-Bonnet coupés in trouble and a long way behind. The Rover-B.R.M. made the total up to 14.

24th Hour : Preparations were made for receiving the finishers, the pit area became knee-deep in gendarmes, the Rover-B.R.M. seemed to be running better than any of the competitors. The Parkes/Maglioli Ferrari was on 11 cylinders and was in second place at 3 p.m. during last stops, but dropped back behind the " Beurlys "/Langlois GTO and settled down to third place, leaving the Ferrari customers to have the glory of second place. The Bandini/Scarfiotti car was over 200 kilometres ahead and the two Italian drivers were finding the last hour a nervous strain. In the last few minutes of the race the five Ferraris got into line-ahead formation, followed by the cheeky M.G.-B of Hutcheson/Hopkirk.

It was a Ferrari grand slam; eleven cars started and six finished, in the first six places, two went out with engine trouble, two crashed and one broke an axle. The Lotus Elite and the M.G.-B, both of which had spent a long time in the sandbank at Mulsanne, finished the race, which more than repaid the drivers for the hard work of digging them out. The Porsche of Barth/Linge and the Jaguar of Cunningham/Grossmann, both of which were extensively rebuilt at the pits, finished the race, showing that it pays to " never give up." The Rover-B.R.M. turbine car did much more than was expected or required of it and impressed everyone.

Ferrari cars were in the first six places on distance, the first four places on Index of Performance Handicap, and 2nd, 4th, 5th, 6th and 7th on the Handicap of Thermal Efficiency. Without fear of contradiction it can be said that Ferraris were all-conquering at the 1963 Le Mans 24-hour race. If you want a good car, buy a Ferrari; if you want a car for the future it could well be a Rover-B.R.M. turbine car. It is now 16 years since the Ferrari V12-cylinder layout was first created, and there are people who think Jaguar and Aston Martin engines are old-fashioned. Perhaps the V12 Ferrari engine was advanced when it first appeared. The winning Ferrari set up a new record for distance and speed in the 24 hours.—D. S. J.

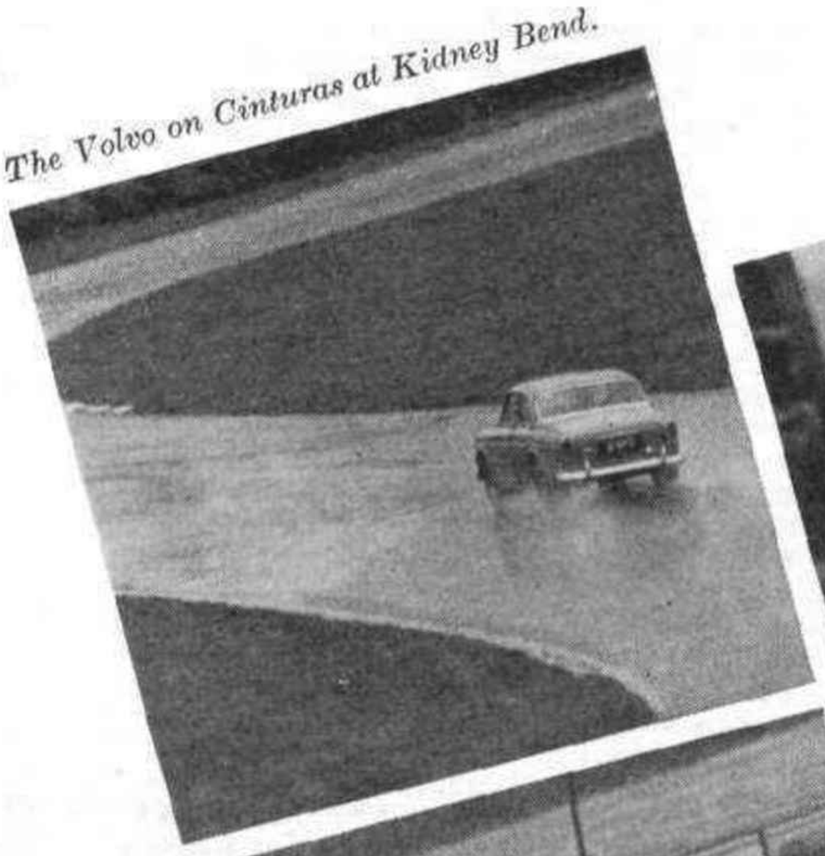
Results :

Le Mans 24-HOUR (June 15th/16th) — Very Good Conditions
Grand Prix d'Endurance — Classification by Distance

		Distance in kilometres	*k.p.h.*
1st :	L. Bandini/L. Scarfiotti (Ferrari 250P, 3-litre V12)	4561,710	— 190.071
2nd:	" Beurlys "/G. Langlois (Ferrari 250GTO, 3-litre V12)	4346,320	
3rd :	M. Parkes/U. Maglioli (Ferrari 250P, 3-litre V12)	4346,200	

Results continued on page 504

The Volvo on Cinturas at Kidney Bend.











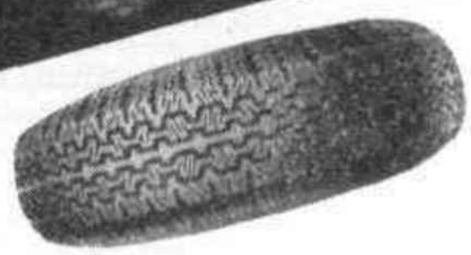






The Vauxhall takes a corner on Cinturas.





Rudd flashes past the stands.



RUDD GOES FAMILY MOTORING

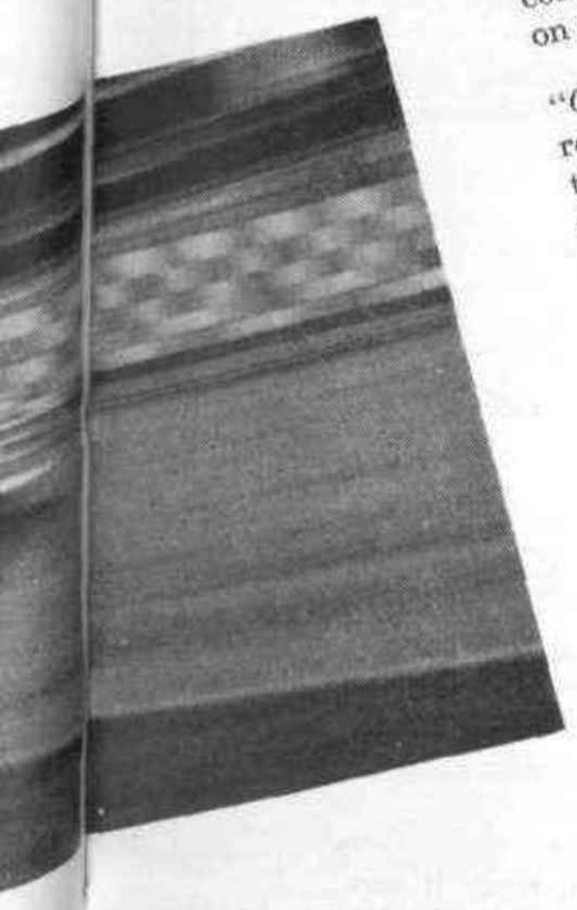
Rudd tests Cinturas on the Vauxhall VX4/90, the Volvo B18, the Sunbeam Rapier and the MG Z/B. Do you drive one of the high-performance family saloons? They are superb cars; but add a set of Cinturas—and something dramatic happens: they acquire the handling characteristics of an expensive G/T sports saloon. To prove it Pirelli asked ex-racing driver Ken Rudd to carry out a special Cintura test at Brands Hatch—with a Vauxhall VX4/90, a Volvo B18, a Sunbeam Rapier and a MG Z/B. For hours he thrashed these cars round the tricky 2½ mile circuit, taking them to their limit—first on conventional tyres, then on Cinturas. Afterwards he recorded his spontaneous comments: here are the highlights from his report.

"*I've got used to a much higher standard of steering now that I use Cinturas all the time.* So on a test like this I find more that I'm disappointed with ordinary tyres rather than I'm surprised by Cinturas. You notice the difference right away—lightness, accuracy, movability; just now for example the Cinturas were giving me such stability and adherence on the corners that I found I was able to change up a good 75 yards earlier on the entrance to the straight.

"*Cinturas are so completely predictable*—the car points the way you want it to without any danger of understeer, so you've got a far greater margin of safety the whole time. Cinturas in fact give me such a feeling of security that I find I can ignore the conditions if I want to; after the rain just now, for example, I noticed how the Cintura was correcting itself almost automatically as I came off the wet on to the dry patches.

"*Cinturas give the effect of a built-in shock absorber*: and road-holding is greatly improved by this dampening effect that the tyre has on uneven surfaces. As family cars often carry a heavy load, I put a lot of extra spare wheels in the boot of the Volvo for one of the circuits I made on Cinturas: the car behaved perfectly without any tendency to roll, and there was no loss of control through tail-heaviness.

"*Cinturas put you well on the way to making your family saloon into a sports saloon*... Taking those cars round just now on conventional tyres, I found I'd almost forgotten the fantastic difference that Cinturas make. And I think the best way to sum up is to say that fitting Cinturas is a much better first step than tuning for someone who really wants to get the best possible performance from his family car."



These are remarkable claims—and they are only made possible by the unique construction of the tyre itself. Cinturas mean you can drive a family car as skilfully and excitingly as you can drive an out-and-out sports car—and you can do so with the extra safety and control that you owe to your family. Change now to Cintura—the fabulous tyre with the built-in safety belt.

To the **Pirelli Performance Bureau** 343-345 Euston Road, London NW1. Please send me a copy of the Cintura book and Ken Rudd's full test report. (KR/A)

Name

Address

Make of car

Usual garage

Design: Derek Birdsall/Photography: Robert Freeman

CONTINENTAL NOTES

WHILE most people in the racing world were at Monaco recently, for the Grand Prix, the Commission Sportive International of the F.I.A. convened a meeting of drivers, organisers and constructors to discuss the future of Grand Prix racing. The existing Formula One remains until the end of 1965 and the meeting was to discuss ideas as to what should happen in 1966, although a lot of the speakers did not seem to realise this and were talking about changes for next year. There is no question of any change next year, or the year after, for the decision to extend the Formula from three years to five years was made a long while ago. General agreement seemed to be that Grand Prix cars should be more powerful, and therefore faster, but there was not agreement on the reasons for Grand Prix racing. The British wanted to turn Grand Prix racing into a money-spinning spectacle and the Continentals wanted to keep it as a research ground for technical development of automobile engineering. This being a discussion group, no decisions were made, but opinions were voiced and the British wanted to keep to 1½-litres now that the Formula had proved reasonably successful, though they made it clear that they did not consider it the best Formula. The Italians were interested in a weight limitation Formula of some sort, and the Continentals were all agreed that any new Formula should be framed so that unconventional engines, in particular the Wankel and the turbine, could compete in Grand Prix racing. The British did not oppose this idea. The Grand Prix drivers' spokesman suggested putting the capacity up to 2-litres as present engines could easily be enlarged to this size, but Coventry-Climax considered their V8 was already at the limit. However, the drivers seemed to have overlooked the fact that in 1966 none of the present-day Grand Prix engines may be in existence, the V6 Ferrari engine, for example, already being obsolete. It was an interesting meeting, but not meant to prove or decide anything, and it did neither of those things.

* * *

Last year Eric Broadley, the designer behind Lola cars, branched out into Grand Prix racing with a V8 Coventry-Climax-engined design, inspired by John Surtees, organised by Reg Parnell, and paid for by the Bowmaker finance company. By Grand Prix racing standards the Lola had a very good first season, Surtees winning a small race and getting some very good second and third places in Grande Epreuves. Before the end of the season Surtees and Lola were a very competitive force against all-comers in Grand Prix racing, but it did not appear successful to the Bowmaker people who were paying the money. It appears they thought they ought to have won the World Championship in this first year, which shows how little they must have known about Grand Prix racing. Anyway, they withdrew their support at the end of the 1962 season and Surtees lost no time in signing up with the Scuderia Ferrari, but he left behind a collection of Lola cars and material of very promising potential and a small racing organisation, headed by Reg Parnell, that was beginning to feel its feet.

For this season Parnell took over the cars and equipment and decided to run his own team, bringing over a promising young New Zealand driver, Chris Amon, to be his number one driver. One of the earlier cars with V8 Coventry-Climax engine he sold to Bob Anderson, who races it privately, and the remaining cars he kept himself. To start with there was no promise of any development work on the cars from Lola Cars, as Broadley was too busy with his exciting new G.T. Prototype coupés, but there may be at a later date. Meanwhile Parnell is providing Amon with an excellent introduction into Grand Prix racing, and he lends a second car to various drivers, depending on the financial aspects. He retained most of the mechanics and kept the same workshops in West London as Bowmaker provided last year.

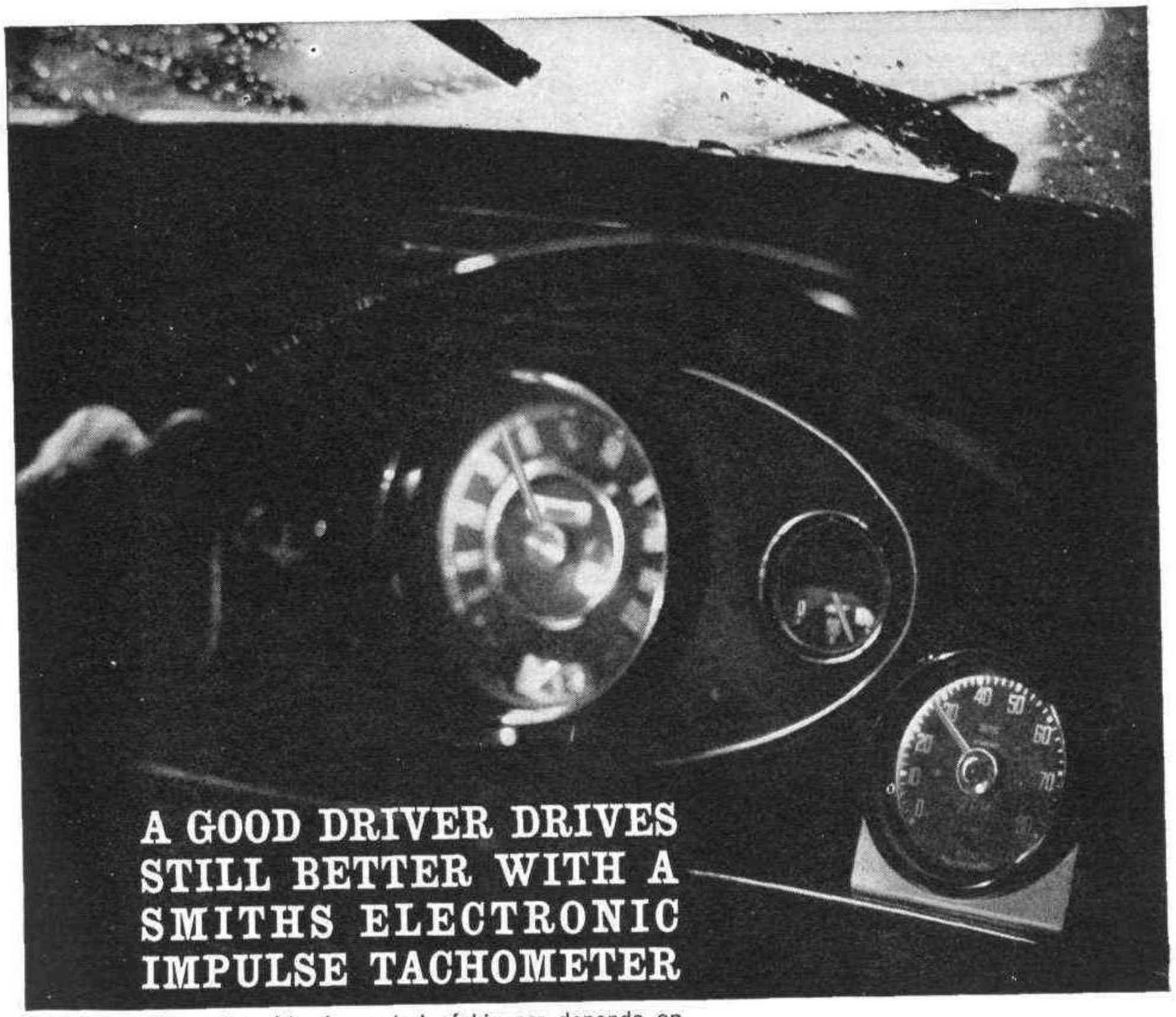
* * *

For a number of years now the name of Valerio Colotti has been known in Grand Prix circles for his designs of gearboxes for various British cars using proprietary engines. His partner in this business from the start was Alf Francis, the chief mechanic of Team Walker, and a friend of Colotti since 1954 when they met at Maserati. At that time Colotti was in charge of chassis and gearbox design for Maserati and Francis was chief mechanic for Stirling Moss, who was racing a 250F Maserati Grand Prix car. When Maserati withdrew from Grand Prix racing, Colotti and Francis got together and formed Studio Tec Mec, later changed to Gear Speed Developments, and today G.S.D. have a flourishing business doing design work for many other things besides Grand Prix cars, and recently they moved into a brand new factory at Maranello next door to Ferrari, where they intend to become independent of outside machine shops and foundries, for in the past many of their failures could be attributed to poor workmanship by contract firms. The most recent success of the Colotti-Francis G.S.D. gearbox activity was at Indianapolis, where their heavy-duty 4-speed gearbox/final-drive unit was used on the Lotus 29 cars that finished second and seventh.

* * *

At Le Mans this year the Automobile Club de l'Ouest did a remarkable amount of rule bending in order to assist the Lola team. The Lola was delayed on its way from London by bad weather on the Channel crossing and the scrutineers should have closed up at 6 p.m. on Wednesday, but they stayed on until 7 p.m. The Lola had still not arrived so they left a message to say they would be available on Thursday morning, an unprecedented thing at Le Mans, where rules and regulations are usually severely applied. When the Lola did arrive, having been driven from London, there were many things not acceptable to the scrutineers, notably the " chimney " behind the driver's head containing the carburetter intakes, fed from a roof-top inlet. It obstructed rear vision so had to be cut down and intakes made in each side of the body. Relationships between the Lola team and the scrutineers were most amicable at all times and a model for everyone to follow. Eric Broadley and his mechanics politely agreed to alter the car in any way the scrutineers wanted, and worked in the paddock with such calmness and precision of workmanship, that the French were most impressed and did their utmost to help. One feels that the name Lola is one that will be very welcome at Le Mans next year.—D. S. J.

◆◆◆



The racing driver's control of his car depends on knowledge—not just knowledge of how to drive, but the moment-to-moment knowledge he gets from his instruments.

Chief of these is the tachometer. There's no substitute for the information it gives a driver—information which is now available to *you*, whatever car you drive.

SMITHS electronic impulse tachometer is a handsome, superbly accurate instrument, which can easily be fitted to an existing dashboard. It costs only £9.15—not much to pay for the chance of increasing motoring skill, and motoring pleasure too.

If you're experienced enough to take advantage of a tachometer, you might be interested in SMITHS other supplementary instruments, and the attractive sub-panel designed for mounting them below your dashboard.



SMITHS ELECTRONIC IMPULSE TACHOMETER

Write to us (or ask at your Garage) for full information about the electronic impulse tachometer and the complete range of supplementary instruments.

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

ROAD TEST

The Jaguar Mark 10

A 120 m.p.h. very spacious, fully-equipped luxury saloon in the best tradition of the famous make



A GOOD CAR AND THE FUEL TO MAKE IT GO.—A Jaguar Mk. 10 with the Thameshaven Refinery in the background.

FOLLOWING value-for-money perfection in terms of the twin-cam 3.8-litre saloon which it seemed almost impossible to better, the famous Coventry Company brought out the more portly Mk. 10 as a new car at the 1961 London Motor Show. It was fairly universally accepted as the Star of the Exhibition, the " Lyon of Earls Court."

Naturally the critics were avid to write about it but the first road-test reports did not appear until some twelve months later. However, the testers were unanimous that here was another Jaguar " winner," a car well worth waiting for.

MOTOR SPORT likes to form its own conclusions and make its own comments, uninfluenced by the findings of other journals. This became possible in the case of the Mk. 10 after I had driven two different examples of the automatic gearbox saloon a total of nearly 600 miles in a relatively short space of time, during the month of May. I can say right away that for restful long-distance travel at very high speeds this biggest of the Jaguar range is as impressive and effective as one would expect a car watched over by Sir William Lyons' team to be, and that it enhances the already all-but-mystical ability of this Coventry manufacturer to offer a quite outstanding return, in terms of comfort, equipment and very high-performance for a comparatively extremely modest outlay.

For sporting occasions, however, I would prefer to be 3.8 mounted; a friend expressed this succinctly by remarking that no-one in his right mind would *race* a Mk. 10—which is not to say that someone won't try. The object of the Jaguar Mk. 10 is obviously V.I.P. and business executive fast travel in terms of great comfort, but its bulk, weight and somewhat soft suspension has destroyed to some degree the predictability of handling of the slimmer-bodied car using the same twin o.h.c. 3,781-c.c. 6-cylinder engine.

To leave one's summary of the Mk. 10 there would be to do a very fine motor car a grave injustice. It is not merely a 3.8-litre endowed with a more commodious body shell. It has, in fact, many, and very significant, technical innovations over the older Jaguars, such as independent rear suspension and inboard disc brakes, as introduced for the E-type, Burman power-assisted steering, the Jaguar twin side-located fuel tanks, separate master cylinders and pipe-lines to front and rear braking systems, vacuum-control of heating and ventilatory arrangements, dual headlamps in a rather special Lucas combination. These, together with a self-adjusting hand-brake, offer subtle improvements in performance, convenience and security.

Nor must it be thought that the Mk. 10 relies on the older Mk. 2 power unit, for the urge is derived not from this but from the E-type engine which develops a cool 250 b.h.p., or 265 b.h.p. if the 9.0-to-1 c.r. head is specified. This well-established and powerful twin overhead camshaft engine combines well with a Borg-Warner fully automatic transmission, and whether, like Ken Purdy, you root for such automation, or, like myself, prefer to select your own gears, it has to be admitted that this form of gearbox neither impairs the traditional Jaguar (very high) performance nor entirely spoils the skill of driving, for apart from the usual " P, N, D, L, R " selector lever, there is a flick-switch on the facia, convenient to the right hand, for instantly selecting intermediate gear hold, this being a feature of the Daimler Majestic Major but with the switch better-located on the Jaguar.

Indeed, the facia layout and control arrangements bear some resemblance to those of this big V8 Daimler although, in the case of the Mk. 10, tachometer and speedometer are on the right, in front of the driver. The central panel carries the ammeter, fuel gauge, oil-pressure gauge and thermometer, with the lamps switch between these small dials, and, below them, flick switches controlling the interior lighting, panel lights (bright and dim), heater fan, change-over of the twin fuel tanks, wipers and screen-washers. This line of switches is most imposing and each is neatly labelled in white lettering, but as International symbols are not used an Overseas Visitor might take time before playing the correct keys.

The heater controls of the Jaguar Mk. 10 are arranged sensibly for a fast car, inasmuch as three press-buttons below the central drawer-type ash-tray and radio panel select heat, open by vacuum the scuttle ventilator flap, or turn everything off, without the driver having to look down and fumble with quadrant levers. This does mean, however, that there is no progressive control of temperature; the 2-speed fan has to be relied on to vary the quantity of hot air. Separate controls beneath the scuttle select individual ventilation and control the volume of fresh air admitted.

There is a rather mean-sized, but lockable, wooden-lidded cubby-hole, supplemented by a shallow under-facia shelf, but otherwise no stowage for oddments or objects large and small, apart, of course, from the usual rear shelf. There is a large dipping mirror, and I was amused to find that although the anti-dazzle vizors are no longer those remarkable flat boards that were so awkward to use, Jaguar still prefer substantial flaps to soft vizors and provide no vanity mirror for Mrs. Jaguar-Owner. The usual Jaguar handbrake-on warning light that serves also as a warning if brake fluid requires replenishing is retained, and the aforesaid independent brake circuits show a commendable appreciation of the need for safety in these matters in what is a very fast, heavy car existing in the Motorway Age.

A l.h. steering-column stalk controls the direction flashers and headlamp signaller, and the handbrake is well-located below the facia. The steering wheel is unexpectedly small and set sensibly low for good visibility, but the thick side pillars of the windscreen do not carry out this good vision aspect of the big Jaguar. The steering column is adjustable for length but I found the steering wheel, with its thick single spoke and half horn-ring, rather uncomfortable to hold.

Apart from such refinements as an accurate speedometer, steady-reading fuel-gauge and thermometer, and high-class switches, the



A view many drivers see of the 120-m.p.h., very accelerative Jaguar Mk. 10.

Jaguar has such items as a cigar-lighter, a clock incorporated in the tachometer dial, a wind-out radio aerial and a knob for selecting whichever radio loudspeaker is preferred.

The separate front seats are of luxurious dimensions, high of back-rest and provided with individual arm-rests, but they are singularly badly shaped in respect of providing the occupants with lateral support on fast corners.

The Jaguar's interior is a refined affair of highly polished veneered woodwork and good leather, such as is found only in high-quality cars of British manufacture and not at all in automobiles hailing from America.

It is, however, when stepping into the back of a Mk. 10 that the reason for its introduction two and a half years ago, when the 3.8-litre Mk. 2 Jaguar was the epitome of high-speed luxury motoring in the "possible" price-class, becomes apparent. For it offers a very wide back seat and an exceptional amount of leg-room, with unusually wide doors that are entirely in keeping. The squabs of the front seats can be lowered to an almost horizontal position when required as relaxation couches, and their backs contain fold-up wooden shelves, or picnic tables, complete with mirrors—so perhaps, after all, Mrs. and Miss Jaguar-Owner *are* catered for but are expected to occupy the rear compartment, after their menfolk have retired to a more responsible position in front. I should expect to see plenty of Jaguar Mk. 10s at Ascot, if I were to go there instead of frequenting Goodwood or Aintree!

All doors have ventilator panes as well as the main windows, and electric window lifts are an optional extra. So, in spite of the fashionable low roof line, the Jaguar Mk. 10 is intended as a really spacious luxury motor carriage. How does it perform on the road?

Driving the Jaguar

The main impression on taking the wheel of the Jaguar Mk. 10 is of impressively quiet running allied to the tremendous Jaguar performance, accomplished in two-pedal simplicity. The engine is so silent, if a little lumpy at idling speed, that it might well have no valves at all, instead of being an efficient twin overhead camshaft power unit. The engine peaks at 5,500 r.p.m. but will go to 6,000 r.p.m. without concern. Going to the peak-speed maximum, 50 m.p.h. is available in Low-hold, 80 m.p.h. in middle-speed hold, these being genuine, not speedometer, maxima. In fact, at 2,000 r.p.m. in Low gear the car does 18 m.p.h., the speedometer then reading 1 m.p.h. fast, the same crankshaft speed in middle gear representing 28 m.p.h. (the indicated speed then 2 m.p.h. higher), and in top gear this engine speed equals 42 m.p.h. (the speedometer still 2 m.p.h. optimistic).

Driving normally on the Borg-Warner 3-speed automatic gearbox with torque convertor, upward changes occur from low to middle speed at 4,800 r.p.m. (40 m.p.h.) and from middle to top gear at 5,200 r.p.m. (74 m.p.h.), which, using the accelerator kick-down, provides very impressive acceleration; restarts on 1-in-3 gradients are also very easily accomplished. Indeed, using kick-down but not the holds, zero to 60 m.p.h. occupies 11.4 sec., to 70 m.p.h. a matter of 14.6 sec., and to 80 m.p.h. the time required is but 19.0 sec. The following mean acceleration figures (best times within parentheses), after speedometer correction, can be compared with these times, for they were obtained using low- and middle-speed holds, and show how closely the automation has been arranged to correspond with manual gear-changing—the lever on the right of the steering column, illuminated at night, functions with moderate precision for changing out of Low, but is too short for convenient handling:

Acceleration:	0- 30 m.p.h.	= 4.3 sec.	(4.1 sec.)
	0- 40 ,,	= 6.0 ,,	(6.0 ,,)
	0- 50 ,,	= 8.5 ,,	(8.5 ,,)
	0- 70 ,,	= 14.3 ,,	(14.2 ,,)
	0- 80 ,,	= 17.8 ,,	(17.6 ,,)
	0- 90 ,,	= 23.7 ,,	(23.4 ,,)
	0-100 ,,	= 30.0 ,,	(29.0 ,,)
	s.s. ¼-mile	= 17.5 ,,	(17.4 ,,)
Speed:	Low gear	= 50 m.p.h.	
	Middle gear	= 80 ,,	
	Top gear	= 120 ,,	

While these are satisfactory, indeed, extremely impressive figures for so roomy and large a motor car, the splendid V8 Daimler Majestic Major saloon (*see* last month's issue of MOTOR SPORT) is fractionally faster; it also contrives to accelerate considerably better and gave a rather more economical petrol consumption! Admittedly the Mk. 10 is available with 9-to-1 c.r., when it develops 265 (gross) b.h.p., but we tested it in the form in which it is normally supplied.

The Jaguar rides very comfortably, with only moderate roll on fast corners, which it takes with understeer, and on wet roads the tenacious road-clinging is highly commendable and fully justifies the incorporation of the E-type independent rear suspension, which also, no doubt, is responsible for the good ride of this large car. But the outstanding comfort has to be paid for in a suspension system so soft that there is considerable dive on entering fast corners and this spoils the precision with which an experienced driver would otherwise be able to "place" the car. Moreover, the Burman power-assisted steering, while being very light even at a crawl, is insensitive, and unacceptable to fast drivers, especially as the 17-in. steering wheel needs nearly four turns, from lock-to-lock. The turning circle of approximately 40 feet is very useful in a car of this size, however. The Dunlop disc brakes, inboard at the rear, work impeccably, and the Kelsey-Hayes vacuum-servo makes retardation of this 2-ton automobile from three-figure speeds merely a matter of gently resting a foot (left or right, depending on personal two-pedal technique—the enormous brake pedal encourages either) on the appropriate pedal. The automatic transmission cannot be said to be free from jerks.

Change of Jaguars in mid-test prevented any worthwhile check of oil consumption, but fuel consumption of 97-octane

Continued on page 545

THE JAGUAR MK. 10 SALOON (AUTOMATIC GEARBOX MODEL)



Engine: Six cylinders, 87 × 106 mm. (3,781 c.c.). Overhead valves actuated by twin overhead camshafts. 8.0-to-1 compression-ratio. 250 (gross) b.h.p. at 5,500 r.p.m.
Gear ratios: Automatic gearbox. Low, 17.6-8.16 to 1; Intermediate, 10.95-5.08 to 1; Top, 3.54 to 1.
Tyres: 7.50 × 14 Dunlop RS5 on bolt-on steel disc wheels.
Weight: Not weighed. Maker's figure: 37.3 cwt. (kerb weight).
Steering ratio: 3.7 turns, lock-to-lock.
Fuel capacity: 20 gallons (in two separate 10-gallon tanks).
Wheelbase: 10 ft. 0 in.
Track: 4 ft. 10 in.
Dimensions: 16 ft. 10 in. × 6 ft. 4 in. × 4 ft. 6¾ in. (high).
Price: £1,785 (£2,157 8s. 9d., inclusive of purchase tax).
Makers: Jaguar Cars Ltd., Browns Lane, Allesley, Coventry, England.



JUST ONE vehicle of the many hundreds of thousands throughout the world equipped with braking systems designed by Girling — millions of times a day these systems will be called upon to bring vehicles to a stop. We at Girling are fully aware of our responsibilities: and our approach to the problems of research, design, development and manufacture of Girling products is to aim at nothing short of perfection and justify our claim to make the Best Brakes in the World.

Disc Brakes of Girling design are fitted on front wheels to the Fiat Sedan 1300, 1500 models and on all four wheels to the Fiat 1600 S, 1800 B, 2300 and 2300 S models

GIRLING BRAKING SYSTEMS

provide balanced braking for every application

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

RACING AT WHITSUN

GOODWOOD (June 3rd)

The B.A.R.C.'s National British Race Meeting at Goodwood on Whit Monday June 3rd, although being the secondary meeting to their Crystal Palace International Race Meeting held simultaneously, provided Ferrari an opportunity for free practice for the R.A.C. Tourist Trophy, due to take place on the Sussex circuit on August 24th. Two GTO Ferraris were entered for the main event of the day, the 21-lap Whitsun Trophy for G.T. cars, under the auspices of Maranello Concessionaires, one being a brand-new red car which only arrived in this country a few days before the event, the other being the well-known, off-white 1962 car. In addition Chris Kerrison had entered his low-line 250 GTO Speciale and Geoff Richardson, an elderly, pinkish-red, road-going 250 GT. The only car to promise any serious opposition to Mike Parkes in the new Ferrari and Mike McDowell, one time Formula Two Cooper driver, in the other Maranello car was Brian Hetreed's ex-Mike Salmon Aston Martin Zagato. Despite the stiffness of the new Ferrari's engine, for which b.h.p. figures are not disclosed, Parkes' best practice lap time of 1 min. 30.0 sec. (96.00 m.p.h.) gained him pole position with McDowell and Kerrison alongside. Fastest of the smaller G.T. cars was Graham Warner's Lotus Elan with 1 min. 37.2 sec.

Parkes made one of the poorest starts of his career allowing McDowell to lead away whilst Gordon Jones' Marcos sneaked by on Parkes' right. Parkes soon made up the lost ground, however, taking the lead from McDowell at Lavant straight on the second lap and pulling steadily away to cross the line an apparently easy winner from McDowell and Kerrison. Hetreed never did have a chance to show his paces, spinning at Lavant and damaging the front offside wing. Fourth place, and first in the 1,151 to 1,600 c.c. class was Warner in the Elan, which he spun on the first lap and spent the early part of the race making amends. And amends he made by breaking the lap record for G.T. cars up to 2,000 c.c. (held until then by Graham Hill in a Porsche at 1 min. 40.2 sec.) with a time of 1 min. 38.4 sec. (87.80 m.p.h.)—an incredible performance on a wet track!

The six-race programme was headed by a 10-lap saloon car race qualifying for the Spring Grove Saloon Car Championship. Mike Salmon (Jaguar 3.8) had no opposition to really worry him, leading the entire length of the race and finishing almost a lap ahead of " Doc " Merfield, driving his Lotus Cortina. The most interesting duel of the day was provided by Merfield, Allan Allard (supercharged Allardette), Mike Cave (Austin A40) and J. Lewis (Mini-Cooper " S "), all of whom attempted to wrest second place at one point or another; Lewis just getting third place coming out of the *chicane* on the last lap from Allard and Cave. The rules of the Spring Grove Trophy, whereby only two capacity classes, up to 1,200 c.c. and over 1,200 c.c. are used for claiming points meant that Merfield, although finishing second to the Jaguar, was " cheated " out of an up to 1,600 c.c. class win, which he would have gained had the usual classifications applied. The Historic Racing Car event saw Peter Waller's, 6-cylinder supercharged 1,488 c.c. E.R.A. R9B beat the Hon. Patrick Lindsay's ex-Bira 1,498 c.c. E.R.A. "Remus"; Waller leading in the opening laps until overtaken by Lindsay, who led for three laps until Waller regained the lead at the *chicane* on the last lap. Lindsay took second place after a bumpy ride on the grass. Third was John Freeman's Aston Martin, fourth Tony Charnock's mixed vintage, 4.3-litre Alvis and fifth the ex-Bira V12 Osca driven by the bearded Morin Scott.

The 15-lap race for sports cars was won by Bill de Selincourt in John Coundley's wire wheeled, 2.7-litre Lotus 19, after a slow start from Syd Fox's Lola-Climax, Chris Williams' Lotus 23 and R. Benson's Elva-Climax Mk. VII. Stephen Miniprio's Elva-Ford Mk. VII was unfortunate to sustain engine bearing trouble after leading in the early stages—perhaps that will entice him to fit a Coventry-Climax engine that was reputed to power his Elva in the programme! — E. L. W.

CRYSTAL PALACE (June 3rd)

Despite the fact that the scheduled Formula One race was cancelled, the large Bank Holiday crowd at Crystal Palace watched some excellent short distance races of the type which British organisers do so well and for most of the day spectators sat in their shirt sleeves, roasting in warm sunshine.

First on the bill was a 10-lap heat for Formula Junior cars, the Anerley Trophy being run in two 10-lap heats and a 20-lap final. This saw some pretty fierce racing between the Brabhams of Hulme and Gardner and Richard Attwood's Lola with Peter Arundell in the works Lotus 27 unable to get anywhere near them and having a very hairy drive as the car was cornering in a most un-Lotus-like manner. Chris Amon, driving one of Tyrell's Coopers in place of Peter Proctor who has temporarily lost his driving licence, spun at North Tower bend and took Mike Spence (Lotus 27) with him, both cars being put out of the race.

This race was followed by the second heat of the F.J. event which was won at a canter by Alan Rees' Lola from the Brabhams of John Dunn and Rodney Banting. The pace in this heat was much slower than in the first one and Rees would only have finished fifth in the first race.

The over 1,300 c.c. 15-lap saloon car race saw another victory for Jack Sear's Ford Galaxie. Roy Salvadori tried to keep up in Tommy Atkins' 3.8 Jaguar but he could not even out-corner the Ford which rolled much less. Graham Hill was third in Coombs' 3.8 Jaguar and Sir Gawaine Baillie finished fourth in his Ford Galaxie and was catching Hill towards the end. Bill Aston was fifth in his 3.8 and an excellent sixth was Jimmy Blumer in his Ford Cortina ahead of Powell's 3.8 which lost its bonnet early in the race. Richie Ginther, driving one of the Willment Cortinas, harried Powell unmercifully, forcing the Jaguar into lurid opposite lock slides. When lapping Crawford's Rapier, Ginther placed his bonnet against the tail of the Rapier and pushed it hard through North Tower bend to the delight of the crowd!

The main event on the programme was a 36-lap race for sports cars over 1,150 c.c. which actually proved to be the least interesting race of all. Fresh from his Indianapolis and Mosport adventures Jim Clark was driving one of the Normand Lotus 23Bs with Mike Beckwith driving the other team car. However, it was Roy Salvadori who took the lead in Atkins' Cooper-Monaco and he gradually extended his lead over Clark, breaking the sports car lap record in the process. Trevor Taylor, also driving a Lotus 23B, was third ahead of Beckwith for four laps then Beckwith passed him. Taylor was suffering from grabbing brakes and he eventually smote the bank at Ramp Bend, tearing off the nose of the Lotus and holing the radiator. Salvadori lost the clutch of the Cooper after 25 laps and retired, leaving Clark and Beckwith to reel off the laps, chalking up yet another success for the Normand cars. Keith Greene drove well in his Lotus 23B to finish third, the only other car on the same lap as Clark and Beckwith.

A 1,300 c.c. saloon car race was dominated by Mini-Coopers, the only non-Mini being Anita Taylor's Ford Anglia. The three works Mini-Cooper S-types of Whitmore, Hopkirk and Rhodes looked to have things sewn up as they circulated nose to tail, but Christabel Carlisle had other ideas and on the last lap she forced her Don Moore tuned S-type past Rhodes into third place, whereupon the female element in the crowd went berserk.

Finally, with rain clouds threatening, came the 20-lap final of the Anerley Trophy F.J. race. This proved to be a repeat of the first heat with Hulme and Gardner fighting it out in Brabhams. Gardner led for the first two laps then Hulme went into the lead and held it to the finish, winning by 1.2 sec. Alan Rees finished third in his Lola from David Hobbs' Lola and Peter Arundell's Lotus 27 which was still handling very badly. John Fenning suffered deranged steering on his Lotus 27 at South Tower Corner and came to rest without hitting anything while Paul Hawkins lost his brakes on Ian Walker's Brabham and hit the wall at Ramp Bend.—M. L. T.

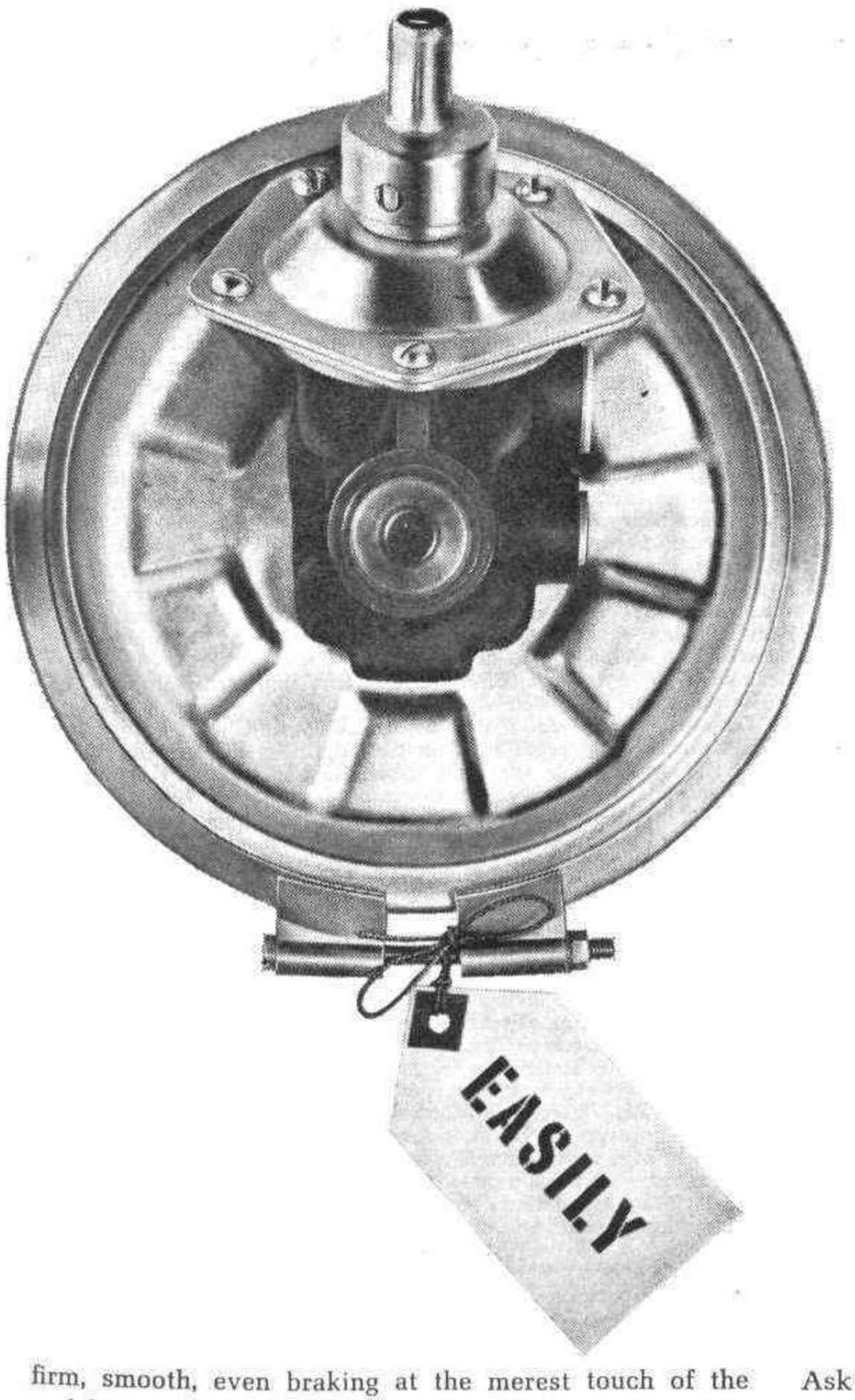
ANOTHER IMPOSITION

A clause of the 1962 Finance Act refers to all vehicles on the road requiring a " Road Fund " Licence, whether or not they are proceeding under their own power. This means that you can no longer legally tow a broken-down or immobile car. What a fine piece of grab-grab on the part of an anti-motoring Government! Once again the Motor Trade benefits, at the expense of the private motorist, who will have to hire a lorry or trailer to move a broken down vehicle or an old car being collected for restoration. This ruling is not widely known. One of the first to suffer was Basil Davonport, towing " Spider " home from Wiscombe on safe racing tyres, as he has done for many years without any trouble. But under a Tory Government, with Marples as M.o.T. . . .

S T

The most worthwhile 'extra' you can ever buy for your car

Your car's brakes are perfectly efficient. And provided yo
keep them properly serviced they will always give yo
good, reliable braking.
But—if you take pride in the degree of 'feel' you hav
for your car, and if you believe that polished driving i
good driving, then you will recognise the worth of
Lockheed power braking unit.
It is an extra, true, but an extra that adds something tangibl
to your driving, to your comfort and to the enjoyment yo
get from motoring. For it gives you effortless braking—



D

firm, smooth, even braking at the merest touch of the pedal. It gives you a vital edge of speed control in traffic. And, by improving the feel you have for your car, power braking adds an extra gloss of assurance to every mile you drive.

For every car . . .

with hydraulic brakes there is a suitable Lockheed power braking unit. Cost—£13 plus a small fitting charge. Fitting is simple and quick and affects no other part of the car than the braking system. Servicing—also simple. Reliability? Ask one of the thousands of motorists already using Lockheed power braking. Your nearest approved fitting agent or your local garage has full details.

REGD TRADE MARK

LOCKHEED
POWER BRAKING

AUTOMOTIVE PRODUCTS GROUP Makers of Lockheed brakes and hydraulic equipment, Borg & Beck clutches, Purolator filters, Thompson steering joints—and components for aircraft, ships and industrial applications. AUTOMOTIVE PRODUCTS COMPANY LIMITED, BANBURY, OXON

XXI MONACO GRAND PRIX

B.R.M. Sweeps the Board

MONTE CARLO, *May 26th.*

THIS year it was the turn of the Monaco Grand Prix to be called the Grand Prix of Europe, but more important it was the first Grande Epreuve of the 1963 season. This was unfortunate in some ways because it did not encourage anyone with a new design to try it out, the accident hazard on the street circuit being rather formidable. However, some new designs were entered but none of them arrived, so the field was composed of cars already seen in racing.

By reason of a length of only 3.145 kilometres, the Monaco circuit is only permitted 16 starters and the usual thing is to invite the major factory entries and make up the remainder from those that are fastest during practice. There was some grumbling this year as no factory entries were guaranteed places on the starting grid, but five drivers were invited, irrespective of the cars they drove. These five were made up from the current World Champion and any ex-World Champion, and any past winner of the Monaco Grand Prix, which meant Graham Hill, Phil Hill, Brabham, McLaren and Trintignant, driving, respectively, B.R.M., A.T.S., Brabham-Climax, Cooper-Climax, and Lola-Climax as Reg Parnell had arranged to lend the Frenchman a car for this race. This arrangement of invitation meant that five makes of car had a guaranteed start but Lotus-Climax and Ferrari had to compete for a place on the grid, during practice, along with the second car from each team.

Altogether twenty-four entries were allowed for practice but at the first session on Thursday afternoon this number was drastically reduced by the withdrawal of Phil Hill and Baghetti with the A.T.S. cars as they were still not ready, Settember and Burgess with the Sirocco-B.R.M. V8 cars for similar reasons, Campbell-Jones with Parnell's Lotus-B.R.M. V8 as it had broken its gearbox at the Rome G.P. the week before, the 8-cylinder de Tomaso which had also suffered at Rome, the Centro-Sud entry of Bandini with an ex-works B.R.M. as the Bourne team needed the car themselves as a spare, and de Beaufort who withdrew his Porsche as he had been persuaded that he would be unable to qualify amongst such a strong entry. The Frenchman Collomb was allowed to take over de Beaufort's entry with his Lotus-Climax V8, so there were only seventeen cars out for practice, of which obviously Collomb was going to be the one left out. In consequence there was no need for fast lap times in order to start in the race, but all the efforts were directed to positions on the starting grid, which was a more normal state of affairs.

The Brabham Racing Organisation entered Jack with the car he used at Silverstone and Gurney with a brand new one, virtually the same mechanically but with more cockpit room, for the lanky American, and the fuel tanks alongside the cockpit forming the body sides, as on the works Coopers. On this new car the gear-change rods run along the top of the chassis with a long rod diagonally over the VW gearbox casing, from a right-hand lever in the cockpit, whereas the original car has a left-hand lever with the rods running under the side of the Coventry-Climax V8 engine. Both cars were using the latest short-stroke, fuel-injection engines, with Australian-manufactured exhaust tail-pipes and megaphones. Finished in dark green with a gold stripe, the cars looked very smooth and were nicely turned out. The B.R.M. drivers Hill and Ginther were still using the 1962 cars with new engines, as raced at Silverstone and elsewhere, both having the lighter bolted-on front wheels, and they had an earlier car as a spare, this being the car Bandini drove at Silverstone, it not being available again to Centro-Sud until B.R.M. have built their new cars. McLaren and Maggs were with the works Coopers, with Ken Tyrell in charge as John Cooper was still convalescing from his crash in the "Twinny-Minny." These were the 1963 cars that ran at Silverstone, and had protecting bars fitted round the back of the gearboxes as the rather vulnerable oil pump and pipes project out the rear. Team Lotus produced a brand new Lotus 25 for Jim Clark to the pattern of last year's cars, so that Trevor Taylor took over the car Clark had used at Silverstone and elsewhere, both these having 1963 injection Coventry-Climax V8 engines, and the 1962 engined Type 25 car with Weber carburetters became a spare. Clark's car had the latest version of Coventry-Climax short-stroke engine with an improved power curve that gave a slightly wider rev.-range. Bonnier was driving the Team Walker 1962 Cooper works car, which they have now bought from the factory, fitted with a 1963 Climax V8, while the Ken Gregory/Pa Moss British Racing Partnership team had their two Lotus 24 cars, both with B.R.M. V8 engines, Ireland's car having a 5-speed Colotti gearbox and Jim Hall's a 6-speed Colotti box. Both cars had bumper bars mounted in front of the radiators, under the nose cowlings, which were cut back very short and blunt. Obviously the B.R.P. cars were expected to be behind in any multiple melee and to run into things, whereas the works Coopers were anticipating being out in front and being struck from behind. Reg Parnell Racing had two Lolas, both with 1962 Coventry-Climax engine and Weber carburetters, Chris Amon having the last one that was built, with fabricated front suspension uprights, and Trintignant having one of the earlier cars, with a similar engine. Both cars were using Colotti gearboxes, the first with six speeds and the second with five speeds. Ferrari had but two cars, identical to those seen at Silverstone, and both had alternative nose cowlings that were short and blunt in comparison to the normal long noses; they also had available long and short megaphone tail-pipes the long ones seeming to give better results. Drivers were naturally Surtees and Mairesse, and a full complement of engineers and technicians were in attendance for this first important outing. To complete the field were the two private owners, Siffert with his Lotus-B.R.M. V8 and Collomb with his Lotus-Climax V8.

First practice took place on Thursday afternoon in warm sunshine, and most people spent the time adjusting their cars and drivers to the circuit, so that lap times were not very outstanding, except for Clark, who got one in at 1 min. 35.3 sec., which improved on his best lap in 1962 practice, of 1 min. 35.4 sec., and on his last record set up in last year's race of 1 min. 35.5 sec. Not content with this he went out in the spare Lotus, with last year's engine, and recorded 1 min. 36.7 sec., which proved to be second fastest lap of the afternoon. The best anyone else could do was 1 min. 37.0 sec., which was recorded by Graham Hill and Ginther. Considering this was the first big race of the season there was rather a lot of mechanical trouble amongst the cars, Brabham's Climax engine breaking a valve, which made a mess of of the inside, McLaren's Climax engine having trouble with its Lucas fuel-injection installation, Surtees being stopped very short in practice by a water leak that could not be got at easily, and Ginther's B.R.M. V8 seemed to show symptoms of valve or tappet trouble, but proved to be all right and was merely showing temperament over an unsuitable combination of temperature and sparking plugs. This first practice session was not unduly exciting but it did indicate that times of under 1 min. 40 sec. were going to be minimum standard and under 1 min. 36.0 sec. to be seriously in the running. It is worth noting that since last year the time-keeping arrangements were altered, for in order to avoid any repetition of the multiple crash at the hairpin after the start, the grid was moved to the inland side of the pits island, a little way down from the Royal Box, and the timing line was situated behind the starting grid, not far from the Gasworks hairpin exit. Previously the timekeepers' line has been just near the braking point for the hairpin, so that in practice a crafty driver could get an extra fast lap time by leaving his braking absurdly late for the hairpin and taking to the escape area. With the new arrangement cars were timed as they accelerated away from the hairpin, so that lap times were more consistent, and genuine.

After the Formula One practice two Heats of Formula Junior cars took to the circuit in practice for the Monaco-Junior race on the Saturday afternoon, and on Friday morning, at a very early hour, they were out again, so that mechanics did not have much time for preparation or modification. Just before 7.30 a.m., while the sun was getting up but the air was still cool, the Grand Prix cars came out again, all that is except Brabham, who was preparing to fly his wrecked engine back to England to repair it. Both Ferraris and both B.R.M.s seemed to be in good form and were going very swiftly, and Mairesse got down to 1 min. 36.0 sec., but meanwhile Clark was biding his time. While Graham Hill was rolling smoothly round the Station hairpin and the engine was picking up instantly, the Ferraris were running wide as weight transfer caused violent understeer to set in, which delayed them in snapping open the throttle; however, the Italian cars were handling well on the faster corners and after a while Surtees

began to get in his stride, and for a time Gurney hung on to his tail but three really quick laps in 1 min. 36.3 sec., 1 min. 35.6 sec. and 1 min. 35.2 sec., not only shook Gurney off but brought Clark into action. The Lotus 25 was suffering from weight transfer as was the Ferrari, on the downhill hairpins, but in addition it was locking the right front wheel under heavy braking, though it did not seem to worry Clark. Although the Lotus driver tried hard there was too much traffic about for a clear run, essential to an F.T.D. lap, so he stopped without improving on the time Surtees had made. The Ferrari driver then went out again with some different wheels and tyres on the rear, but by mistake a buckled wheel was fitted and he soon stopped to have another one put on. With only a few minutes of practice left there was a sudden rush of star drivers, and Clark, Surtees, Graham Hill, Ginther, Ireland, Gurney and McLaren were all out together and really trying, so that although the circuit was not empty the tempo was very conducive to high-speed lappery. Ireland was really charging about the place and did 1 min. 35.5 sec., Ginther was trying visibly and did 1 min. 35.8 sec., and Graham Hill did 1 min. 35.7 sec. without appearing to be working very hard. Amongst all this lot was Clark and as the practice session came to a close he did 1 min. 35.2 sec., equalling fastest time to date by Surtees, and followed this with a shattering 1 min. 34.3 sec., which stopped any further argument about F.T.D. Not everyone was so happy, for Bonnier had the teeth come off 4th gear in his Cooper gearbox and Trintignant suffered the Brabham trouble of a broken valve which wrecked the Climax engine in the Lola. It is interesting that while all the cars had 5- or 6-speed gearboxes most of them were geared to use only four; in Bonnier's case, for example, he used the lower four gears only. To use all six gears on the slow and twisty Monte Carlo circuit would have meant spending too much time on gear-changing and every fraction of a second spent changing gear is a fraction of a second when the car is not being accelerated.

The final practice session took place on Saturday afternoon at 2 p.m., for an hour and a quarter, and the whole question of who was going to start was more than settled, for Trintignant's engine was irreparable and as he was getting a high starting-money price Reg Parnell had little choice but to give him Amon's car and ask the New Zealander to stand down. In addition it was unlikely that Collomb would be allowed to start unless he was able to break the 1 min. 40 sec. mark, so it looked as though the maximum of 16 starters would not be reached. Meanwhile Phil Hill was sitting about in the pits with nothing to do, which was a pity when Lotus and B.R.M. both had a spare car. In consequence of the depleted field there was not an undue amount of over-dicing during this final period, Clark being content to try his car with full petrol tanks, doing 1 min. 35.5 sec., but Gurney began to get the feel of the Brabham and did an excellent 1 min. 35.8 sec., only to suffer "Climax trouble," a valve head breaking off and smashing a piston. Surtees was not convinced about the Ferrari brakes, and on one lap arrived too fast at the *chicane* and bounced off the barriers, which bent the lower right-hand front wishbone and cracked the chassis frame, and put a stop to his practice. McLaren had had another engine installed in his Cooper and was beginning to get it sorted out, and Hill and Ginther were still trying to improve their positions on the starting grid, experimenting with different suspension springs. That they were successful was evidenced by Hill recording 1 min. 35.0 sec. and Ginther 1 min. 35.2 sec., but they both looked as if it had been hard work. Just for fun Clark went out in the practice Lotus 25, with the carburetter engine, and did 1 min. 35.2 sec.! The Swiss driver Siffert did 1 min. 39.4 sec. in his Lotus-B.R.M., but neither Jim Hall, Trintignant nor Collomb could break 1 min. 40 sec. The unhappy Brabham team went away to break the sad news of another blown-up Climax engine to Jack Brabham when he returned with his repaired engine, Ferraris went away to mend Surtees' car, and Team Lotus to wonder what would go wrong in the race, as practice had been so trouble-free.

There followed two Junior Heats over 16 laps each and a Final of 24 laps for the eleven fastst from each Heat. In the first Heat Arundell won with a Team Lotus 27 "monocoque" Ford-engined car, and in the second Heat Frank Gardner won with an Ian Walker Brabham-Ford and at a higher average speed than Arundell. Having won the Junior race twice before, Arundell was out for a third victory, but his rear axle broke-up on the opening lap of the Final, and it looked like a win for Gardner, but Attwood in the Midland Racing Partnership Lola-Ford was in terrific form, having finished second to Arundell in Heat 1, and he fought and beat Gardner fairly and squarely, while Schlesser in another Brabham harried them both. So hot was the pace that all three of them broke the old Junior lap record of 1 min. 42.7 sec., and Gardner finally staggered everyone with a lap in 1 min. 39.5 sec., the first one under 1 min. 40 sec., and quite a number of Grand Prix drivers went home wondering what they had been doing with 4 o.h.c. V8 engines and 180 b.h.p.

PRACTICE TIMES

No.	Driver	Car	Thurs-day	Friday	Satur-day
3	J. Brabham	Brabham-Climax V8	1. 44.7	—	—
4	D. Gurney	Brabham-Climax V8	1. 38.9	1. 36.1	1. 35.8
5	R. Ginther	B.R.M. V8	1. 37.0	1. 35.8	1. 35.2
6	G. Hill	B.R.M. V8	1. 37.0	1. 35.7	**1. 35.0**
7	B. McLaren	Cooper-Climax V8	1. 43.8	1. 38.3	1. 36.0
8	A. Maggs	Cooper-Climax V8	1. 38.4	1. 37.9	1. 39.1
9	J. Clark	Lotus-Climax V8	**1. 35.3**	**1. 34.3**	1. 35.5
10	T. Taylor	Lotus-Climax V8	1. 39.1	1. 37.2	1. 38.6
11	J. Bonnier	Cooper-Climax V8	1. 42.5	1. 39.4	1. 38.6
12	J. Hall	Lotus-B.R.M. V8	1. 41.0	1. 41.7	1. 43.6
14	I. Ireland	Lotus-B.R.M. V8	1. 37.9	1. 35.5	1. 35.7
15	C. Amon	Lola-Climax V8	1. 43.8	1. 41.4	—
17	M. Trintignant	Lola-Climax V8	1. 43.0	1. 41.3	1. 48.9
20	W. Mairesse	Ferrari V6	1. 37.6	1. 36.0	1. 35.9
21	J. Surtees	Ferrari V6	1. 38.7	1. 35.2	1. 36.5
24	B. Collomb	Lotus-Climax V8	1. 46.8	1. 43.3	1. 44.9
25	J. Siffert	Lotus-B.R.M. V8	1. 41.7	1. 40.9	1. 39.4
T1	G. Hill	B.R.M. V8	1. 45.3	—	—
T2	J. Clark	Lotus-Climax V8	1. 36.7	—	1. 35.2

Sunday was another glorious day and by 1 p.m. the cars began to arrive at the pits and prepare for the start which was due at 2.45 p.m., the race being over 100 laps of the town circuit. When Brabham had arrived back with his repaired engine and heard about Gurney's disaster it was decided that he should start in the race and Brabham would stand down, but then, after a certain amount of "arranging," Chapman was persuaded to lend Brabham the spare works Lotus 25. Gradually the field of 15 starters assembled at the pits, and towards 2.30 p.m. the cars were lined up on the grid in offset pairs, with Clark and Hill on the front row and poor old Brabham on his own in the back row. Prince Rainier of Monaco opened the circuit officially in a drop-head Super 90 Porsche and the drivers were given final instructions by Louis Chiron, who was acting the part of Race Director in his usual excited fashion, and then all was set for the start of what was undoubtedly going to be an exciting race.

↑

9 Clark (*Lotus-Climax V8*) 1 min. 34.3 sec.

6 G. Hill (*B.R.M. V8*) 1 min. 35.0 sec.

21 Surtees (*Ferrari V6*) 1 min. 35.2 sec.

5 Ginther (*B.R.M. V8*) 1 min. 35.2 sec.

14 Ireland (*Lotus-B.R.M. V8*) 1 min. 35.5 sec.

4 Gurney (*Brabham-Climax V8*) 1 min. 35.8 sec.

20 Mairesse (*Ferrari V6*) 1 min. 35.9 sec.

7 McLaren (*Cooper-Climax V8*) 1 min. 36.0 sec.

10 T. Taylor (*Lotus-Climax V8*) 1 min. 37.2 sec.

8 Maggs (*Cooper-Climax V8*) 1 min. 37.9 sec.

11 Bonnier (*Cooper-Climax V8*) 1 min. 38.6 sec.

25 Siffert (*Lotus-B.R.M. V8*) 1 min. 39.4 sec.

12 Hall (*Lotus-B.R.M. V8*) 1 min. 41.0 sec.

17 Trintignant (*Lola-Climax V8*) 1 min. 41.3 sec.

3 Brabham (*Lotus-Climax V8*) 1 min. 44.7 sec.

N.B.—Brabham's time was done with his Brabham-Climax V8, he did not practise with the Lotus 25.

Non-starters: C. Amon (Lola-Climax V8), 1 min. 41.4 sec.
B. Collomb (Lotus-Climax V8), 1 min. 43.3 sec.

Did not arrive for practice: I. Burgess (Scirocco-B.R.M. V8).
T. Settember (Scirocco-B.R.M. V8).
J. Campbell-Jones (Lotus-B.R.M. V8).
G. Baghetti (A.T.S.).
P. Hill (A.T.S.).
E. Nasif (de Tomaso 8-cyl.).
L. Bandini (B.R.M. V8).
G. de Beaufort (Porsche 4-cyl.).



Golden sands and sparkling sea . . . getaway realm! Sparkling, laughing, good-to-be-alive . . . getaway people! Put your right foot down! Meet the smoothness of Super National. Getaway people get Super National.

GETAWAY PEOPLE

GET SUPER NATIONAL





M156/11

With one minute to go the engines were running and when the flag fell all fifteen cars got away to a perfect start amid a surprising amount of rubber smoke, and the two B.R.M.s led up the hill to the Casino, and were still in command at the end of the opening lap, the order being Hill (B.R.M.), Ginther (B.R.M.), Clark (Lotus), Surtees (Ferrari), McLaren (Cooper), Ireland (Lotus), Gurney (Brabham), Maggs (Cooper), Mairesse (Ferrari), Taylor (Lotus), and the rest, with Jim Hall bringing up the rear. The first nine cars were literally nose-to-tail, and Clark was trying to get past Ginther, but the B.R.M. kept out-accelerating the Lotus from the corners, and it was not until lap five that he managed it. In spite of new tyres and full tanks the pace was very fast, Ginther being credited with 1 min. 38.9 sec. on lap four, but clearly this was everyone's lap time for the first nine cars were still in line and almost touching one another on the slow corners.

Clark was now trying desperately to get past Hill, driving first one side and then the other, but there was no way through. On lap seven the Lotus passed the B.R.M. on the inside of the Gasworks hairpin, but Hill had a better line and won the acceleration match away up past the pits. Then Clark got by and led Hill down to the Station hairpin, only to arrive too fast and run wide, letting both B.R.M.s nip by on the inside. In spite of this furious battle for the lead the majority of the field were keeping up, Ginther, Surtees, McLaren, Ireland, Gurney, Maggs and Mairesse all being one behind the other as if tied together. Clark soon got back into second place and on lap 10 was once more alongside Hill going into the Gasworks harpin, but the B.R.M. driver was back in the lead as they left the hairpin. Hill was taking a wide sweep to the left before locking over for the right-hand hairpin so that he could come out of it in the centre of the road, accelerating hard from the apex, but this meant that there was room for Clark to get alongside at the entry, cut-in tight across the apex and come out on the outside or left-hand side of the road, but down the camber, and consequently he could not apply full power as early as the B.R.M. Hill had the better and faster line round the corner but it needed a lot of will power to keep over to the left while Clark went by on the inside, for had the third man followed the Lotus through on the inside Hill would have found his way blocked when he came to accelerate. Luckily his team-mate Ginther was third so this situation did not arise.

Already trouble had struck at the end of the field for Siffert had a connecting rod come out of the side of his B.R.M. engine, and spewed a lot of oil around the Gasworks hairpin. Behind the first nine cars Taylor (Lotus), Bonnier (Cooper), Trintignant (Lola), Brabham (Lotus) and Hill (Lotus) were all spreading out and running their separate races, but not so at the front of the field, for Clark was still trying to get by Hill, leading yet again round the Gasworks turn but being passed on acceleration. Brabham was now having trouble with changing gear on his borrowed Lotus 25, and Bonnier came into the pits on lap 14 to explain that it felt as if the gears were jumping out of engagement, and the revs were going sky-high in consequence. As the engine had already been over 11,000 r.p.m. without bursting his mechanic sent him off back into the race. On lap 17 Hall stopped briefly to report a noise in the transmission and went on again, but not for long as on lap 20 a gear in the drive to the axle sheared its teeth and that was that. On lap 17 Clark was once more out-accelerated from the Gasworks turn, but this time he was alongside as they raced by the pits, and up through the town he got in front, to lead for the rest of the lap, but Hill was not giving up that easily and the two cars were side-by-side all the way along the harbour front, with the Lotus holding a precarious lead as they finished that lap. The whole pack of leading cars were now lapping Brabham, who kept well out of the way, and then they lapped Bonnier, and on lap 21 Clark began to draw away, recording a lap in 1 min. 37.0 sec.

While the battle between the first two cars had been going on Mairesse had moved up two places, having overtaken Maggs and Gurney, and at long last there were signs of the pressure easing off a bit and the first nine cars began to spread out a little, with Clark getting away on his own, but he was by no means confident and kept an anxious eye in the mirror to see where the B.R.M. was. Surtees now began to attack Ginther and McLaren was right behind them, but Gurney coasted into the pits to retire with a broken crown-wheel and pinion. On lap 28 Surtees got past Ginther and set about catching Hill, and at lap 30 Clark was leading by 5 sec., and slowly but surely was widening the gap between his Lotus and Hill's B.R.M., but it was not easy. McLaren was content to sit close behind Ginther in fifth place, and Ireland was not far behind with Mairesse right on his tail, and Maggs was beginning to drop back. Trintignant had been lapped and on lap 34 the Lola burst its Climax engine and he retired, so that there were only eleven cars left running. Surtees was now right behind Hill but was having a bad time as the B.R.M. was throwing out oil which was covering the Ferrari driver's face and goggles, but he hung on grimly. Bonnier's trouble was getting worse so he stopped once more, and it was discovered that he had pressed so hard on the clutch pedal that the stop for the operating lever at the clutch itself had been bent and the clutch was not going home properly, which was causing the revs to shoot up and give the impression of gears not engaging. A temporary repair was made and he set off again, but a long way behind everyone else. After 37 laps Mairesse coasted into the pits to retire with a broken pinion gear in his final drive, and at the same time Taylor overtook Maggs and moved into seventh place. Ireland was running on his own by now, in sixth place, but was having gearbox troubles, and while braking downhill for the right-hand turn on to the sea front in bottom gear, with 11,000 r.p.m. on the over-run on his B.R.M. engine, the Colotti box suddenly jumped out of gear, and losing the braking effect of the engine caused the car to stop decelerating at the wrong moment and he hit the sea wall and bent the chassis pretty violently.

There was no letting up among the first five cars and as the fuel loads decreased the lap times came down, McLaren doing 1 min. 36.2 sec. on lap 40, which Clark equalled on lap 41, and then Surtees did the same and was getting so fed up with sitting in the oil spray from the B.R.M. that he was making big efforts to get past. Clark had increased his precarious lead to 7 sec., and while Surtees was trying to pass Hill's B.R.M., McLaren was trying to pass Ginther's B.R.M., but both Bourne cars were proving superior on low-speed acceleration and had excellent pick-up and just the right gear ratios for getting away from the hairpins. On lap 48 Clark set a new fastest with 1 min. 35.8 sec. and at half race-distance, which was 50 laps, he had 8½ sec. lead over Hill's B.R.M., while Surtees was still trying to get by. Ten seconds later came Ginther and McLaren and then, a minute behind the leader, came Trevor Taylor and Maggs. Now three laps behind came Bonnier, and Brabham was at his pit having the Lotus mechanics sort out his gearbox, which was having selector trouble.

For a few laps it looked as if things were settling down, for Surtees seemed unable to get by the B.R.M. and McLaren was content to sit behind Ginther. On lap 57 Clark turned 1 min. 35.5 sec., equalling his 1962 lap record, and at the same time Surtees and Hill were side-by-side past the pits, with the Ferrari on the left and better placed for the right-hand bend at St. Devote, so that he got in front up the hill to the Casino. The crowd seemed to be particularly pleased at seeing the Italian car get by, but having got in front Surtees found that he could not see where he was going due to the oil all over his goggles. He realised that following the blurred shape of the B.R.M. was bad enough but being in front with just an opaque view through his goggles and no shape to follow was impossible, so after five laps he let the B.R.M. go in front again and dropped back a bit to remove his oil-covered goggles and put on his spare pair. Meanwhile Taylor had stopped at the pits as he thought he was feeling the beginnings of gearbox troubles, but he was patted gently and sent back in the race.

On lap 69 Clark set a new lap record in 1 min. 34.9 sec., and at 70 laps the order was Clark, Hill, Surtees, Ginther, McLaren, the remaining runners having been lapped. With clean goggles and the B.R.M. now some way in front of him, Surtees was in more trouble for his oil pressure had dropped from 6 kg./sq. cm. to 2 kg./sq. cm., due to the oil running hot, so he eased up and Ginther and McLaren closed on him. At three-quarters race-distance Clark was 17 sec. in front of Hill, who in turn was 10 sec. ahead of the third man, who at this point became Ginther for the Race Director had practically stood in the road and demanded that Surtees let the B.R.M. go by, much to the disgust of the crowd who whistled and booed. Fearing that his oil pressure was going to disappear completely and wreck the engine, Surtees then let McLaren go by on lap 79. On that same lap, as Clark came along the harbour front from the *chicane* and prepared to change down for the Tobacconist corner, the Lotus gearbox jammed in gear and he coasted round the bend struggling desperately to sort out the gears. All the way down to the Gasworks hairpin he tried to get the gear-lever to coincide with the selectors in the gearbox, but the damage was done and as he tried again at the hairpin 2nd gear as well as 4th engaged, and the Lotus came up all-standing with its wheels locked solid, and Clark's race was run. Being so far in front Clark had begun to ease his pace and instead of flicking the gear-lever from one notch to another he had begun to ease it gently and this was his undoing, for the selector and spring-loaded plunger movements in the ZF gearbox are very

You're twice the motorist...



on

MICHELIN 'X' TYRES

You get **twice the grip**
twice the comfort
twice the mileage
and you **save fuel**

Unique manufacturing techniques ensure that flexion does not interfere with tread stability, thus reconciling long mileage and fuel economy with perfect grip, perfect comfort and perfect roadholding.

IB63/34/LP

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

small and rely on a certain amount of their own inertia in order to engage properly. By flicking the gear-lever briskly this is achieved, but easing it gently from one notch to the next did not impart the necessary inertia to ensure full engagement and on the fateful gear-change on the harbour front the selector had sprung back the wrong way.

The race was now handed to Graham Hill "on a plate" but it was well justified for in typical Hill fashion he had not given up the fight, even though Clark had been drawing away from him, and on lap 85 he set up a new lap record in 1 min. 34.7 sec. Ginther was in second position, with the other B.R.M. with McLaren just behind him, and Surtees in fourth place, still casting an anxious eye at his oil pressure. Still running, but a long way behind, were Maggs, Taylor, Bonnier and Brabham. In the final 10 laps McLaren decided to settle for third place and dropped back a bit from Ginther, and at the same time Surtees decided to have a final go as his oil pressure seemed to be going to stay at its low figure, so that the last few laps became very exciting as Surtees set up a new lap record in 1 min. 34.6 sec. on the 97th lap, and then did his 100th lap in yet another record time of 1 min. 34.5 sec., but he did not catch the wily McLaren, who knew he was safe for third place. The two B.R.M.s romped home first and second in as good a display of fast and reliable running as anyone could wish to see, and Graham Hill's average speed for the race was a new record, which indicated that he had not sat back and given up when Clark got the lead but had kept the pressure on all the time.—D. S. J.

XXI MONACO GRAND PRIX—Formula One—100 Laps 314.5 Kilometres—Very Hot

1st : G. Hill (B.R.M. V8) .. .. .. 2 hr. 41 min. 49.7 sec.—116.555 k.p.h. (*new record*)
2nd: R. Ginther (B.R.M. V8) .. .. .. 2 hr. 41 min. 54.3 sec.
3rd: B. McLaren (Cooper-Climax V8) .. 2 hr. 42 min. 02.5 sec.
4th: J. Surtees (Ferrari V6) .. .. .. 2 hr. 42 min. 03.8 sec.
5th: A. Maggs (Cooper-Climax V8) .. .. 2 laps behind
6th: T. Taylor (Lotus-Climax V8) .. .. 2 laps behind
7th: J. Bonnier (Cooper-Climax V8) .. .. 6 laps behind
8th: J. Brabham (Lotus-Climax V8) .. .. 23 laps behind

N.B.—J. Clark was officially classified in 8th place even though he had retired.
Fastest lap: J. Surtees (Ferrari V6), on lap 100, in 1 min. 34.5 sec.—119.809 k.p.h. (*new record*).
Retired: J. Siffert (Lotus-B.R.M. V8) on lap 4, engine; J. Hall (Lotus-B.R.M. V8) on lap 21, gearbox; D. Gurney (Brabham-Climax V8) on lap 26, rear axle; M. Trintignant (Lola-Climax V8) on lap 35, engine; W. Mairesse (Ferrari V6) on lap 38, rear axle; I. Ireland (Lotus-B.R.M. V8) on lap 41, crashed; J. Clark (Lotus-Climax V8) on lap 78, gearbox.
15 starters — 8 finishers

V MONACO-JUNIOR—Two Heats of 16 Laps and a 24-Lap Final Final:

1st : R. Attwood (Lola-Ford) .. .. 40 min. 32.7 sec.—111.501 k.p.h.
2nd: F. Gardner (Brabham-Ford)
3rd: J. Schlesser (Brabham-Ford)
4th: P. Proctor (Cooper-B.M.C.)
5th: W. Bradley (Lola-Ford)
6th: "Geki" (de Sanctis-Ford)
Fastest lap: F. Gardner (Brabham-Ford), in 1 min. 39.5 sec.—113.791 k.p.h.

MONTE MUSINGS

One assumes the day will come when Lotus will invest in some new gearboxes, their ZF ones are getting a bit old and tired.

* * *

A self-styled Technical Editor suggested that Surtees was able to make a new lap record on his 100th lap because Grand Prix cars now have "catch-tanks" for the various breather pipes, thus ensuring an oil free circuit. Has he forgotten an old man named Fangio who made a "fastest-lap" on his 100th lap in 1956.

* * *

At last someone has realised what a nuisance and a danger the TV helicopter was hovering over the start, and this year it was made to sit out over the harbour. However, it is still a nuisance for on two occasions Graham Hill was worried by a strange shriek which he thought came from his B.R.M. On the second occasion he realised it was the helicopter's jet-engine as it followed him along the harbour front.

* * *

A nice gesture by the French commentator, who voluntarily "shut up" while the drivers were getting their pre-start briefing from Louis Chiron, so that his words were not drowned by loud-speaker babblings.

How times change. There was not a single Weber carburetter among the eight cars that finished the race; they were all on fuel-injection.

* * *

The B.R.M.s were using only the lower four gears in their 5-speed boxes, as fifth is a "round-the-corner" movement.

* * *

Monte Carlo always seems to bring old Grand Prix drivers out of hiding: Lang, Chiron, Villoresi, Taruffi, Manzon, de Graffenreid, Etancelin and Giraud-Cabantous were to be seen in the pits, among many other retired drivers.

ROME GRAND PRIX (May 19th)
Vallelunga Autodrome—Two Heats

The little Vallelunga Autodrome just north of Rome has recently been lengthened to 3.2 kilometres to the lap, but still remains very much an enclosed stadium, and here a Formula One race was held in two Heats with the addition of the results forming the general classification. It was essentially an event for private owners and gave Bob Anderson a good opportunity for a win with his 1962 Lola-Climax V8. This race saw the first appearance in competition of the de Tomaso flat-8-cylinder Formula One car, driven by Nasif, but it was not very impressive; however, another de Tomaso car, a Junior with a 1,500-c.c. Ford engine, driven by young Bernabei, caused a big stir by leading the whole field for quite a long time in Heat 1, until the engine came apart. Both Heats were over a distance of 40 laps each, and Bob Anderson won them both, from de Beaufort (Porsche) and Raby (Gilby-B.R.M. V8), so that the final classification was easy to work out.

Results:

General Classification—Two 40-lap Heats—Total 256 kilometres
1st: R. Anderson (Lola-Climax V8)
2nd: G. de Beaufort (Porsche 4-cyl.)
3rd: I. Raby (Gilby-B.R.M. V8)
4th: R. Lippi (de Tomaso-Maserati 4-cyl.)
5th: G. Starrabba (Lotus-Maserati 4-cyl.)
6th: C. Barrau (Lotus-Climax 4-cyl.)
7th: R. Campello (de Tomaso-Osca 4-cyl.)
8th: G. Zanarotti (de Tomaso-Maserati 4-cyl.)
9th: T. Parnell (Lotus-Climax 4-cyl.)
10th: G. Seifert (Lotus-B.R.M. V8)
Fastest lap: R. Anderson (Lola-Climax V8), in 1 min. 29 sec.—129.438 k.p.h.
Retired: F. Bernabei (de Tomaso-Ford); E. Nasif (de Tomaso 8-cyl.); J. Campbell-Jones (Lotus-B.R.M. V8); M. Natili (Cooper-Maserati 4-cyl.); B. Collomb (Lotus-Climax V8); J. M. Bordeu (Porsche 4-cyl.); C. Peroglio (Cooper-Maserati 4-cyl.); "Condor" (de Tomaso-Alfa); A. Wicky (Cooper-Climax 4-cyl.).

THE THINGS THEY SAY . . .

". . . there are limits to the performance of any suspension system which employs a rigid rear axle . . ."—John Bolster in *Autosport*.

* * *

"The handling of the Imp is very, very good indeed and is certainly the best handling rear-engined car we have come across, but we do not think it can ever rival the Austin Mini for out and out cornering speed, although suspension adjustments will undoubtedly improve the handling even further. As power increases so will the presence of the rear engine become more prominent."—*Motoring News* reporting on the new Hillman.

* * *

"I have heard experts say the Imp understeers. I have heard them say it oversteers. The truth is that like all rear-engine cars it does both, depending on the speed and the bend. . . . I found while I was testing at top speed that the Imp wanted more handling on fast bends."—Robert Glenton, writing of the Hillman Imp in the *Sunday Express*.

* * *

"Mr. Marples, of course, cannot be told anything; but the Tory party might consider the possibility of losing countless votes in the coming General Election. After all, road-users do vote, and if anything is calculated to change their politics, it is the Marples image!"—From an Editorial in *Autosport* of May 31st.

* * *

". . . Ford played up the Monte Carlo Rally for all it was worth. They're working the Monte to such a degree that Saab's U.S. ads now start with the phrase "Only ONE car won the Monte Carlo Rally."—Leo Levine reporting on the New York Show in *The Motor* of May 1st.

Variety—Continued

The Editor Thoroughly Enjoys Driving the Ford Consul Cortina GT, Finds the Current Chrysler Valiant V-200 " Compact " Commodious, Essentially Restful Transport, and Refreshes his Memory of the Latest Technically-Revolutionary, Superbly Suspended Citroen DS19, and the latest Ford Capri GT



CLEANED-UP STYLING.—While many of the World's cars look more and more alike and ape one another by having dual headlamps, Chrysler have cleaned up the appearance of the Valiant, which gives effortless motoring in notable comfort and silence, aided by a very smooth automatic gearbox. Good heavens, that motoring dog has managed to get into the picture again!

I PREDICTED that with a few suspension changes and more " steam " the disliked Ford Consul Cortina might well become a car I could enjoy. I was absolutely right. In what Dagenham chooses to call its GT form the Cortina is an extremely covetable car, very pleasant indeed to drive.

In writing this I am not eating those words of disappointment that the Cortina in its dreary standard form inspired. For the GT version has many notable improvements. The excellent Ford 5-bearing 1,498-c.c. power unit has been given a Weber 2-stage progressive-choke carburetter beneath a very big dry-type air-cleaner, feeding *via* a 2-piece curved-pipe light-alloy water-heated inlet manifold. The camshaft is a special high-lift, long-dwell version developed by Keith Duckworth of Cosworth. There is a fine fabricated exhaust manifold with four long branches, linking cylinders 1 and 4, and 2 and 3, and the exhaust valves are 0.125 in. greater in diameter than those in the normal 1,498-c.c. Cortina engine. The edge to the vertical wall of the combustion chamber on the inlet side is relieved and the pistons have more metal inside the crown to cope with a 9-to-1 c.r. The five main bearing shells are of copper-lead instead of white metal.

These modifications result in a power increase of 31% and a torque improvement of nearly 12%. This rugged and well-proved engine in GT form develops 78 b.h.p. at 5,200 r.p.m. (against 59½ b.h.p. at 4,600 r.p.m. of the standard Cortina engine). Torque has been improved to 91 lb./ft. at 3,600 r.p.m. from 81½ lb./ft. at 2,300 r.p.m. This gives the Cortina GT a very useful performance, both in terms of through-the-cogs and top-gear acceleration, coupled with a very impressive 3rd-gear speed and a maximum in top of around 90 m.p.h.

Stronger springs in the clutch look after the hairier horses, and the diameter of the propeller shaft has been upped by ¼ in.

This performance increase would be near suicidal had nothing been done about the soggy rear springs of the Cortina. Fortunately, Ford engineers agree, and have provided stiffer rate springs and have also lowered the car about 1½ in. These modifications, in conjunction with 5.60×13 in place of 5.20×13 tyres, have made the handling qualities acceptable. Moreover, the front brakes are now 9½ in. dia. discs.

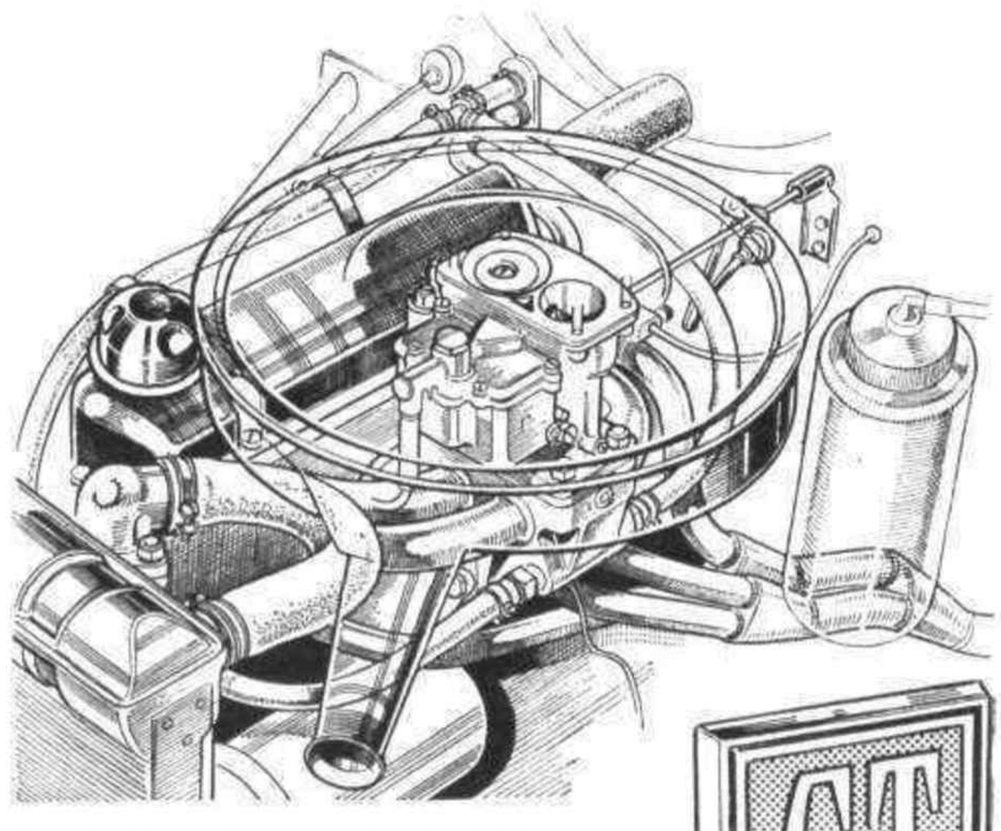
Inside the Cortina GT there are further, acceptable mods. A slim central " console " in the front compartment carries an ammeter and oil-pressure gauge (normally reading 40 lb./sq. in.), has louvres which direct hot air into the foot wells (so that it could truthfully be said that the driver of a Cortina GT goes hot-foot), and carries a proper, short remote gear-lever. Interior trim is part Cortina de luxe, part Cortina Super, and screen-washers, fresh-air heater and water-temperature gauge are standard equipment. The fuel gauge is entirely uncalibrated, which may not trouble the car's owner but is of little help to strangers, the same applying to the thermometer. Clipped to the left of the steering column is a Smiths electronic impulse tachometer, the red band from 6,000 to 7,000 r.p.m. bearing silent witness to the crankshaft-speed potential of the GT power unit.

To me a GT car is a big, beefy machine with accommodation for two keen motorists and their luggage, in which you can travel very fast, with maximum enjoyment, from, for instance, Calais to Cannes at the highest possible average speeds. Even the Jaguar E-type failed to quite match up to MOTOR SPORT's exacting ideas as to what a GT car should be and accomplish. So I tended to look askance at a completely normal-looking Ford Consul Cortina 2-door saloon bearing " GT " motifs on the side panels of its big luggage boot. . . . However, the conception of what constitutes a GT car has changed since I was a boy and regarded Ferrari and Maserati as magic names, and there is some quiet amusement to be had from the fact that, unless they spot the " GT " badges, drivers of standard Cortinas are baffled as you unleash the 78 horses of the Weber version, which is not to say that, good as it is, I would select this car in which to travel quickly between the two towns just named!

Ford's 4-speed all-synchromesh gearbox is one of the best, and mated to the Cortina GT's remote lever it is all that the most fastidious enthusiast could desire. The action is halfway between what I call a " mechanical " change and " Porsche " action, with very small movement across the gate. Reverse is engaged by lifting the lever beyond 2nd gear position.

Road-holding is not of the kind of which Alec Issigonis would approve but the Cortina GT goes round corners with very little roll, noticeable understeer, perhaps a trace of " tightrope walking " but really very effectively indeed. The brakes are entirely adequate, clutch action juddery.

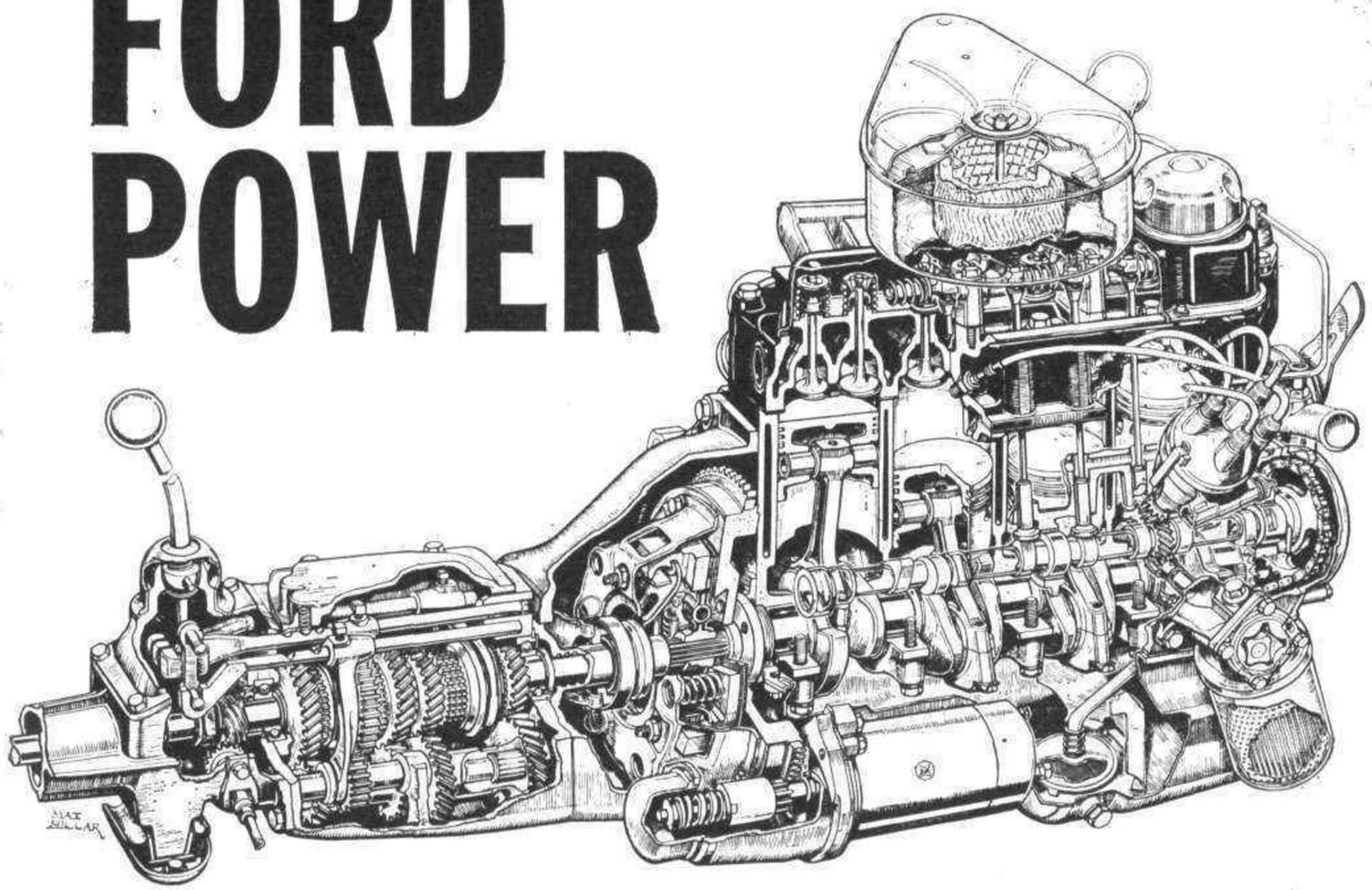
In spite of the 9-to-1 c.r. and high-lift camshaft, the engine is docile enough to accept top gear down to 1,600-1,800 r.p.m. It is at the other end of the scale, however, that it becomes so



The Weber-carburetted, 5-bearing engine of the Ford Consul Cortina GT is a most commendable piece of work; the badge applies more to this power unit than to the car as a whole.



FORD POWER



On track and road, in races, rallies and trials, Ford power is associated with innumerable successes.

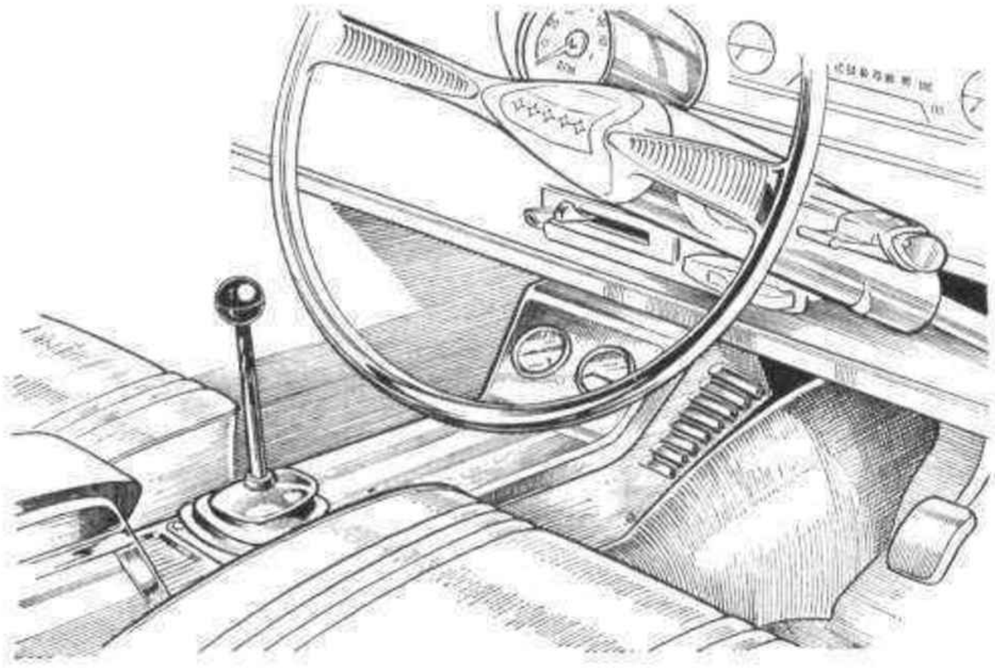
Ford gearboxes, axles, radiators, wheels, steering gear and many other components provide the enthusiast and manufacturer with a wide choice of proven equipment.

Model	105E	112E	115E	122E	122E G.T.	216E	217E
Cylinders	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	6 in line
Capacity	997 cc	1,340 cc	1,198 cc	1,498 cc	1,498 cc	1,703 cc	2,553 cc
Bore inches (mm)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.25 (82.6)	3.25 (82.6)
Stroke inches (mm)	1.91 (48.5)	2.56 (65)	2.29 (58)	2.86 (73)	2.86 (73)	3.13 (79.5)	3.13 (79.5)
Compression Ratio	8.9:1	8.5:1	8.7:1	8.3:1	9:1	8.3:1	8.3:1
Max. b.h.p. (Automotive Nett)	39 at 5,000	54 at 4,900	48.5 at 4,800	59.5 at 4,600	78 at 5,200	68 at 4,800	109 at 4,800
Max. Torque lb ft	53 at 2,700	74 at 2,500	63 at 2,700	81.5 at 2,300	91 at 3,600	93.5 at 3,000	137 at 2,400

MAKE YOUR CHOICE FORD POWER

FORD ENGINE AND SPECIAL EQUIPMENT SALES, DEPT. G5b/47, P.O. BOX 18, ILFORD, ESSEX, ENGLAND

Ford



The Ford Consul Cortina GT has an electronic rev.-counter clipped to the steering column, ammeter and oil gauge on the central "console" and a well-placed remote gear-lever.

interesting! The electric tachometer showed 6,800 r.p.m. in 1st and 2nd gears, equivalent to speedometer readings of 35 and 50 m.p.h., respectively. In 3rd gear the smooth, willing power unit just runs up and up, to 6,200 r.p.m., or an indicated 80 m.p.h. Petrol consumption, of 100-octane fuel, came out at 28.6 m.p.g. The gearing gives indicated speeds of 5, 8, 13 and 17½ m.p.h. per 1,000 r.p.m., respectively, in 1st, 2nd, 3rd and top.

I was extremely disappointed that pressure of other work prevented proper performance testing of this very well-balanced Ford model.

Incidentally, Ford of Dagenham now list so many models that I should not be surprised to hear that the *Management* has gone on strike through having to deal with all this complexity. But for the customers, if not Ford agents, it is great fun deciding which one to have. Just at the moment, if Ford wants me to do a long-duration test of one of its products, I would like very much to be offered a 4-door Consul Cortina GT. . . .

I imagine it to be a far more sensible everyday road car than the Cortina-Lotus which is being so leisurely about getting itself homologated, yet this quiet-running, safe-handling, extremely accelerative Cortina GT can win saloon-car races. You can buy one for £749 in 2-door form.

* * *

The next car to show up for test was an impressive off-white Chrysler Valiant V-200 "compact," with blue upholstery, interior trim and steering wheel. Compact through American eyes, but a big 6-seater saloon to us, I found it a very acceptable and likeable car.

It may be that I am getting old, because at one time anything as soggy as an American car round the swerves and with brakes having an inbuilt tendency to fade, would have been dismissed with brief comment, whereas now I can see a lot of good sense in this comfortable, near-silent, accelerative automobile from the great Chrysler Corporation. In some long drives, when I was more concerned about getting there, with a big load aboard, than concentrating on how the car was doing it, the latest Valiant seemed a highly practical and desirable car.

The fact is that its new 3,687 c.c. inclined-at-30° 6-cylinder, 145 (gross) b.h.p. engine with square-section ram inlet pipes offers unobtrusive running for which rich motoring connoisseurs pay abnormal sums of money, and the matter-of-fact, very "punchy" performance which in my youth was associated with the 30-h.p. Ford V8.

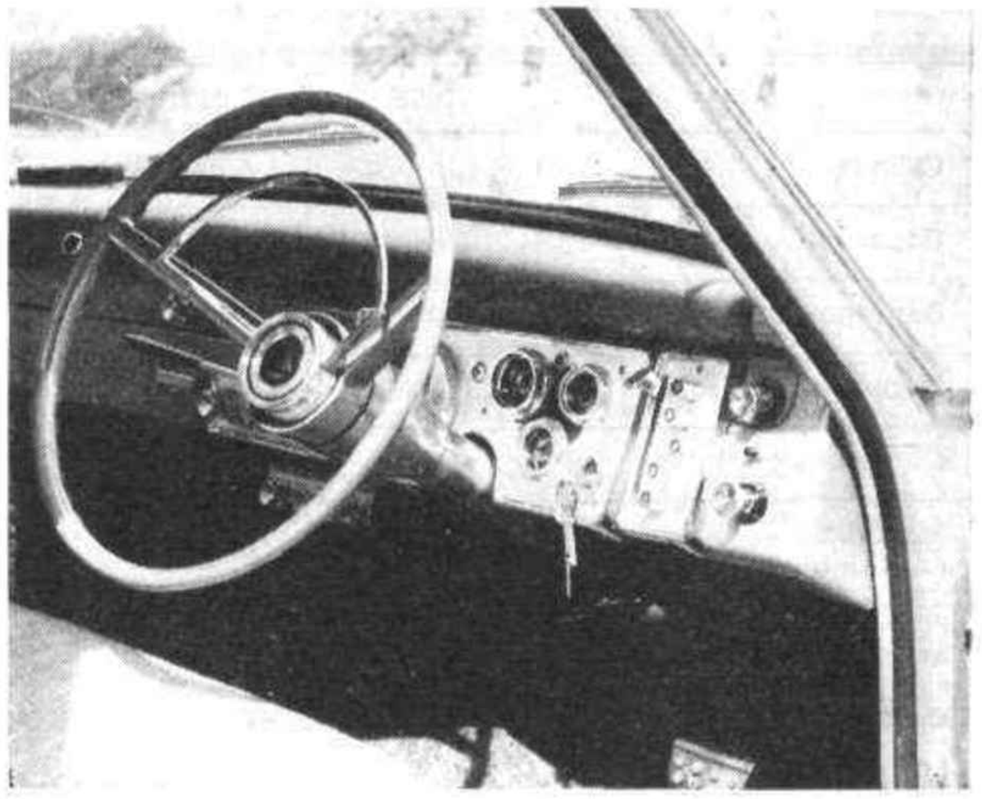
There is excellent "Torqueflite" 3-speed automatic transmission, as smooth as a good sherry, with neat little push-buttons for selecting "N," "D" and "R" and for holding in 1st or 2nd gear for maximum acceleration. An over-riding PARK lever renders all safely inoperative, except for engine starting, when it is pushed down. The anti-dazzle rear-view mirror is abnormally wide and apt to be in the way, and the internal front-door handles are set dangerously far back, so that passengers are encouraged to grab theirs and might inadvertently open the door, as the handle pulls *back* to release the catch.

Again, I didn't take any performance figures, but I did discover that I had the most comfortable, least tiring Sunday evening journey up from my country house in Radnorshire to my week-day abode in Hampshire that I have had in any car—and I have made that 165-mile journey in a good many good cars. Under these press-on conditions, blended with pottering about little-frequented Welsh lanes, the thirst for normal good-quality fuel is at the rate of 20.5 m.p.g.—but don't let your Valiant run dry because the horizontal filler refuses the most cunningly-contrived can. This is slightly better than I achieved with the earlier Valiant with a 2,779-c.c. 101-b.h.p. engine. The doors have clever roller-type 2-position "keeps" and similar rollers acting on long torsion bars support the bonnet when it is up.

Either because people think you are a Yank gaining an appreciation of cute little ole' England (and Wales) or on account of the much improved styling of the latest Chrysler (Plymouth across "the pond") Valiant, they help you out of predicaments, as when I inadvertently drove into a new one-way street in Hereford and would have got lost in extricating myself. The car attracts attention by its good clean styling. That imitation spare wheel cover has gone, the radiator grille has been cleaned up to great advantage, but the individual touch of (snow-catching?) recessed lamps and facia dials, stainless steel fittings, plated interior door and window handles, and "engine-turned" metal instrument, radio, and press-button panels, are retained. And the dual headlamps have gone, which is interesting at a time when even Humbers and Rolls-Royces insist on having them. For this country the tail-end of the Valiant is that of the Dodge Dart, using recessed tail-lamps and inbuilt reversing lamps.

This Valiant is an automobile in which eight slim or six near-portly people can travel in comfort, on two excellent bench seats, with their luggage in a very deep, extremely commodious self-locking boot. The "Slant Six" engine can be inspected easily without the necessity for fumbling with an interior bonnet release. The instruments now consist of a 110-m.p.h. circular speedometer with decimal total-mileometer, and small round heavily-rimmed dials for "gasolene," "alternator" and "temperature." The big, plated knobs, clearly labelled "Lights" and "Wiper," have been moved to a very convenient location on the extreme right of the facia, with the button bringing in powerful pump-driven screen-washers, between them. Turning the lamps knob brings in rheostat instrument illumination. A similar size lighter-knob is sensibly placed above the pull-out ash-tray. Coat-hooks are provided.

There is a cubby-hole with unlockable, but spring-loaded, lid that swallows a Rolleiflex camera and a good deal more besides. Otherwise, interior stowage is sparse, the back shelf unlipped, although the facia sill, on which objects reflect in the screen, *is* lipped! A l.h. stalk works the turn indicators, the engine starts on the key, the steering wheel carries a ⅛rd-horn-ring, the doors



There is nothing garish about the facia of the Chrysler Valiant, in which dials, transmission press-buttons and radio are mounted on neat metal panels.

have arm-rests, the engine sports a Super 225 air-cleaner, the oil-filter is by Chryco, and the two pedals, of which that for the brakes is a reasonable size, have rubber non-slip studs on them.

The steering of this big (to us) Valiant V-200 is manually contrived but almost light enough to be power steering. It is low-geared—4½ turns, including ⅔ of a turn which is "sponge"—and the suspension is soft enough not to encourage extreme methods on corners, although giving a commendably level ride on average road surfaces. Aside from these remarks, this Chrysler handles somewhat better than confirmed critics of American cars might care to admit, and if the drum brakes call for a heavy foot in spite of servo assistance, with fade just round the corner, they stop the car reasonably under normal conditions if applied hard. The accelerator has a heavy action.

These observations apart, for restful, effortless driving, I commend the Chrysler Valiant to all but rabid Anglophiles. I suggest that it is a strong advocate of John R. Bond, in the Bond-versus-Laurence Pomeroy controversy I have been reading somewhere—or would be, given rather better brakes, had the protagonists been discussing chassis as well as engine design. After driving with very considerable enjoyment for 935 miles I let the big, sound-proofed bonnet rise of its own accord and withdrew the engine dip-stick (the other one, on the other side, which you check when the oil is hot and the motor is idling in neutral, is for the transmission) and it hadn't used a drop of oil.

Of the three best-known American "compacts" that are better suited to traffic conditions in Britain than full-size U.S.A. automobiles, the Chrysler Valiant is, perhaps, the best. It gives the impression of a lightweight rather than ponderous construction in spite of its size, and has a commendably steady ride. Only slight shudders are transmitted to the body shell, and the steering, which has powerful castor-return action, is shock-proof. The 45° angle of the screen pillars is the only aspect that obstructs driver-vision, and an exterior mirror is provided.

A full road-test report on the older Valiant appeared in MOTOR SPORT for November 1960. The improved 1963 model sells here for £1,788 11s. 11d., purchase tax paid, inclusive of heater. The test car had a Chryco transistor radio, was 6.50×13 Goodyear-shod, and that interesting alternator, in lieu of a dynamo, should ensure a continual supply of alert amps. in the Chryco battery. Notable are the considerable use of stainless steel for exterior fittings, sealed chassis bearings calling for lubrication at 32,000-mile intervals(!), and sufficient power to provide a top speed of 92 m.p.h., 0-60-m.p.h. acceleration in under 14 sec. (s.s. ¼-mile in 20 sec.), and suspension that is less supple than the anti-American fraternity would credit. A *good* automobile, which has *almost* converted me to automatic transmission!

I have great admiration for American automobile engineering and this Chrysler is a fine compact example of it. But I sometimes wonder why American auto engineers don't swallow their pride and pay royalties for brakes by the British Dunlop, Girling or Lockheed companies, as Mercedes-Benz do in Germany and Ferrari does in Italy. I wonder, too, whether the speed limits on American "freeways" were imposed because of the size, suspension characteristics, power potential and inadequate brakes on most American cars? If so, Marples is a fool to imitate American speed limits in a country where cars and road conditions are vastly different.

* * *

The next car to come along for test was a 1,911-c.c. Citroën DS19 saloon, in its latest form with cleaned-up frontal aspect, more powerful engine and revised facia layout, but with all those hydro-pneumatic wonders of self-levelling suspension, gear shifting and steering assistance that render it the most advanced car in the World. I have described the Porsche as distinctly an acquired taste, and the Citroën, especially in DS form, is even more individualistic. Either you like or loathe it.

I am a Citroën supporter of long standing because on a long journey over fast roads the comfort, security and speed of a DS19 are outstanding. The 83-b.h.p. engine is still rather rough, and noisy, and needs to be really wound-up in the gears to produce worthwhile performance. But it will wind-up—to 60 in 2nd and almost anything you care to go to in 3rd gear—to beyond 90 m.p.h., in fact. The disadvantage that it is desirable to drop pretty frequently into 2nd gear is offset by the ease with which the gear selector lever in front of the single-spoke safety steering wheel can be flicked about the gate. The latest alloy-head inclined o.h.v. engine develops its maximum power at a modest 4,500 r.p.m.

Because "heel-and-toe" action of the brake button and accelerator isn't possible, somewhat jerky action tends to accompany hurried downward gear shifts, but the upward changes go



The inimitable, very comfortable, very safe Citroën DS19 was tried in its latest form, with more powerful engine and low-drag nose.

through beautifully. The Citroën DS is now about the only car to have an automatic clutch; it works well, with less lag than formerly. A small amount of creep is intentionally introduced to facilitate parking manoeuvres.

The Citroën also has ingenious brake compensation in accordance with the load carried, achieved by means of a simple sliding fulcrum under the pedal, which I have seen demonstrated on the hydraulic test-rig at Slough. With roof and interior crash-padding, well-applied lighting and direction indicators, and impeccable road-clinging qualities that stem from *traction avant*, a wheel at each corner, and Michelin "X" tyres for which the Citroën was initially designed, the DS is one of the safest 100-m.p.h. saloons available.

The gear-lever moves to the left to operate the starter, a fool-proof idea pioneered by Parry Thomas on the Leyland Eight in 1919. It then goes right into 1st gear, pulls towards you to select 2nd, and moves to the right for 3rd and top. Reverse is protected by the lever having to go down and through 1st and to the right before the Citroën gallops backwards.

The brake pedal is still just a knob on the floor, but this obviates the foot slipping from a pedal and saves fractions of a second in applying retardation. The braking action, with inboard front discs, I thought more powerful and progressive than on earlier DS19s I have driven.

There is a second brake pedal, held down by an under-facia knob, in lieu of a handbrake, but this is more pointless, can savage the ankles, and calls for difficult juggling of left and right feet on brake button and accelerator when re-starting on steep hills. The power-assisted steering is very heavy until the car begins to move; it then becomes light and positive, with an occasional uncanny "rocking feel" that is typically Citroën. Who but Citroën, indeed, could not only get away with a car of this shape and conception, but find customers who rave about it?

The notable front-drive Citroën qualities of "sure-footed" cornering, comfortable seats, cleverly contrived internal door handles and variable-height suspension, the controlling lever for the latter now on the right floor sill on r.h.d. cars, are retained and require no additional praise from me, for I have enthused about them in MOTOR SPORT for many years. The ventilation and heating arrangements alone are a work of concentration, although I thought there was less cold-air flow than in earlier Citroëns I have enjoyed.

It is rather droll that, in a car with such splendid window area and very slender screen pillars, near-side forward visibility is impeded by a high scuttle line and central low-mounted mirror. Stowage of oddments, apart from on the wide back shelf, is not well provided for, the flap-lidded cubby-hole being of little use for more than a pair of gloves and the useful facia map pocket on the test car being sacrificed if a radio is installed.

The luggage boot is very deep and commodious but the width of access precludes loading it with the larger trunks and other big objects. These items apart, the latest Citroën DS19 is the same lovable, highly individualistic, very safe motor car that it always has been. You may dream of it with a 6-cylinder engine and fully-automatic transmission but in its present form it appeals to Frenchmen and English enthusiasts with long journeys on their hands. I wish, though, that they would install a fuel gauge that meant something!



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—little over £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE: 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).
GEARBOX: 4 speed. All synchromesh. Overdrive available.
WEIGHT: Touring trim, dry, 18½ cwt.
BRAKES: Front discs, rear drums.
BODY: 2 seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.
PRICES: Soft top £906.16.3. Hard top £949.2.1. Inc. p.t.

STANDARD TRIUMPH
COVENTRY ENGLAND
A member of the Leyland Motor Corporation

STANPART
1,500 dealers in Britain alone display the STANPART sign—your guarantee of authorised Standard-Triumph after-sales service.

Fast driving of the DS19, cruising on a level-keel at 80 plus with cornering to match, did not drop fuel consumption below 26.7 m.p.g.

Here is motoring individuality personified, for an all-in price of £1,568 19s. 7d.

* * *

Having so enjoyed the Ford Consul Cortina GT (as John Bond has said in *Road & Track*, what a ridiculous name), I expected the Ford Consul Capri GT to be an excellent car, a sort of Dagenham version of the Volvo P.1800. Alas, I was sadly disappointed.

In the days of the model-T it was said that Henry Ford kept a special department manufacturing jokes about this crude but tough product, for publicity purposes. I can only think that a similar department exists today at Dagenham and that calling the hotted-up Capri a GT car was one of its pranks

For almost everything you do not find in a proper GT car has been worked into this so-called GT Consul Capri. The driving seat is one of the most uncomfortable I have sat in. You sit too low for good visibility, the squab is painfully hard and you stick to the plastic cushion and cannot easily shift position on it. The plating on the steering wheel and parts of the facia reflects sunlight into the driver's eyes. The upholstered screen pillars are too thick for safe sideways vision. Unless the driver's window is open there is no elbow room for the right arm. The steering is somewhat spongy and the back axle tramps about over bad road surfaces so noticeably that road-holding is adversely affected and shake transmitted through the body shell.

There is pretence woodwork on the facia, but although real wood in conjunction with leather upholstery is acceptable in cars like Daimlers, Jaguars and Rovers, I dislike *imitation* wooden panelling adjacent to plastic upholstery, in a mass-produced steel shell.

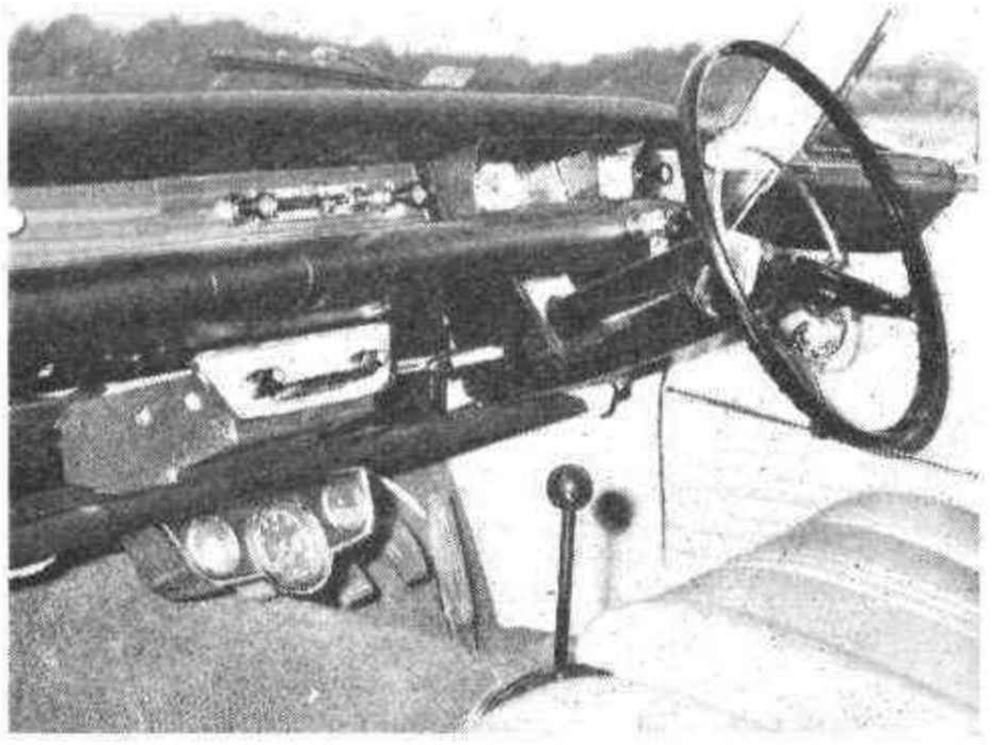
Then detail-work in what has been described as a "personnel car," the price of which exceeds £900, was shoddy. The internal door handles hidden beneath the arm-rests are intended as a safety factor but that is no excuse for making them so stiff that only by applying real force could I open the driver's door—best done with the left hand so as to be able to exert maximum effort. The passenger's window-winder, too, required considerable strength, so much so that to open or close this window from the driver's seat was quite tiresome.

The separate front seats lift to give access to a flat luggage platform behind them, which is in the best GT tradition. But these heavy seats refuse to stay up on their own, which makes loading luggage a one-handed task. Presumably to prevent an empty passenger's seat lifting under emergency braking it is clipped to its runners, making it difficult for a girl to lift it—if Ford are so concerned about seat security I suggest they study the neat solution adopted by Volkswagen for the front seats of the 1500. Their cruder method does not obviate seat rattle. . . .

The appearance of the Ford Capri GT is unfortunate, because the big tail-finned boot contrasts unhappily with the short bonnet. The Classic saloon has this very big luggage boot at the expense



The Ford Capri GT—a disappointment, because although it has an excellent engine and gearbox, the road-holding and detail work were not in keeping with Gran Turismo.



Like the Ford Cortina GT, the Capri GT has a generous number of dials, but ammeter, oil-gauge and Smiths electronic tachometer are on a separate panel above the transmission tunnel—compare with the illustration on page 520.

of rear-compartment leg room, but why it has been necessary to have a similarly commodious boot on the 2-seater Capri is probably best known to Dagenham's production economists.

Presumably the basic Cortina is an advance on the Classic under the headings of ride and road-holding, for in their GT versions no favourable comparison can be made between the Classic-inspired Capri GT and the Cortina GT commented upon favourably earlier in this discourse.

This is a pity, because the same excellent 78-b.h.p. 5-bearing Weber-carburetted engine propels the Capri GT very nicely, endowing it with excellent acceleration in top gear, surprisingly good pick-up if the splendid gearbox is used, together with a good turn of speed. So commendable is the performance that I fully intended to publish figures but the fifth-wheel couldn't be located due to an office hitch (to me it seems a singularly difficult thing to mislay!), so I am unable to do so. But I have no grumbles about the Capri GT on the score of performance, although this is to sports-coupé rather than GT levels. Moreover, in spite of this more than ample urge, the carburation must be well nigh perfect, because a check showed the excellent figure of 33 m.p.g. in fast driving, using 100-octane petrol. After 500 miles approximately a pint of oil had been used. The servo-assisted front disc brakes are as excellent as the floor gear-change, and dials are provided on each side of the speedometer for fuel contents (reasonably calibrated) and water temperature, with a Smiths electronic impulse tachometer, ammeter and oil gauge on a subsidiary panel on the floor above the transmission tunnel. As on the Cortina GT, the engine is in the red only at rotational speeds between 6,000 and 7,000 r.p.m.

An under-facia shelf and deep lockable cubby-hole provide useful stowage and the minor controls are effectively laid out. A pity, therefore, that in general the Capri GT is a disappointing car.

If I were in the market for a modern Ford my choice would be a 4-door Consul Cortina to GT specification, with the "GT" badges removed, and perhaps, with a Microcell driving seat. In such a car I feel I could motor far and fast with a great deal of enjoyment.

For decent road-holding and clever, comfortable suspension, however, I still prefer the Morris 1100, about which I intend to write in detail when I have driven it for 10,000 miles. But I wish I could put a Ford engine into it; the B.M.C. power unit is on the sluggish side and makes noises one associates with a worn-out sewing machine.—W. B.

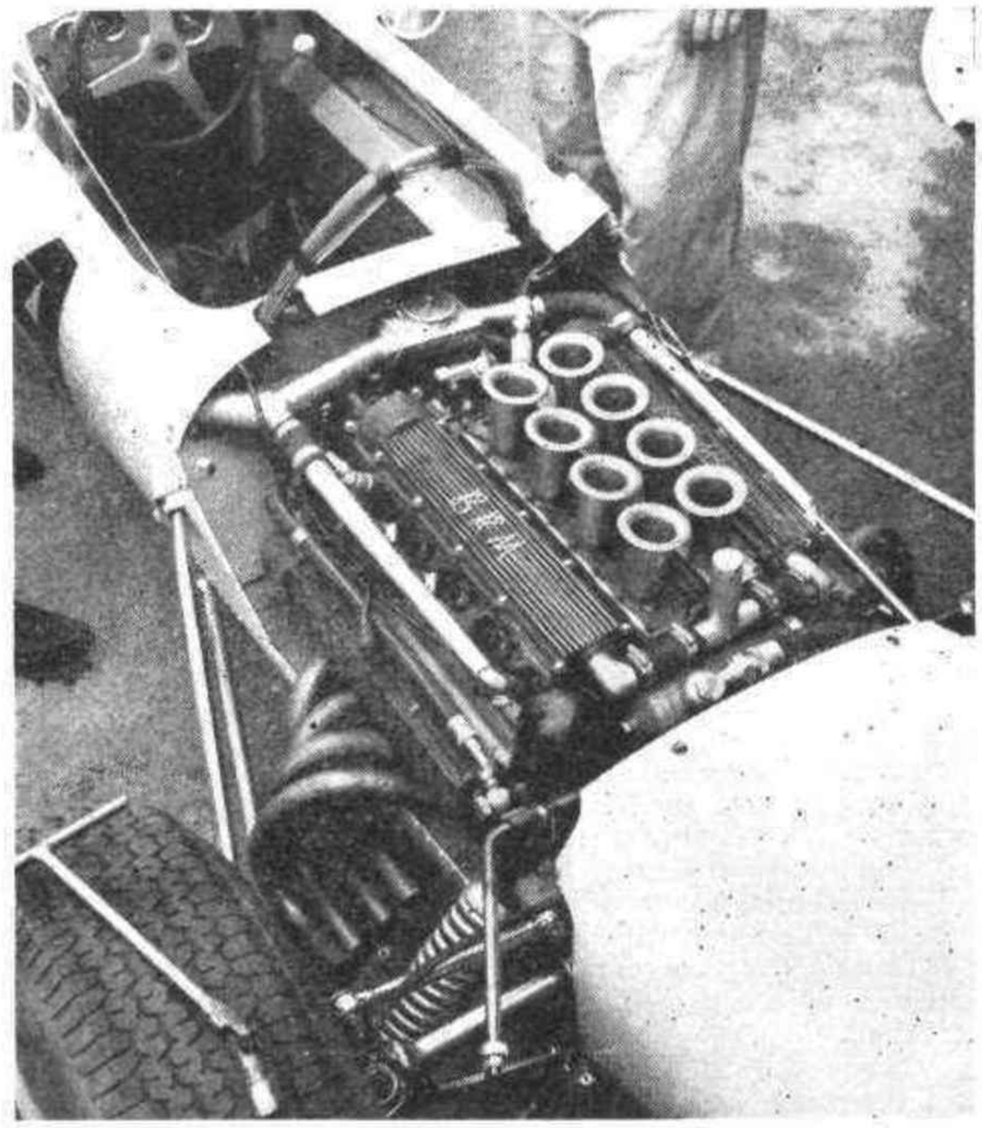
CHEAP MOTOR RACING

"The reduction to a maximum engine capacity of 1.5-litres for Formula One racing cut costs drastically. There was a potent little engine available at relatively low cost—the Coventry-Climax."—From an Australian magazine that had better be nameless!

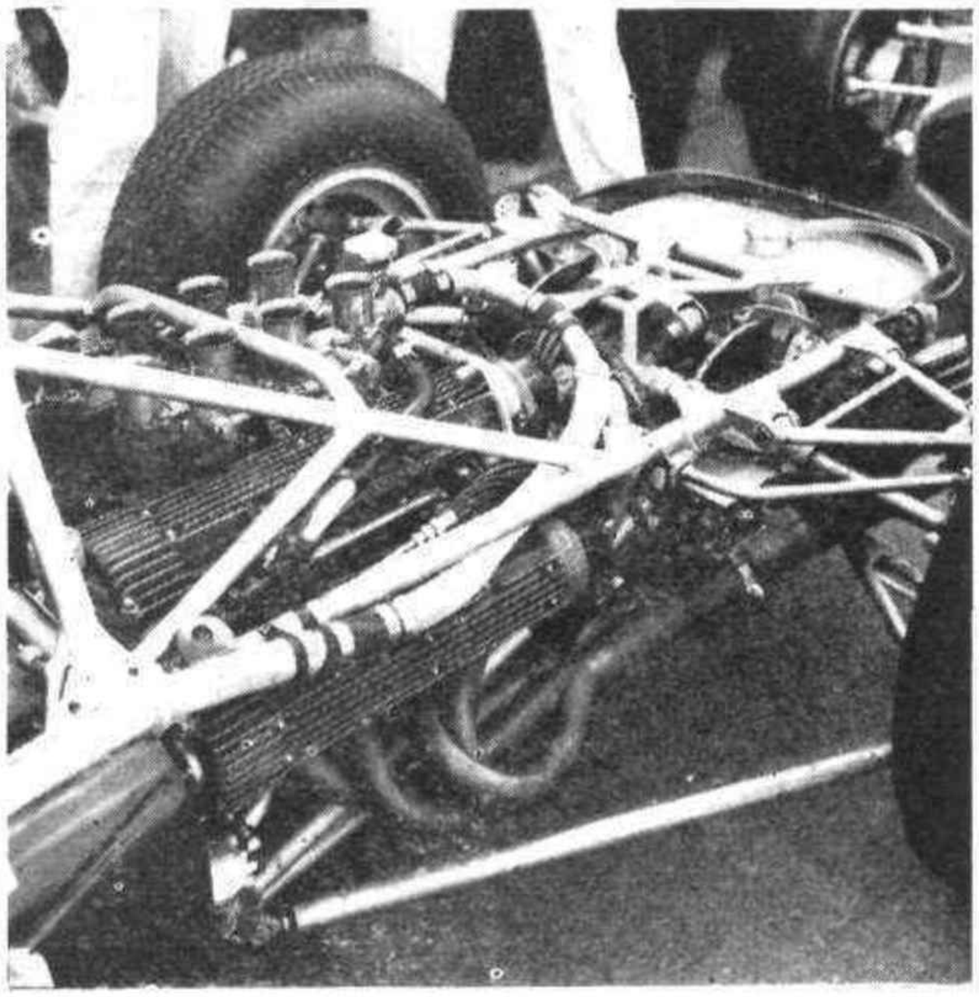
THREE NEW GRAND PRIX CARS

AT Francorchamps three entirely new Formula I cars appeared in public for the first time and took part in the Belgian Grand Prix. These were the B.R.P., the Scirocco and the long-awaited A.T.S. Such are the fortunes of racing that none of them finished the race, for various minor reasons, but they did actually start their competition career in the Belgian Grand Prix.

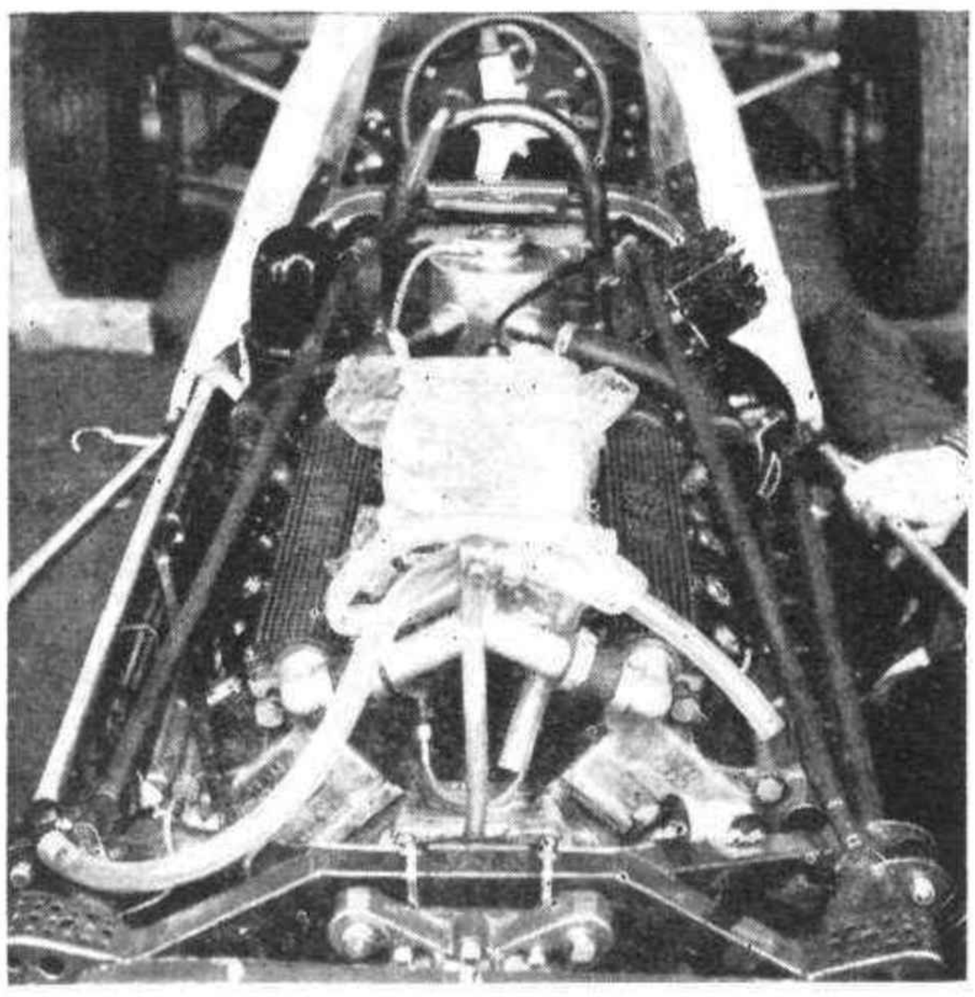
The B.R.P. car is a product of the British Racing Partnership, who until now have been racing Lotus 24 cars, fitted with V8 B.R.M. engines. At the end of last season, when the United Dominions Trust Hire Purchase company withdrew their support from racing the team that B.R.P. had been running for them, the two instigators of B.R.P., Ken Gregory and Alfred Moss were more or less forced to keep all the personnel and material and continue to race under their own banner. With no new Lotus chassis in the offing for 1963 they set to and decided to make their own chassis, being assured of the latest fuel-injection B.R.M. engines, and Colotti gearboxes. Taking one of their Lotus 24 cars as a pattern, the B.R.P. chief mechanic Tony Robinson, and his workers, schemed out a "monocoque" chassis using Lotus 24 suspension units, wishbones, radius rods, pick-up points, etc., carefully measuring all the Lotus angles and dimensions and transferring them to their mock-up in wood and aluminium. With a minimum of drawing office work they built an aluminium and steel construction of rivetted box-section units similar to the Lotus 25 works cars, but with detail alterations to suit their own requirements. The B.R.M. V8 engine and 5-speed Colotti gearbox were installed and the nose cowling and engine covers were on Lotus lines, while all the suspension, brakes, drive shafts, etc., were of standard Lotus racing components. Dunlop peg-drive alloy wheels with knock-off hub nuts were fitted and at a casual glance the chassis/body unit could have been taken for a Lotus 25 "monocoque", except for a different layout of rivetted joints and a slightly heavier resultant unit as gauges of aluminium sheet were not cut down to the minimum as on the Lotus. However, the completed B.R.P. chassis worked out lighter than the tubular space-frame Lotus 24 and stiffer in all directions as well as simpler. A typical Lotus-like reclining driving position is used with a neat seat forming a cover over the floor-mounted battery and fuel pipes, while the gear change gate for the 5-speed gearbox is mounted on the right with the lever horizontal as on the Gilby-B.R.M. For a car built from a practical angle rather than a theoretical one the result turned out very successfully and provided B.R.P. with a vehicle of their own, dependent entirely on their own resources rather than having to wait for action from a rival team. The decision to use Lotus 24 suspension and steering geometry was to avoid the delay of working these problems out from basic principles with limited resources, only to arrive at similar answers in the end.



B.R.M. Engine in the New B.R.P. Monocoque.



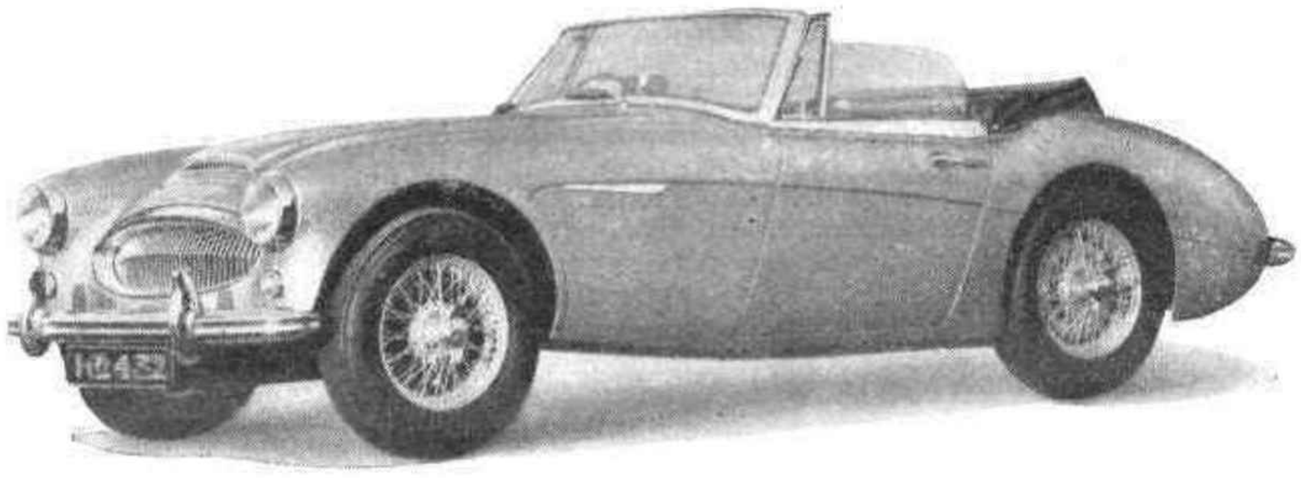
Engine and rear end of the A.T.S.



B.R.M. Engine in the Scirocco.

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

Backed by BMC 12-month
warranty and BMC service



THE AUSTIN HEALEY 3000



Such power, such luxury can cost you more

BUT IT DOESN'T MAKE SENSE

The Austin Healey 3000 Sports Convertible gives you true luxury—with the sports-car power and performance that swept Austin Healeys to victory in the Alpine Rally in both 1961 and 1962. The 3000 is a 2/4 seater with a quick-folding convertible top. 130 b.h.p. and disc front brakes (optionally servo-assisted) give it a performance in keeping with that look of powerful elegance that turns the heads in the street. But, above all, the price—*£865 plus £180.15.4 P.T. makes powerful sense it's a price no comparable car can beat!

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM · PERSONAL EXPORTS DIVISION · 41-46 PICCADILLY · LONDON W1

you invest in an **AUSTIN**

Another car built in a similar manner but from Cooper inspiration, was the Scirocco, inspired by Tony Settember with the backing of Hugh Powell. These two Americans started in Formula I racing by joining forces with Paul Emery to race and develop the Emeryson-Climax and then they took over the Emeryson project completely and Settember raced one last year. Planning to progress into the V8 Coventry-Climax category they realised that to sort out the Emeryson and install the V8 was going to be as much work as starting from scratch, and then the temporary cessation of Coventry-Climax and the uncertainty of the engine question caused them to buy B.R.M. V8 engines as a better proposition, and to build a complete car on their own. The chassis is a fairly orthodox tubular space-frame although particular attention has been paid to the strength around the area of the cockpit. Inevitably in a fully-triangulated space-frame the driving compartment must be the weakest point, so the Scirocco has tubes running fore and aft from the crash bar behind the driver's head, the forward ones literally running past his ears, over his shoulders to the scuttle structure. The sides of the cockpit are boxed in by steel sheet to form fuel tanks and at the same time add stiffness to the centre section. Suspension at front and back follows conventional standards of today, utilising wishbones, radius arms and coil spring/shock-absorber units and disc brakes are fitted to all hubs and cast electron wheels are used. A V8 B.R.M. engine with Lucas fuel injection is mounted behind the driver and coupled directly to a 6-speed Colotti gearbox and the bodywork, finished in the white and blue racing colours of America, covers all the mechanism and has very high cockpit sides. The intention is to run a team of two cars with Settember and Burgess as drivers, and the first car made its debut in the Belgian Grand Prix.

Last year a number of employees left the Ferrari factory and set up in opposition and formed a company called Automobile, Turismo e Sport, or A.T.S. for short, and engineer Carlo Chiti began the design of a Grand Prix car. In December the first car was shown to the Press and during the past winter it has been undergoing testing and a second one built ready for the 1963 season, while drivers Phil Hill and Giancarlo Baghetti were signed up for the year. After entering for a number of races and failing to appear, the A.T.S. finally arrived at Francorchamps for the Belgian Grand Prix with two cars. They looked as though they had been very hastily prepared with a minimum of equipment and by Grand Prix standards were almost amateurish in their finish and appearance. The chassis is a tubular space-frame with the cockpit section reinforced by sheet steel fuel tanks being welded to the tube members, as on the Scirocco, and suspension back and front is independent by wishbones, the coil springs at the front being mounted inboard and operated by a rocker arm from the top wishbone member. At the rear the coil springs are outboard and inclined towards the centre of the car. The engine is a 90° V8 with 4 o.h.c., of 1½ litres, using Weber carburetters and Lucas transistor ignition, and cylinder heads and blocks are heavily finned as if the engine is air cooled, but in fact it has conventional water cooling. A special arrangement of 6-speed Colotti gearbox is used, whereby the gearbox is between the engine and the final drive unit, as on the Ferraris, but not having such a compact gearbox as the Maranello cars, these new cars from Bologna have the engine fairly far forward and in consequence the driving position is rather upright. Disc brakes are naturally used, with Dunlop knock-off pin-drive wheels, and the rear discs are mounted inboard, the drive-shafts to the wheels having rubber universal joints at their outer ends. Behind the axle is the dry sump oil tank and behind that is an oil radiator. In the nose of the car is the water radiator, a large 12-volt battery and the rack and pinion steering box with telescopic damper, all being ahead of the driver's feet. Behind the driver's head is a tall crash bar and to this are welded bracing tubes that run back to the rear of the chassis, criss-crossing over the engine; this structure having been welded on at the last moment after the engine was installed! The bodywork, in a grubby looking red colour, is primitive in the extreme and the general standard of workmanship takes one back to early 500 c.c. F.3 days, reminiscent of many car builders who are no longer in business. However, the engines sounded first class and it was obvious that the chassis design has not been finished, so maybe by their next appearance they will be more finished. After all, some of our present-day leading Grand Prix cars started life as pretty rough and ready " back-yard specials."—D. S. J.

The Indianapolis 500-Mile Race
(May 30th)

Since the demise of front-wheel-drive cars at Indianapolis at the end of the nineteen-forties, the Frank Kurtis-inspired " Roadster " has held sway in the annual 500-mile race, and for matter in most other American track races. This type of car was what Europe used to consider conventional, with a big engine at the front driving the rear wheels, and having long low lines not unlike the 1939 Grand Prix cars. Further successful developments on this theme came from A. J. Watson, whose cars have won at Indianapolis for a number of years now. Last year Mickey Thompson introduced a successful and promising challenge in the form of a rear-engined, all independently sprung car on modern European lines, using a highly tuned production V8 engine of push-rod o.h.v. design. This year the conventional Indianapolis " Roadster " received a rude shock, for two Lotus cars similar to Grand Prix cars but powered by V8 Ford engines supplied by the Detroit Engine Division, and driven by Jim Clark and Dan Gurney, not only provided a serious challenge throughout training and qualifying, but lay first and second for quite a time, and then were second and fourth until near the end of the race when an unforeseen pit-stop dropped Gurney back to seventh place, where he finished, Clark still being second. That the Lotus-Ford V8 could finish second, on the same lap as the leader after 200 laps, on its very first attempt at Indianapolis, and driven by a driver who was trying track-racing for the first time, needs little comment other than great admiration for all concerned.

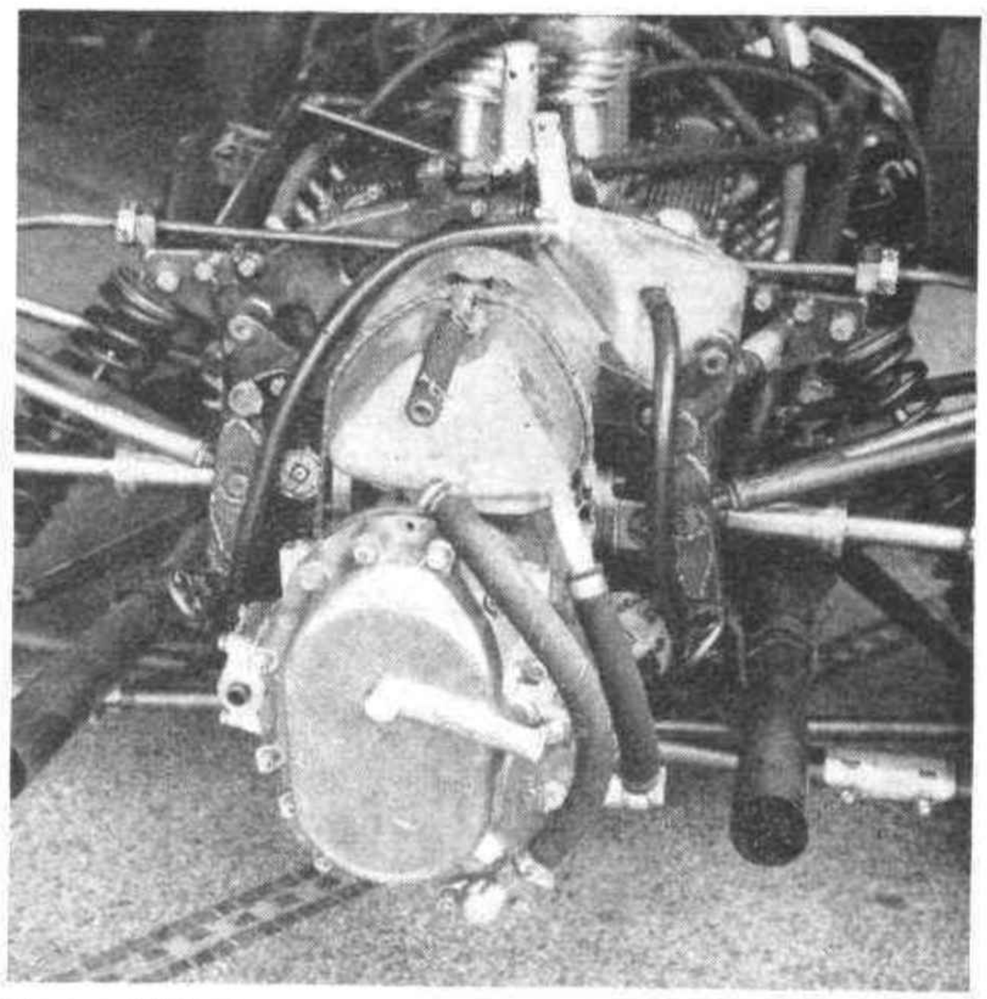
By concentrating on light weight and using straight petrol, as against larger and heavier cars using alcohol fuel, the Lotus was able to go the 500 miles with only one pit-stop for petrol and tyres, against the " Roadsters " three stops. Under the same conditions and with more experience there is little doubt that Team Lotus, backed by Ford (U.S.A.), could win Indianapolis with ease, but it is unlikely that the American teams will sit back and watch this happen next year.

Results :

INDIANAPOLIS 500—May 30th—200 Laps of Rectangular Track with Slightly Banked Corners

1st : R. Parnell-Jones (Willard Battery Spec.: 4.2-litre Offenhauser 4-cyl.) .. .. 143.137 m.p.h. (*record speed*)
2nd: J. Clark (Lotus-Ford : 4.2-litre Ford V8) 142.752 m.p.h.
3rd: A. J. Foyt (Thompson Spec.: 4.2-litre Offenhauser 4-cyl.) .. .. .. 142.210 m.p.h.
4th : R. Ward (Leader Card Spec.: 4.2-litre Offenhauser 4-cyl.).
5th : D. Branson (Leader Card Spec.: 4.2-litre Offenhauser 4-cyl.).
6th : J. McElreath (Forbes Spec.: 4.2-litre Offenhauser 4-cyl.).

33 *starters* — 16 *finishers*



The new B.R.M. monocoque car was expected to appear at Spa but the only part to arrive was this new 6-speed gearbox attached to a 1962 chassis.

THE INDIANAPOLIS LOTUS 29

WHILE at Indianapolis last year, driving a Mickey Thompson car with rear-mounted V8 Buick engine, Dan Gurney had the idea that Colin Chapman could build a car that could win the famous 500-mile race. Gurney bought Chapman a round-trip air-ticket to visit Indianapolis for the day of the race, to see what went on, and afterwards they hatched their plot. Chapman specified an engine of 350 b.h.p. on petrol, weighing 350 lb. all on, and visualised mounting it in an enlarged Grand Prix Lotus weighing a lot less than the average Indianapolis racing car, so that it would run the 500 miles with only one stop for fuel and tyres. Gurney then took him along to the Engine Division of the Ford Motor Company in Detroit and they explained their requirements. By this time racing and competition activity by Ford was beginning to appear in all sorts of ways and more and more openly factory-sponsored. They agreed to supply engines giving 1 b.h.p./lb. weight, by building special aluminium 4.2-litre versions of the Fairlane V8, the maximum permitted at Indianapolis. So keen were Fords on the Lotus-Ford project that they wanted to supply Chapman with V8 engines having overhead camshafts, fuel-injection and running on alcohol, promising 450 b.h.p. total, but the Lotus designer insisted on simplicity and plumped for push-rod o.h.v., Weber carburetters, and straight 100-octane petrol, the elimination of pit-stops being of prime importance.

Early in 1963 the project was under way, the plan being to build a prototype car early in March, take it to Ford's testing ground in Arizona to get things sorted out and then build two brand new cars for the actual race and qualifying runs. Naturally Gurney was to be one of the drivers, and Jim Clark was to be his team-mate, and after the United States G.P. in October 1962, Team Lotus went to Indianapolis with a Lotus 25, the actual car used at Watkins Glen, and Clark put in some familiarisation laps at around 142/143 m.p.h. and took his " track-test." By the beginning of March 1963 the Team Lotus mechanics were working almost non-stop to complete the prototype car, known as the Lotus 29, the chassis being an identical " monocoque " stressed aluminium sheet structure as used on the Lotus 25 Grand Prix car, and suspension front and back also being as on the Lotus 25. Ford supplied the first V8 engine which weighed 370 lb. complete, but was already giving 370 b.h.p. on petrol, so the power-unit aim was achieved, and this was mounted on the rear of the " monocoque " structure, just as the Coventry-Climax V8 is on the Grand Prix car, and coupled to it was a new design of 4-speed Colotti gearbox and final drive unit. With four swept-back stub exhaust pipes on each side the appearance was pretty formidable and the noise such that even the Team Lotus mechanics were embarrassed when it was first started up in the road outside the Cheshunt factory. From a distance the resulting car could easily have been taken for a Formula One Lotus, but closer inspection showed that it was slightly bigger in all directions by about 10%, but was still remarkably small and compact for a 4.2-litre car. This first car 29/1 was in the nature of a mock-up and had normal G.P. suspension parts, bolt-on wheels and many other features of a temporary nature, and after a brief run at Snetterton, with Clark driving it, it was flown to Los Angeles where Gurney collected it and took it to the Arizona proving-ground. Chapman, Clark and the mechanics flew out directly and testing began, to find out about radiators, oil coolers, temperatures and general engine installation problems and meanwhile Fords were doing a great deal of development work on further engines. Following the Arizona testing the team went to Indianapolis and tried the car round the famous track, but unfortunately went a bit quicker than they intended, so that all the opposition became acutely aware that Chapman and Ford were not there for fun, as Cooper and Brabham had been previously, but were there to win. Gurney was timed at laps around 150 m.p.h. and while doing these speeds Fords installed an electronic recording instrument in the cockpit which plotted a trace of throttle position against time, and recorded continuous temperature readings of oil and water. After these tests it was a simple matter for the Ford engineers to return to Detroit with their recorded information, add to it low-speed running and time for pit-stops and acceleration and to them simulate automatically a full and complete Indianapolis race run at 150 m.p.h. average laps, or for that matter at any chosen speed or condition. This was the scientific approach to the engineering exercise of motor racing that makes sense, and Chapman could return to England to supervise the completion of 29/2 and 29/3, knowing that he need not worry about the reliability or performance of the V8 Ford engines. The two new cars were completed in record time and on these the suspension units were of unequal lengths right and left, so that the body of the car was set to the left of the centre-line of the track by 2.38 in., in order to assist weight transfer under continuous cornering to the left. The stub exhausts were replaced by a multiple pipe system ending in two long tapering megaphones, as on the Coventry-Climax V8 engine and knock-off hubs and wheels were fitted. Firestones supplied special 15 in. tyres. Girling disc-brakes were used, rubber fuel tanks in each side of the chassis and a scuttle tank totalled 50 gallons of petrol and the dry weight was about 1,150 lb.

All three cars then went to Indianapolis for the start of official practice for the qualifying trials before the race, Gurney's car being painted white with a blue stripe and Clark's car green. After practising Gurney and Clark flew to England for the Silverstone meeting on May 11th and then flew back again to take part in the official qualifying weekend on May 18th/19th. Conditions were not ideal for a strong wind was blowing but nevertheless Clark set an average of 149.750 m.p.h. for the regulation four laps, but Gurney overdid things and spun into the retaining wall and wrecked his car. He was unhurt, and some feverish work by the Team Lotus mechanics got him out again in the prototype car, hurriedly built with some parts of the wrecked one. Gurney qualified at 149.019 m.p.h. so that unless there was a sudden improvement by all the remaining competitors both Lotus-Fords were sure of a place in the fastest 33 cars. Fastest of all was Rufus Parnell Jones with a conventional Offenhauser-Meyer Drake engined car on an A. J. Watson chassis, with a speed of 151.153 m.p.h. and second was Jim Hurtubise with a supercharged 2.8-litre V8 Novi Special with 150.257 m.p.h. Clark was fifth fastest. The two Lotus drivers flew back to Europe to take part in the Monaco G.P. and then flew back to prepare for the race on May 30th, which is America's annual Memorial Day for all their past wars, won or lost, and on which day the Indianapolis 500-mile race always takes place.

The race itself went almost according to plan, at one point the two Lotus-Fords were running first and second and near the end of the race Clark lay second and Gurney fourth, but an unforeseen pit-stop dropped Gurney to seventh place. Clark finished in second place, on the same lap as the leader after 200 laps, and only 34 sec. behind and ran the 500 miles with one stop for fuel and tyres, whereas Gurney had to change a second tyre near the end of the race and a bungle by the pit staff caused him to stop again to have a hub-nut retightened otherwise Lotus would have been second and fourth.

The whole project was an unqualified success and one that may well change the whole aspect of Indianapolis cars, just as the victories by the Grand Prix Maserati in 1939 and 1940 precipitated the long, low, sleek " Roadster " layout begun by Frank Curtis and continued by A. J. Watson which has reigned supreme at Indianapolis for 12 years or more. Lotus and Ford were out to win this year, and nearly achieved their objective, so we can rest assured that they will try again in 1964. No praise can be too high for Jim Clark, whose performance was all the more remarkable when it is realised that it was his first attempt at track-racing which is accepted as a specialised art, and his performance should answer all the remarks made by Floyd Clymer a year or two ago about Grand Prix drivers and their abilities.—D. S. J.

♦♦♦

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters

1,000 MILES IN 24 HOURS IN "CHAIN-GANG" FRAZER NASH CARS

IN 1936 the late Sir J. O. C. Samuel completed a run of 1,000 miles in 24 hours in a Frazer Nash on behalf of Cleveland Discol petrol. From discussion of this achievement at the annual "Chain-Gang" party it was but a short step to speculation as to whether the feat was possible today—and we are now able to confirm that it is, for at the end of April one vintage and two p.v.t. 'Nashes successfully completed a similar run.

The cars taking part were Dr. Lionel Stretton's 1929 "Boulogne" model with an Anzani engine, Dr. D. P. Harris' 1934 T.T. Replica with a Meadows engine, and Angus Cundey's similar 1932 ex-works Alpine Trial and T.T. car, MV 3079. Co-drivers were 'Nash owners Mark Joseland, Peter Harris and John Teague.

Samuel's route was from Folkestone to Edinburgh *via* London, but this was deemed impracticable today and so it was agreed that the itinerary would be Measham Motor Museum–Inverness–Measham, with portions of all types of road, from exciting Alpine sections around Ballachulish and Glencoe to modern motorway. The start from Measham was at 6 p.m. on Thursday, April 25th, after a frantic oil change by Cundey and Teague, while the Harrises fiddled with their dynamo—for the charge rate had fallen inexplicably at the last moment. The departure time came with an unruffled Stretton leading, with Harris in pursuit; the Alpine car started some minutes late but the lost time was made up in the first three hours.

There were some incidents *en route* for the North: Stretton had to change his magneto after cooking the new one fitted before the run; Harris' dynamo charge failed altogether. Nevertheless, Harris arrived at Inverness with 45 minutes in hand. Soon afterwards the other two cars arrived for a refill of Discol and to receive their plaques presented by the Mayor. Cundey had had a trouble-free run, but with his share of excitement.

Travelling South the weather was delightful and everyone had time to enjoy the unsurpassed Scottish scenery. Cruising at a modest 70 on the road, 65 on the motorways, the Meadows cars soon had an hour in hand, although some time was lost in Carlisle. More fuel was taken on at ¾-distance, and at 4.15 Harris arrived home (first, as befits the Captain of the Frazer Nash section of the V.S.C.C.), quickly followed by MV 3079 at 4.30. Before anyone had time to get anxious Stretton hove into sight with 35 minutes to spare—truly a fine performance with the lower-powered Anzani car. Celebrations were now in order, and the picture shows all those taking part.

A special mention must be made of the stout efforts of the tender car drivers, whose presence was reassuring throughout the trip. Finally, in present-day "hand-out" parlance, A.F.N. Ltd. gave generous help and so did Cleveland, Castrol and Renold Chains Ltd.; the last-named sent along their immaculate racing manager to check personally all 17 feet on each car; K.L.G. supplied the plugs and Dunlop tyres were used—along with the original Meadows and Anzani engines, Chater-Lea sprockets, Alford brakes, E.N.V. gears, Rudge wheels, Smiths instruments, Elkington bodies, Serck radiators, Woodhead springs, Andre dampers, Exide batteries, Birmal castings, with, no doubt, GKN nuts and bolts, Connolly leather, etc.

Those who like a quiet afternoon amongst vintage cars should make a point of attending some of the carnival and charity gatherings that occupy most summer week-end afternoons. For instance, on June 8th the Windsor Young Conservatives put on a *Concours d'Interet* at Holyport, near Maidenhead, supported by B.A.R.C. motor-racing films and a dance. The cars numbered a P3 Rolls-Royce Barker saloon; Dudley Gahagan's 1926 Type 37 Bugatti,



The successful members of the "Chain-Gang" about to celebrate their 1,000 miles in 24 hours, at the recently-opened Measham Motor Museum.

proving that running a G.P. Bugatti on the road is a practical proposition even in the Marples' Age; a pre-war Rover saloon with a searchlight on its roof; Passmore's Blue Label Bentley tourer with twin horizontal S.U.s; a very nice M-type M.G. Midget original save for copper exhaust tail-pipe and Bowdenex brake cables; a "Chain-Gang" Frazer Nash with B.M.W. 6-cylinder engine endowed with two downdraught S.U.s; an 8/18 Talbot disguised as a much-later sports car; a 1901 De Dion Bouton; a Connaught Engineering Citroën; a bull-nose Morris Oxford 2-seater and a Lotus Elan. Fun!

* * *

Vintage miscellany.—At the June V.S.C.C. "Phoenix" meeting "Chain-Gang" Frazer Nashes predominated, half a dozen helping to fill the crowded car park. Firkin has persuaded Lady Guinness to let him have the 1905 200-h.p. V8 Darracq engine and the steering gear from that famous car. Barry Clark has acquired a vintage L.A.P. o.h.v. conversion for his well-known competition Austin Seven, a car which weighs 6½ cwt. in road-trim. He is also rebuilding a Gordon England Cup Model Austin Seven and has found the remains of another 25-h.p. Talbot. Chalcraft is restoring a pre-1914 Hupmobile found in a Devon pond, and Colbourne Baker has re-acquired the Stafford Special. I. M. Clark has imported a straight-eight Thomas Special engine for his "flat-iron" from Canada but badly needs the original back axle for it, if anyone has any clues. The 1925 30/98 Vauxhall Velox (OE 180) sold at last year's Beaulieu Auction, after a complete rebuild by Vauxhall Motors, has, alas, gone to America, to C. A. Chayne's collection.

* * *

The Next Important V.S.C.C. Fixture is the Silverstone Race Meeting on July 27th, at which the 12-lap Boulogne Trophy Race for vintage racing and sports cars, a 12-lap race for Historic Racing Cars, an Edwardian Handicap and the Light Car Handicap will be contested. Such variety is worth making a long journey and a great effort to see, hear and smell, and even heavy rain didn't prevent the grandstands filling at the V.S.C.C. Silverstone Meeting in April. Details of admission arrangements for members and the public are obtainable from T. W. Carson, 3, Kingsclere House Stables, Kingsclere, Berks (s.a.e. please).

* * *

At last the V.S.C.C. has defined a vintage Austin Seven. It must not have a 4-speed gearbox, more than two carburetters or a d.d. gasworks, a wide back axle or 14-mm. sparking plugs. Hurray! But what of little wheels, oversize tyres, Bowdenex brakes and divided front axle?

* * *

Requests.—M. Foale, Wyoming Crescent, Belair, S. Australia, seeks intimate details of all Amilcar models, in the hope of getting together an amateur history of this make, and offers postage on instruction books, etc., and a free copy to those who assist.

Continued on page 537

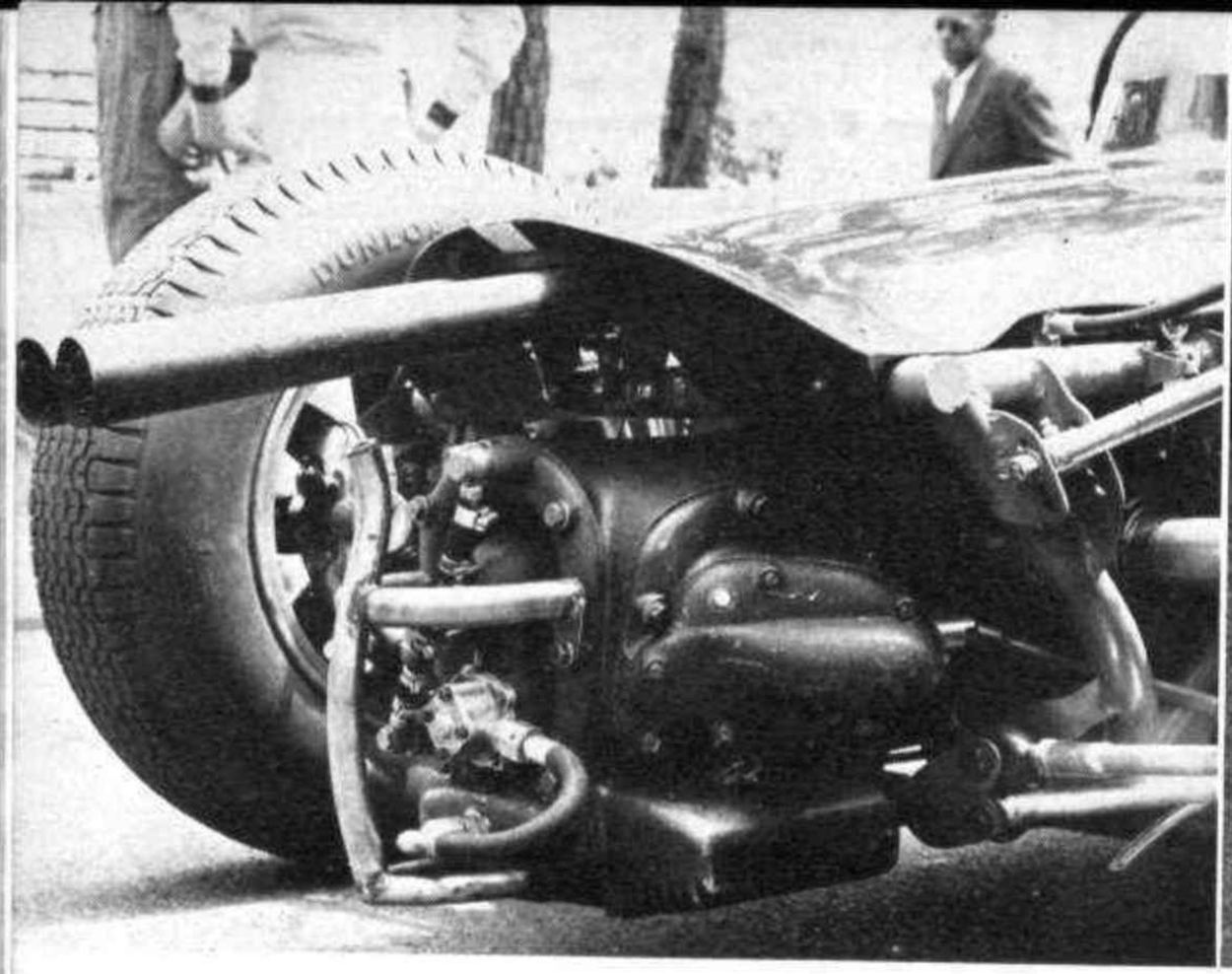
THE CAR THAT ALWAYS COMES SECOND



There's one thing we consider more important than a Volkswagen. □ Did you know, for example, that you can't buy a Volkswagen in this country until there are enough spares to replace every single part on your particular car? □ Did you know that Volkswagen dealers all over the country employ factory-trained mechanics, experienced people who know every inch of your car, who can correct faults quickly and efficiently from a full quota of spares they are required to carry? □ Yes, you've probably guessed it. It's the Volkswagen Service that comes first. The service that makes a Volkswagen driver a confident man—everywhere.

VOLKSWAGEN

WEST END SHOWROOMS: 34 DOVER STREET LONDON W1 TEL: HYD 1881 HEAD OFFICE: 32-34 ST JOHN'S WOOD ROAD LONDON NW8 TEL: CUN 8000





Technicalities at Monaco

The works Coopers had the rear of their gearboxes protected by this tubular structure, as the oil pump and pipes were vulnerable in the event of any pushing and shoving. This photograph also shows the abbreviated bodywork on the 1963 cars.

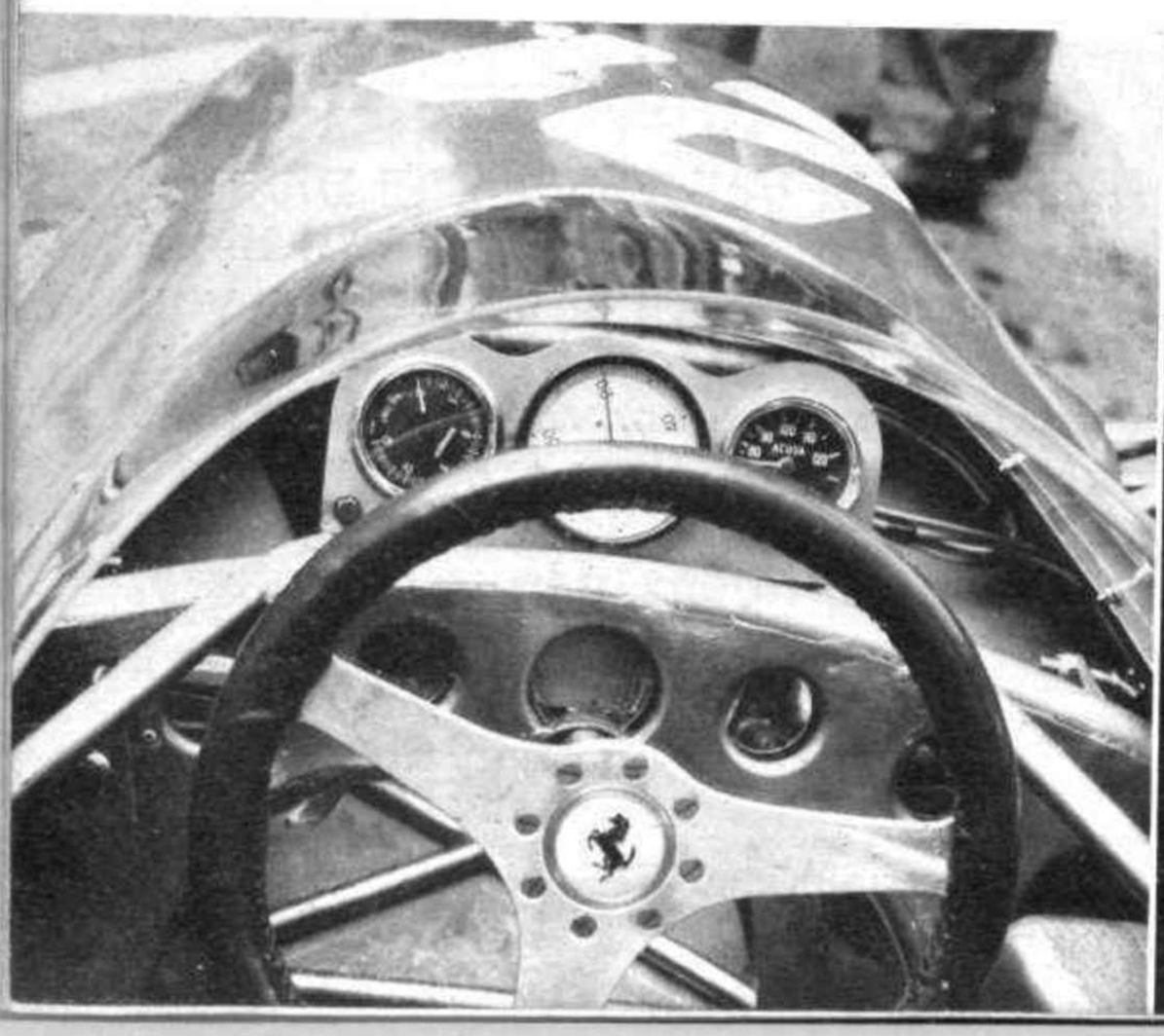
The B.R.P. team were fearful of running up the back of someone at Monaco and fitted this bumper bar to protect the radiator on their Lotus-B.R.M.s.

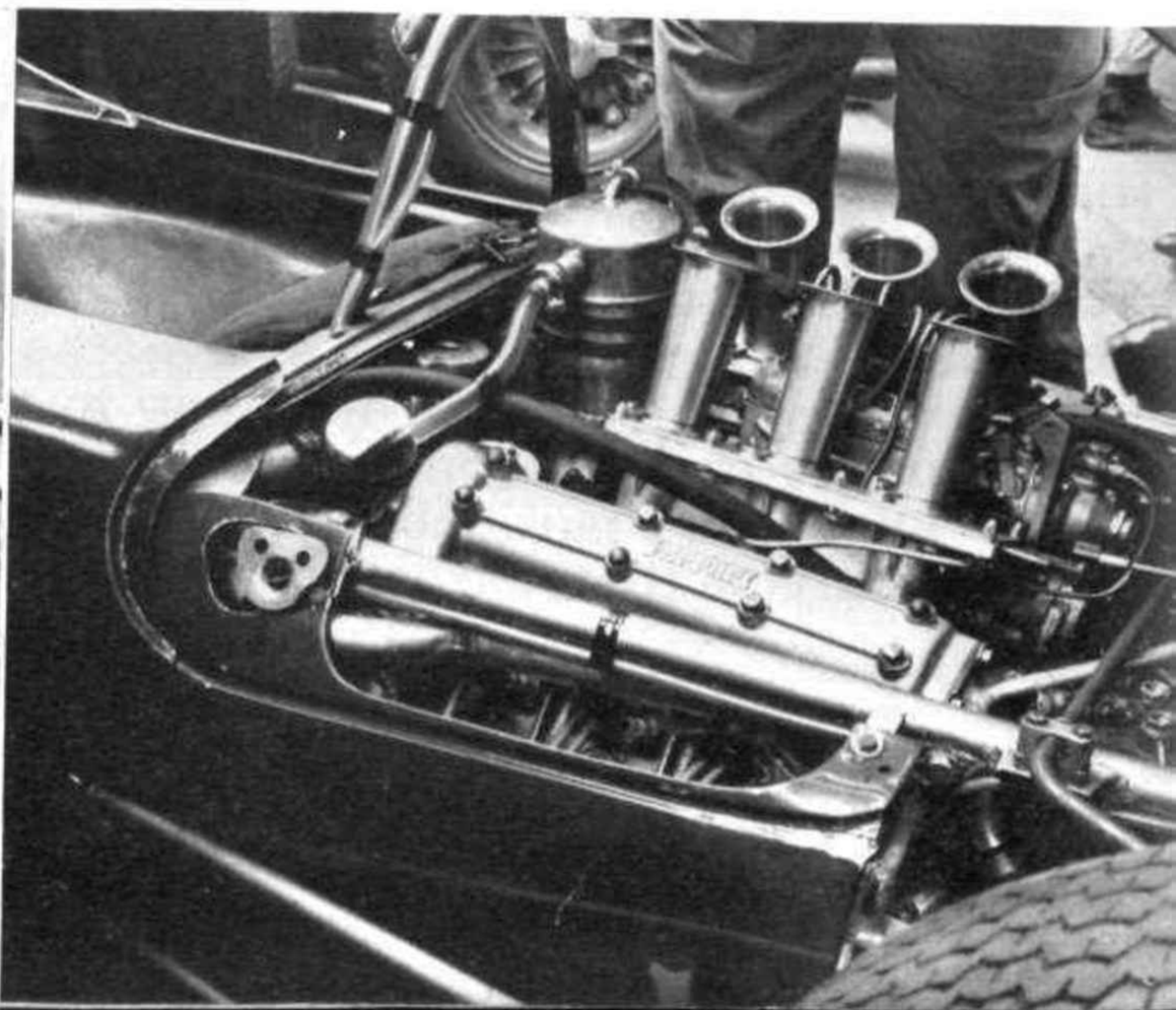
Among the many detailed modifications made to the Brabhams for 1963 is this redesigned front suspension layout with improved top wishbone member. The anti-roll bar is coupled to the lower wishbone by a long vertical link.

The fuel-injection layout on the V6 Ferrari engine, showing the long intake trumpets and the slide-throttle of the left-kand bank. The injection unit is mounted between the rows of trumpets.

The 1963 Ferrari has a simple instrument panel, with oil-pressure gauge on the left, tachometer in the middle and a clever dual-gauge on the right with two concentric needles, a white one for water temperature and a red one for oil temperature, both using the same dial, thus saving the weight of one instrument.





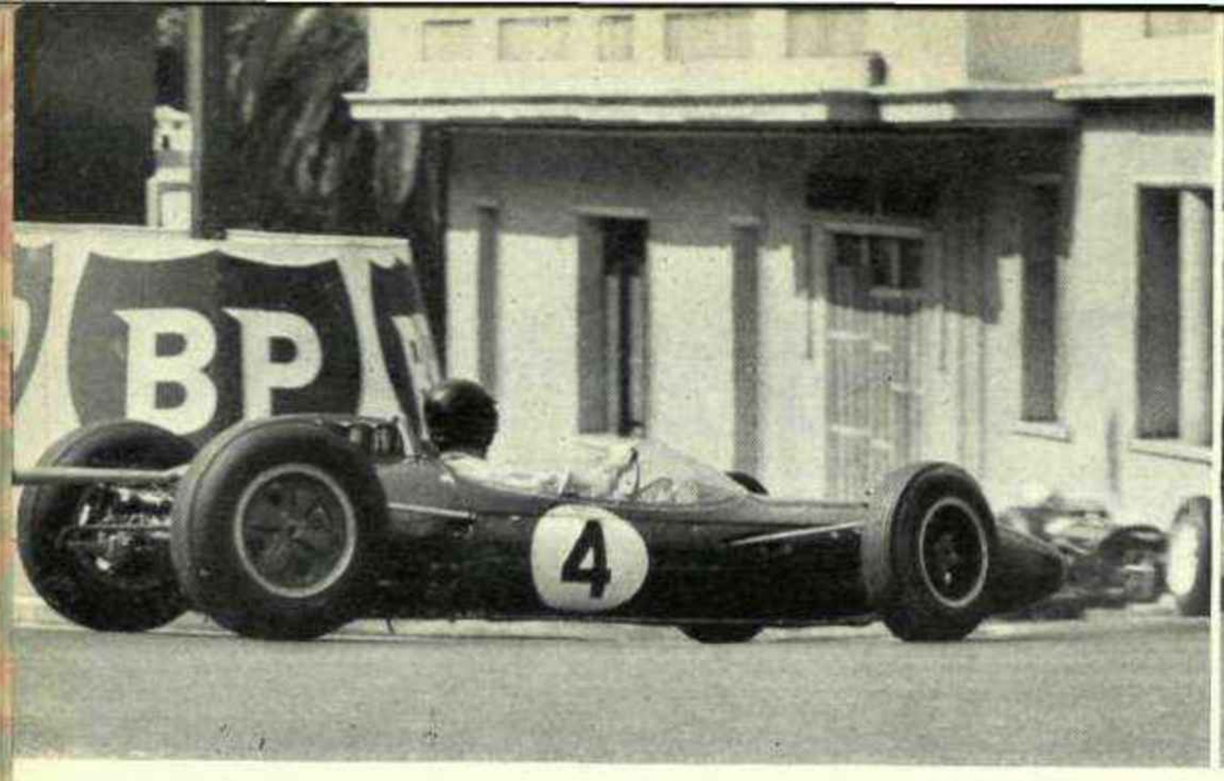


PICTORIAL REVIEW

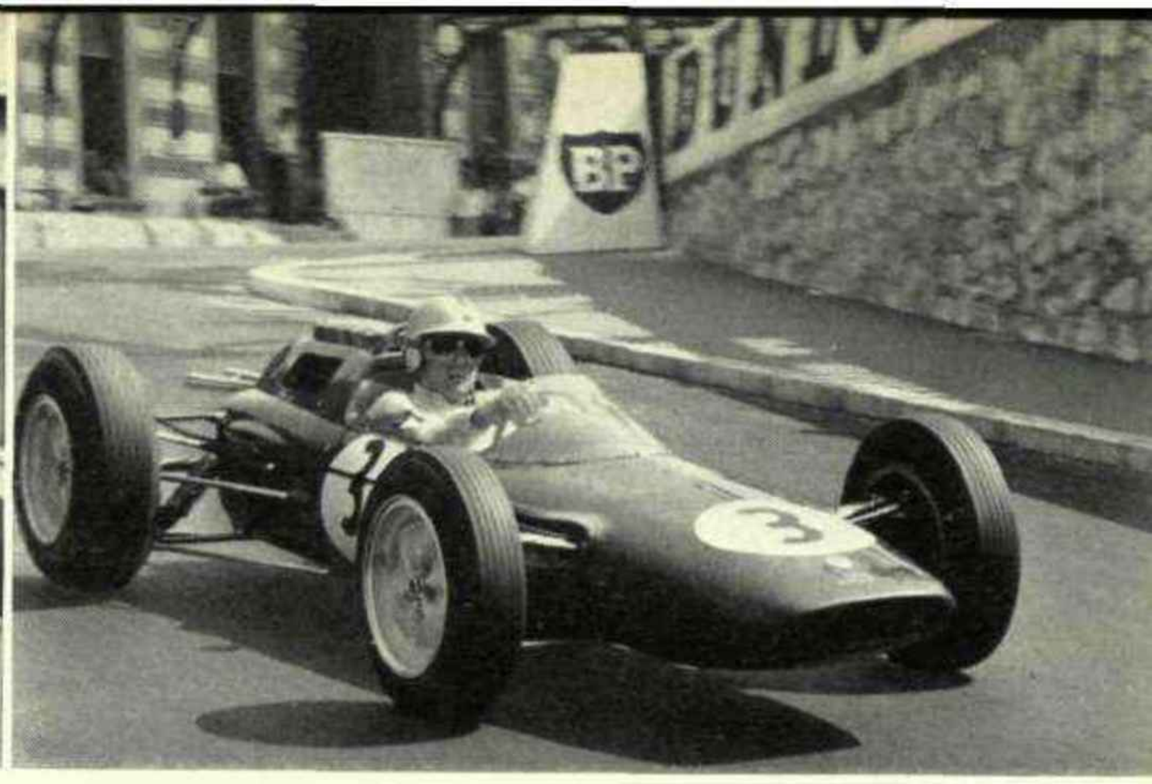
BELGIAN GRAND PRIX MONACO GRAND PRIX

24-HOUR LE MANS

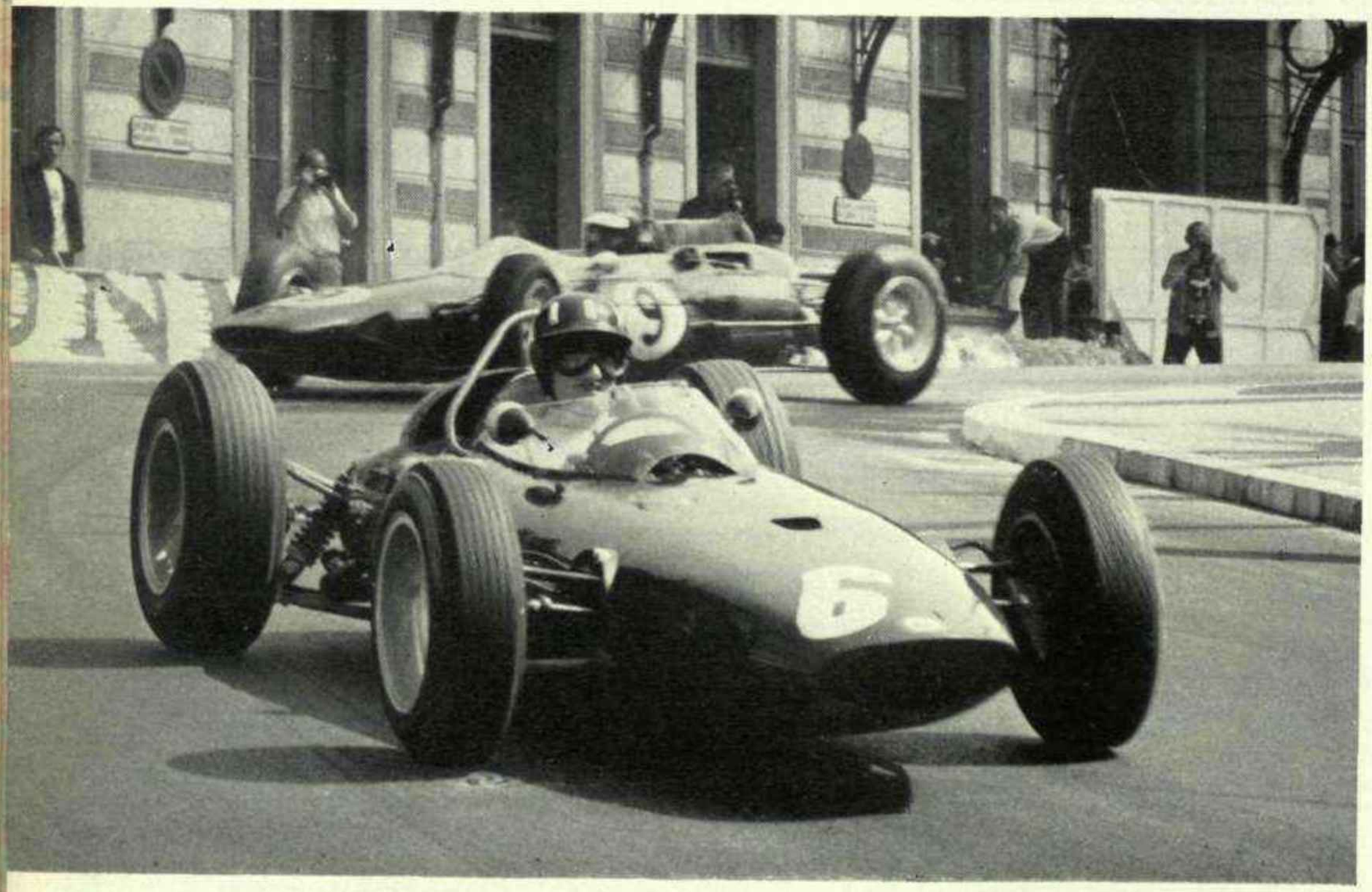
NIGHT LIFE AT LE MANS.—Tail lights of the cars trace their cornering lines under the Dunlop Bridge at midnight, while the thinning crowds enjoy the attractions of the " Village " in the background.



DAN GURNEY, driving the latest Formula One Brabham, went very well until he had rear axle trouble on the 26th lap.



THE SPARE TEAM LOTUS was driven in the Monaco G.P. by Jack Brabham, whose own car was out due to engine trouble.

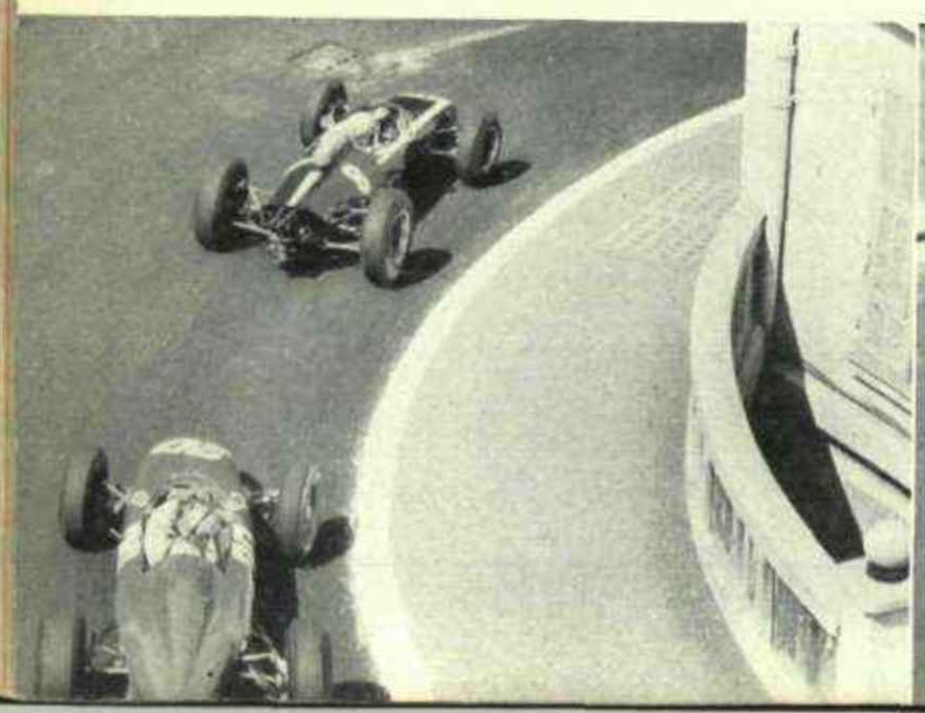


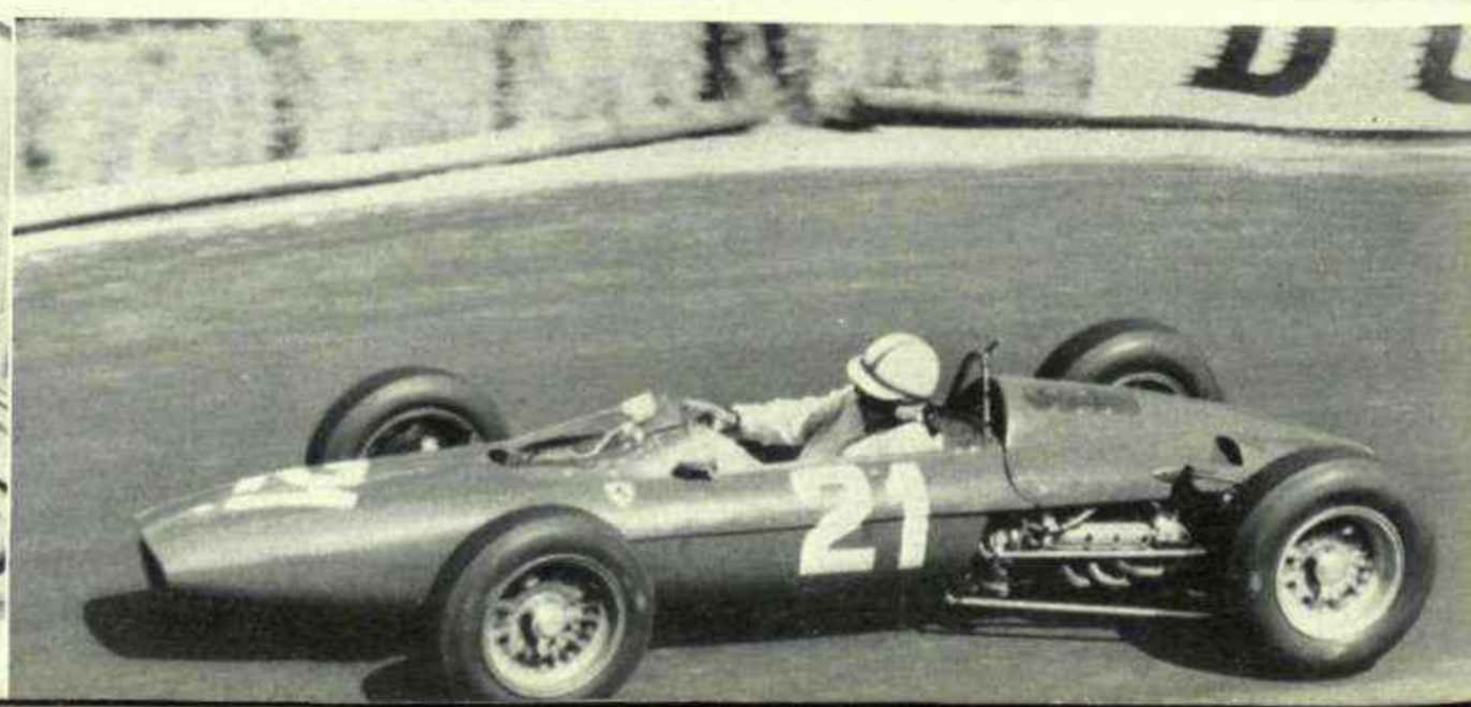
Monaco Grand Prix

GRAHAM HILL is seen leading Clark in the early stages of the Monaco G.P. at the Station Hairpin, the B.R.M. accelerating very cleanly from this slow corner. Although Clark got past the B.R.M. the Lotus gearbox failed and Hill retook the lead and won the race.

THE NUMBER TWO DRIVERS for Cooper and Ferrari were Maggs and Mairesse, and here the Southern Rhodesian driver is seen leading the Belgian as they descend towards the Monte Carlo sea front.

THIRD PLACE in the Monaco G.P. went to John Surtees driving the V6-cylinder Ferrari. Surtees, who lost some of his oil pressure in the middle stages of the race, had a final fling during the last six laps, failing to get second position by one second, but succeeding in setting the fastest lap on the last lap.





Motoring Defence League

Time was when freedom to use the Queen's Highway was the RIGHT of all law-abiding subjects, a right jealously guarded by the Country's Rulers.

This RIGHT now seems in danger of becoming a PRIVILEGE. With each successive spate of new regulations for the motorist to observe, there appears an ever INCREASING number of restrictions on the use of the Queen's Highway and, thereby, LESS freedom of the subject.

Restrictions there must be or chaos results. But those restrictions must never become more important than the end for which they were imposed. There seems to be creeping into governmental thinking, whether of local authorities or Parliament itself, the idea that the restriction is all, and the power to restrict is itself a good thing. Of this, mis-use of power is born.

The Motoring Defence League has been formed in an attempt to reclaim for motorists the freedom of the Queen's Highway. It starts from the pre-supposition that all unnecessary restriction on individual liberty is a bad thing. All restrictions should be shown to be necessary. If not they should be questioned and opposed.

Every motorist should recognise that to be in possession of a motor car is to be in possession of a potentially lethal weapon and treat it as such. In so doing, however, the law-abiding motorist is entitled to expect that he will not be treated as though both himself and his motor car were undesirable on the roads of the Country.

Let it be clear, however, that the League does not support careless, thoughtless or foolish motorists. It will champion the rights of all careful and thoughtful motorists who may find themselves oppressed by, interfered with or bewildered by authority, without just reason or purpose.

The power of the League to discharge this, as we believe, most necessary task, depends on numbers. We ask you to join NOW. We need you—we believe that you, if you value your fast vanishing freedom, need us.

THE MOTORING DEFENCE LEAGUE LTD. is a Company limited by guarantee, incorporated under the Company's Act 1948. The principal AIMS AND OBJECTS are :—

1. To protect maintain and promote the interests and freedom of motorists throughout Great Britain.
2. To undertake promote and encourage study and research into the needs and requirements of motorists.
3. To advise and assist motorists in the assertion and defence of their rights in Courts of Law and before any statutory tribunal or other body of enquiry.

PROTECTION AND PROMOTION OF INTERESTS

Every possible step will be taken to protect and promote the interests of motorists including parliamentary representation, petitioning Ministers and local authorities, etc., or by such other lawful means as may be deemed expedient.

STUDY AND RESEARCH

Advice and assistance will be sought of any organisation, commercial undertaking, trade or other association, professional or otherwise qualified persons or person, Government departments and local authorities. Special attention will be given to the question of INSURANCE.

COURTS OF LAW

While the Council will do all that is fit and proper to protect members' interests, it cannot on demand give free legal representation to every member. Where genuine cases of unfair treatment or possible miscarriage of justice are brought to its notice, each such case will be treated on its merits and no stone will be left unturned to see that JUSTICE IS DONE.

ORGANISATION

The League is administered by a COUNCIL OF MANAGEMENT. The Council consists of the Honorary Officers and elected members. Honorary Officers include President, Vice-Presidents. Hon. Secretary, Hon. Treasurer. The day to day administration is under the control of an appointed Administrator responsible to the Council of Management.

MEMBERSHIP

Admission to membership is in accordance with the provisions of the Articles of Association, comprising Members and Associates. Admission is at the sole discretion of the Council. The Annual Subscription is ONE GUINEA, or as may from time to time be determined by resolution of the Council.

ACCOUNTS

Proper books of Accounts are kept by the Council in accordance with the provisions of the Company's Act and at least once a year accounts will be examined and the correctness of the Income and Expenditure Account and Balance Sheet ascertained by properly qualified auditors.

cut along dotted line

OFFICE USE

Reg. No. .....

Date .....

(M)

APPLICATION FOR ASSOCIATE MEMBERSHIP

MOTORING DEFENCE LEAGUE LTD.

15/17, City Road,

London, E.C.1

I.....(Mr., Mrs. or Miss)

of.....

.....

.....

(BLOCK LETTERS, PLEASE)

Occupation..... Tel. No.....

HEREBY apply for Associate Membership of the Motoring Defence League Ltd., as provided by the terms of the Memorandum and Articles of Association. I enclose the sum of ONE GUINEA, being annual subscription.

Signed.....

Date.....

Recommendations to Friends

If you require any further Application Forms, please state number here .....

cut along dotted line

OFFICE USE

Reg. No. .....

Date .....

(M)

APPLICATION FOR ASSOCIATE MEMBERSHIP

MOTORING DEFENCE LEAGUE LTD.

15/17, City Road,

London, E.C.1

I.....(Mr., Mrs. or Miss)

of.....

.....

.....

(BLOCK LETTERS, PLEASE)

Occupation..... Tel. No.....

HEREBY apply for Associate Membership of the Motoring Defence League Ltd., as provided by the terms of the Memorandum and Articles of Association. I enclose the sum of ONE GUINEA, being annual subscription.

Signed.....

Date.....

Recommendations to Friends

If you require any further Application Forms, please state number here .....

JOIN

the

MOTORING DEFENCE LEAGUE

and help to

RECLAIM & MAINTAIN FREEDOM FOR THE MOTORIST!

JOIN

the

MOTORING DEFENCE LEAGUE

and help to

RECLAIM & MAINTAIN FREEDOM FOR THE MOTORIST!



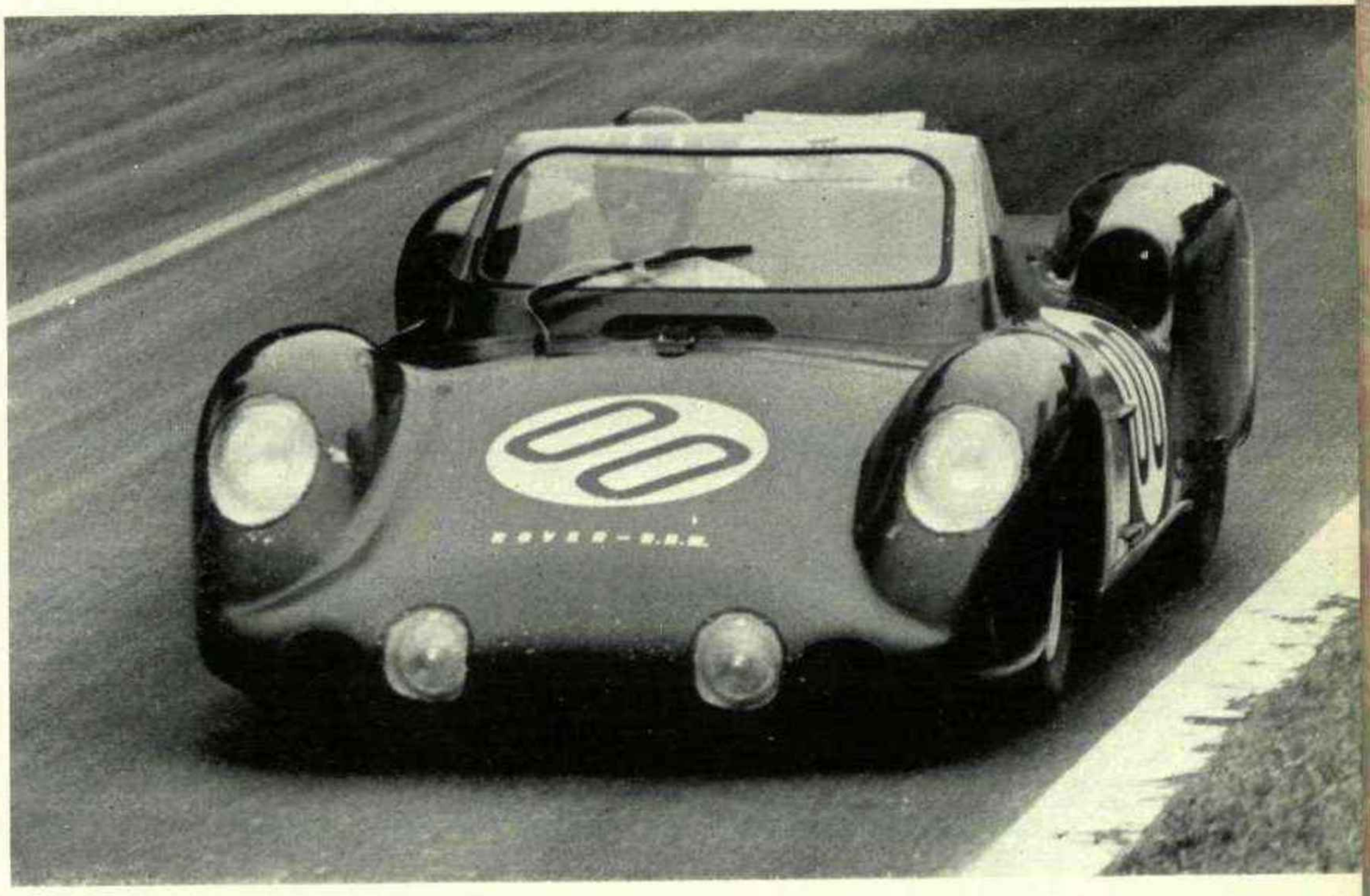
TEAM TACTICS.—The Scarfiotti/Bandini 250P Ferrari moved up from second place when the similar car of Surtees/Mairesse caught fire during the 17th hour.



ONCE AGAIN the Simon/Cassner Maserati proved fastest, leading in the opening stages but retired just after 7 p.m. with a broken gearbox.

24-hour Le Mans

MISSION COMPLETED.— Graham Hill and Richie Ginther lapped consistently with the Rover-B.R.M. easily winning the special award for turbines and making up to some extent for the failure of the Aston-Martins.



SPECTACULAR.—The Rene Bonnet of Masson/Monneret leaves the road as the leading Ferraris rush past in the opening stages. Masson was unhurt.



BEST BRITISH PLACING in the official results was awarded to the Bolton/Sanderson Cobra which finished 7th. On distance the Rover B.R.M. beat the Cobra by about 1½ miles!



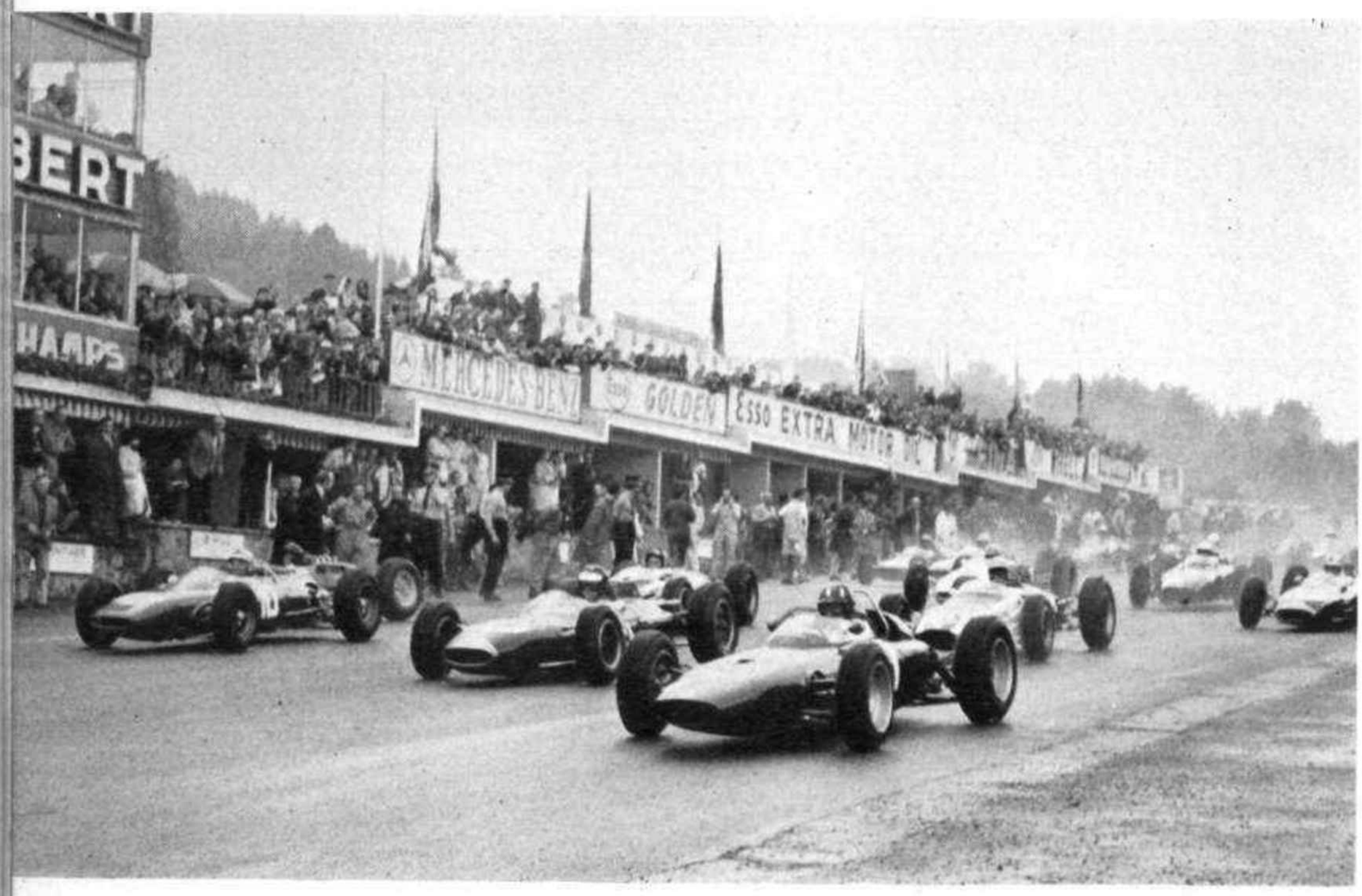


WINNER.—Jimmy Clark in his Team Lotus is here seen acknowledging de Beaufort, who had just beckoned him past. Clark led the race from the first corner right to the chequered flag.



GRAHAM HILL kept his B.R.M. firmly in second place at the Belgian G.P. until he was forced to retire with transmission trouble about half distance.

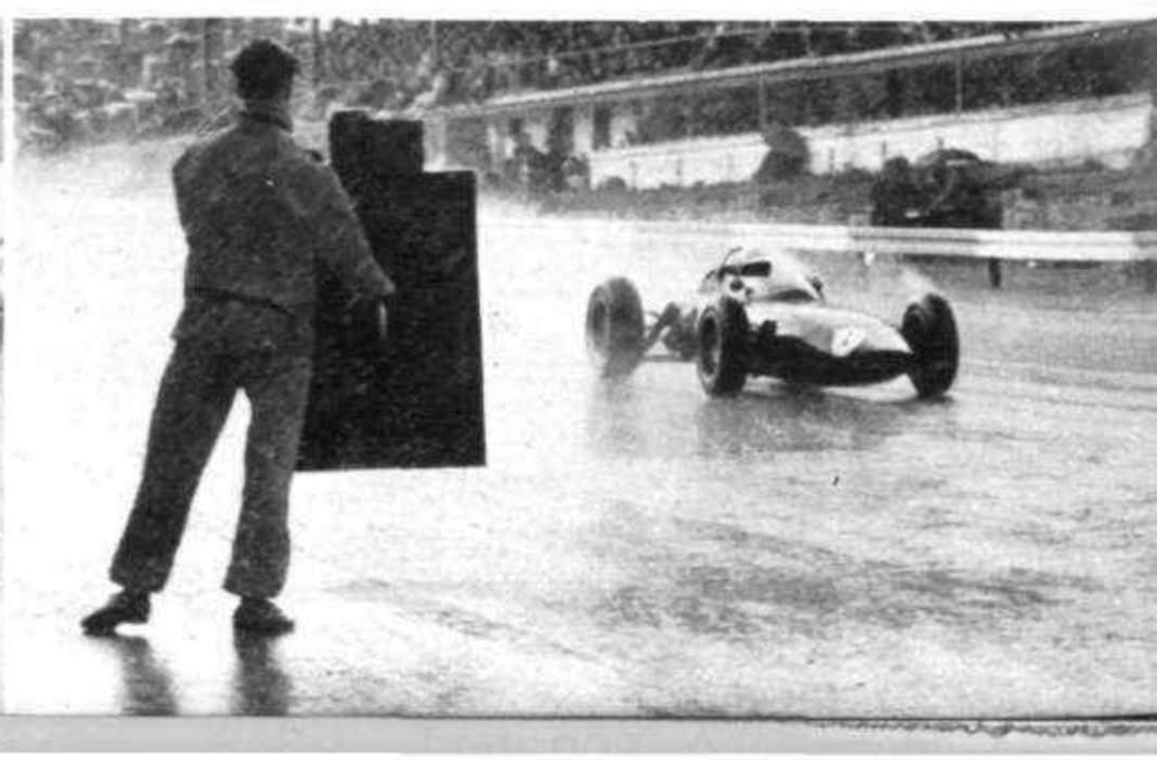
Belgian



BELGIAN G.P. START.—In the front row from right to left G. Hill (B.R.M.), Gurney (Brabham) and Mairesse (Ferrari) lead off down the hill. Right in the background almost against the pit counter, Clark, who was in the third row, can be seen storming down the pit road to take the lead at the bottom of the hill.



BOATING.—Dan Gurney streams past the pits looking like a motorboat during the cloudburst which marred the closing stages of this year's Belgian G.P.



RAIN-SOAKED Ritchie Ginther tries to read a pit signal as the heavy rain, seen clearly against the mechanic's overalls, begins to come down.



AMERICAN ENTRY.—The new Scirocco B.R.M. made its first appearance at the Belgian G.P. Here Tony Settember is on the up-hill section away from the pits.



OOPS!—Bianchi in one of Parnell's Lolas sideways across the road in front of Carel de Beaufort. The Lola having stalled and the Porsche being without reverse gear, de Beaufort pushed the Lola out of his way, rather mangling the fibreglass nose of the Lola.

Grand Prix

BOTTOMING—The Brabham driven by Dan Gurney was set up so low that he was bottoming at several points round the circuit. In the picture a cloud of sparks can be seen under the painted number and also appearing from behind the wheel under the car.

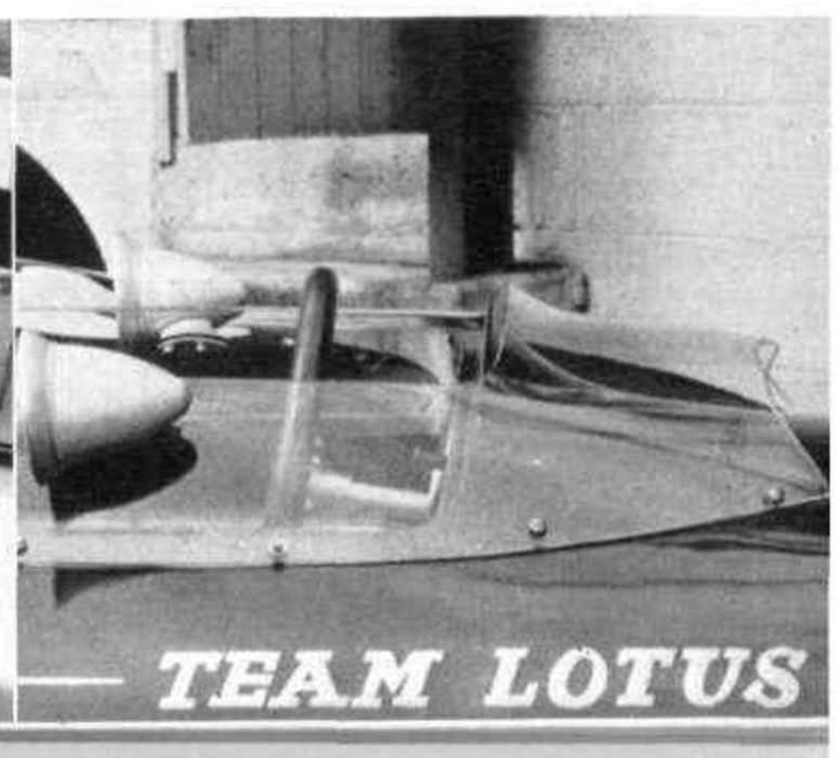


SHELSLEY SPECIAL.—This phrase was used by many people seeing the A.T.S. for the first time. Phil Hill drove this roughly-prepared car for a few laps before retiring with gearbox trouble.

LEFT.—The gear-lever on the new B.R.P. "monocoque" works through a vertical gate instead of the more usual horizontal gate. RIGHT.—The cunning Lotus air-screen which deflects a column of air upwards was defeated by the weight of raindrops which pass through to the driver's face.







TEAM LOTUS



CASTROL WINS IN ACROPOLIS RALLY

LADIES CUP

Pat Moss & Ann Riley

FORD CORTINA

ALSO 6 CLASS WINS

(Subject to Official Confirmation)

using IMPROVED CASTROL

Balanced Multi-grade Oils

Castrol MOTOR OIL

V.E.V.—continued from page 528

Free! A reader offers a 1936 Sunbeam solo motorcycle and another reader a 1930 Singer Junior sports virtually for nothing, if collection can be arranged. And an Austin Seven Swallow in towable condition is being given away in Kent.

THE V.S.C.C. LIGHT CAR RALLY (June 9th)

This is always a pleasing event. This year it was organised by J. K. Milner and B. Clark and attracted an excellent entry of 19. After being judged for originality, maintenance and elegance, the cars had to undertake a simple driving-test in the grounds of the Wilton Carpet Factory before setting out on a 40-mile navigational exercise which, if taken correctly, involved an ascent of Middledown Hill near Shaftesbury.

The contestants included Condon's extremely original and immaculate 1923 A.C., Getley's 1913 Swift with four big brass lamps and a period fire-extinguisher, Riddle's 1921 G.N., which, using its all-valves-upstairs Vitesse engine, ascended Middledown without resort to bottom speed, Holton's very nice 8/18 Humber 2-seater, Redman's yellow Trojan tourer, the h.t. leads of which match the colour of the body but are fortunately well concealed beneath the floor, and a couple of 1925 Morris-Cowleys, one a rare but scruffy coupé, the other a most appealing 2-seater. Mrs. Owen brought her exceedingly handsome 1926 Austin Seven Chummy, and there were two others of this breed, less presentable. Jarrett came in a rare 1927 side-valve Riley saloon, Hayward in his much-travelled, slightly ornate Fiat 503, and Wise had a nice 1927 Clyno tourer. Jowetts were represented by Iles' 1929 4-seater, with f.w.b., and Allport's long-chassis 2-seater without this luxury—true vintage light cars, these. Franklin's well-known 10/25 sports Rover, Tuckey's 1929 Swift Ten coupé, Dighton's clean and as-new 9/20 Humber, and Hicks, bravely conducting a 1919 Stellite, completed the 1963 field.

On the whole the turn-out was far from immaculate, some of the cars being downright dirty. It isn't a bad thing that V.S.C.C. vintage light cars need not attain unduly high standards of turn-out, because they are primarily for the less affluent members, but it's a pity brass lamps out of period and copper exhaust pipes are found so frequently.—W. B.

Results :

Lady Rachel Trophy : D. T. R. Dighton (1928 Humber 9/20).

First-Class Award : J. G. Holton (1924 Humber 8/18).

Second-Class Awards : M. C. Angell (1925 Morris-Cowley), K. J. Grainger (1925 Morris-Cowley).

Third-Class Awards : G. E. Hicks (1919 Stellite), J. M. Hayward (1927 Fiat 503).



Wise's 1927 Clyno ascending Middledown Hill, once used as an Exeter Trial "observed section," during the V.S.C.C. Light Car Rally last month.

VINTAGE POSTBAG

Waving the Flag

Sir,

Some friends were discussing with me the book "Coleman's Drive," which describes how a 1925 Austin Seven in 1959 duplicated "Tschiffely's Ride" from Buenos Aires to New York—just another phenomenal feat for these unique vehicles.

During our conversation it was explained that last summer a 1929 Austin Seven (UX 5333), a yellow and black tourer rejoicing in the name "Finfinella," was seen in Monte Carlo, battling up the Zella Pass and finally in Innsbruck. Apparently, it was crewed by three schoolboys from Stockport Grammar School and piled high with sundry equipment, and they were evidently camping. When asked about the trip these young men said: "Trouble-free up to now; she got us here and she'll get us home." Was that the opinion of youth or did the gallant old girl keep faith with them?

If they did manage it, they probably hold a composite record for 1962 involving the oldest car with the youngest crew, going farthest through most countries on the smallest b.h.p., with complete confidence and, I hope, still unsullied reliability.

If I were responsible for Austin car exports to the U.S.A., I would endeavour to prevail upon these youngsters to make a further journey say from New York to San Francisco and letting "Finfinella" rest in Austin showrooms *en route*. Then maybe the Americans, like the Italians, will be able to chorus "Bella, Bella, Finfinella," as they did at the top of the Zella.

I say "Bella," indeed.

Scawthorpe. LESLIE GRONNOW.

* * *

Co-operation

Sir,

You do less than justice to the V.S.C.C. in your report of their Silverstone Meeting, when you suggest that they were "disinterested" in the Inter-Register race.

In fact, the V.S.C.C. have been most helpful to the Registers with this event, and its billing as an "Inter-Region" contest was quite obviously a printer's error, as was apparent from the entry forms, which perhaps, sir, you did not see. Printers' errors are not unknown even in the current edition of your excellent, but not infallible, journal.

G. LISTON YOUNG,

Melton Mowbray. *Hon. Secretary*, Fiat Register.

[But *no* mention of why slow Register cars were competing appeared in the 1962 programme, nor does the commentator deign to explain to the public about their inclusion.—ED.]

* * *

A Mathis for Standard

Sir,

Perhaps I can enlighten your contributor concerning the Mathis/Standard rumour. I was for many years with the late B. S. Marshall, being responsible for the preparation of all his racing cars, including Bugatti, Aston Martin, Hampton and Mathis. At this particular time we were concessionaires for the Mathis *marque*. It is true that we supplied the Standard Motor Co. with the car and I, personally, collected it—an open 4-seater tourer, light blue—from Strasbourg, and some time afterwards Standard Motor Company bought it; we were asked to repurchase it, which we did.

As you can imagine I watched all developments of their design with interest and I can say with every confidence that the only observable alteration on the Standard Motor Co. design was introducing a side-valve engine in lieu of the open push-rod type previously fitted to their range of light cars. Whether this was due to Mathis influence is debatable. It is a fact that all manufacturers do buy specimen cars for examination. In very few instances do they make a slavish copy, but what they learn is added to the sum of experience and I can only think of one classic case where the exact copy was made.

I am not aware of any particular reason why the news of this acquisition leaked out and perhaps this information will kill the rumour that the Standard 9 h.p. was an exact copy.

The car in question was an 8 h.p. 4-cylinder (M.Y.) and shortly after its introduction a 6-cylinder model was introduced known as the E.M.Y.6. It had an engine similar to the 4-cylinder but with the addition of two cylinders of the same size as the 4-cylinder,

with the same body and an engine designed more for torque with minimum ability to rev. It was a car with a very good top-gear performance but did not sell very well.
Barnes.

H. G. MUNTON,
Works Supt., Boon & Porter Ltd.

* * *

Rubbolite Lamps

Sir,

In these days when good old-fashioned service is such a rare and valued commodity, I should like to commend to readers that offered by Messrs. Flexible Lamps Ltd., of Centre Drive, Epping, Essex.

Requiring recently some small parts for the lampholders of a pair of stop/tail lamps made by this firm, I was pleased to find that the makers of the "Rubbolite" are not the sort of people who try to force the customer to buy complete replacement units, but will deal courteously and promptly with the smallest inquiry. I should add that the parts were needed not because of any failure, but simply because they were missing when I acquired the lamps: I was so impressed with the quality of design and construction that I bought them on the chance of being able to obtain replacements for the missing parts.

Vintage car owners will, no doubt, already be aware of the standard of quality traditional to the Rubbolite, and I am delighted to be able to report service to match! I hope you will find space to print this, as I feel most strongly that the remedy to the current "don't care" attitude of many manufacturers is in our own hands, and that by applauding proper service when one comes across it, one is striking a small blow for sanity.

I must end with the statement that my only connection with Messrs. Flexible Lamps Ltd. is that of a satisfied customer.
Isleworth.

R. W. HAWLEY.

* * *

Discovery in Spain



Sir,

While on holiday in Spain a little while ago, we snapped this Chenard-Walcker in extremely nice order.
London, W.1.

JOHN BREWER.

* * *

That Irvine Garage

Sir,

Fine weather, a free Sunday, and the fascination of a friend's newly acquired Citroën 2 c.v. prompted investigation of the picture titled "Contemporary Scene" on page 245 of MOTOR SPORT for April. The first elderly citizen encountered in Irvine successfully led our search to the very building portrayed, original in all aspects, except a smaller entrance than in 1913. The building is now used by a hosiery manufacturer.

What is probably more interesting is the fact that fifty yards farther along the road Mr. J. B. Shaw, son of the gentleman in the picture, manages a modern Esso garage. Unfortunately, Mr. Shaw was not at home, but I left details, and possibly by now you may have further details.
Greenock.

TOM MCKIRDY.

Rare (?) A.C.s

Sir,

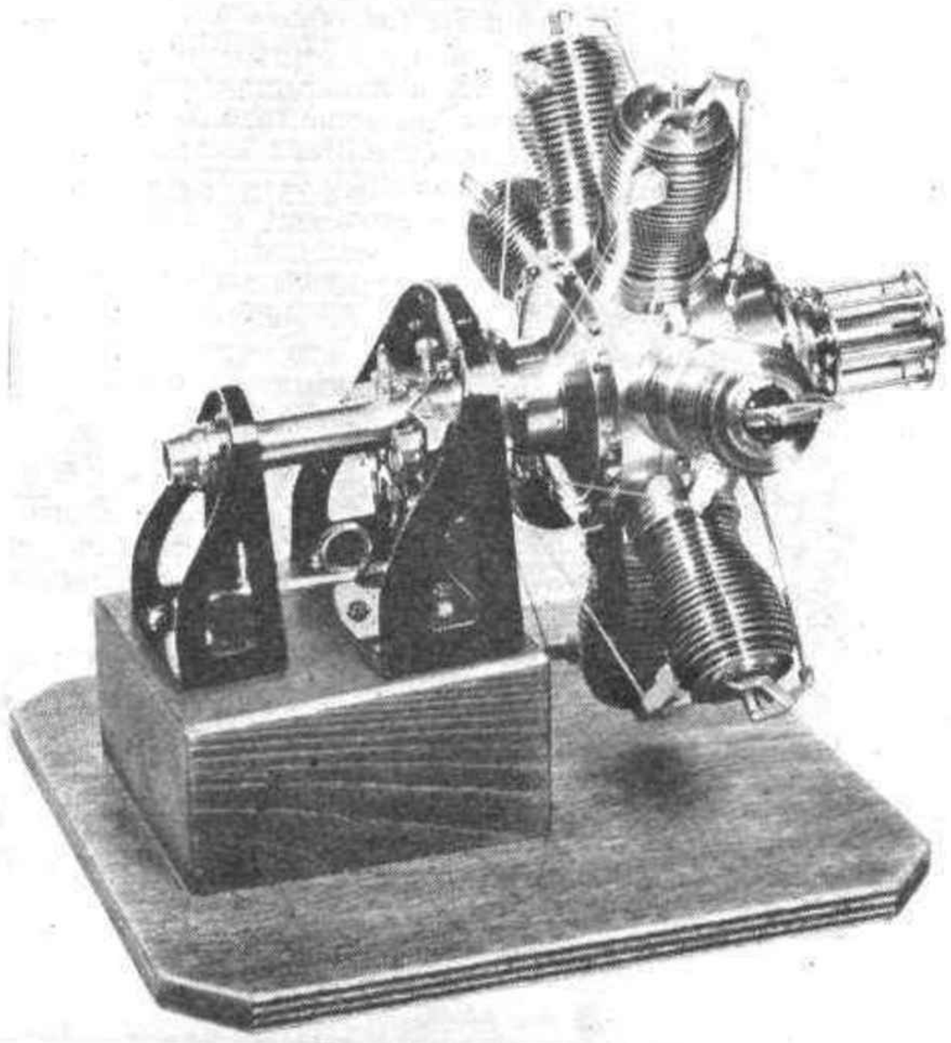
May I be permitted to add my comments to those of Mr. J. A. Wood in your June issue on the subject of the alleged rare A.C.

You will probably not be very surprised to learn that there are no fewer than twenty 2/4-seater A.C.s of the type advertised still in existence, in this country alone. It is hardly unique, therefore, on that score. Looking at the details of the twenty cars I find one is a Sovereign, thirteen are Royals and six Empire models. The car illustrated in your magazine is well known to the A.C.O.C. and it is undoubtedly an Empire. On this score also the claim made for it must also fail.

You may be interested to know that £595 was being asked the last time an inquiry was made, not so very long after a comparable specimen (admittedly a "Six") was sold at the Sword Sale for £165.
Hove.

M. H. LANE,
Hon. Vintage Correspondent, A.C. Owners' Club.

MINIATURES NEWS



This month this feature appears on a vintage page, because it concerns vintage miniatures. The picture above is of a fine $\frac{1}{8}$th-scale *working* model of a 1913 A-type Gnome Monosoupape rotary aero engine built by F. Boler of Leatherhead. He made every part, except the plugs, even to screws, nuts and washers, a 2½ years' spare-time task. The engine has a bore and stroke of 0.718 in. × 1.000 in., an overall diameter of 7½ in. and is 8 in. long.

The only commercial models that have come along for review are two more from Italy, by Dugu. Based on cars in the Biscaretti Museum in Turin, No. 1 is a 1/43rd-scale 1911 Tipo 4 Fiat tourer, No.2 is a fine Michelin-shod 5th-series Lancia Lambda saloon to the same scale. Beautifully detailed, if somewhat frail, these models, of which only a small supply will be imported, cost 33s. each. They are available from Motor Books, Automodels of Finsbury Pavement, etc.—W. B.

The Vintage Austin Register, 750 M.C. and Cambridge Vintage A.7 Club have made valiant attempts to bring together pre-war Austin Sevens. But did you know that more than 20 such cars had a police escort through Birmingham to the Austin Motor Company recently? They belong to members of the Pre-War Austin Seven Club, formed a year ago. It has some 70 members. Sec.: G. Stafford, 124, Whittaker Road, Derby.

A PIONEER WELSH MOTOR BUSINESS

Some Notes on The Automobile Palace, Llandrindod Wells



ANCIENT TIMES.—This circa 1911 *Thornycroft 'bus was used by old Tom Norton for sight-seeing tours to the Elan Valley, etc. The printing block from which this reproduction was made is over 50 years old—see accompanying story.*

IT all started when Roger Maughfling of Knighton went to his local printer about a calendar, and to show what results could be expected from a certain type of paper the printer pulled out of a drawer an old block, over 50 years old, of the picture reproduced (from this same block) at the top of this page. I saw that there was probably a story associated with this ancient motor coach, and when, after a particularly " dicey " drive over snow-covered hill roads last winter from New Radnor, I descended with some relief into the sanctuary of Llandrindod Wells and saw that The Automobile Palace still bore the word " Aircraft " above one of its showroom windows. This made me determined to call on two of the present Directors, Mr. Tom Norton and Mr. H. G. V. Howell, to discover how this ambitious motor business originated in Mid-Wales. To me it seems a delightful shopping centre for Radnorshire and is a town extremely well known to rally competitors and motorcycle trials riders. Most of them stay at the Metropole Hotel, which was the headquarters of the R.A.C. Six Days Small Car Trials of 1924, an event I partly re-enacted in 1954, when testing the then-new Citroën 2 c.v. for MOTOR SPORT. . . .

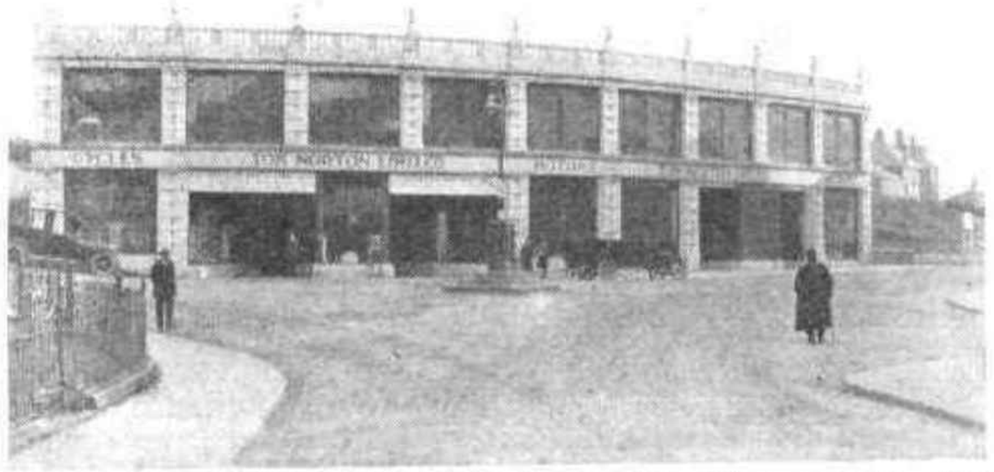
It was June before I drove to The Automobile Palace in a road-test Citroën DS19 for the promised interview. It provided quite a story. . . .

The late Tom Norton, its founder, was born at Newtown in 1870, one of 14 children. Apprenticed at the age of about 16 to an elder half-brother, he earned 1s. a week while learning the ironmongery business. A keen cyclist, he frequently rode in the 1890s the 27 miles to Llandrindod Wells, and became impressed by the large buildings that were going up in this then-fashionable Spa. This, thought Tom Norton, was the place for a cycle and sports depot, which he opened in rented premises in the High Street in 1898. He was one of the first Raleigh agents, and by 1904 guaranteed all the bicycles he sold for three years, repaired punctures free for the first season, and allowed return rail fare to purchasers within a 100-mile radius! He advertised that he had 200 machines in stock and by the turn of the century his ambitions encompassed agencies for such cars and motorbicycles as Singer, Excelsior, Swift, Ariel, Sunbeam and Daimler, etc.

Outgrowing his cycle shop, Tom Norton bought the site of the present business in 1906 at the high price of £1 per square yard and soon afterwards caused the first half of a two-storey building to be erected, which was completed in 1911 and called " The Palace of Sport." The cost was in the region of £11,000 and the architect was Mr. Wellings Thomas. In 1908, Tom Norton Ltd. was formed.

Why does the word " Aircraft " still confront motorists who buy petrol at the Automobile Palace? Because around 1913/14 Tom Norton decided that Mid-Wales should be introduced to aeronautics and invited the great Gustav Hamel down to give demonstrations from the Ddole field, or old race-course, below the Rock Park Hotel. It is not known whether any aeroplanes were sold as a result, but again in 1933 The Automobile Palace sponsored interest in flying by arranging for Sir Alan Cobham's Circus to give air displays from the same field. Indeed, Universal Air Services Ltd. hoped to run regular air services from this 25-acre, 550 yd.-long landing ground. They had an Avro 504K and a 275-h.p. Rolls-Royce Falcon-engined Bristol Fighter, and proposed to charge 9d. per passenger-mile in the former, 1s. 3d. per passenger-mile in the latter. Robert Kronfeld came down to demonstrate the Drone, but the agency was not adopted. The last flying display from the Ddole was held in 1937, when Cathcart-Jones and Campbell-Black led a Jubilee Display. But Tom Norton, who had an interest in the Rock Park Hotel, had advertised for a manager for " the hotel and aerodrome " in 1932.

Motoring history associated with The Automobile Palace goes back much further. They started one of the first public 'bus services in Wales in 1906, running a solid-tyred Commer, with body by Percy Liveredge of the Old Kent Road, between Llandrindod Wells and Newtown. There is an amusing story of how one of the drivers, when tips seemed slow in materialising, used to ignite the carburetter and then " heroically " extinguish the blaze with his coat, to render the passengers more appreciative of his services! This may, however, have been on an even older vehicle, which was used by Lloyd George, Evan Roberts (the Welsh Revivalist) and Sir Alfred Thomas when they came to the town. Later the service was operated by model-T Ford and G.M.C. 'buses.



The premises of Tom Norton Ltd. as originally conceived. The model-T Ford golf-course 'bus, " Col. Bogey," can be seen in the centre of the picture.



A landmark that still exists today—the "Aircraft" sign on the premises of The Automobile Palace at Llandrindod Wells.

The 'bus in the heading picture is a chain-drive Thornycroft, with solid tyres bolted onto the rims, which was used for sight-seeing tours of the Elan Valley, *circa* 1911. Another famous 'bus operated by The Automobile Palace was "Col. Bogey," which took golfers up to the golf-course for 9d., down for 6d.! Originally this was an open-bodied model-T Ford, subsequently given a closed coach body. This body was transferred to an early Chevrolet and in this form "Col. Bogey" functioned right up to 1954, after which the M.o.T. would have no more of it.

Very early Tom Norton had obtained the Ford agency for the whole of Wales and when the model-T was made at Trafford Park, Manchester, every one sold to Welsh customers came to The Automobile Palace before distribution, as befitted a business situated virtually in the very centre of Wales.

During the 1914/18 war Mr. Norton was commissioned by the Ministry of Agriculture to supervise ploughing up of land in Wales by early Ford, Titan and other tractors, and after the war he expanded the Fordson agency. Subsequently old Tom Norton became a personal friend of the late Harry Ferguson.

In 1918 he signed a contract with Herbert Austin for an Austin agency for most of Wales, which is retained in the B.M.C. Distributorships held by The Automobile Palace today. Early correspondence is retained, which includes letters from Lickey Grange, signed simply "H. Austin," notifying increased prices for the post-war Austin 20 and apologising for long delivery delays on account of the Moulders' Strike. At this period the Austin 20 and Overland Four were two of the most popular cars in Wales. The Automobile Palace held the Distributorship for the latter, on one occasion bringing nearly fifty Overlands from the Heaton Chapel factory in one day, after a triumphant publicity procession through Manchester had disorganised the traffic in that city. They also toured Wales with an ambitious fleet of Overland demonstrators, and with a lone Crossley 14 amongst them. But earlier American-built Willys-Overlands had come to them, crated, *via* Liverpool. To promote sales they organised an economy contest for Overland drivers, those who knew a simple dodge for weakening the mixture returning figures in the region of 30-35 m.p.g. These British-assembled Overlands were excellent—until a shower of rain temporarily obliterated their external contracting back-wheel brakes.

Other makes handled in the early 'twenties embraced model-T Fords with Bell bodies, Galloway—"a very solid car," Arrol-Johnston, Darracq, Calcott, G.W.K., 10/15 Fiat, Swift—"a very good car," Durant, Humber, Sunbeam, Cadillac—very costly even in 1920, Oakland, Cubitt, Bean, Standard, Wolseley, Chrysler, Willys, Buick, etc., etc. It is recalled that Mr. Herbert Austin used to telephone on Thursdays for payment on cars to be delivered, presumably to enable him to meet the wages-bill at Longbridge! But an extremely successful Austin connection was built up, the Distributor's Agreement having been signed in 1924. It is interesting that at the 1926 Motor Show contracts were signed for 755 Austins, 300 Singers, 200 Standards and 15 Chryslers during the ensuing year, and in 1930 The Automobile Palace became one of the first five Austin Distributors to sign 100% agreements. The 1931-32 Austin contract for eight Welsh counties was for 349 Sevens, 271 Twelve-Sixes, 113 Sixteen-Sixes, 29 Twenty-Fours and half a dozen Austin Twenties. Eleven car were kept in stock and three were demonstrators.

In 1929 a deposit of £200 was paid to the Singer Car Co. for a Distributorship but because of Singer's precarious cash position the Directors of The Automobile Palace doubted whether this was a sound investment!

On the commercial vehicle side lorries like the Dennis, Crossleys, F.W.D., Garford and A.A. trucks were sold, Mr. Howell recalling the last-named as "horrible." He used to drive these down from London and remembers the engine-operated warning whistle of the A.A. truck, operated by pulling a string, and of how frequently the whistle would be blown out of the cylinder. This would have been the 16.9-h.p. 25/30-cwt. American-built truck. In 1920 the Company held the Distributorship for the whole of Wales for G.M.C. trucks, which were imported in 22.5-h.p. one-ton and 32.5-h.p. 3/3½-tonner versions.

Prior to 1925 depots were operating at Wrexham, Cardiff, Knighton and Rhayader, but in that year the post-war depression made it necessary to close some of the smaller depots—it was then that the company named The Automobile Palace Ltd. was formed.

That concludes the vintage history of this unique, go-ahead Company. In 1935 a wholesale depot was opened in Conway and a Ferguson tractor concession was granted to The Automobile Palace for the whole of Wales and Monmouth, and this tractor was pioneered in the face of considerable prejudice on the part of Welsh farmers. A similar agreement was entered into with David Brown Tractors Ltd., after Ferguson had gone to Ford, and exists to this day. Later depots were opened in Llanfairpwll, Rhyl, and Penrhyn Bay.

Tom Norton's son, a present Director, joined The Automobile Palace as a junior salesman at 10s. a week in 1939 and later that year left with the Territorial Army, being released in 1946. In the same year the Army released the top floor of the Automobile Palace, commandeered in 1941. All the original Directors are dead, but Mr. Howell has been with the Company for 43 years, and Percy Hughes, the foreman, is in his 54th year with them.

The late Tom Norton was elected President of the National Association of Old Time Cyclists in 1951 and his collection of early machines, valued at £1,500, is kept at the Palace. It includes an ancient motorised French bicycle so far not identified. Mr. Norton died in 1955, at the age of 85, and had attended the office to within ten months of his decease.

Many local motoring celebrities did business with The Palace down the years. One of the first cars to visit Wales, Col. Baldwin's 1903 Renault, came there, and Sir Chas. Edwards, M.P., who had a big 6-cylinder Sunbeam, Sir Walter Wyndham who ran Rolls-Royce cars, Comdr. Wilson, and Sir Chas. Llewelyn, M.P., etc., were regular customers, while Comdr. Glen Kidston, R.N., used to order twenty tins of Aviation spirit at a time and buy sets of racing plugs at ten-bob each.

Some link with the old days is preserved, for the Company owns a 1901 Progress, restored and driven in the Brighton Run by a Rhayader enthusiast, a very early Austin 12, and a 1927 Austin Seven. Incidentally, they were presented by the Austin Motor Co. with the 250,000th Austin A40.

When in Llandrindod Wells, haunt of holiday visitors in summer, rally drivers in winter, you may care to ponder on these historic items.—W. B.

A veteran and vintage car rally is to be held at Bourton Vale County School, Bourton-on-the-Water, near Cheltenham, on July 20th, as part of the School's Summer Fete. The entry fee is 5s. and details are available from K. A. Watkinson, Bourton Vale County School, Bourton-on-the-Water, Cheltenham, Glos.

* * *

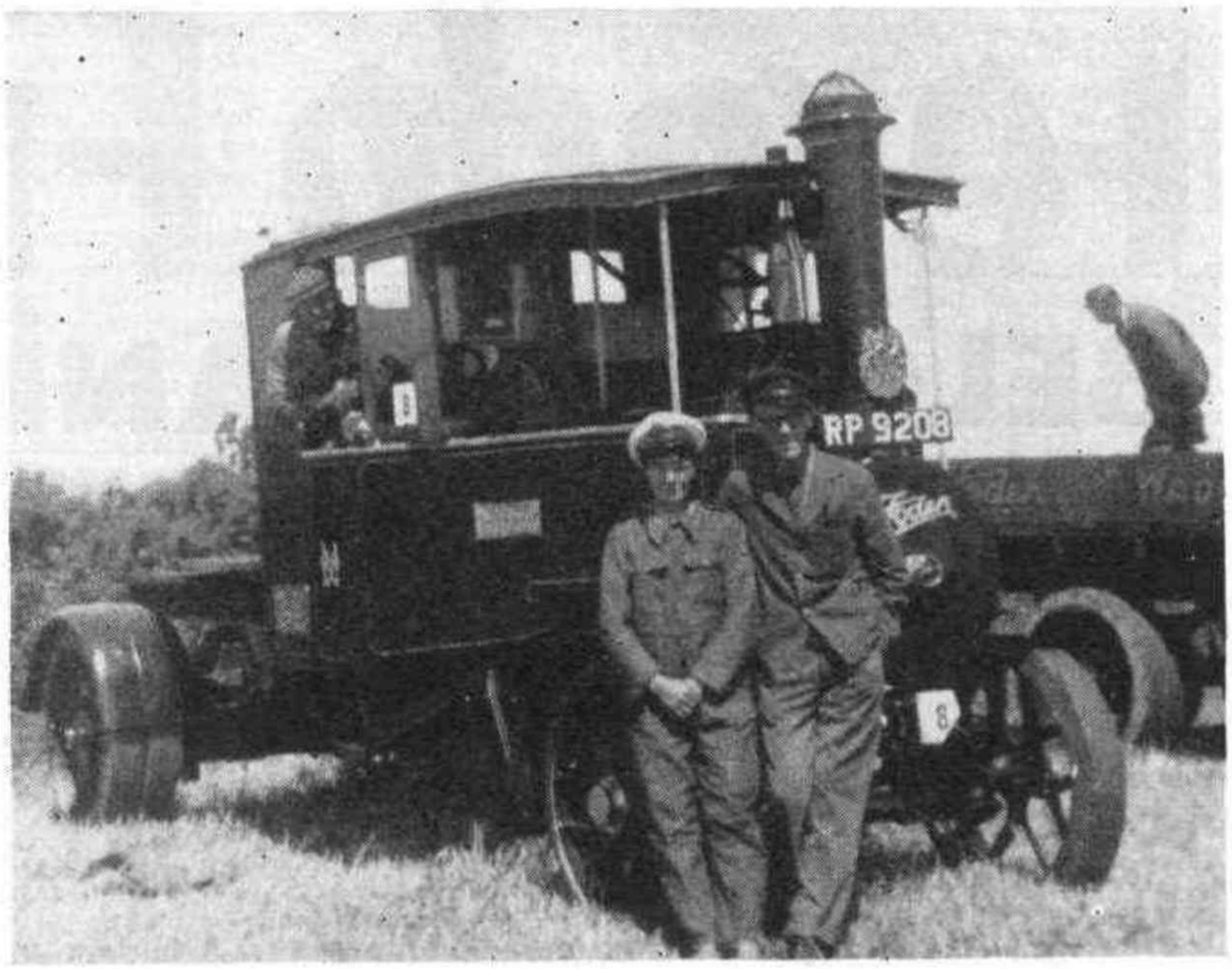
Congratulations to Volkswagen of America on their splendid display advertisement which is appearing in the U.S. magazines. It deals with a University professor who has just bought a new VW after being satisfied for years with his old model-A Ford. Both these dependable cars are depicted in colour, standing side by side, and the owner is saying that his VW is very economical on gas but has used 50 cents' worth of oil. "I thought they didn't use oil," he adds. Clever advertising, which the model-A Ford Register should enjoy.

* * *

We have just heard of a 1923 New Carden cyclecar, put up on blocks in a shed behind a house in Croydon in 1937 and found to have had its exit road built over early in the war. Maybe it is still there. Any clues?

THE WAGON ROLLS WESTWARD . . .

[Steam wagons are a very off-beat form of motoring sport, I know, but so much interest was aroused by my description last month of riding on a Foden, that I am delighted to present this account by Jack Hampshire, whose articles I have so enjoyed in *Steaming*, journal of the National Traction Engine Club, of how the " steam-bug " bit him again after 35 years' abstinence and caused him to make an out-and-home journey of 500 miles in seven days on a vintage solid-tyred Foden, towing a 4-berth caravan. —ED.]



Lord, send a man like Robbie Burns to sing the
Song o' Steam!
To match wi Scotia's noblest speech yon orchestra
sublime.
Whaurto—uplifted like the Just—the tail-rods
mark the time.
The crank-throws give the double-bass, the feed-
pump sobs an' heaves,
An' now the main eccentrics start their quarrel
on the sheaves:
Her time, her own appointed time, the rocking
link-head bides,
Till—hear that note?—the rod's return whings
glimmerin' through the guides.
They're all awa'! True beat, full-power, the
clangin' chorus goes
Clear to the tunnel where they sit, my purrin'
dynamos.

From " M'Andrew's Hymn," by Rudyard Kipling.

HAD anyone told me six or seven years ago that I would again drive a steam wagon—also that the wagon would belong to my wife—laughing until I cried would have been the greatest understatement of the year. But hot oil, steam and coal-smoke is like a contageous disease; once you get a smell of it, you are its slave forever. When called upon to help a friend renovate an old traction engine to put in The Royal Counties Show at Horsham, six years or so ago, the " Steam Bug " bit me again good and proper.

Three years had passed from the Horsham Show when I heard of a wagon lying in a scrap yard at Ely. Vainly I argued against buying it, but the " Steam Bug " won, and once again, after 35 years, I became the owner of a Foden. After its delivery by low-loader to a yard at Billingshurst my heart sank to the soles of my shoes, for a more dilapidated looking outfit one would be hard put-to to find. The " rust moths " appeared to have eaten most of it. The chimney, smoke box, side motion plates, coal bunkers, footplate, water tank and various other bits were completely eaten away, and many generations of woodworm had made their homes in the cab and body. But later, upon close examination, after the removal of the grime of years, its " innards " were found to be in very good order.

The Log Book disclosed that this Foden was built in 1930 and was delivered to the North Hants County Council in June of that year; classified as a C-type, 6-ton, 3-way Hydraulic Tipper, Maker's No. 13716.

Three years of hard labour passed in her restoration, which cost £200 or more, but at last the great day came when steam was raised for the first time. She looked lovely—her paint and bright work gleamed like the proverbial brass button up a sweep's jumper.

" I've heard you speak of an Engine Rally in Cornwall," said my wife. " Let's take her there—we can make a holiday of it." So, with a 4-berth caravan behind with ample accommodation for my wife and I, and my friend Gordon Lugg acting as fireman, we set off for Redruth, Cornwall, 252 miles away, allowing ourselves four days to do it, in easy stages.

The day before setting off the water tank was filled; oil, grease and tools were put on board, together with 13 cwt. of coal (assuming we would be able to do 25 miles per cwt. we should have a cwt. or so in hand). Normally this assumption would have been about right, but on this occasion things were far from normal.

The next morning steam was raised, and we were away, leaving Billingshurst at 10 a.m. The first stop was to be Havant, thirty miles away, where we were to pick up the caravan and my wife, who had travelled from Southampton to meet us there. The first sign of trouble came within a few miles of our starting point. A decided shudder came with each revolution of the off-side rear wheel and upon examination it was discovered there was quite a marked " flat " in the twin solid-rubber tyres. It did not seem all that bad, so we decided to continue on the journey.

Climbing Bury Hill brought home the fact that it was extremely difficult to keep a full head of steam, and unless the pressure was kept at 200-220 lb/sq. in. the engine had no power. All these things, of course, had not been revealed in previous short trial runs. The steaming trouble was due to the wrong size orifice in the exhaust blast pipe. This pipe had been eaten away by rust and Fodens themselves could not help me in the matter, as all the drawings had long since been destroyed. It could only be found by trial and error.

Havant was eventually reached and there it was discovered that one of the off-side mudguard stays had broken due to the vibration caused by the " flat " in the tyres. The stay was welded up, the water tank filled, the caravan coupled up, then all three of us climbed aboard and continued to roll westward.

* * *



These notices can still be seen on each side of the bridge at Henley-on-Thames.

Ferodo First

BELGIAN GRAND PRIX

1st LOTUS/CLIMAX J. Clark

2nd COOPER/CLIMAX
B. McLaren

3rd BRABHAM/CLIMAX
D. Gurney

(Results subject to official confirmation)



fit race-proved

FERODO

Anti-Fade Linings for
Drum and Disc Brakes

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

12/61

Our next watering place was Romsey, but somehow we overshot the water-hole by about a mile. Our water tank being almost empty, there was nothing for it but to uncouple the van, turn the wagon, and go back in search of the water; finding it this time and filling up, we returned to the van, coupled it on and resumed our journey, travelling on until we found a suitable lay-by where we pulled in and parked for the night. Distance covered on the first day's run—59 miles.

Six-thirty the next morning found us up and about, and while steam was being raised, breakfast was served. By 8 a.m. we were rolling west again.

Salisbury was our next stop for water. Here the coal situation was reviewed, calculations were made, and it was discovered that we were falling far short of 25 miles to the cwt. owing to the blast pipe already referred to. It was estimated that another 40 miles would bring us to the point of no return. Since steam coal is not readily obtained these days we had to decide whether to go on or go back. My wife voted " go on," so go on it was.

The trouble of keeping steam grew gradually worse, and upon reaching Dinton I decided to try making some modifications to the blast pipe. I was given full use of the Smithy (my public thanks to Mr. Baker, the Smith) and a ferrule was made and fixed into position, giving far better results. While all this was being done, my wife cooked the lunch and in the general melée forgot to fasten the Calor Gas door, and after travelling for several minutes she remembered it and had to walk back three-quarters of a mile to retrieve it.

On then to Teffont Magna, through Mere to Ilchester, our next watering place. Here it was discovered that the off-side rear mudguard had completely broken adrift and was dancing a jig on the rear wheel, so it was removed altogether and tossed on to the back of the wagon. As evening drew on the sky looked very ominous, and soon came a deluge of rain that at times made it difficult to see the road. Five miles out of Ilchester we found a lay-by and pulled in for the night. The distance run that day—76 miles.

The next morning, under a bright clear sky, we made an early start, reviewing the coal situation with growing apprehension. Water was taken on at Ilminster, and at Clyst Honiton. Here I remembered the name of a Coal Merchant in Exeter who carried a stock of Welsh Steam Coal, and arranged with him, over the telephone, to meet us on the Exeter By-pass with 5 cwt. After our rendezvous with him we plodded on, taking on water at the White Horse, near Exeter, Sticklepath, Bridestowe and Two Bridges, near Launceston. Reaching the edge of Bodmin Moor, about 7 p.m., half a mile past the Jamaica Inn, we found a place to pull off and bedded down for the night, but not before walking back to the Jamaica Inn for a " corpse reviver," to celebrate the day's run of 81 miles. The ferrule fitted at Dinton was doing fine work and we were taking most hills in top gear, where hitherto we had been changing down at practically every hill.

The next morning found us on the road at 8 a.m., taking on water at the China Clay Works on the Moor. Then on through Bodmin and Indian Queens, reaching the Mount Hawke (near Redruth) Rally Ground at 11 a.m. Travelling distance that day—31 miles. We had used, all told, 18 cwt. of coal and 2,500 gallons of water.

The Rally was a huge success, some 40 engines of all sorts attending, and I was informed later that over 15,000 people were there. My wife was astir early that morning, polishing brass and paintwork. She was so thrilled with the Foden and all to do with it, that I made her a birthday present of it—a fact announced over the loudspeakers.

For the return journey a ton of coal was loaded up, a present from the Rally Management, presumably for good behaviour. The only thing that marred the day was a telegram from Cunard asking my wife to report for duty on the *Queen Mary* on the coming Wednesday. We had intended to stay in Redruth two or three days, but the news from Southampton necessitated our leaving on Sunday morning.

We left the Rally Ground at 9.30 a.m. and made our first night stop at Okehampton. My wife, almost in tears, left us at Exeter next day to return in a friend's car, whilst Gordon and I went on with the Foden to Zeals, parking there for the night, covering that day 85 miles. It was here that we found the near-side mudguard was almost adrift, so it was removed and took its place on the wagon with its mate.

The third day took us to Havant, where we left the caravan, then on to Billingshurst, arriving there about 6 p.m., covering a distance that day of 100 miles. The coal consumption on the return trip was 16 cwt.; water the same as on the outward journey.

In the " old days "—30-40 years ago—it would have been just another day's work, but now, as an " old timer," and with modern traffic to contend with—though I sez it meself, I didn't do too badly.

Moral of the story? Well! If you feel a " steam bug " a biting at yer, kill 'im afore he gits yer—or let 'im bite, just as you fancy.

It was a good idea for the Headmaster of Crookham Court School, Newbury, to co-operate with the Bean Car Club in having a gathering of vintage and p.v.t. cars in the school grounds during the evening of June 5th, so that the 75 pupils could photograph them and ask questions about them. The first arrivals consisted of Dudley Gahagan and the Editor of MOTOR SPORT in the former's 1926 Type 37 G.P. Bugatti and Denis Jenkinson in his 328 B.M.W., which effectively disorganised " prep "! In all, a dozen cars turned up, and a more varied selection it would be difficult to imagine, for they comprised a modern Bentley; a 1934-ish Austin Seven; a Swift Fourteen which gave the boys brief rides; Chalcroft's 1923 M.A.G.-engined Morgan, the oldest known 4-seater 3-wheeler; a 2-seater bull-nose Morris-Cowley; Hutton-Stott's 1913 Lanchester; a 16/95 Alvis saloon; a 1929 Hillman 14 coupé; a 1926 Bean 14 tourer, and a 9/20 Rover tourer. This instructive evening was most enjoyable and the idea might be adopted with advantage by other schools.

V.S.C.C. BEAULIEU CONCOURS AND DRIVING TESTS (May 26th)

Results :

Montagu Trophy : E. Riddle (1921 G.N.).

Martini Trophy : G. W. Wrapson (1929 Austin).

Concours d'Elegance : First-Class Awards : Dr. R. Barnard (1927 Delage), J. Rowland-Hosbons (1939 Rolls-Royce).
Second-Class Awards : A. J. Jeffries (1929 Lea Francis).
Third-Class Awards : J. K. Milner (1926 A.C.).

Driving Tests : First-Class Awards : E. Riddle (1921 G.N.), C. P. Marsh (1926 Austin), P. J. E. Binns (1927 O.M.), D. H. Gahagan (1926 Bugatti), B. M. Clarke (1924/9 Austin).
Second-Class Awards : P. A. M. Page (1921 Calthorpe), D. L. Franklin (1929 Rover), P. W. Still (1930 Frazer Nash), C. R. Pack (1929 Riley).
Third-Class Awards : **R. Barker (1922 Peugeot), D. S. Bennett (1930 Alvis).**

Vintage Fixtures.—A Static Display and Parade of Veteran and Vintage Cars and Motorcycles is to be held in Oakley Park, near Basingstoke, Hants, on Sunday, August 18th, in conjunction with a Charity Cricket Match between the Hampshire County Cricket XI and Oakley XV, in aid of the Hampshire C.C.C. Centenary Appeal. Pride of Ownership Cups will be awarded, and all entries will receive a Commemorative Plaque. Entry forms, price 5s., can be obtained from Ray G. Cook, 11, Firs Way, Basingstoke, Hants. Closing date for entries—July 14th.

The Bean C.C. Summer Rally takes place at Bracknell Sports Stadium, Bracknell, Berks, on July 21st. It is open to all ages of cars and commercial vehicles, up to and including p.v.t.; they will be divided into six classes. Cars must be in position by 12 noon. Details from Capt. R. H. Tapley, Hill Farm Lodge, Shurlock Row, near Reading, Berks.

The Chiltern Traction Engine Club Rally at Chartridge End Farm, Chesham, Bucks (O.S. 159 : 920 047), will be held on June 29th, with vintage cars in attendance, doing simple tests while the engines get up steam. Arrival time is 12 noon to 1 p.m. Details by telephoning Gt. Missenden 2747 (G. David) or 2880 (I. Preston).

The V.C.C. London Section has a big rally and driving tests for veteran cars at the Crystal Palace on July 21st, competitors arriving from 10.30 a.m. onwards. In conjunction with Basingstoke Carnival, there will be a rally for old cars and motorcycles in the Annexe to the War Memorial Park, Crossborough Hill, Basingstoke, on July 14th, at 2.30 p.m. Entries close by July 6th, at 10s. per car. Details from B. J. Funnell, Nursery House, Queens Road, N. Warnborough, Hants (Tel.: Odiham 285). The 750 M.C. expects a record gathering of Austin Sevens of all ages at its Beaulieu Rally on July 7th. And remember, on July 27th, we all go to the V.S.C.C. Silverstone races!



WINS AGAIN!

BELGIAN GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

3rd Dan Gurney BRABHAM COVENTRY CLIMAX

Subject to official confirmation

Since the beginning of 1959 more World Championship Grands Prix have been won on* ESSO EXTRA MOTOR OIL *than on any other brand of oil.



ALWAYS LOOK TO ESSO FOR THE BEST

TESTING WITH TOTAL

FOR the second year in succession the French owned Total Oil Products (G.B.) Ltd. petrol company held their Foreign Car test day at Silverstone. Total supplied the petrol, the Concessionaires of most of the foreign car firms supplied the cars and members of the British motoring Press supplied the drivers.

Naturally most interest centred on the faster cars as the slower cars tend to become somewhat lost on the vastness of the Silverstone Grand Prix circuit, and there were various interesting cars lined up in the paddock waiting to be unleashed. The most impressive sight was a row of Ferraris, a bright red GTO, a 2+2 and a 250GT. These had been brought along by Maranello Concessionaires, but inquiries elicited the information that journalists could sit beside the driver but not touch the steering wheel. As the object of this test day is presumably to allow journalists to gain driving experience on cars they do not often drive, the prescence of the Ferraris seemed pointless, especially as the Maranello Concessionaires drivers appeared to be treating the day as a free day out on a circuit. One could almost have forgiven them this, but those journalists who did sit in the cars reported that they were driven terribly slowly. Maybe, with nearly £6,000 of motor car that is the only way to drive.

Alfa Romeo were more amenable to letting journalists drive although they liked one of their men to sit in the passenger seat. I picked the 2600 saloon with right-hand drive and a floor mounted lever for the 5-speed gearbox. The Editor and another passenger reclined in the back seat while ex-racing driver Richard Shepherd-Barron, who is now with Alfa Romeo, sat in the front seat, so that my natural enthusiasm was curbed somewhat. Even with this load the car accelerated well with a very quiet engine and very little wind noise round the body. The gearbox was a delight to use, the four lower gears being in the normal H-pattern with 5th to the right and forward of 4th. As the lever is spring-loaded towards the 3rd/4th gear position, downward changes from 5th were easily accomplished. Fifth could be engaged on Hangar Straight at which point over 100 m.p.h. was showing on the speedometer and again at Abbey curve and through Woodcote which was taken at around 90 m.p.h. Fourth was used for all other corners except Becketts which requires 3rd. The Alfa rolls a fair amount and the Pirelli tyres squeal but refuse to break away and the car exhibits very pleasant understeer characteristics. A lot more will be neard of Alfa in this country in the future, as right-hand drive cars are now available and an intensive sales campaign is getting under way.

With all the fast machinery circulating rapidly, I next turned to the N.S.U. Prinz 4 which proved to be rather lost on this circuit. The little twin cylinder overhead camshaft unit got up to 60 m.p.h. in 3rd then went on to around 70 m.p.h. in top and after a couple of laps I found that it could be driven round flat out in top gear with the throttle nailed to the floor if necessary. Becketts is a bit frightening at first but speed is quickly scrubbed off by the tyres and little of the expected rear engined oversteer became apparent.

The Mercedes 220S came along next, this one having the floor change conversion which can be fitted by Mercedes in England for around £60. The lever is nicely positioned and works very well so that we should not be at all surprised if Mercedes do not go over to this layout on the whole range. The car felt well balanced but the front end tended to plow on the corners with excessive understeer calling for hard work on the steering. My suggestion to the German mechanic who accompanied me that some more air in the front tyres might improve things was greeted politely but he gave me to understand that "Mercedes know best."

I had been led by advertisements in American magazines to expect the Dodge 440 to be something like a GTO Ferrari only slightly quicker. Naturally, I was disappointed, but I can see some merit in the American way of motoring for the automatic transmission was very smooth and the acceleration both rapid and silent. It handles reasonably well for such a large car, but after about 50 laps at Silverstone the brakes were completely shot. And if you are unfortunate enough to be hit by that awful grille you would be sliced up into very small pieces.

The Simca 1000 seemed a lot better on the track than it did on the road, for it was not susceptible to the slightest breath of wind, and when hurled into a corner it understeered initially, then changed very gradually and predictably to oversteer. The very fine five-bearing engine was incredibly smooth for such a small 4-cylinder and would reach an indicated 80 m.p.h. in 3rd if pressed without showing signs of distress. The Simca personnel did not seem to think that any modifications had been made to the car since our road test, but this one was certainly more impressive.

The squat, low Mercedes 230SL had been attracting a lot of attention and eventually I was able to take it round. It has the 6-cylinder engine developed from the 220 range and gives very useful power, but the battleship construction and luxury trimmings make this a heavy car, so that although it is a worthy successor to the 190SL, many people must regret that it also replaces the 300SL. Having a very wide track the 230SL corners very well and the power steering of the example tried was very light but gave enough feel to give the driver confidence. All the same, a big sports car should not need power steering as Jaguar have proved. The floor gear change worked extremely well and I saw 85 m.p.h. in 3rd and 110 m.p.h. in top on Hangar Straight.

The B.M.W.700 Luxus came next, this being a full 4-seater with the B.M.W.700 coupé engine. However, with three up it felt sluggish, the little flat twin engine having a lot of weight to propel. It cruised round the circuit at between 65 and 70 m.p.h. and handled well as do all the B.M.W. 700 range. To confirm this I took out the 700 coupé immediately on returning the Luxus and this proved to be a very pleasant car on the circuit having virtually no sign of the expected oversteer. The gear lever is a little woolly as is the case with many rear engined cars but synchromesh is good and the car will better 80 m.p.h. quite easily on the straight.

Another American car, the Rambler, came along next. This suffered from a garish interior and a fair amount of roll which lifted the inside rear wheel off the ground on the faster bends. As this model only had the 6-cylinder engine, acceleration wasn't impressive, but it could reach 90 m.p.h. without strain. The brakes were prone to fade if worked hard.

The Volkswagen 1500 accelerated rather sluggishly, rolled on the corners, exhibited oversteer tendencies if pressed hard and seemed generally unimpressive, but as a road car it is obviously an entirely different proposition.

Total and Hodgkinson Partners who organised the Test Day are to be congratulated on this interesting day of driving diversity and to be commiserated with where necessary.—M.L.T.

JAGUAR Mk. 10 ROAD TEST—continued from page 507

petrol on the older car came out at 14.4 m.p.g. The provision of dual 10-gallon fuel tanks offers a 50% reserve supply, and a total range of over 280 miles—the change-over works quickly after one tank has been allowed to run dry, but it is annoying to have to unlock the separate filler flaps.

The Mk. 10 has a simply enormous luggage boot, the upright spare wheel wrapped up in deference to expensive suit-cases. There is an interior lamp.

As typically Jaguar as the "console" bisecting the front compartment is the fine twin o.h.c. power unit with its triple 2-in. S.U. type HD8 carburetters, gold-painted light-alloy cylinder head, and highly-polished valve covers that fill the under-bonnet area. The Lucas battery, in spite of an asbestos shield, and the dip-stick, receive a lot of heat from the dual 3-branch exhaust manifolds.

Equipment includes two automatic reversing lamps, a pile floor carpet, a set of good tools and Jaguar's usual well-written instruction book. There are a dozen chassis points to grease every 2,500 miles, a further half-dozen needing lubrication at 5,000-mile intervals; there is no starting handle.

That, then, is the Jaguar Mk. 10, a very fine, typically British, 120-m.p.h. executive's luxury motor carriage of very modern conception. After having waited far too long to try it, I must confess to a slight sense of disappointment, not because there is anything basically unacceptable about this newest of Jaguars but because other cars of this illustrious make have set such very lofty standards that there seems just a shade too much of a concession to comfort and ease-of-parking about the Girling-damped coil-spring suspension of the Mk. 10, although I concede the excellence of its complex i.r.s. For those patient in their cornering, however, it is a superb motor car, modestly priced at £2,157 8s. 9d. in automatic-transmission form. I look forward to gaining longer experience of the normal gearbox model, which costs £2,022 2s. 1d., or £2,082 10s. 5d. with overdrive.—W. B.

BOOK REVIEWS

"Automobile Year: No. 10." 241 pp., 12⅝ in. × 9½ in. (*Edita S.A., Box* 1109, *Lausanne* 1, Switzerland. *English Agent: G. T. Foulis & Co. Ltd.,* 1-5, *Portpool Lane, London, E.C.*1. 52*s.* 6*d.*)

This is still the outstanding luxury motoring annual. The 1962/63 edition contains the usual reports of last season's F.1 cars, by Paul Frère, and a comprehensive review of the 1962 Grands Prix, Manufacturers' World Championship races, the European Touring Championship, Drag Racing and the International Hill-Climb Championship, beautifully and comprehensively illustrated, so that "Automobile Year" is a supreme source of reference.

In addition, Gunther Molter writes about the Japanese Motor Car Industry, D. Korp covers the N.S.U.-Wankel rotary piston engine with historical comparisons, the Managing Editor, Ami Guichard, deals with the Cars of the Year, and there is the usual section devoted to Dream Cars, Prototypes and Special Bodies, which amateur and professional stylists will find of very great interest.

The highlight of the 1962/63 edition of this beautifully-produced and lavishly-illustrated volume is undoubtedly Harry Mundy's masterful discourse on Sixty Years' Development of the Grand Prix engine, illustrated by numerous diagrams, photographs and cut-away drawings of famous racing power units, many of the last-named full-page pictures in colour. One can expect a book from Mundy on this subject in due course.

All too often advertising spoils a publication of this kind but in the case of "Automobile Year" the colour displays, by firms such as Mercedes-Benz, L. Schuler A.G., Volvo, Fiat, Pininfarina, Alfa Romeo, Lancia, Renault, Triplex, Jaguar, Sonax polishes, Shell, N.S.U., Bosch and Solex are complementary to the text, being printed on the same, high-quality art paper.

Those enthusiasts who maintain motoring libraries would be well advised to ignore some of the American "catalogue-style" annuals and invest instead in this fine annual from Europe. It enhances any bookshelf and is a staunch source of reference down the years.—W. B.

"A Record of Motor Racing—1894-1908," by Gerald Rose. 322 pp., 11 1/16 in. × 8¼ in. (*Autobooks,* 76, *Bennett Road, Brighton, Sussex.* 30*s.*)

This book, written by Gerald Rose, who died only a short time ago, is the accepted reference work of motoring historians for it describes the early town-to-town and closed circuit races in great detail, giving lists of finishers and times for contests which took place when the Sport was very young.

There are innumerable extremely historic pictures and some technical notes on the early racing cars. Out of print for many years, "A Record of Motor Racing" was revived when the V.S.C.C. discovered it—and its author—and re-published by Motor Racing Publications in 1949. It aroused considerable excitement at the time and formed an admirable introduction to Laurence Pomeroy's great work "The Grand Prix Car," which was concerned with the classic racing cars of 1906 onwards.

For the last ten years or so copies of the late Gerald Rose's inimitable work have been increasingly difficult to find, so it is good news that Autobooks of Brighton have secured a small stock, which they are offering at the fair price of 30s. each.—W. B.

"World Car Catalogue, 1963." Compiled by the A.C. of Italy. 613 pp., 10⅝ in. × 8⅞ in. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.*1. 86*s.* 9*d.*)

This really is an illustrated reference catalogue to the World's automobiles, and not a hotch-potch of maker's hand-out pictures laced together by some unenthusiastic text. Over 1,100 photographic reproductions, many of them in full colour, accompany comprehensive technical data about some 550 different makes and models, conveniently divided into countries of manufacture—Argentina, Australia, Austria, Brazil, China (People's Republic), China (Taiwang), Czechoslovakia, France, Germany (Democratic Republic), Germany (Federal Republic), Great Britain, Holland, India, Israel, Italy, Japan, Poland, Spain, Sweden, Switzerland, U.S. of America and U.S.S.R. In the index of countries each car manufacturer is listed, with full postal address.

In the body of the "World Car Catalogue" the facts which indicate the essential characteristics of each model are first set out—price, seating and engine capacities, fuel consumption and maximum speed. In addition to the domestic list price, quotations are given, where possible, of the price in the United Kingdom, France, Germany and the United States. Full technical details are then set out under the headings: engine, transmission, chassis, electrical equipment, dimensions, body and performance. These details are accompanied by two photographs, one showing the whole car and the other a detailed feature of special interest. The variations in the coachwork of different models are shown, and where manufacturers fit different engines to the same body, one model has been chosen and the variations set out below.

For ease of reference, the cars are grouped according to makes arranged in alphabetical order. Consultation and comparison are further assisted by the four analytical indexes according to nationality and manufacturer, list price, engine capacity and maximum speed. In order to include details of models announced during the production of this book a "stop press" section has been prepared and inserted loose in each copy. This late information covers some 100 models, and is illustrated with 45 photographs.

Here indeed is a unique guide for those who wish to make an intelligent choice, comparing price and performance, before buying a car; for garages and service stations for whom a knowledge of a wider variety of cars is becoming essential; and for all experts and enthusiasts who will find collected in one volume a large number of technical specifications which it would otherwise be very difficult to glean from the multiplicity of specialised literature.

Quite fascinating are further indices, of engine capacity (in c.c. and cu. in.), price (£ in the English edition handled by Iliffe Books) and maximum speed (m.p.h. and k.p.h.). The last-named ranges from 41.9 m.p.h. for the Mazda B360 to 179.3 m.p.h. for the Ferrari 400 Superamerica coupé.

The Stop Press illustrated insert is very reasonably up to date, including as it does recent new cars like Ford Cortina-Lotus and Mercedes-Benz 230SL, although the Ford Cortina GT was too late for inclusion. The specifications are extremely detailed, even to bore and stroke in inches and mm., number of crankshaft bearings, type of valve gear, etc., and the fact that the flat-twin Citroën 2 c.v. and Ami 6 are given "cylinder blocks" can be forgiven. Performance figures are quoted, even the cylinder block and head materials are given.

This is a really honest attempt at a "Jane's" of the motor-car world; the Guild of Motoring Writers should present a copy to each of its members to ensure that we never again have an excuse for committing technical errors!

The handsome dust jacket depicts on the front a Ferrari and a Rolls-Royce, in contrasting colours. All praise to Editor Sergio D'Angelo for the hard writing this huge volume represents and to Iliffe Books for their initiative in publishing an English edition. Advertising is refused—how refreshing!—W. B.

"Recommended Wayside Inns of England," by Peter Stanley Williams. Soft covers, 84 pp., 7⅛ in. × 4¾ in. (*Herald Advisory Services,* 316, *Addington Road, Selsdon, Surrey.* 3*s.* 6*d.*)

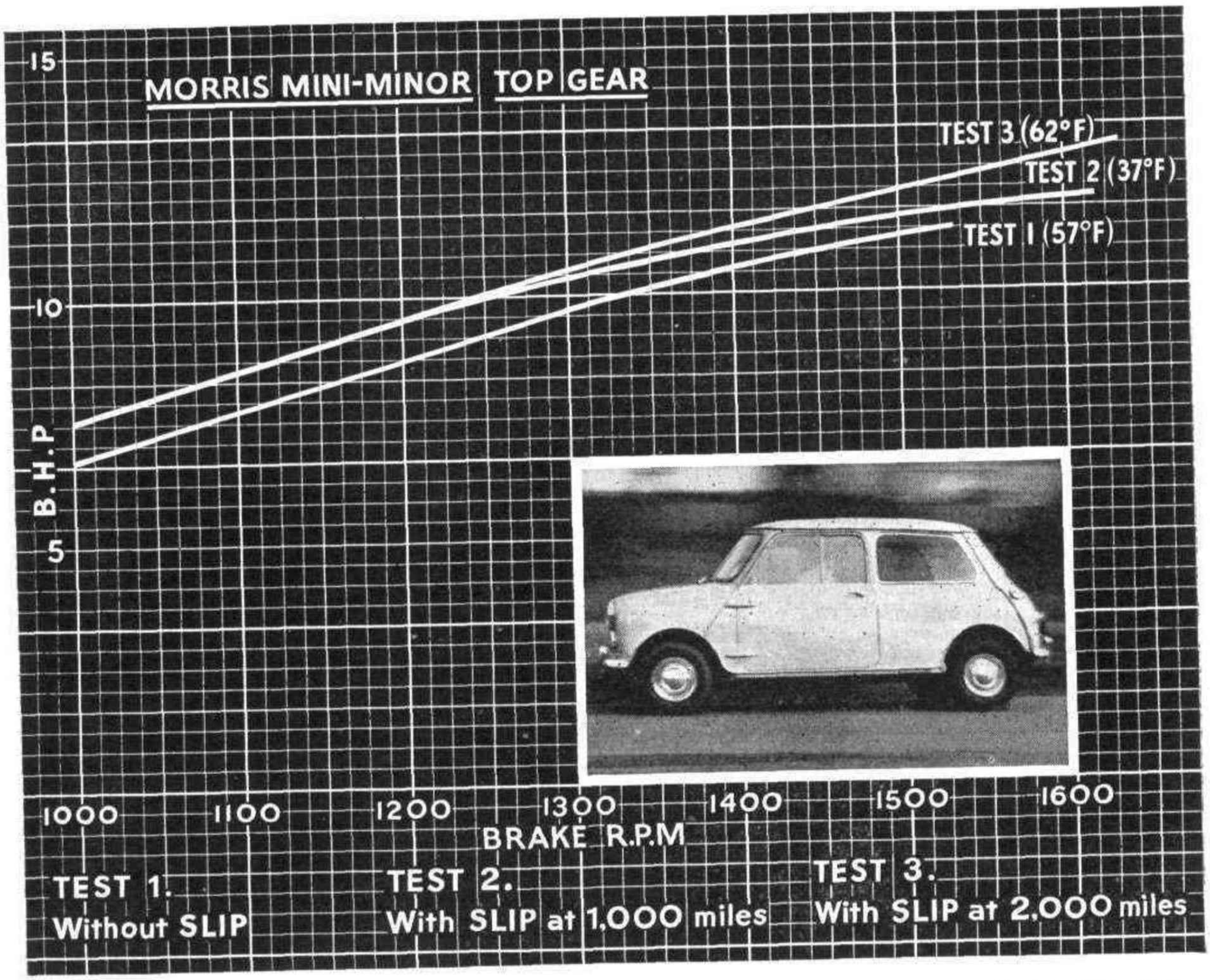
The title is self-explanatory, almost every inn is illustrated, and the book will appeal to everyone who likes good food, beer and picturesque surroundings. Vintage-car owners should love it.—W.B.

CARS IN BOOKS

Commercial vehicles are encountered all too infrequently in novels and non-fictional works, so I was interested to read of a highly-adventurous journey undertaken by Rupert Croft-Cooke and two gypsies through Europe three years before the Second World War, in a 20-h.p. Morris-Commercial 14-seater 'bus of, as far as I can ascertain, 1931 vintage. It had already done six years' hard service on Welsh roads before the author purchased it but it performed admirably, although the habit its owners had of driving it about Europe in winter with the coal stove banked up and the chimney smoking rather shatters me. However, the only fire recorded, which nearly put paid to the expedition in Cologne, arose from other causes.

The old Morris-Commercial, which is seen in one illustration, managed the difficult ascent to Poysdorf in a snowstorm and the long winter journey to Budapest. It came home *via* the Mediterranean and through France, on this voyage to try to discover the man-in-Europe-street and question him about the coming political storm—which is interesting reading in 1963, with *that* bit of trouble behind us!

You can read about it in "The Man In Europe Street," by Rupert Croft-Cooke (Rich & Cowan, 1938), if you can find a copy, or your library can get one for you.—W. B.



PROOF! MINI-MINOR GETS 7.1% MORE POWER with SLIP

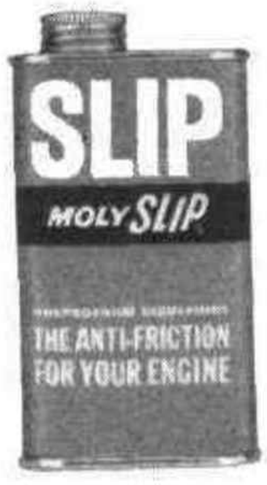
...plus 9.9% more m.p.g., 3.1% more compression, 9.7% more acceleration.

Of special interest to Mini owners are the results of recent tests on SLIP Anti-Friction, carried out by the Loughborough College of Technology.

These tests, part of a wide programme, were in two parts: a chassis dynamometer test, and a 2,000 mile road test.

One of the five cars tested was a high mileage 1962 Mini-Minor. The figures above show how greatly this car's performance was improved by the addition of SLIP Anti-Friction. In fact, all five cars showed improved performance with SLIP.

SLIP is a new concept in engineering—an *anti-friction* that drastically reduces friction in the working parts of a car engine. Result: your car goes better, costs less to run, and lasts longer. Prove it for yourself. Ask for SLIP Anti-Friction, in the bright red can. See what it can do for *your* Mini!



SLIP is the new name for **MOLY SLIP**®

THE ANTI-FRICTION FOR YOUR ENGINE

also use **SLIP 'G'** for gearbox, steering, back axle

10 oz. 15/-

from your garage, Halfords or motor accessory shop

S.A.R.

R.A.C. HILL-CLIMB CHAMPIONSHIP—1963

SINCE the last summary on the R.A.C. Hill-Climb Championship for 1963 appeared in last month's issue, two further qualifying rounds have taken place, one being a newcomer to the contest, the Barbon Manor course at Kirkby Lonsdale, the other, one of the oldest, Shelsley Walsh.

Organised by the Westmorland M.C. on May 25th, Barbon Manor nearly became the event that wasn't, when H. Murray's Spikins' Singer Special deposited its sump contents at the first bend of the narrow, short, three-corner hill, and much hard work was necessary to clean up the course before the event could start. Marsh elected to use both his 2.5 B.R.M. and his 1.5 Marsh-Climax; the latter car still using Weber carburetters instead of forced induction, but Marsh had dispensed with the short stub exhausts in favour of a more orthodox "bunch of bananas" exhaust instead. The target which competitors were aiming for was Jack Cordingley's course record set up in the ex-Brian Naylor 2.5-litre J.B.W.-Maserati at 30.46 sec. Nobody bettered this in practice (Cordingley being posted as a non-starter), but Marsh soon made nonsense of this time by clocking a best class time of 29.0 sec. with the Marsh-Climax and 29.889 sec. with the B.R.M. Westbury, however, put the cat amongst the pigeons by beating Marsh to first place in the over-1,100-c.c. Racing Car Class with 29.252 sec. Vengeance came for Marsh in the Championship runs; initially with an ascent in 29.172 sec., as against Westbury's 29.567 sec., Phil Scragg's 30.034 sec. with his pale blue 2.5-litre B.R.M., and Peter Boshier-Jones' Lotus-Climax time of 30.591 sec. Marsh usually has the advantage of running last in the class but this time Westbury had the advantage. Thus it was hardly surprising that his second ascent was in the remarkable time of 28.779 sec., leaving Westbury with the problem of improving his first ascent time by at least 0.789 of a second on his final run! A very brave attempt ended just short of the target with 28.805 sec. Scragg's final run in the B.R.M. was a marked improvement, bringing him into third place with 29.976 sec., and other scorers in the Championship class were as follows: 4th: R. G. Mickel (2.5-litre Cooper-Climax), 30.041 sec.; 5th: I. McLaughlin (1.1-litre Cooper-J.A.P.), 30.065 sec.; 6th: R. Fielding (2.2-litre Lotus-Climax Type 21), 30.422 sec.

Shelsley Walsh, on June 9th, saw the first of two qualifying events to be organised by the Midland A.C. Once again Marsh continued to use his two-car tactics, the B.R.M., holder of the existing course record at 34.41 sec., proving faster than his Marsh-Climax, which was making its debut with a 2-litre engine. Any chance of a needle match between the B.R.M. driver and Peter Westbury was lost when a pinion sheared in the Felday-Daimler's Lotus gearbox on Westbury's second run. The record again went to Marsh in the class runs with a time of 33.54 sec. in the B.R.M. Peter Boshier-Jones' single-cam, 1.3-litre supercharged Lotus-Climax Type 22 made the running in the first ascents in the Championship class with a time of 35.17 sec., but cracked its sump at the Esses, depositing a trail of oil as far as the finish line. Second ascents saw everyone trying to avoid the cement patches covering the oil but in doing so several drivers took the slower lines through the bends and most times were noticeably slower, with the exceptions being Brian Eccles' Cooper-Chevrolet and Marsh, who was the only driver in the class to break 35 sec., with a time of 34.62 sec. to win the ten points. Second was Boshier-Jones with only his first run time to score with, and equal third were Phil Scragg and Ray Fielding, with Eccles and David Good (Cooper-Daimler) the only other points scorers, in fifth and sixth places, respectively. In the class runs new records went to the following: Grand Touring (up to 2,600 c.c.): R. Rose (1,455-c.c. Lotus Elite), 39.45 sec.; Sports/Racing (over 1,601 c.c.): Chris Summers (5.4-litre Cooper-Chevrolet Monaco), 35.94 sec.; Formula Junior: J. Macklin (Lotus-Ford Type 20), 37.11 sec.; Racing Cars (over 1,501 c.c.): Tony Marsh (B.R.M.), 33.54 sec.—new hill record. New ladies' record: Agnes Mickel (2.5-litre Cooper-Climax), 36.30 sec.

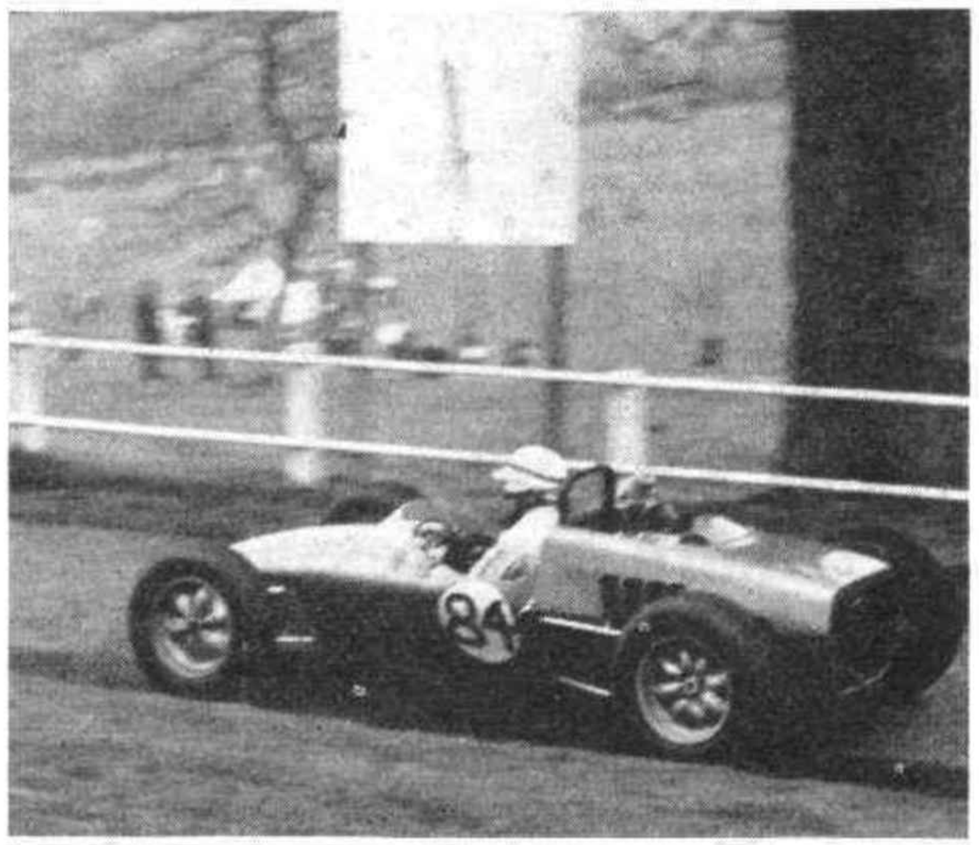
Shelsley Walsh once again provided spectators and drivers with an excellent day's sport, although a total of at least twenty non-starters makes one feel that a reserve list could be justified at future events!

At the time of going to press the positions in the Championship are as follows: 1st, A. E. Marsh, 51; 2nd, E. P. Scragg, 40; 3rd, P. Westbury, 34; 4th, P. Boshier-Jones, 30; 5th, I. McLaughling, 25. The next four events to qualify for the Championship are as follows: Bo'ness (June 22nd), Rest-and-Be-Thankful (June 29th), Bouley Bay (July 25th), Great Auclum (August 10th).

E. L. W.



ALSO DAIMLER-POWERED is the ex-Formula Junior Cooper of David Good, Hill-Climb Champion in 1961. This car made its debut at Wiscombe Park but suffered in practice from a weak contact breaker spring causing the engine to cut out at about 5,000 r.p.m. The 2.6-litre Daimler engine is not supercharged although the rest of the specification is very similar to Westbury's engine with the exception of the exhaust system, which uses two tail-pipes instead of the eight megaphones used on the Felday. Drum brakes are still retained. Seen here at Shelsley Walsh, Good gained sixth place in the Championship Class with 35.91 sec.



MAIN OPPOSITION to Tony Marsh this year has been the Felday-Daimler of Peter Westbury. This car uses a similar engine to the V8 unit used last year in the ex-Formula Two Cooper chassis but is now supercharged with a Roots-type cabin blower. The front part of the chassis is based on a Formula Junior Lotus whilst the remainder is to Westbury's own design. The clock shown in the background is situated just before the finish of the Barbon Manor Hill-Climb and provides spectators with an interesting comparison of drivers' times through the bends.

LETTERS FROM READERS

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

A FIRESTONE MONOPOLY

Sir,

We at Firestone are very proud of the fact that for the 40th consecutive time the famous Indianapolis 500-mile race has been won on Firestone tyres.

Parnelli Jones the winner, Jim Clark second, and every other driver in the race bought and used Firestone tyres. Despite stresses caused by a hot track and a new record speed, there were no tyre problems of any kind encountered during the race.

I thought your readers might be interested to know of this fine performance.

Brentford. H. S. WINTER.
Firestone Tyre & Rubber Company Ltd.

* * *

UNSUITABLE TYRES?

Sir,

My last set of Dunlop Gold Seals (on a new "Spridget") lasted some 4,500 miles almost entirely on tar roads and with regular rotation.

I bought *four* "X"s on which I have done as yet only about 4,000 miles but without rotation and it is already quite evident that they will do many more miles than the five Dunlops.

Dunlops may submit that the tyres fitted to the "Spridgets" as original equipment are unsuitable but the fact is that people who have suffered (and paid) as I have, will not fit Dunlops again when they can buy tyres with a better reputation.

May I respectfully suggest therefore that Dunlops use their influence to prevent the car manufacturers fitting unsuitable tyres, particularly to sports cars, and thereby getting Dunlops a thoroughly bad name as can clearly be seen from the correspondence columns of your excellent journal.

Jesselton. R. LANSDALE.

Sir,

In reply to J. D. Sinclair of the Dunlop Rubber Co. Ltd., he states that as long as the correct tyre is used for each car, you will get satisfactory service from them. I have already written to Dunlops asking the correct tyres to use for a Triumph Herald, as the Gold Seals fitted as new, one lasted almost 12,000 miles before the walls cracked; the next 15,000 miles before the walls cracked. This after careful tyre maintenance, i.e. checking pressures at least weekly to Dunlop recommended pressures, also changing all wheels every 3,000 miles.

Thank you for an excellent magazine.

Dundee. F. L. DENBY.

* * *

NOMENCLATURE

Sir,

Although any individual motoring enthusiast is entitled to his loyalty to the make he most favours, I should not like your readers to think that Mr. Martin Jubb is expressing an official view of The Riley Register with regard to the current use of former Riley nomenclature. One must have a sense of proportion.

Riley (Coventry) Ltd., may have originated some of the names they applied to the models they produced from 1927 to 1938, but unless such names are registered as a trade-mark there is no proprietary right in them. Manufacturers obviously do not copy each other's names whilst they are in current use, but I would suggest that 25 years in not an unreasonable time before such a name is applied to a new model. The British Motor Corporation being the owner of all the assets of the former Riley company is presumably entitled to use them. Actually the name Imp was not registered by Riley (Coventry) Ltd., so that Rootes cannot be prevented from using it, even if B.M.C. thought an objection was justified. The name Alpine was used by Rolls-Royce in 1912, and they don't seem to have objected to Riley reviving it in 1931.

By the way, the names used by Riley were names of body styles only, and, except for the Imp and Sprite 2-seaters, these bodies could be mounted on various chassis.

With regard to the Lea-Francis engine design, this was the work of H. Rose, who had previously been employed by Riley on a short contract specifically to design the 1½-litre 4-cylinder engine, embodying the hemispherical head and twin-camshaft features of the Percy Riley designed Nine and Six engines. Your correspondent may not be aware that this design was originated by the Belgian firm of Pipe in 1905, and revived by Dorman of Stafford in 1919. Not even Riley can claim originality in every feature of their splendid cars, although I believe the Riley engine of 1898 was the first to use a mechanically-operated inlet valve and overlapped valve timing.

London, N.W.3. K. G. GILLING.
Chairman, The Riley Register.

* * *

58½-THOUSAND MILES IN AN AUSTIN MINI

Sir,

I have recently sold an Austin Seven de luxe saloon which I bought new in August 1960. When I sold it the speedometer read 58,525 miles. This rather high mileage is due to the fact that I am a representative and use my car for business and pleasure, winter and summer. Below is a list of repairs and the approximate mileages at which they occurred.

29,000 : Relined brakes.
32,000 : Near-side front suspension strut replaced; soon after this a wheel fractured.
33,000 : Replaced manifold gasket.
35,000 : Replaced ignition condenser.
38,000 : Replaced flasher unit.
41,000 : Replaced near-side rubber drive coupling (inner universal joint) and bottom radiator hose.
43,000 : Replaced manifold gasket.
48,000 : Replaced window catch.
51,000 : Welded exhaust system.
52,000 : Replaced exhaust system.
53,000 : Replaced four brake shoes, one rear wheel cylinder, handbrake cable, clevis pin and linkage.
54,000 : Replaced off-side suspension strut.
55,000 : Replaced flasher unit.

In between times I replaced the throttle cable and battery. Tyres lasted about 19,000 a set. Tyre pressures were checked almost every week without fail, and the wheels religiously changed round at 2,000-mile intervals. No one bill reached double figures and I was never without the car for more than one day at a time.

Referring to the broken suspension struts, the car just "bottomed" on the bump stops and was still driveable, although at reduced speed.

Lest it be thought that the car was treated with kid gloves, let me point out that I was an average Mini driver! Apart from punctures I rarely had an involuntary stop; when I did it was because I suffered with wet ignition (cured on later models) or rain that had been sucked into the petrol tank *via* the vent tube which hangs down by the near-side rear wheel. Cutting a few inches off this is reputed to effect a cure. Sometimes even in dry weather I would suffer from an obscure form of fuel starvation, which on pausing for about half an hour would clear itself, but this could be very annoying. Overall fuel consumption was about 42 m.p.g.

During the time I had the car the cylinder head was not raised, and when I sold it at 58,500 it was still doing 800 miles per pint of oil. However, at 57,000, it started to go on to three cylinders, and with the end of my tax year coming, imminent tyre replacement and the fear of paying for new valves, followed by galloping oil consumption if the head were lifted, with deep regret I sold it.

Shortly after I had sold the car I called on the people who bought it and asked the chief mechanic what the engine was like when it was finally opened. His reply surprised me: the "pots" were as smooth as the inside of a glass and the ridge formed at the top of the piston stroke on each cylinder was barely perceptible. No new valves were required, the existing ones merely ground-in and the engine reassembled. It is almost as new now. The oil had been changed at 3,000-mile intervals, apart from about two exceptions, and S.A.E. 30 without additives was used (B.P. refill, Esso topping up). The rest of the car was greased, with very few exceptions, at the recommended intervals, and no wear was apparent in the suspension joints, etc.

On the debit side (apart from the usual Mini failings), *i.e.*, noisy 4-bladed fan (now altered), noisy heater, noisy transmission idler, poor synchromesh (again now altered), and the interior ventilation problems (fibrositis hazard!). The paint round the driver's door had peeled off (repainting following an accident) and the carpet round the driver's feet was almost in a hole; the carpet covering the inside off-side front-wheel arch *was* in a hole.

I would like to think that my experience was typical and not exceptional.

Various factors conspired to prevent my buying another Mini, so I followed it with an A40 Mk. II, about which I will remain silent.

Referring to your correspondent's letter published a few issues ago about the relative numbers of Cortinas and Morris 1100s seen, I offer the following as an explanation.

When I came to sell the Mini I went to several car showrooms in the Midlands with the object of getting the best price possible for it against a Morris 1100. The best offer I received was £250, the lowest £225, and a delivery period of 8-10 weeks, longer perhaps if I selected my own colour. Against a new Mini or an A40 I was offered £300. One salesman offered me £295 for my Mini against a new one but only £245 against an 1100, quite blatantly; a racket created by supply and demand.

Just for curiosity I went to a Ford showroom. I was offered £300 for my Mini against an Anglia 1200 or a Cortina; immediate delivery, and was given a choice of colour to boot. What about that?

That then was my experience with Issigonis' baby. I can only say how grateful I am to have had such long acquaintance with the "poor man's sports car" and regret that I do not have one still in my garage.

Birmingham. DONALD WHITTEN.

* * *

NOTE FOR COMMENTATORS

Sir,

I deplore those Race-Track Commentators who keep exhorting the spectators to applaud. At the B.R.D.C.'s Silverstone Meeting we were directed to applaud sundry drivers, mechanics, officials and Royal personages, all of whom would have received their due without the interference of a "mike-happy" commentator.

Surely his duty is to report on the progress of the racing and to restore lost children to their owners, *not* to stimulate something which if not spontaneous is meaningless?

London, N.8. A. E. DRAKE.

* * *

PRAISE FOR THE MORGAN 4/4

Sir,

Last month's indictment of the 4/4 cannot go unchallenged. The basis for my argument is that I had a new Mark V with a 4.1 : 1 axle on March 1st this year. Total price £695 odd.

Taking your points one by one: The fuel consumption on mine varies from about 33 driven hard in town to 38 m.p.g. on the open road at 65 to 70 m.p.h. You don't bend the sidescreen to get in; just flip up the hood fastening above the door catch, put your arm in and open the door. The 17-in. Bluemels wheel is an expensive extra on the standard 4/4 and my 3-spoke smaller wheel is very comfortable. The front suspension oiling system would scarcely empty the sump; mine, used at frequent intervals, does not interfere with the 1,500 miles/pint oil consumption. Having the all-synchro. box, I find the gear-change excellent, though slow across the gate.

The only time I have had water on the inside of the screen was at 70 m.p.h. in a cross-wind in torrential rain. Otherwise a pair of 8s. Woolworth's demisters kept it dry for me.

My "Moggy" having only 3,500 miles on its clock and a long hard life in front of it, I haven't taken performance figures. However the top speed is in the lower 90s and the acceleration is probably rather inferior to your competition model.

As for the detail finish, what I looked at were the rolled edges to all metal surfaces; the reinforced wing valances; the spot-lamp circuit wired in as standard; and greasers on the pedal shafts and speedo. cable.

I bought the car to do 20,000 miles a year for five years on business, and consider it the toughest British car in its price class. The long-term economy on spares, tyres, brakes, etc., looks as if it will realise my expectations, all of which makes the Morgan a far better car than your article would have us believe. How about the Morgan as the last P.V.T.?

A colleague bought a new VW in March and we will compare notes on long-term economy. The results should interest you in the years to come. My only connections with Morgan are those of an owner.

Thanks for your alive and outspoken magazine.

South Ruislip. DAVID B. HOCKING.

* * *

RIGHT, FOR ONCE!

Sir,

I was delighted on reading your report of the Easter Goodwood saloon-car race to note an accurate description of the "fracas" at the *chicane*, on the last lap between Fenning and Whitmore, both in Cooper-Minis. From where I was standing I had an excellent view of what happened and your report was the only one of several I read which confirmed what I saw. Congratulations.

Harrietsham. HUBERT F. DODDS.

[Thanks! Usually readers only point out mistakes.—W. B.]

* * *

"STOCK-CAR" RACING

Sir,

Any motor-racing enthusiast who witnessed the saloon-car race at Silverstone on May 11th must have been disappointed at the appalling display of gamesmanship by one or two of the competing drivers.

The Christabel Carlisle/Peter Harper incident was quite obviously the result of "boring" and "nudging" by less responsible drivers.

Naturally at the approach to bends, particularly during the first and second laps when cars are bunched together, certain drivers must give way to avoid a collision with another competitor. Some drivers, however, refuse to give way, preferring to literally "barge" their way through. Now some of the better drivers are realising that unless they also consider asserting themselves in this dangerous manner they will have to accept a less advantageous "line" through the bend.

The majority of drivers, I feel sure, abhor this practice, not only because it is lowering the tone of the Sport but because it is dangerous both to themselves and to the public who watch.

The remedy for this is much stiffer penalties following reports of rough tactics by offending drivers from marshals. The second offence should involve a suspension.

Action must be taken now against these drivers—and they know themselves who they are—before this very interesting and exciting section of the Sport degenerates into a form of "stock-car racing."

Sutton. MICHAEL BROOKES.

[But don't Grand Prix drivers do a bit of "boring and nudging"? I seem to remember an incident at Monaco involving Fangio . . . etc.—ED.]

* * *

FIRESTONES ON A BRITISH CIRCUIT

Sir,

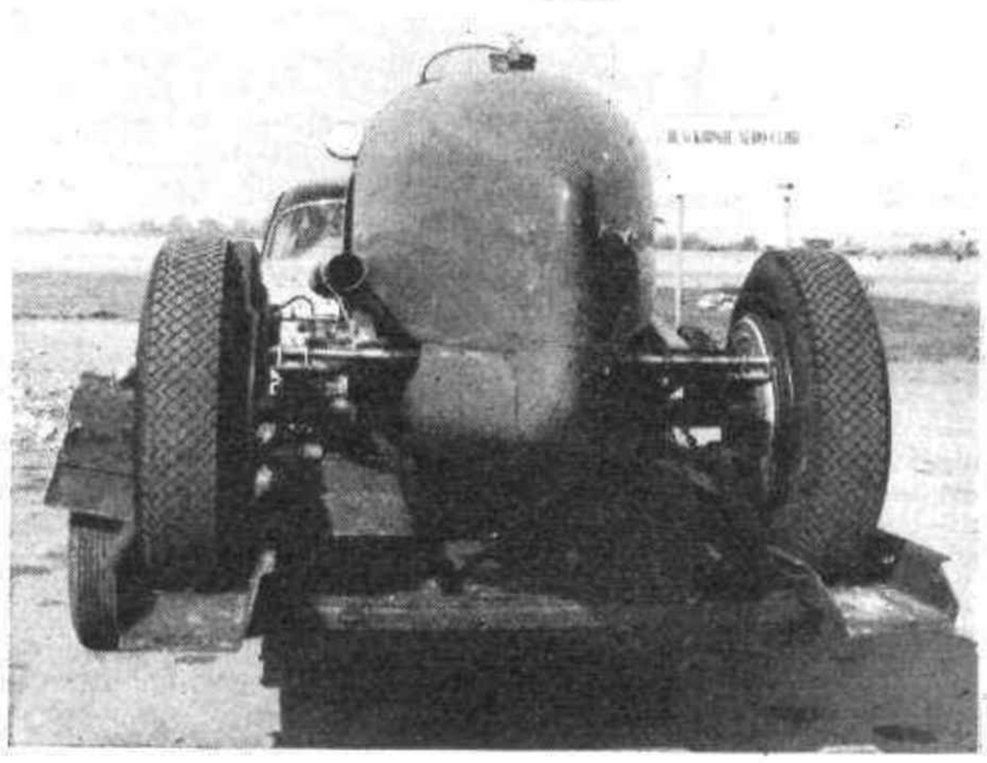
The first Firestone racing tyres brought into this country from America have achieved an immediate and outstanding success. They were fitted to the Ford Galaxie which won the production car race at Silverstone on May 11th. They were 8.00/8.20–15 Firestone "Darlington"-type racing tyres imported from the Firestone Racing Division in America.

The car, driven by Jack Sears, was the largest ever to compete in a race of this kind at Silverstone. It established a new lap record [In its class.—ED.] for the track of 94.42 m.p.h. and it won at the highest average speed recorded at Silverstone for that class of car, 91.77 m.p.h.

H. S. WINTER,

Brentford. Firestone Tyre & Rubber Co. Ltd.

TAILPIECE



CLASSIFIED ADVERTISEMENT SECTION

PREPAID RATES
FOR PRIVATE ADVERTISERS
9d. per word (maximum number allowed 80)
Minimum Charge 9/-.
Box Numbers, 2/6 extra.

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

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

FOR SALE

B.M.W. 600, 1960 model 4-seater 2-door saloon, practically new: £225. 37 Parkside Drive, Edgware. [5309

XK120 D.H.C., 1954. Radio, heater, spots, chrome rack, trims, all extras. Superb condition. £285, H.P. possible. Tel.: Grimsdyke 1080. [5310

LAGONDA M45 tourer, 1935, excellent condition, fast, reliable, with lightweight body and full new weather equipment. Offers to Moore, 45, Nether Close, Finchley, London, N.3. Tel.: Museum 3424 (in daytime). [5311

TC M.G., 1947, in truly excellent condition throughout. Recently fitted XPAG engine, mildly tuned, giving brisker performance but maintaining flexibility. 16-in. wheels all round, new tyres, hood and sidescreens. £225 required towards deposit on house. H.P. possible. Grabham, 20, Hereford House, Fulham Road, London, S.W.10. Tel.: Flaxman 7496. [5313

750-c.c. SPECIAL, 1963 completed, similar Speedex. T. & I. Twin S.U.s, hydraulics, etc. Sprite demoraliser, terrific performance. £160 o.n.o. Details, D. Fuller, 7, Buckingham Road, Petersham, Surrey. [5315

SUPERB RED 1955 Morgan Plus Four 2/4-seater drophead. *Concours* condition. £290. Lucas, Bigstone, Warmingham Road, Crewe. [5317

LAGONDA LG45 saloon, 1937. Grey, light tan hide upholstery, maker's coachwork. One previous owner. Exceptionally low mileage. Immaculate condition, mechanically perfect. A connoisseur's car, 395 gns. Seen by appointment. Musson, " M.Y. Placilla," Church Island, Staines, Middlesex. [5318

" SPECIAL " BUILDERS. Damaged A.30, complete car, £50; less body, £35. Ricketts, " Crantock," Carsons Road, Mangotsfield, Bristol. [5321

VINTAGE ROLLS-ROYCE Twenty, 1928. Excellent Park Ward coachwork finished in blue/black; good interior with new carpets, mascot, handbook; good tyres. Taxed and in use. £285. Barrow, 8, Gipsy Lane, Wokingham (Tel.: 1500), Berkshire. Office, Tel.: RIChmond 4811. [5328

S.S. 2½ ENGINE and gearbox. Fully reconditioned and unused since. Nearly £200 spent! Seen Lincolnshire. £50 or offer. Write : P/O. A. Weaver, Officers' Mess, R.A.F. Valley, Anglesey. [5348

1951 BENTLEY S.S. saloon. Not yet run-in after full reconditioning of engine. Bills for over £300. Offers around £600. Sanderson, Tel.: Whitworth 3295. [5323

1937 ROLLS-ROYCE P. III, 6-seater Park Ward saloon. Superb engine, with 33 lb. per sq. in. oil pressure as per maker's instruction book. Any trial. £325. Sanderson, Tel.: Whitworth 3295. [5324

1959 (JULY) AUSTIN HEALEY 3000 2/4-seater, white. Overdrive. Only 16,000 miles. Heater, tonneau cover, almost new RS6 Nylon cord tyres. In beautiful condition. Would consider more sedate car and cash balance. Can arrange H.P. Must sell, nearest £580 secures. Fraser, 32, Benmead Road, Kidlington, Oxon. Tel.: Kidlington 3632. [5325

AUSTIN SEVEN STILETTO Special, many chassis mods. 80% complete but must go. 82, Dewsnap Lane, Dukenfield, Cheshire. [5326

THE LAST OF the thoroughbreds. RME Riley 1½. New tyres, clutch, battery, dynamo, voltage regulator. Very good car. £230. Dickinson, Old Shop, Alderton, Woodbridge, Suffolk. [5327

TR2. W/w. New hood, battery. 1955, 35,000 only. Tonneau, heater; reconditioned engine. Nearest £250. Tel.: Wythall 2168. Glenfield House, Middle Lane, Headley Heath, Birmingham, 30. [5329

ALVIS TC21, 1954. Low mileage from new. V.G.C. Rent engine overhaul. £250. Hague, 287, Whiteacre Road, Ashton-under-Lyne, Lancs. [5331

BENTLEY, 1936, 4¼ Barker 2-door f.h.c. S/roof, radio, heater; excellent engine, brakes, tyres. In daily use. £170. Tel.: Oxford 61432. [5334

FOR SALE—*continued*

WHO WILL HELP me buy an M.G.-B by buying my 1958 M.G.-A for about £375? Her red glow is not due to blushes (she welcomes inspections) but to good health. She has just charmed an M.O.T. inspector and would be pleased to tempt you if you make a date to sample her performance and to admire her good looks by 'phoning Liberty 6507, or contacting Box No. M.332. [5332

WORKSHOP CLEARANCE : Dismantled vintage Riley Special—inc. short chassis, two axle ratios, two gearboxes, 16-in. 5-stud wheels, etc. Austin Seven Special—independent susp., 4-speed box, etc. Linden, Chorleywood Road, Rickmansworth, Herts. Tel.: Rickmansworth 3017. [5335

PEUGEOT 403, 1958, blue. Overdrive. Wonderful performance, economy and roadholding. £290. Consider exchange other interesting car. Tel.: Enfield 1628. [5336

AUSTIN 750 SPECIAL, overhauled. Ali. head, twin S.U.s, boxed chassis, i.f.s., hydraulic brakes. Ashley body, detachable hard-top. New lights and battery; new tyres. £75 o.n.o. Tel.: Sevenoaks 61537 after July 5th. [5339

ELVA Mk. IV. Ford, Willment conversion. Gen. 100+ m.p.h. Ideal club and sprint meetings. £250. Tel.: Carlisle 26081. [5342

HEALEY SILVERSTONE. Bodywork good. Engine stripped, needs rebore, crank grind, etc. Full weather. Bargain, £95. Tel.: Carlisle 26081. [5343

VOLKSWAGEN, 1958, £325. Good cond. Spots, " X "s. Exchange Karmann Ghia l.h.d., plus cash. Tel.: Carlisle 26081. [5344

JAVELIN AND JUPITER spares. All parts supplied. Revised list, 6d. stamp please. G. M. Mitchell, Balgour, Blackford, Perthshire. [5345

1933 RILEY NINE Lincock 2-seat coupé. Unusual and attractive car : a Riley enthusiast's dream. Completely rebuilt but lower half of interior trim still needs to be done. £250 spent. £170 or offer. A. Weaver, Frome-St. Quintin, Dorchester, Dorset. Tel.: Evershot 226. [5347

PEUGEOT WINS SAFARI! Why not my 403, '58 dark blue o/d. £310. Tel.: Enfield 1628. [4523

AUSTIN SEVEN TOURER, Jan. 1930. Very good condition throughout. M.O.T. Cert., taxed. £65. White, 47, Dulverton Avenue, Westcliff, Essex. Tel.: Southend 523555. [4537

ASHLEY SPORTIVA G.T. shell and chassis, lights, wipers, wiring, harness, E93A engine and transmission. Incomplete. £280 spent. £190 o.n.o. Bacon, 10, Malthouse Drive, Hanworth, Middx. [4553

S.S.100 2-seater sports. Insurance paying for damage to rear. Available immediately at £350. View at Manor Garage, Caddington, Beds. [4475

1938 ROLLS-ROYCE 25/30 Hooper sports saloon, no division, adjustable seats, heater. Superb. £345, part exchange considered. Parkes, 40, Leamead Avenue, Northolt. Tel.: Uxbridge 32751 (weekdays). [5360

ALVIS TA14 saloon, 1948. Sound car with radio, heater. Details of all parts, performance, renewals, etc., on application. Pate, 4, Ewenfield Road, Ayr. Tel.: 62450. [5361

AUSTIN SEVEN, 1926, 2-seat tourer. Fully restored 1957. Now needs some renewals again, but generally in excellent condition. Box No. M.362. [5362

LAGONDA, 1950, saloon, 2.6-litre. Excellent condition. £200. Tel.: Leeds 647968. [5378

Photographs

All MOTOR SPORT copyright photographs (with the exception of colour front covers) from this and past issues are available at the following prices :—

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

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

Please enclose remittance with your order, and post to :

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

FOR SALE—*continued*

SUNBEAM ALPINE, 1960. Moonstone. W/wheels. Immaculate. £590 o.n.o. View London-Manchester by appointment. S.A.E. for details. Allcock, 9, Heathfield Avenue, Gatley, Cheshire. [5363

LANCIA AURELIA GT coupé, 1955. Very good condition. De Dion roadholding. New " X "s, radio. £425, or exchange interesting vehicle. Box No. M.364. [5364

1935 DAIMLER limousine. Regd. Oct. 1961—ex-Govt. works recond. engine—1955. New battery. £65. Bailey, 14, Hazelhurst Road, Moor Nook, Preston. [5366

1952 JAVELIN, Series III engine recently overhauled. B.R.G. V.G.C. £130 o.n.o. 23, Hallside Road, Enfield, Middlesex. [5375

M.G. 18-in. WHEELS/Tyres, 50s. each. Riley Falcon 12, special series, restorable, complete or break. Blakey, 5, Severn Bank, Shrewsbury. [5376

LANCIA LAMBDA, 8th Series, Toureo. Very sound condition. Recent engine and clutch overhaul. Full weather equipment. £250. Horn, 120 Eden Way, Beckenham, Kent. Tel.: BEC 5382. [5379

SILVERSTONE HEALEY—breaking for spares. Sound mechanical condition. Well tuned Riley engine. All parts available. Horn, 120 Eden Way, Beckenham, Kent. Tel.: BEC 5382. [5380

DORETTI, 1957, TR3 engine. Cream with red hard-top; many extras. Under 40,000 miles. Would appreciate slight enthusiast attention. £250. Tel.: Nottingham 281868. [5381

1932 MONTLHERY MIDGET M.G. Extremely rare " C " type. Laystall L34 crank, new tyres, 12-in. brakes. B.R.G. Tested, taxed. History available. Ill-health forces sale. £110. Gardner, Studio 47, Capel Road, E. Barnet. Tel.: Barnet 7388. [5270

VOLKSWAGEN DE LUXE, 1956. Immaculate car Black. 50,000 miles. Michelins. £295. View weekends. Bloor, 125, The Commons, Welwyn Garden City, Hertfordshire. [5271

1929 SUNBEAM 16-h.p. tourer. Full history, original condition. 68,000 miles. Not for export. Box No. M.272. [5272

IMMACULATE ONE-OWNER Rover 100, black/cream. 1961 and works serviced. Towing assembly fitted for fast boat/car trailer. 21,000 miles. Any trial or inspection given. Can be seen Birmingham or London. Tel.: Birmingham, Shirley 4645, asking for Mr. Derek. Nearest offer to £800. [5273

1927 LAGONDA 2-LITRE 4-seater tourer. Two owners only. Original registration book available. Car in original condition. F.W.B. 5.25 × 21, two spares in wells in wings; two additional unused outer covers. Autovac, B.T.H. mag., Hartfords shockers, V-screen, C.A.V. lights, hood (needs re-covering), sidescreens. Engine running. Paintwork poor. Highest offer by June 29th, 1963, secures. Seen by appointment (not Sundays). Mrs. Tom, Penhill, St. Kew-Highway, Bodmin, Cornwall. Tel.: Port Isaac 278. [5274

1936 S.S. JAGUAR 90, 4-seater open sports. Last licensed April 1960. One owner only. Min. test cert. Dec. 1960. Car in running order. Paintwork fair only. Executor's sale. Highest offer by June 29th, 1963. Seen by appointment (not Sundays). Tom, Lower Trewigget, St. Teath, Bodmin, Cornwall. [5275

RED, 1939, B.S.A. Scout, Series VI. Body rebuilt, just decoked. M.O.T. April. Spares. £65. 50, Eastwood Road, Birmingham, 12. [5276

LOTUS SEVEN. The actual 1172 Championship-winning car. 105E, c.r. box; numerous extras. Immaculate condition throughout. £310. Tel.: Maidstone 87297. Green Pastures, Thurnham Lane, Bearsted. [5277

HUGE LAGONDA LG6 saloon. Recent respray two-tone grey. Wireless and heater. Mechanics excellent. Bargain, £100, as space required. Tel.: Camberley 22402. [5280

CITROEN I.T.15s : 1949, £50; 1953, £150. M.O.T., taxed. Tel.: Crowthorne 2594 (evenings). [5281

SINGER 4AB GEARBOX, £12. 30, Poplar Court, Old Ruislip Road, Greenford. [5283

M.G. PA, 1934, red. New electrics and hood. Body good condition, with recent M.O.T. test. £90 o.n.o. Green, Tel.: Woking 3141; Abbey 6586 (wk). [5284

MORGAN PLUS FOUR, 1952. Beautiful specimen in B.R.G. with Bugatti-type radiator. £150 spent over last year. Factory recond. Phase II engine just fitted. I can't park it! 100 m.p.h. for £295 from Rose, 27, James' Street, W.1. [5285

SPITFIRE 4, January 1963. Red with black trim. 2,500 careful miles only; undersealed. Has been used as second (pleasure) car only. Never raced or rallied. £620 o.n.o. O'Brien, Alexandra House, Godley Hill Road, Hyde, Cheshire. [5286

SPRITE Mk. I. Wire wheels, discs, twin exhaust, wood-rim wheel. B.R.G. Heater, screen-washers, hood, tonneau, sliding sidescreens, etc. £425. Ward, 95, Sterndale Road, W.14. [5297

LAGONDA 2-LITRE, 1931, saloon. Good condition. Two new tyres. M.O.T. £100. " Brookside," 16, Fellbrook Lane, Bucknall, Stoke-on-Trent. [5290

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

World Famous

aquaplane PERFORMANCE EQUIPMENT

FOR FITTING

FORD * MORRIS * AUSTIN

FORD
ANGLIA, CORTINA, CLASSIC/CAPRI

- ☐ **Twin Carb Manifolds,** fitted two S.U. Carbs @ £22/10/0.
- ☐ **Twin Carb Manifold,** utilizing Standard Carb @ £16/16/0. (105E Only)
- ☐ **High Efficiency Exhaust Manifold** @ £9/0/0.
- ☐ **Super Lightweight Alloy Flywheel** @ £12/18/6.
- ☐ **Full-Flow Oil Cooler Assembly** @ £11/14/6.
- ☐ **Competition Double Valve Springs** @ £2/5/0 set.
- ☐ **Finned Alloy Rocker Cover** @ £4/2/6.
- ☐ **O.H.V. Alloy Superhead,** complete with all valves ground in and Double Valve Springs fitted, @ £41/5/0.
- ☐ **Rigid Rocker Shaft** @ £3/15/0.

FORD ANGLIA/PREFECT/POPULAR 100E

- ☐ **Twin Carb Manifolds,** fitted two S.U. Carbs @ £17/19/0.
- ☐ **Four-Branch (Cast) Exhaust Manifolds** @ £6/0/0.
- ☐ **Alloy Superheads** (choice of C/R to suit all needs) @ £12/15/0.
- ☐ **Sports Racing Valve Springs** @ £2/0/0 set.
- ☐ **Twin Carb Manifolds,** supplied with one SOLEX Carb to match one already in use, @ £12/19/0.
- ☐ **Sports/Racing Marine Manifolds,** for ZENITH, S.U. or SOLEX @ £10/5/0. (Manifold only).
- ☐ **Racing Camshafts,** increased lift, racing timing, @ £17/10/0.
- ☐ **Rev Counter Driving Ass'ys** @ £6/15/0. Instruments, cables, etc. also available.
- ☐ **Superlight Alloy Flywheels** @ £12/10/0.
- ☐ **Marine Sports Racing Water Pump Ass'ys** @ £10/10/0.

FORD F93A 'ORIGINAL' 10 HP, 8 HP AND POPULAR

- ☐ **Twin Carb Manifolds,** one standard ZENITH supplied to match one already fitted, @ £11/15/0.
- ☐ **Twin Carb Manifolds,** fitted two S.U. Carbs, complete @ £16/19/0.
- ☐ **Four-Branch (Cast) Exhaust Manifolds** @ £5/15/0.
- ☐ **Sports/Racing Marine Manifolds,** for ZENITH, S.U. or SOLEX Carbs @ £10/5/0. (Manifold only).
- ☐ **Alloy Superheads** (choice of C/R to suit all needs) @ £11/17/6.
- ☐ **Racing Valve Springs** @ £2/8/0 set.
- ☐ **Racing Camshafts,** increased lift, racing timing, @ £17/10/0.
- ☐ **Lengthened Valves** (for use with Racing Camshaft) @ £4/16/0 set.
- ☐ **Rev Counter Driving Ass'ys.** @ £6/15/0. Instruments, cables, etc. to match available.
- ☐ **Superlight Alloy Flywheels** @ £12/10/0.
- ☐ **Alloy Lightweight Water Impellers** @ £6/12/0.
- ☐ **Special End Outlet Superheads,** for 'Low-Level' cooling systems or marine use, @ £11/17/6.
- ☐ **High Pressure Oil Pumps** @ £6/17/6.

FORD CONSUL/ZEPHYR 4

- ☐ **Twin Carb Manifolds,** two S.U. Carbs complete, Mk. I @ £28/15/0 Mk. II and III @ £31/15/0.
- ☐ **Twin Carb Manifolds** (as above) **Racing.** Mk. I @ £31/18/0, Mk. II and III @ £34/18/0.
- ☐ **Four-Branch (Cast) Exhaust Manifolds,** 2" Dia. Outlet, Mk. I only, @ £8/17/6.
- ☐ **Four-Branch Exhaust Manifolds** (Fabricated). Mk. II and III @ £18/18/0. (Complete with pipe and silencer).
- ☐ **Inner Valve Springs** (Sports and Racing use) @ £1/0/0 set.
- ☐ **Alloy Flywheels** @ £12/10/0.
- ☐ **Rev Counter Driving Ass'ys,** Mk. I @ £5/19/0, Mk. II and III @ £5/19/0. Instruments etc. also available.

FORD ZEPHYR/ZODIAC Mk. I, II and III

- ☐ **Triple Carb Manifolds,** with three S.U. Carbs. Alloy cast Manifold, Mk. I @ £38/15/0 complete. Mk. II and III @ £41/15/0.
- ☐ **Triple Carb Racing Manifolds,** with three S.U. Carbs. Mk. I @ £47/5/0. Mk. II and III @ £49/15/0.
- ☐ **Six-Branch Exhaust Manifolds** (Fabricated). Mk. I @ £15/15/0. (Manifold only). Mk. II and III (complete with High Efficiency Silencing System) @ £24/3/0.
- ☐ **Inner Valve Springs** (Sports or Racing). Mk. I @ £1/10/0 set. Mk. II and III @ £1/10/0 set.
- ☐ **Rev Counter Driving Ass'ys.** Mk. I, II and III @ £5/19/0. Instruments and cables also available.
- ☐ **Alloy Flywheel** @ £12/10/0.

AUSTIN A30, A35, A40 AND NEW 7

- ☐ **Twin Carb Manifolds,** with two S.U. Carbs complete. A30 @ £17/16/0. A35, A40 and A7 @ £17/19/0.
- ☐ **High Efficiency Exhaust Manifolds** (not modified standard). A30 @ £7/0/0. A35, A40 and A7 @ £7/0/0.
- ☐ **Changeover Adaptor for Aquaplane Pipe System** £1/0/0.
- ☐ **Sports Inner Valve Springs** @ £1/2/6 set.
- ☐ **Racing Double Valve Springs** @ £2/5/0 set.
- ☐ **Rev Counter Driving Ass'ys.** A30 @ £6/14/0. A35, A40 and A7 @ £6/15/0. (Instruments and cables also available).
- ☐ **Superlight Alloy Flywheels** @ £12/10/0.
- ☐ **O.H.V. Alloy Superheads,** complete, all valves ground in and Double Valve Springs fitted, @ £34/18/6.

MORRIS Series II, '1000', MINI and '1100'

- ☐ **Twin Carb Manifolds,** with two S.U. Carbs complete. Series II @ £17/16/0. '1000' and MINI @ £17/19/0. '1100' @ £22/16/0.
- ☐ **High Efficiency Exhaust Manifolds** (not modified standard). Series II @ £7/0/0. '1000' and MINI @ £7/0/0.
- ☐ **Changeover Adaptor for Aquaplane Pipe System** £1/0/0.
- ☐ **Sports Inner Valve Springs** £1/2/6 set.
- ☐ **Racing Double Valve Springs** @ £2/5/0 set.
- ☐ **Rev Counter Driving Ass'ys.** Series II @ £6/14/0. '1000' and MINI @ £6/15/0. (Instruments and cables also available).
- ☐ **Superlight Alloy Flywheels** @ £12/10/0.
- ☐ **O.H.V. Alloy Superheads,** complete, all Valves ground in and Double Valve Springs fitted, @ £34/18/6.

☐ **Other cars using BMC 803 c.c., 848 c.c., 948 c.c., and 1098 c.c., O.H.V. engines.**

Aquaplane *covers all performance needs from the 'family' motorist to the 'full-race' enthusiast. Space allows only a selection of our range. PLEASE NOTE. We are the actual manufacturers – no secondhand or reconditioned components form any part of our Equipment.*

- ☐ **High Efficiency Sports Exhaust Systems.**
- ☐ **Compression Ratio Service, Porting, Flywheel Balancing etc.**
- ☐ **Straight-through Sports Silencers or complete systems.**
- ☐ **Alloy Valve Chest Covers for 105E.**
- ☐ **Oil Cooler Kits for Anglia/Prefect/Popular and B.M.C. 948 c.c.**
- ☐ **Alloy Flywheels for B.M.C. 1500 c.c.**
- ☐ **Twin Exhauster and Deep Note Converter (all cars).**
- ☐ **Fuel Economy Ratemeter**
- ☐ **Brake Booster** ☐ **Racing Composition**
- ☐ **Brake Fluid Level Warning Light.**

All Aquaplane Equipment is available on attractive worry-free H.P. TERMS and is covered by our unconditional money back guarantee.

— Manufacturers of the largest selection of Performance Equipment in the World —

PLEASE CUT OUT THE COMPLETE ADVERTISEMENT

Please tick items of interest — fill in coupon in block letters and return the complete advertisement to us

To AQUAPLANE CO LTD, Oulton Broad Suffolk **Telephone Lowestoft 5416**

Please send me, without obligation, details of equipment indicated above and other interesting data where applicable

Name.....

Address.....MS

FOR SALE—*continued*

M.G. J2. Recently overhauled engine, hydraulics. Excellent M.G.-type alloy body. £100 o.n.o. Tel.: Shrewsbury 6199. [5287

ALVIS FIREBIRD, £50. Photos, details, from Gould, 40, Kipling Road, The Straits, Lower Gornal, Staffs. [5288

PROFESSIONAL £65 ENGINE overhaul 1963 on immaculate Dolomite 14/60. Ace discs, windtones, spots, plus similar model C.K.D. spares. Complete clearance for £79 o.n.o. Tel.: Southampton 69087. [5291

1954 TRIUMPH TR2, red. Excellent condition, five new tyres, complete mechanical recondition within last 7,000 miles; fitted heater and several other extras. £210 o.n.o. Also variety of TR2/3 spares, list available. G. H. Walker, 61, Stanley Road, Southport. [5292

ROLLS-ROYCE, 1936, 25/30. Excellent condition, family heirloom. M.O.T. Handbook, tools, mascot. A really lovely little car. £225 o.n.o. Tel.: Ewell 9039. [5299

ASTON MARTIN SPECIAL, DB 2.6 engine, gearbox; DB3 rear axle. Transverse leaf independent suspension front and rear, rack-and-pinion steering, 16-in. hydraulic brakes. Professionally built aluminium 2-seater body similar DB2 coupé, Perspex windows, full instruments, p.v.c. hood. £600. R. Waterlow, The Croft, Little Wymondley, Hitchin, Herts. [5301

BULLNOSE MORRIS OXFORD, 1926. Rare ¾-coupé. Recent new bearings, etc. All round good original condition. Handbook. £165. Templeton, Rose Farm, Stockwell Lane, Woodmancote, Cheltenham, Glos. [5302

BENTLEY, 1934, Park Ward. Fast, handsome; 20 m.p.g. £150. Mingay's Garage, Chigwell, Essex. [5303

TEAM CAR. Original as raced. 1934 Le Mans, Eng. No. 147, Chassis No. 54, o.h.c. 6-cyl., 3-carb. Singer. One big-end gone. Sensible offers, or exchange. Box No. M.304. [5304

1939 BENTLEY 4¼ M.R. overdrive drophead by Vanden Plas. Grey with beige cord seat covers. 100 m.p.h. Very good tyres, unmarked body, new hood. £450. Tel.: Emsworth 2495. [5305

FAIRTHORPE, 1960, tuned Herald engine; 16,000. Vivid acceleration, 90 m.p.h.+. Immaculate, one owner; white, red trim. £275 o.n.o. Birmingham, Tel.: ERD 7167. [5306

M.G.-A 1600 coupé, Oct. 1959. New engine, ice blue, immaculate. £475 o.n.o. Birmingham, Tel.: ERD 7167. [5307

ALVIS TA21 (1953) black saloon. Reconditioned engine and radiator, roof relined, new tyres, etc. Excellent condition. M.O.T. £190 o.n.o. Higham c/o Marley Concrete, Peasmarsh, Guildford. [5308

1961 FERRARI Grand Prix racing car. 3-litre V12 Testa-Rosa engine, 5-speed gearbox. Meticulously maintained. Fast and reliable. Winner of 1961/62 N.Z. Drivers' Championship. Complete with engine transmission spares, spare wheels, alternative ratios, electric starter, etc. Could be converted into the world's best sports car. Enquiries in confidence to: Pat Hoare, 440, Papanui Road, Christchurch, New Zealand. [5383

FORD Y HYDRAULIC brake kit, perfect, unused, £15. 169, Pontypridd Road, Barry, Glam. [5384

1929 T.T. SCOTT, 100+ m.p.h., rebuilt as original. 1951 Vincent Rapide "C"; complete overhaul; excellent and standard. Offers. Bardolph, Tel.: Guildford 3230 (8 p.m.). [5385

BENTLEY 3½-LITRE ENGINE, reconditioned throughout, re-sleeved to standard. Complete with gearbox and all controls, twin carburetters, distributor, dynamo and starter. New clutch. Guaranteed. £150. Also back axle complete with springs and shock-absorbers, £25. 55, Tierney Road, London, S.W.2. Tel.: TUL 7818. [5386

1932 ALVIS SPEED 20 4-seater sports. Rare model (? prototype), in good condition. New hood, flywheel, brake and clutch linings, exhaust, etc. £150 o.n.o. M. W. Casewell, 13, Gordon Place, W.8. Tel.: WES 6552. [5387

1937 BENTLEY. Park Ward saloon, in 2-tone green. Condition generally good, but a few snags. Goes well and the tyres are first class. M.O.T. test. Reason for sale? Three cars are too many. No reasonable offer refused. Glaschook, Tel.: Winkfield Row 2226 or Windsor 62333 (at work). [5389

1937 SINGER NINE Le Mans. Reconditioned throughout. Taxed, etc. £100. Tel.: Aldbourne (Wilts) 264 (weekends). [5390

M.G. TC, 1947. Blown. New hood, "X"s, battery. Ends gone. Sell or break. Offers! Barker, 40, Birch Lane, Manchester, 13. [5391

RILEY 1½, 1947. Recon. engine 1,000 miles. Well shod. M.O.T. Taxed till Oct. £95. 2, Redferns Close, Luton, Beds. Tel.: 7184. [5393

TALBOT 65—Gearbox (Wilson), dynamotor, radiator, engine, for sale. On bench ready to remove. Tel.: Coltishall 294. [5394

1929 SUPERCHARGED ROLLS-ROYCE 7.6-litre Phantom I. Power-assisted brakes, fitted supercharger by Sir George Godfrey. Coachwork and interior by Barker. Mascot, handbook, tools, many spares, including spare engine. This car, which is the only one of its kind, is completely original and is offered in as new condition at the very reasonable price of £750. Box No. N.395. [5395

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

MG WANTED MG

STOCKS AT ALL TIME LOW — OUR DEMAND CONTINUES TO FAR EXCEED OUR SUPPLY — TURNOVER'S OUR BUSINESS

WANTED URGENTLY — MG's

ALL MODEL MG's (1928—1963)

With or without M.O.T. certificate — body indentations, chassis deformation, structural disorders no deterrent. Room for 500 cars. Highest ever cash price on the spot.
Existing hire purchase settled a pleasure.

PHONE NOW:—

CRAWLEY 24222
Brighton Road (A23), Peas Pottage, Sussex

COLNBROOK (Bucks) 2258
Moor Lane, Staines, Middlesex

S. H. RICHARDSON & SONS LTD.

Beautifully repainted with ***one*** coat of

VALSPAR



Photograph by courtesy of the Ecurie Stratton

This Rochdale Ford was brush-painted with only one coat of Valspar 2-4 Hour Super Gloss. The finish is immaculate; smooth, glossy and without a hint of a brushmark. Valspar is the perfect paint for cars old or new.

Note for keen motorists—for the brightest shine, use Valspar Car Polish—it cleans as it polishes, without effort.



For information on car or caravan repainting write to:
Goodlass Wall & Co. Limited, Corn Exchange, Liverpool 2, or 179-185 Great Portland St., London, W.1.



We are as near as your nearest postbox!

AUTOBOOKS

BENNETT ROAD,
BRIGHTON, SX.,
ENGLAND

SPECIAL VINTAGE PETROL CAN CARRIERS

A limited quantity of original vintage petrol can carriers still in maker's boxes. Hold two gallon can on running board, complete with special lock and key. The perfect finishing touch to a vintage car. 15/- each, post free whilst they last.

MOTOR MANUALS

by A. W. Judge

A set of six books designed to give the owner repairer, special builder, student of motor technology and the technically minded enthusiast by means of a survey in non-technical language a complete understanding of all components and parts of the motor car.

CARBURETTORS AND FUEL INJECTION SYSTEMS	26/3
THE MECHANISM OF THE CAR	26/3
CAR MAINTENANCE AND REPAIR	26/3
MODERN TRANSMISSION SYSTEMS	26/3
AUTOMOBILE ENGINES	26/3
MODERN ELECTRICAL EQUIPMENT FOR AUTOMOBILES	26/3

MAINTENANCE HANDBOOKS

These handbooks are supplementary to our range of Workshop Manuals and contain information necessary for day-to-day running. They are of a size suitable for the cubby hole. Listed below is a representative range—we have thousands of others. State YEAR, MAKE, MODEL.

AUSTIN, all models 1938/63	13/3
AUSTIN-HEALEY, all models	13/3
B.S.A. three-wheelers, all years	8/3
B.S.A. Scout 1935/39	10/9
CHEVROLET, all models 1929/55	16/-
CHRYSLER-DODGE, all models 1946/54	16/-
FORD (American), all models 1932/55	16/-
FORD Eight, Ten, Ang., Pre., Pop. 1932/63	13/3
FORD V8, Con., Zeph., Zod., all models	13/3
HILLMAN 1931/63	9/3
HUMBER, all models 1936/63	13/-
M.G., all models 1934/63	13/3
MORGAN three-wheelers, all years	8/3
MORRIS, all models 1934/63	13/3
PLYMOUTH 1946/55	16/-
RENAULT Dauphine	23/9
RILEY Nine, all years	10/9
RILEY, all models 1936/63	13/3
ROVER, all models 1934/62	13/3
STANDARD, all models 1936/58	13/3
TRIUMPH, all models 1938/60	13/3
VAUXHALL, all models 1933/61	13/3
VOLKSWAGEN, all models	22/-
WOLSELEY, all models	13/3

Inquire for your car if not listed. State year, make and model.

WORKSHOP MANUALS

AUSTIN A40 Devon/Dorset 1947/51	30/-
AUSTIN A40 Somerset 1952/54	30/-
AUSTIN-HEALEY Sprite I, II	32/-
AMERICAN CARS, all makes 1955/62	80/-
BENTLEY, vintage models	10/6
CHRYSLER, all models 1936/42	35/-
DE SOTO, all models 1936/42	35/-
DODGE, all models 1936/42	35/-
FORD (American) V8 Mercury 1932/55	35/-
FORD (American) V8 1949/54	35/-
FORD (American) V8 1955/56	35/-
HILLMAN side valve 1936/55, *state year*	35/-
HILLMAN o.h.v. 1955/63, *state year*	50/-
HUMBER Hawk	45/-
JAGUAR 1945/9, all models	45/-
M.G., all models 1929/63 state which	45/-
M.G. TD 1950/53	30/-
M.G. TC, TD, TF 1500, M.G.-A 1945/63 state which	40/-
M.G. Midget 1961/2	32/-
MORGAN Plus 4, 4/4 I, 4/4 II	13/3
MORRIS 8E/10M 1938/48	30/-
MORRIS Minor MM II 1948/56	30/-
MORRIS Minor 1000 1956/62	30/-
MORRIS Oxford MO 1948/54	30/-
MORRIS Oxford II, III 1954/59	30/-
MORRIS Six MS 1948/54	30/-
PEUGEOT 203	30/-
PEUGEOT 403	32/6
PLYMOUTH, all models 1936/42	35/-
PLYMOUTH 1946/53	45/-
PORSCHE, all models	42/6
RENAULT 750/760	30/-
RENAULT Dauphine	35/-
RENAULT Caravelle, Gordini, Floride	32/-
RILEY 1½/2½ 1945/56	30/-
RILEY, all models 1930/63	36/6
ROLLS-ROYCE vintage models	10/6
SIMCA Aronde Elysee	37/6
SINGER Nine 4A/4AB 1939/53	30/-
SINGER Gazelle I, II, IIA, III, IIIA	45/-
STANDARD 8, 10, 12, 14, 1938/48	30/-
STANDARD Vanguard I	30/-
STANDARD Vanguard II 1953/55	32/6
STANDARD Eight 1953-59	30/-
STANDARD Ten (inc. Standrive) 1954/59	32/6
TRIUMPH TR2/3 1952/59	45/-
TRIUMPH 2000, Renown 1948/54	30/-
TRIUMPH Herald, all models	45/-
VAUXHALL, all models 1934/60	45/-
VOLKSWAGEN, all models to 1962	37/6
WOLSELEY 6/80 1948/52	30/-
WOLSELEY 1500 1957/60	35/-

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

HERE IS A FURTHER SELECTION OF MODELS COVERED

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



A.C. Ace, Aceca; ALFA ROMEO Giulietta; ARMSTRONG SIDDELEY 16, 18, Sapphire; ASTON MARTIN; AUSTIN 8, 10, 12, 16, A40 Devon, Dorset, Somerset, Cambridge, Farina, A50, A55, A55 Mk.II, A90 Six, A95, A105, Princess, Gipsy, Metropolitan, A99, Omnicoach, Mini Seven, Mini Cooper, A60, A110; AUSTIN-HEALEY 100/4, 100/6, Sprite, 3000; BEDFORD CA types; BORGWARD Isabella; BRISTOL 404, 405; BUICK, all models; **CADILLAC,** all models; **CHEVROLET,** all models; **CHRYSLER,** all models; **CITROEN Light 15, Six, Twelve, DS19, ID19, 2 c.v.; COVENTRY-CLIMAX; DE SOTO; D.K.W.; DODGE,** all models; **FERGUSON tractors; FIAT, Old 500, 1400, 1900, 600, 1100, 1200, new 500, 1800, 2100, 1500, 2300; FORD Model-T, A, FORD (American),** all models; **FORD (German) Taunus,** all models; **GOLIATH 1100; HEINKEL; HILLMAN Minx 1936 to 1962; HUDSON,** all models; **HUMBER Snipe, Imperial, Pullman, Super Snipe, Limousine, Hawk, New Hawk, II, Super Snipe II; ISETTA,** all models; **JAGUAR 1½, 2½, 3½, Mk.VII, XK120, 2.4, 3.4, 3.8, Mks. I and II, E-type; JOWETT Javelin, Jupiter; LAGONDA 2.4-litre, 3-litre; MASERATI 3500 GT, MERCEDES-BENZ 300 SL; M.G.,** all models 1929/62; **MORRIS 8E, 10M, Minor, Mini Cooper, 1100 VI; MORRIS COMMERCIAL J, J2, JB; N.S.U. Prinz and Sport; OLDSMOBILE,** all models; **PACKARD,** all models; **PANHARD; PEUGEOT 203, 403; PLYMOUTH,** all models; **PONTIAC,** all models; **PORSCHE 356A, 356B; RENAULT 750, 760, Fregate, Caravelle, Domaine, Dauphine, Gordini, Floride, 4L; RELIANT** all models; **RILEY,** all models 1930/62; **ROVER 60, 75, 90, 105, 3-litre; LAND-ROVER,** all models; **SAAB93 96 750 GT; SIMCA Aronde Elysee,** all 1961/62 4-cyl., **1000; SINGER Nine Roadster, SM 1500, Hunter, Gazelle, Vogue; SKODA 440, 445, 440, Octavia, Felicia; STANDARD 8, 10, 12, 14,** 1938/48, **Vanguard I, Vanguard II, Vanguard III, Eight, Ten, Ensign, Vignale, Sportsman; STUDEBAKER,** all models; **S.U. Carburetters; SUNBEAM-TALBOT 90, 90 II, 90 IIA, 90 III, Alpine, Alpine Special; SUNBEAM Rapier I, II, III, Alpine II, III; TRIUMPH 1800, 2000, Renown, Mayflower, TR2, TR3, Herald, TR4; VAUXHALL 12 DY, 14 DX, 10 H, 12 I, 14 J, Wyvern, Velox, Cresta** 1948/62, **Victor I, Victor II; VOLKSWAGEN,** all models; **VOLVO 122, 122S, PV444, PV544, P1800, WEBER Carburetters; WOLSELEY 6/80, 4/44, 15/50, 6/90, 1500, 15/60, 16/60, Hornet, 6/99, 6/110.**

Autobooks new summer 1963 Catalogue

Is now available free on request. Over 300 of the best motoring books described in detail.

The **In Colour** *Series*

OUTSTANDING VALUE

The famous Batsford " In Colour Series " are in book form, giving examples of some of the finest cars produced under the titles below. Each car is portrayed by a full colour photograph and accompanied by a history and description. Page size 10"W8".

RACING CARS IN COLOUR
by Richard Benstead-Smith

E.R.A.	Vanwall
Alfa Romeo 158/159	B.R.M. four-cylinder
Maserati 4CLT	Dean Van Lines Special
Lago-Talbot 4½-litre	Aston Martin
B.R.M. V16	Scarab
Gordini	Leader Card Special
Ferrari 2-litre	Ferrari Dino 246
Maserati 250F	Cooper
Mercedes-Benz W196	Lotus
Lancia D50	Porsche
Connaught Syracuse	Ferrari Dino 156
Novi Special	Ferguson

SPORTS CARS IN COLOUR
by Richard Benstead-Smith

Aston Martin DB4	Mercedes-Benz 300SL
Cunningham C-4-R	M.G. series MGA
Maserati Tipo 61	Porsche Type 718RS
Lister-Jaguar	Triumph TR3
Facel Vega Facellia	O.S.C.A.
Morgan Plus Four	A.C. Ace
Ferrari 250GT California	Aston Martin DBR1
Lotus Elite	Ferrari V12
Lancia D24	Ford Thunderbird
Austin Healey 3000S	Jaguar D-type
Chevrolet Corvette	Panhard Monopole
Abarth 650GT	Alfa Romeo Giulietta

VETERAN CARS IN COLOUR
by Anthony Bird

1½-h.p. Benz	7/9-h.p. Vauxhall
4½-h.p. 'Coventry' Daimler	20/30-h.p. Renault Grand Prix Itala
8-h.p. Napier	12/14-h.p. Unic Taxi
4½-h.p. De Dion Bouton	15-h.p. Delaunay-Belleville
5-h.p. Columbia	7-h.p. Austin
7-h.p. Panhard et Levassor	10/12-h.p. Delahaye
16-h.p. De Dietrich	'Coupe de l'Auto' Sunbeam
60-h.p. Mercedes	'Alfonso' Hispano-Suiza
12-h.p. Sunbeam	10/12-h.p. D.F.P.
Gardner-Serpollet Steam Car	35-J Mercer 'Raceabout'
12-h.p. Lanchester	20-h.p. Sizaire-Berwick
	22.4-h.p. Ford Model-T

THE ABOVE THREE BOOKS ARE PRICED AT 13/6 EACH

GRAND PRIX 1962

by L. T. Stanley

Reporting the year's Grand Prix World Championship. The media of photography is used in abundance and these are accompanied by an authoritative text.

200 pages. **Price 67/6**

THE GORDON BENNETT RACES

by Lord Montagu of Beaulieu

With their new famous gift for combining deep scholarship and a light entertaining style, Lord Montagu and Michael Sedgwick have set down for the first time the full and fascinating story of these eventful years.
Though in 1900 an almost farcical race with nine entrants and one hundred spectators, it was by 1903 a race that had acquired an aura perhaps only rivalled in motoring history by the Le Mans 24-hour race.
Here is the exciting and enthralling account of those early days of thunderous open exhausts and low revving engines of Napier, Winton and Mercedes, Mors, Panhards, culminating in 1905 when 80,000 spectators saw the cream of the world's racing cars do battle for the Gordon Bennett Trophy.
A long-awaited and very worthwhile book.

240 pages. **Price 37/6**

BUGATTI — le pur-sang des automobiles

by H. G. Conway **Price 86/-**

A RACING HISTORY OF THE BENTLEY

by Darell Berthon **Price 45/-**

SCIENTIFIC DESIGN OF INLET AND EXHAUST SYSTEMS

by P. Smith **Price 36/6**

RECORD OF MOTOR RACING 1894 - 1908

by Gerald Rose

A contemporary report. **Price 30/-**

AUTOMOBILE YEAR No. 10

The world's finest motoring annual **Price 54/-**

MAINTAINING THE BREED

The saga of M.G. **Price 15/-**

THE THOROUGHBRED MOTOR CAR 1930 - 40

by David Scott-Moncrief

It is with the high-quality machines of the nineteen thirties (sometimes referred to as the " post vintage thoroughbreds ") that David Scott-Moncrief is concerned in this book. Firstly he deals with the technicalities, analysing and noting advances in design and the motor industry in general.
This is followed by detailed and lengthy historical and technical essays on thirty-one English makes, including Aston Martin, Bentley, Frazer Nash, Invicta, Lagonda, M.G., Riley and Rolls-Royce. Twenty-seven French, such as Ballot, Bugatti, Delahaye and Hispano-Suiza, Darracq, Voisin, etc. Eleven Italian, including Alfa Romeo, Fiat and Isotta-Fraschini, together with seventeen American, four German, and five Belgian, etc. There is a chapter on coachwork of the period with several superb examples.

280 pages. **Price 31/6**

A PICTORIAL SURVEY OF RACING CARS 1919 - 1939

by T. A. S. O. Mathieson

The author, himself a racing driver of considerable note, who drove before the war with Bugatti, and in the immediate post-war period with Frazer Nash, Ferrari and Maserati, has compiled from his unique collection of motor-racing photographs (supplemented by others from all over the world) a superbly detailed survey of rich and colourful period of the sport. There are over 300 illustrations, a great many of them rare and hitherto unpublished, with an accompanying text that has been checked and rechecked to give as accurate a description of the cars as possible.

224 pages. **Price 64/6**

THE DESIGN AND TUNING OF COMPETITION ENGINES

NEW ADVANCED EDITION **by P. Smith**

This well-known book on engine tuning and design has now been completely rewritten to bring it in line with modern developments. The author fully describes all facets of how to increase power. Such cars as the B.M.C. Minis, E-type Jaguars, etc., are used in the technical analysis of current designs.

350 pages. **Price 49/6**

THE VETERAN MOTOR CAR POCKET BOOK

by A. Bird and F. Hutton-Stott

An encyclopaedia of cars of the Veteran and Edwardian period—covering the years 1890 to 1916—in which historical notes, specifications and photographs are given of over 130 different makes of British, American and Continental vehicles. The authors have chosen a representative collection of cars which presents an accurate picture of the development of the motor car in its early years. At the same time, they have included a selection of little-known machines, whose mechanical eccentricities provide entertaining reading.

250 pages. **Price 10/-**

WORLD CAR CATALOGUE 1963

The Show catalogue of the year's models. **Price 86/-**

AUTOCOURSE 1962/63

The racing season fully reported. **Price 39/-**

BUGATTI BOOK

by Eaglesfield and Hampton

Now reduced in price. **Price 21/-**

ROLLS-ROYCE IN THE 'TWENTIES

Reprints of road tests, articles, etc. **Price 10/6**

COMPETITION DRIVING

by Paul Frere

A text book on the subject. **Price 19/-**

RACING AND SPORTS-CAR CHASSIS DESIGN

by Costin and Phipps **Price 31/6**

HISTORIC RACING CARS

by L. Pomeroy and G. Oliver

This is the third volume in the collection of George Oliver's drawings eminently suitable for framing if desired, this time with an introduction and descriptive text by Britain's foremost authority on the Grand Prix car. The twelve subjects range from the 1907 Itala to the 1960 Lotus and includes all the most famous racing *marques*. LIST OF COLOUR PLATES: Itala 1907, Merceds G.P. 1914, Bugatti Type 35 1927, Alfa Romeo P3B 1934, Mercedes-Benz 1937, Alfa Romeo Type 158/159 1950, Ferrari V12 1951, B.R.M. 1952, Maserati 250F 1955, Vanwall 1957, Cooper 1958, Lotus F.1 1960.

56 pages. **Price 45/-**

MONZA YEARBOOK 1962

As usual this quality produced annual gives a complete report and analysis of the activities during the 1962 season at the " Autodrome Nazionale Monza."
A most interesting and noteworthy feature of this year's edition are the fully documented and illustrated articles on the history of the Autodrome and the races and cars that appeared there in the seasons 1934-1940.

150 pages. **Price 37/6**

FOR SALE—*continued*

SIDDELEY SPECIAL. Extremely rare 1935 close-coupled sports saloon in exceptional condition mechanically and bodily. Present owner since 1936. Box No. N.402. [5402

VOLKSWAGEN, 1957. Recent complete steering/brake overhaul. Fitted Judson blower giving superb acceleration plus high cruising speed; 28 m.p.g. Wedding imminent, therefore quick sale, £325. Jacobs, 33, Jeymer Avenue, London, N.W.2. Tel.: KILburn 0623 (day). [5405

1933 ROLLS 20/25 landaulette, complete, £200 or break (body first). 1923 Rolls 20 spares. 1934 British Salmson instrument panel, gearbox, dynamotor, carburetter, ignition, prop.-shaft. 1911 A.C. rear wheel complete (Sociable), £5. 820 × 130 B.E. tyres and two rims (also one smaller rim), £5. Large C.A.V. horn, £5 5s. Brand new veteran/vintage sparking plugs, 5s. 9d. each (22 mm.). B. Pryce, 157, Malden Road, Cheam, Surrey. Tel.: FAI 6896. [5406

£2,000.—1912 ROLLS Ghost. All electric, 4-wheel brakes. Ex-Carnegie. Purchased Sword Auction. Brewster touring body. Seen, c/o Miss Lightfoot, Y.W.C.A., Powell Street, San Francisco, California. [5407



BUILD THIS CAR for £150

simply and quickly with the help of our unique special components and book "Rebuild Your Austin 7 the Cambridge Way". The book is only 3/- post free from the special "specialists" with over 25 years' practical experience —

CAMBRIDGE ENGINEERING

151 Cambridge Road, Kew Green RIC 2126

THE BEST PEOPLE FOR THE BEST 750 STANDARD & SPECIAL PARTS

YOUR 'MG' SPARES

'M' type to 'MG-A'

Valves.	Guides.	Valve Springs.
Gaskets.	Timing Chains.	Oil Filter Elements
Bearing Shells.	Wheel Bearings.	Crown Pin Sets.
King Pin Sets.	Half Shafts.	Front Pipes.
Tail Pipes.	Silencers.	Road Springs.

Many other Spares Always in Stock.

Hard Surfaced Rockers.

S.U. Exchange Service and Spares.

C.O.D. Service

THOMSON'S

106 Kingston Road, Wimbledon, London, S.W.19

Tel.: LIBERTY 8498

HOODS from £5

READY TO FIT. Sent by Post (with instructions and fittings) or *1 Day Fitting Service.*

All P.V.C. Hoods have High Frequency over-welded seams and welded rear windows.

Why not let us repair your old Hood, we can weld new rear windows in P.V.C. Hoods from 30/-.

FIBRE GLASS RALLYE SEATS from £10.0.0

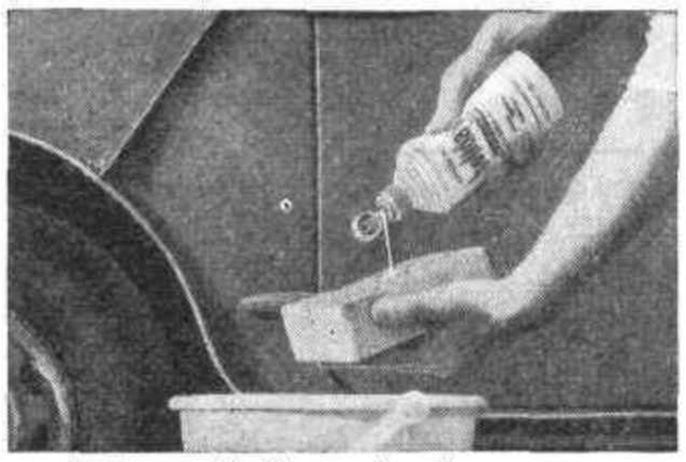
Send for Free Booklet to :

CAR HOOD COMPANY LIMITED

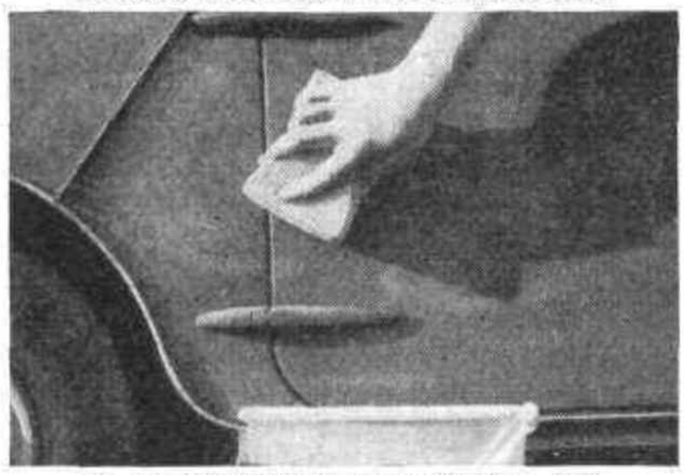
9 LANCASTER MEWS, BAYSWATER, W.2

Telephone Paddington 8764

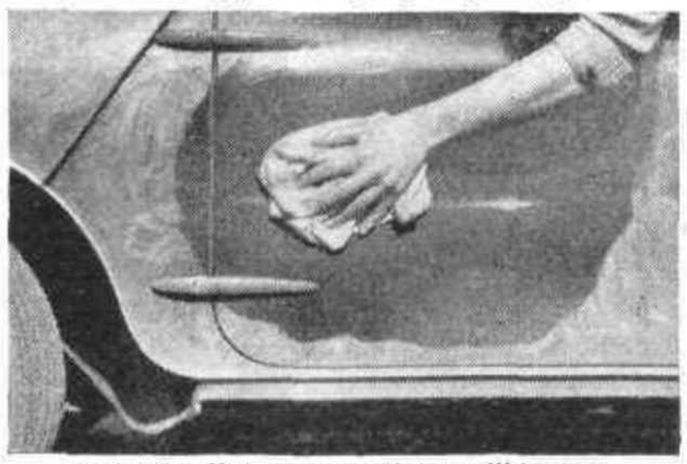
Wash to a shine with JOHNSON'S HOLIDAY



1. Squeeze Holiday on to a damp sponge.



2. As you apply Holiday to the car, dirt is absorbed into the sponge instantly and safely (Rinse sponge regularly).



3. Wipe off the haze and you will have a brilliant Holiday shine.



Available from Halfords, Accessory Stores and Garages everywhere.

A product of JOHNSON'S WAX research.

FOR SALE—*continued*

2½-LITRE RILEY, Dec. 1948. Excellent throughout. Only £135 will buy this superb motor car. (Middlesex.) Box No. N.403. [5403

1924 ROLLS-ROYCE 20 shooting-brake, used regularly. M.O.T. tested. £125. Tel.: Baslow 3174. [5408

ROLLS 20/25, 1933, Mann Egerton D-back owner-driver saloon, in excellent condition. Black and beige with blue hide. £230 or near offer. Newin, 49, Mansfield Road, Basingstoke, Hants. [5410

NEW RENOLD CHAIN, ¾ × 7/16 and ⅝ × ⅜, £9 10s. 25 feet new 350 × 10 scooter tyre, 35s. 6d. 1960 Minor 1000 gearbox, £12 10s., perfect. Wanted: Minor 1000 engine, A55 pick-up 1960/1/2. Box No. N.411. [5411

TRIUMPH 1200 CARBURETTER, manifold and air-cleaner (6,000 miles), £8 o.n.o. M. H. Dennis-Jones, *Grange House, Selwyn Gardens, Cambridge.* [5412

OUTSTANDING ALPINE Mk. II, 1962. Red hard-top, tonneau, o'drive, Konis, twin S.U.s. Modified—exhaust, camshaft. Costly pile; other extras too numerous to mention here. Cost £1,400; offers £795. Exchanges considered for family motor. Terms arranged. Cramer, Tel.: Doncaster 49078 or 76258 (evenings). [5413

VOLKSWAGEN

sales
spares
service

We specialise in accessories

Send S.A.E. for list

PRESTWICH (HOVE) LTD.

GOLDSTONE LANE, HOVE, SUSSEX

Tel.: Hove 34037-8

M.G.

SPARES — SALES — SERVICE

Large stocks of spares available for all models 1932 onwards. Let us know your requirements. C.O.D. service a speciality. Inquiries with S.A.E. please

ALL MODELS URGENTLY WANTED FOR CASH

ARCHWAY ENGINEERING

Limited

COLLIER STREET, LIVERPOOL ROAD, MANCHESTER, 3

Tel.: BLAckfriars 6455

ALWAYS A GOOD SELECTION OF M.G.s in stock



SAAB

Rally Proved

AGAIN & AGAIN & AGAIN

Main Distributors

South London — Surrey

THE ADELSTON MOTOR CO. LTD.

1325 London Road, Norbury, S.W.16.

Tel.: Pollards 7473/9455

FOR SALE—*continued*

BENTLEY, 1940, Vanden Plas saloon, MX overdrive series. Just resprayed. £325. Rogers, 7, The Grove, Felpham, Bognor Regis. [5415

SHORROCKS SUPERCHARGER for B.M.C. Farina 1,500-c.c. models. Almost new. £40, guaranteed. Allen, Casa-Mia, Fovant, Wilts. Tel.: Fovant 655. [5416

DELLOW, 1952, Mk. II, first-class condition. 4.7 : 1 rear axle, twin S.U. carbs., 4-branch manifold, radio. £150. 15, Green Lane, Sherston, nr. Malmesbury, Wilts. Tel.: Sherston 218. [5417

EXCEPTIONAL LAGONDA 16/80 (1935) sports saloon, reconditioned by specialists at cost of £400 and unused since; must now be sold for lack of space. Perfect body, paint, chrome and interior. Rebuilt engine, replacement gearbox with right-hand floor change; renewed steering, magneto, tyres, etc. Impressive real vintage look. £250. Also MOTOR SPORT from August 1953 and many others, £5 delivered. Tel.: Uxbridge 37342. [5419

LOTUS SEVEN, Series II, Formula Junior, B.M.C. "A"-type engine. Used one season, hill-climbs, small mileage; immaculate condition. Ready to race. Must sell. £350 o.n.o. Davies, 54, Argyle Street, St. Helens (Tel.: 23936). [5421

BENTLEY 3½ sports saloon, 1934. Mechanically perfect. In daily use. M.O.T. £125. Bristow, 72, Denmark Hill, London, S.E.5. Tel.: BRI 2557 (day), RAV 8221 (evening). [5422

CONVERSION FOR MINI. Twin S.U.s on inlet manifold, two pancake air-filters, exhaust manifold and adaptor. All Aquaplane, almost new. £18. Marshall, 6, Plashyfryd Crescent, Holyhead. [5424

CUT YOUR COSTS by MAIL ORDER

MOTOSPARES LTD. INVITE YOU TO REGISTER AS AN AGENT

Immediate commission on all orders

Full range of

BRANDED SPARES AND ACCESSORIES

72-PAGE CATALOGUE 2s. 6d.

REPAIR'N AIR

Seals a puncture and inflates a flat in two minutes, no tyre removing, no mess, 25/-. How far, how many gallons? Your Telulog will tell you. 5/-, Less 10% Agency Commission.

MOTOSPARES (M/C) LTD
178 MARSLAND ROAD·SALE·CHESHIRE

GIFTS!!! FOR MERCEDES ENTHUSIASTS



Wonderful gifts from the new Mercedes-Benz Gift Shop! Of especial appeal to the Mercedes owner, they still make fine gifts for *any* driver. There's a bottle stopper, key ring, ashtray, cigarette lighter, scarf, and many more to choose from – all very useful, and extremely well made. Write off *today* for a full list and prices.

MERCEDES-BENZ GIFT SHOP,
Great West Road, Brentford, Middx.
Telephone: ISLeworth 2151

FOR SALE—*continued*

AUSTIN HEALEY, 1956, BN2. Excellent body, reconditioned engine, hard-top, soft-top, tonneau. £390. Tel.: Birmingham, Sheldon 4446. [5420

JOWETT JUPITER, 1953. Many extras; one owner. £150. Wallington Automotive, 268, London Road, Wallington, Surrey. [5423

SEATS.—Two Jaguar "E"-type, red, unused; list £18 15s. each, offered at half price. Smith, Haselor Hill, Evesham, Worcs. [5425

1948 BRISTOL 400. Body rough, cylinder head cracked. Suitable spares. Any offer considered. F/L. Lewis, R.A.F., Upavon, Wilts. [5428

LAGONDA LG45, 1937, saloon. Doors need re-hanging, otherwise good condition. Offers. Raine, 12, Woodbine Avenue, Newcastle-upon-Tyne, 3. Tel.: 58882. [5429

1932 STANDARD Little Nine. Brass headlamps and radiator. Excellent condition; gobbles up Austin Sevens. £45 or offers. 42, The Close, Romanby, North Allerton, Yorks. [5430

PORSCHE 1600 SPEEDSTER, 1955. Meahanically sound, body unmarked. Realistically priced at £475. T. Whale, 38, Keats Road, Coventry. Tel.: 53160. [5431

MERCEDES 170 saloon, 1950 model, L.H.D. Exceptional condition. Recon. engine. M.O.T. Taxed nine months. £85 o.n.o. Tel.: Mitcham 6900. [5432

H.R.G. 1500, 1947. Mechanically, bodily good; bills for £350 available. Good tyres and tonneau; resprayed B.R.G. £250 o.n.o. M. Clayton, 26, Twemlow Avenue, Poole, Dorset. Tel.: Parkstone 4355. [5433

Do you drive only half insured?
Or can you afford to be without
Passenger Liability Insurance

Separate Policies issued for Motorists' requirements: Personal Accident, Luggage, Theft, Car Radios, Passenger Liability, etc., etc.

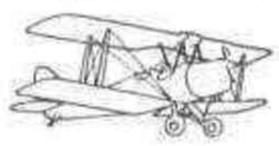
COST TRIVIAL COMPARED WITH THE RISK

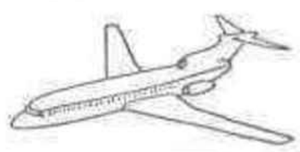
All makes accepted.

Write for a quotation:

SCHEMES DEPT. — LIABILITY SECTION
HOBBS PADGETT & CO. LTD.
53/54 KING WILLIAM STREET, E.C.4.
Or telephone MIN 6404

1923 AND 1963





STILL THE FINEST CLIP in the world



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

'TERYLENE'



the Defender safetyharness.
MADE TO A QUALITY NOT TO A PRICE . . .

but still only 55/-!

The B.S.I. approved Defender would be twice the price if you weren't buying direct from the manufacturer. A COMBINED LAP & DIAGONAL of lustrous quality, washable Terylene webbing with metal-to-metal instant release buckle, it's designed for a maximum of safety with comfort. The Defender is easy to use and adjust and has steel TWO POINT floor anchorage. Suits any type of front seat and is simple for any handyman or garage to fit. Free replacement offer.

To : TANFAB LTD., Dept. 38 MAYFIELD MILL ROCHDALE.
Please supply.....Defender Safety Harnesses
NAME .....
ADDRESS.....
.....
(BLOCK CAPITALS PLEASE)
** I enclose Cheque/P.O./Money Order for.....*

Direct from the manufacturers
55/-
Plus 2/6 post and packing. (3/6 for 2)

ROLLS-ROYCE BENTLEY

There is a growing interest in the Mark VI Bentley, due to the realisation :

(*a*) **that they offer superb value at current prices**

(*b*) **that they provide something to take the place of the pre-war R.-R. that is not too large and with the advantage of enhanced performance and more flexible suspension.**

We offer a good range of cars together with a full repair and prompt spares service. We must indicate that we do not consider the cheapest example to be the best in the long run, and prefer to spend time and money on cars before sale in order to give the purchaser a reasonable period of trouble-free use.

OIL GUNS

We now hold stocks of the original Enots Guns with right-angle swivelling valve box and ⅝ths pint capacity barrel, as shown in the maker's handbook for pre-war R.-R. and Bentley. Price **£3 8s. 6d.** carriage free. We are unable to obtain further supplies of the cheaper gun which we have previously advertised.

TYRES

Michelin 600 × 19—no longer obtainable, but a few left. Orders can now be accepted for Goodyear in this size—Price **£12 9s. 6d.** Tubes with reinforced basewall, **£1 9s. 0d.**

Lists and Buyers' Guide—Home 2/6d., Overseas 5/-d. **"Rolls-Royce in the Thirties"**—Home 10/9d., Overseas 13/6d. **Rolls-Royce 1925/39 Manual**—Home 10/-d., Overseas 12/-d.

J. B. M. ADAMS
GREAT GIDDING, HUNTINDGON
Tel.: Winwick 216

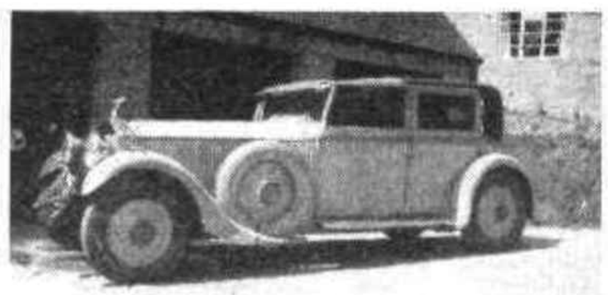
FALCON 1515



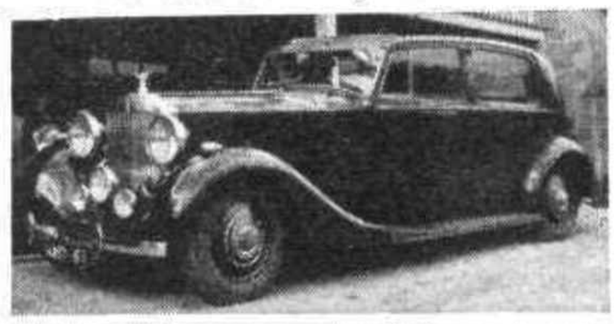
£1059. 18. 4. (Inc. P.T.)
£845 In kit form

THE G.T. TWO-SEATER *you will be* PROUD TO OWN

FALCON CARS
150 GREAT NORTH ROAD
HATFIELD · HERTFORDSHIRE
Telephone: Hatfield 4331



1933 " 40/50 " PHANTOM II, fitted short sporting sedanca-de-ville (fully opening front compartment) by Thrupp and Maberly, with very large rear trunk. One of the prettiest of this type of coachwork ever built. Two side-mount spare wheels. Well shod and in excellent order throughout.

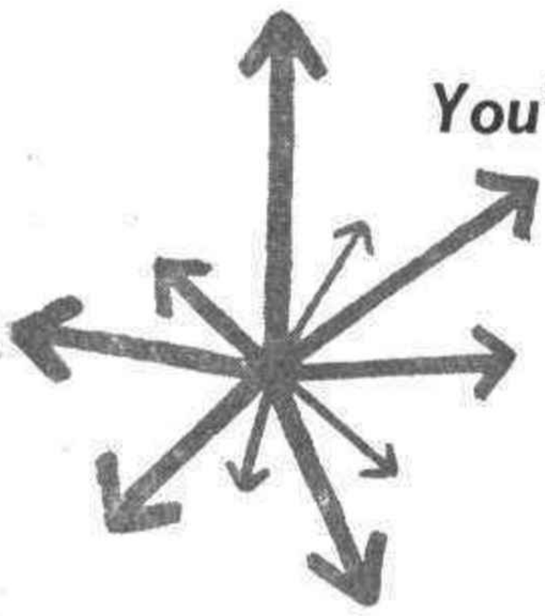


1939 ROLLS-ROYCE WRAITH with most luxurious sporting owner-driver saloon by Park Ward. A " Perspex " transparent roof with sliding cover recently fitted at great expense. Adjustable bucket seats. Finished in deep clerical grey and black, scarlet trim.

Choice of fifty other pre-war Rolls-Royce cars, 20, 20/25, 25/30, also Wraiths, PI, PII, and PIII. Usually a few hand-picked post-war Rolls and Bentley

OPEN WEEKENDS *SEND FOR STOCK LIST*

SCOTT-MONCRIEFF
ROCK COTTAGE, BASFORD HALL
Nr. LEEK, STAFFORDSHIRE
Tel. (till 9 p.m.): Churnetside 300



You'll need a map

wherever you are going

STANFORD'S

extensive new showrooms shou!d be visited BEFORE you make your next business or pleasure trip. Much better to know the route and the places to be visited before you get there and avoid any disappointment. Atlases, reference books and guides to every country in the world are in stock in addition to the maps you require.

EDWARD STANFORD LIMITED
12-14 Long Acre, London, W.C.2

GP *One of the George Phillip Group of Companies.*

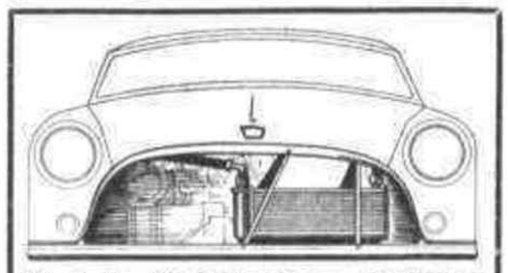
FOR THE PERFORMANCE MOTORIST

★ **To increase engine life**
★ **To prevent bearing failure** ★ **To reduce bore wear**

THE GALLAY OIL COOLER

Sustained hard driving makes oil temperature rise steeply and oil pressure to drop. Bearings are subject to severe strain . . . bore wear is likely to increase . . . engine life can be cut drastically. With a GALLAY OIL COOLER you are *sure* that

- oil will not overheat
- oil pressure will not drop
- your engine will run at a constant temperature for maximum efficiency.



The Gallay Oil Cooler fits snugly under a Mini bonnet behind the grille

You can fit it quickly and easily—it does not affect the engine cooling system

For all Minis, Morris 1000, A35, A40	£10 12 6
Sprite, Midget	£10 15 0
Morris and M.G. 1100 and other cars	£10 17 6

From your dealer or direct from:

Gallay Limited

103-109 Scrubs Lane, London, N.W.10 Tel: LAD 3644

VINTAGE BENTLEY MANUAL



This long-awaited manual will be of considerable interest and use as it contains authentic road test reports, routine maintenance, servicing and starting instructions, compiled from "out of print" handbooks, and also deals with the contemporary acquisition and cost of running 3-litre, 4½-litre, and 6½-litre models. Illustrated.
10/6 Post Free

ROLLS-ROYCE MANUAL



Covering all models from the 1925 Phantom I to the 1936 25/30. This is again a manual that will be of considerable use, as it contains road test reports, routine maintenance and servicing instructions, compiled from "out of print" handbooks, and details of the contemporary acquisition, and cost of running these beautifully-made motor cars.
10/6 Post Free

COMPETITION DRIVING

By Paul Frere. A revealing practical manual covering all aspects of race and rally driving from club to International level. **19/-**

MAKE MONEY CAR DEALING

Shows in detail how to buy and sell used cars successfully. Inside information on how to find and purchase bargains, make quick profitable sales, find buyers, etc. Whether you want to buy or sell your own car, or make up to £100 in a week trading from your own home, these two publications are a must ... ... **10/6 Post Free**

HIGH SPEED DRIVING

The art of high-speed driving as practised by race and rally drivers. **New Edition... 10/6 Post Free**

GUIDE TO USED SPORTS CARS

Lists over 30 sports cars ranging from an M.G. TD to a Jaguar XK150 that can now be purchased for £100-£500. A complete buyers' guide detailing specifications, performance figures, weaknesses in design and manufacture, cost of contemporary purchase and running, spares availability, etc. **10/6 Post Free**

GUIDE TO COMPONENT CARS

Contains complete specifications, performance figures, road-test reports, and construction details for the following cars: Rochdale Olympic, TVR Grantura, Lotus Elite and 7, Fairthorpe (all models), Elva, Falcon 515, Turner, and several others. Many illustrations. ... ... **10/6 Post Free**

ALL 4 BOOKS FOR 21/-

(or 5/9 each)

THE RACING CAR
THE VINTAGE MOTOR CAR
THE SPORTS CAR
THE RACING DRIVER

AUTOMOBILE YEAR No. 10	54/-
A RACING HISTORY OF THE BENTLEY	46/6
AUTOMOBILE ENGINE TUNING ...	26/3
BUGATTI	86/-
BUILDING AND RACING MY 750 ...	13/-
BUILDING A 750 SPECIAL...	5/-
BUILDING A G.T. SPECIAL	6/-
CAR MAINTENANCE & REPAIR ...	26/3
HIGH-PERFORMANCE CARS 1959 ...	6/-
LOTUS	26/3
MODIFIED MOTORING	22/3
MORGAN WORKSHOP MANUAL ...	13/3
ODHAMS MOTOR MANUAL	22/6
PERFORMANCE CONVERSION EQUIPMENT	22/3

HOW TO BUILD AUSTIN SPECIALS

Full details of how to build for as little as £50, a fast exciting sports car from a pre-war Austin 7. How to find a suitable car for conversion; the costs involved. How to modify the chassis, suspension, brakes and steering. How to modify and tune the engine. How to build a lightweight body for as little as £10, etc., etc. Many illustrations. Written by an experienced special builder ... ... **8/11 Post Free**

HIGH PERFORMANCE CARS 1960-62

Road tests by John Bolster and Gregor Grant of over 50 sports, saloon and G.T. cars, including Sebring Sprite, XK150S, E-type, 3.8, Warwick, Herald Climax, Mini-Cooper, Peugeot 404, Panhard PL17, Facellia, Alfa Romeo, Elva Courier, Morgan Plus 4, Fiat 2000, Herald 1200, Lotus Elite and 7, a supercharged Anglia and Sprite, Souped A.35, Harrington Alpine, etc. Also articles on Ferguson, Ferrari, 10,000 miles in a Mini, etc. In two volumes.
10/6 Post Free

THE AMATEUR RACING DRIVER

Contains a mass of detailed information on all aspects of becoming a successful club racing driver. Costs; Motor Racing schools; Driving techniques; Race preparation; Practice, etc., etc., is discussed with authority by a successful up and coming driver ... ... **10/6 Post Free**



1903—Paris to Madrid, the last point to point race. The duel between Marcel Renault in a Renault (No. 63) and the winner Gabriel in a Mors. After a series of tragic accidents the race was stopped in Bordeaux.



1930—Lois Chiron in the lead in his Bugatti at the Monaco Grand Prix.

1934—Fagioli in a Mercedes Benz winning the Pescara Grand Prix.



If you enjoy the above pictures, you are a motor racing enthusiast, and may care to purchase your books from the Motorists Bookshop, the only firm run by an enthusiast who is also a current club racing driver.

JAGUAR COMPANION	16/6
M.G. COMPANION	16/6
TRIUMPH COMPANION	19/6
PORSCHE & VW COMPANION ...	16/5

Intended for owners, enthusiasts, or would-be owners of Jaguar, M.G., Porsche, Volkswagen or Triumph models, each book lists specifications, performance figures, extracts from road-test reports, development and racing history and much other interesting information.

PORSCHE—THE MAN AND HIS CARS	31/6
RACING-CAR POCKETBOOK	10/6
RALLYING	22/3
ROLLS-ROYCE IN THE 20's	10/6
ROLLS-ROYCE IN THE 30's	10/6
SCIENTIFIC DESIGN OF EXHAUST AND INTAKE SYSTEMS...	36/6
SEVEN YEAR TWITCH	31/6
SPORTS CAR POCKETBOOK	10/6
SPORTS CAR BODYWORK	31/6
SPORTS CARS IN COLOUR	13/6
THE FERRARI...	22/3
TECHNIQUE OF MOTOR RACING ...	36/6
THE MAGIC OF A NAME...	26/-
THE SILVER LADY	26/-
THE SKILFUL DRIVER	11/-
THE SPORTS CAR—ITS DESIGN AND PERFORMANCE	31/6
THE SPORTS CAR POCKETBOOK ...	10/6
THE VINTAGE BENTLEY BOOK ...	10/6
TUNING FOR SPEED AND ECONOMY	19/-
VETERAN CARS IN COLOUR	13/6
VETERAN MOTOR CAR POCKET BOOK...	10/6
VINTAGE CAR POCKETBOOK	10/6
VINTAGE CARS IN COLOUR	13/6

MINI TUNING MANUAL



How to modify and tune Minis. Detailed instructions cover all aspects of the design, fitting, and tuning of speed equipment and other accessories. Convert an ADO 15 into a 100 m.p.h. G.T. car for £50. Many illustrations.
10/6 Post Free

FORD SPECIAL BUILDERS MANUAL



How to construct 100-m.p.h. sports cars from Ford parts for as little as £250. Contents include: Space frame and chassis construction; engine, gearbox and rear axle overhaul; Installation of I.F.S., hydraulic brakes, close-ratio gears, weather equipment, 12V lighting, etc. Fibreglass body fitting and trimming (20 shells described and illustrated). Detailed step-by-step instructions and over 60 large clear photos and drawings ... **12/6 Post Free**

PERFORMANCE CONVERSION EQUIPMENT How to increase the power, acceleration, and top speed of most B.M.C., Ford, and Rootes Group production cars with bolt on tuning equipment. **22/3**

THE RESTORATION OF VINTAGE AND THOROUGHBRED CARS *by Wheatley and Morgan.* How to strip, overhaul, and rebuild Bentley, Rolls-Royce, Lagonda, and similar cars built between 1925-1935 ... ... **31/6**

RACING AND SPORTS CAR DESIGN *by Costin and Phipps.* How to design chassis, space frames, suspensions, sports and racing cars. Stress analysis, suspension geometry, spring rates, etc., fully explained **31/6**

MOTORISTS BEDSIDE BOOK Stories of races, incidents, cars, designers, and drivers by the world's best motoring authors. Lavishly illustrated **31/6**

THE THOROUGHBRED MOTOR CAR 1930-1940, *by David Scott Moncrieff.* Specifications, performance, design, and much else concerning Rolls-Royce Hispano Suiza, Aston Martin, and other high-quality cars of the 'thirties. 280 pages. 70 illustrations **31/6**

B.R.M. *by Raymond Mays.* A revealing story of British endeavour in the field of Formula I racing **31/6**

MINI RACING *by Christabel Carlisle.* "Step by step" instructions on how to take up saloon car racing. "Is eminently readable"—William Boddy, Editor of *Motor Sport* **5/9**

SPEED *by J. Surtees.* A fascinating autobiography by a well-known driver **19/6**

MAINTENANCE MANUALS



These manuals contain complete information and step-by-step instructions on how to overhaul and repair, maintain and adjust the engine, gearbox, clutch, suspension, steering, electrical system, fuel system, etc. The clear exploded diagrams are the same as those found in much more expensive workshop manuals. Each manual contains approximately 220 pages, and 110 illustrations. Available for all models of each of the following makes:

AUSTIN 1932/60; AUSTIN HEALEY 1952/60; FORD ANGLIA, PREFECT, POPULAR 1934-62; FORD CONSUL, ZEPHYR, ZODIAC, V8 1935/61; HILLMAN 1936/61; HUMBER 1946/61; JAGUAR 1946/61; M.G. 1934/60; MORRIS 1934/60; RILEY 1935/57; ROVER 1934/57; STANDARD 1936/57; TRIUMPH 1937/58; VAUXHALL 1933/60; VOLKSWAGEN 1947-60; WOLSELEY 1936/57 ... 13/6 Post Free

MOTORISTS BOOKSHOP

323 ST. MICHAELS AVENUE · YEOVIL · SOMERSET

FOR SALE—*continued*

"SPECIAL" EQUIPMENT. 750 chassis i.f.s.; wire wheels; 1172 4-speed box. New accessories. Also 4.00 × 19 tyres. Newby, Tel.: RIV 3988. [5435

NUPTIALS FORCE SALE of 1959 white Sprite; 33,000 miles. Extras. £325. Williamson, Tel.: Ewell 2657. [5436

MAYO 1,172-c.c. SPECIAL. Red. Professionally built. Construction, performance, appearance like Lotus 6/7. Boot; new gull-wing roof. Six "X"s. Aquaplaned engine (S.U.s), 12v. electrics, 2LS hydraulics. I.F.S. Offers. Tel.: LAB 4469 (evenings). [5439

1933 ROLLS-ROYCE Phantom II, genuine Continental sedanca de ville. Immaculate condition, low mileage. Offers. Telephone or write: Albin, 62, Jamaica Road, London, S.E.16. BER 3637. [5441

MG ENTHUSIASTS **MG**

DISMANTLING THIS MONTH

Sports Cars: J2, NA, PA, PB, TA, TA/Tick., TB, TC, TD.

Saloons: SA, VA, VA/DH, WA, Y.

HIGHLY COMPETITIVE PRICES

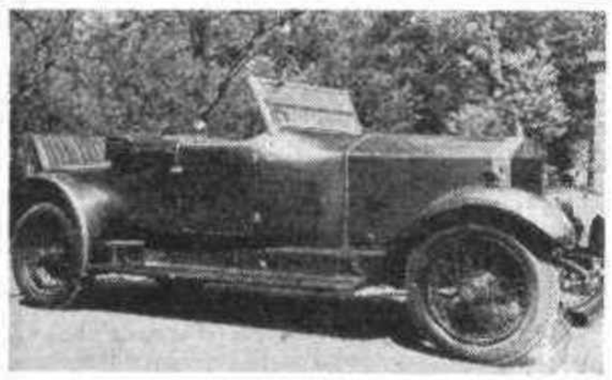
We also have a few excellent **M.G. Midgets** for sale.

HOFFMAN MOTORS

CANAL ROAD, BRADFORD. Tel.: 31289

NEW **Beaded Edge & Straight Side TYRES**

VINTAGE TYRE SUPPLIES, LTD.
35 Cricklewood Broadway, London, N.W.2
Gladstone 5003



1923 ROLLS-ROYCE TWO-SEATER

Centre gear-change; complete mechanical and coachwork restoration. Probably a unique car, in faultless condition: **£550.**

Apply: **RICHARDS, Gawsworth Old Hall, Macclesfield, Cheshire. Tel.: North Rode 232**

THE RILEY MAN

OFFERS
A COMPREHENSIVE SERVICE FOR THE OWNERS OF PRE-WAR RILEYS
including:

New replacement parts, 9 h.p.: Crown and pinions, **£8 5s.**; brake cables, **25/-**; speedo. cables, **22/6**; rev.-counter cables, **18/6**; gasket sets, **22/-**; H.C. gasket sets, **19/6**; (**12-h.p.** sets, **33/-**; H.C. sets, **25/6**); valve springs, singles, **8/6** set; doubles, **18/-** set; clutch springs, **1/9** each; universal bushes, **6/-** each; king-pin and bush sets, **55/6**; valves, **12/-** each; guides, **4/6** each. New road springs from **59/6.**

Exchange dynamos, starters and hundreds of sound used spares, quote on request.

REPAIRS AND OVERHAULS, ALL MODELS
S.A.E. please, all inquiries.

STANLEY A. BURVILLE

13, RAILWAY VIADUCT, EALING ROAD, WEMBLEY, MIDDX
(Opp. Alperton Piccy. Stn.) Tel.: **Wembley 3345**

If you have G.C.E.

READ THIS!

G.C.E. is the first step to one of the most interesting and rewarding careers you could choose: flying as an officer in the Royal Air Force.

Excitement, variety, world-wide travel—these are just three of the advantages you could share with your brother aircrew officers. Pay is excellent *even in the more junior ranks.* As a Flying Officer of 21 you could earn over £1,000 a year. Your facilities for sport are as good as any in the world, and leave is generous—six weeks in every year.

5 'O' levels.

To apply for a direct entry commission you must be 17-26 and have passed—or, if you are still at school, expect to pass—G.C.E. at 'O' level in five acceptable subjects including English language and mathematics.

You must be a leader with a strong sense of responsibility. If you are successful you will have a guaranteed pensionable career to the age of 38 (or for 16 years) with good prospects of serving to 55. Alternatively you may leave after 8 or 12 years with a gratuity of up to £4,000.

Free book—"Flying and You"

Send today for 'Flying and You' the illustrated guide to flying careers and life in the R.A.F. Write, giving your date of birth and details of education to Group Captain J. A. Crockett, R.A.F., Air Ministry (MX64a) Adastral House, London, WC1, or talk things over at your nearest R.A.F. Careers Information Centre.



Squadron Leader John Barwell is a test pilot stationed at Boscombe Down. A fighter specialist, his most exciting experience to date was flying this new P1127, the revolutionary, vertical take-off and landing aircraft. Recently he visited America to test-fly fighters of the U.S. Air Force. He joined on a short service commission, but has since been selected for a permanent commission.

The Royal Air Force

FOR SALE—*continued*

1949 VANGUARD, fitted TR3A engine and gearbox (1958). Good condition, M.O.T., taxed. Radio, heater, overdrive. Good tyres. £90 o.n.o. Apply "Hillrise," Kennel Lane, Billericay, Essex. Tel.: Billericay 935. [5442

LOTUS 6/GINETTA, 1959, £230. 40/50 m.p.g. 12,000 miles. 1,172-c.c., Aquaplaned. Low insurance. Potent. Perfect condition. Also Mk.V Jaguar £50. Tel.: EDGware 4123. 42, Peareswood Gardens, Stanmore. [5445

JACK BARCLAY (Service) Ltd

Officially appointed service engineers for Rolls-Royce, Bentley and Fiat offer an unequalled service

Large stocks of spares

100 YORK ROAD, BATTERSEA, LONDON, SW11

BATTERSEA 6444 (10 LINES)

M.G. HOODS BY POST

"BLACK OR FAWN DOUBLE DUCK"

T Model Hoods, **£6 15s. 0d.** Tonneaux, **£5 15s. 0d**

J and P Tonneaux, **£5 0s. 0d.**

M.G.-A Tonneaux in Genuine Vynide, **£6 0s. 0d.**

T Model Screens, **£5 10s. 0d.** No frames.

A. C. WINMILL

S.A.E. please

49 TONSTALL ROAD, MITCHAM

Phone: MIT 6981



1953 DROP-HEAD LAGONDA

New Vantage engine fitted by Works; floor gear-change, power brakes; new hood, re-sprayed, etc., etc. Bills available for nearly £1,000. Possibly the best example of this model in existence. **£450.**

Box J.643, LEE & NIGHTINGALE, Liverpool, 2

Hyde-East & Co.

(Antony Hyde East, A.F.I., A.A.I.B.)

Life Assurance Consultants

We have in addition some small reputation for the insurance of motor vehicles.

60, Chertsey Street, Guildford

Guildford 4271

Turner

SPECIAL OFFER

Two "A" Series Mk. II Turner Kits with wire wheels. Special price. Write for details.

Two Mk. II 1,500 c.c. Ford 75 b.h.p. engined kits offered, fully painted at no extra cost. These cars will show a saving of at least £50 on current prices. Write for full details.

ALEXANDER AUTOS & MARINE LTD.,

THAME ROAD, HADDENHAM, BUCKS

Tel.: Haddenham (Bucks) 345


1


2


3




4


5


6

LIST OF STOCK

£1,295 BUICK INVICTA Power Convertible finished in bronze cellulose with white hood and upholstery. All components either power operated or assisted including steering, brakes, hood, windows, seats, aerial, radio, etc. Whitewall tyres.

£1,245 1959 series ASTON MARTIN DB3. This motor-car has been superbly maintained, finished in opalescent green with Burgundy interior. **(Photo 1)**

£995 Nov. 1961 LOTUS Elite finished in red with beige interior. 9,000 miles fitted with ZF gearbox. Power brakes. **(Photo 2)**

£925 1960 JAGUAR 3.8 saloon, finished in B.R.G. with matching interior fitted with wire wheels, overdrive, heater, radio, etc.

£795 1962 TRIUMPH TR4, 4,000 miles only. Finished in B.R.G. with black interior. As new throughout. Overdrive, heater, etc.

£775 1961 HARRINGTON ALPINE Mk. II F.H.C. finished in pale green with black interior. Overdrive, heater wing mirrors. One owner. Very low mileage. Excellent condition throughout.

£765 1962 TORNADO Talisman, 2-door, 4-seater sports coupé. 12,000 miles only. Fitted with Cosworth 109E engine, disc brakes. Finished in blue with black interior. Fabulous performance.

£675 1955 ASTON MARTIN 3-litre f.h.c. This beautiful motor car has bodywork in B.R.G. with beige hide upholstery. Recent engine, gearbox, back axle overhaul by Aston Martin distributors.

£665 1961 SUNBEAM Alpine Mk. II with modified engine, wire wheels, overdrive. This one owner car has covered only 23,000 miles and is in faultless condition. New RS5 tyres, Microcel seat and numerous other extras. Finished in moonstone with contrasting interior.

£675 1956 PORSCHE 1600, r.h. drive. Finished in ivory with red interior.

£595 1960 SUNBEAM Alpine finished in moonstone with black interior. Fitted with wire wheels, hard-top, overdrive, radio. Excellent condition throughout.

£585 1961 M.G.-A Roadster finished in Olde English white with red interior. A low mileage car in excellent condition throughout.

£575 1960 SUNBEAM Rapier convertible, overdrive, radio, heater, twin spots, Michelin " X " tyres. Finished in Pippin red and moonstone.

£545 1960 TR3A, finished in primrose with black hard-top Light grey interior. Fitted with overdrive, heater, Dunlop Roadspeed tyres.

£525 1960 TRIUMPH TR3A, finished in white with red interior. Fitted with wire wheels, overdrive, heater, luggage rack, etc.

£525 1958 VOLKSWAGEN Karmann-Ghia finished in polychromatic blue with black and beige interior, fitted with radio, heater, continental bumpers. **(Photo 3)**

£495 1961 TVR Grantura. Finished in blue with black trim. Model Ford 105E engine, wire wheels, luggage rack, 4-speed gearbox.

£495 1960 TVR Grantura with M.G.-A 1600 unit, finished in red with black interior. Fitted with wire wheels, wood rim wheel, etc.

£495 1962 AUSTIN HEALEY Sprite Mk. II finished in red with black interior. One owner, 19,000 miles only. New " X " tyres, windtone horns.

£495 1961 AUSTIN HEALEY Sprite Mk. II. Yellow with black interior. Radio, heater, twin spots, luggage rack.

£475 1959 PEERLESS finished in B.R.G. with black interior, fitted with overdrive, heater, twin spots, Webasto roof. **(Photo 4)**

MOTORCYCLES AND THREE-WHEELERS TAKEN IN PART EXCHANGE. *EXISTING H.P. DEBTS SETTLED*

HIRE PURCHASE AS LOW AS 1/5 DEPOSIT—SPECIAL LOW INSURANCE RATES

Gold Seal Car Co. Ltd.

MANAGING DIRECTOR: T. A. BOUGHTON

253-255 New Cross Road, London, S.E.14

(MAIN LONDON - KENT A2 - A20 ROUTE)

TELEPHONES: **NEW CROSS 7433, 3980**

GOOD SPORTS CARS WANTED FOR CASH

OPEN WEEKDAYS 10 a.m. - 9 p.m. SATURDAYS 9 a.m. - 7 p.m. SUNDAYS 10 a.m. - 5 p.m.

£465 1958 M.G.-A 1500 f.h.c. Modified engine, radio, roof light. "X " tyres, twin spots, finished in dark blue with light grey interior.

£465 Reg. 1960 VOLKSWAGEN Karmann-Ghia f.h.c., l/hand drive. Ivory with contrasting interior.

£445 1957 AUSTIN HEALEY 100/6 fitted with overdrive, works exchange engine, heater. Finished in dark metallic blue. An extremely attractive car.

£445 1961 Series II LOTUS Seven f.h.c. with gull winged doors. Fitted with 1,340 c.c. tuned Classic engine. Finished in mid blue with trimmed interior.

£495 1952 Reg. 1963 ASTON MARTIN DB2, f.h.c. finished in polychromatic blue with grey hide interior. Excellent condition mechanically and bodily.

£365 LOTUS Ten Aerodynamic sports 2-seater. Bristol BS4 engine. Extremely rapid.

£425 1959 JAGUAR Mk. IX, finished in grey with contrasting interior. Automatic gearbox, power steering, radio. Superb condition throughout.

£415 1961 AUSTIN HEALEY Sprite Mk. I finished in red. Heater, etc.

£395 Lotus Seven. Fully prepared for 1,172 c.c. Formula which includes £200 worth of engine modifications and 4-speed gearbox, power brakes, all weather equipment. Impeccable throughout. **(Photo 5)**

£395 1960 AUSTIN HEALEY Sprite extras include supercharger, twin spots heater, etc. Finished in green with contrasting interior.

£395 1957 M.G.-A Roadster finished in red with matching interior. Fitted with wire wheels, heater, etc.

£365 1957 TR3, finished in petrol blue with contrasting trim. Disc brakes, heater.

£365 Reg. 1961 LANCIA Aurelia 2-litre d.h.c. This car is the late property of Jonathan Routh and is in excellent condition throughout with bodywork in mid blue. Motorola push-button radio, heater, etc. r/hand drive. **(Photo 6)**

£365 AUSTIN HEALEY Sprite, 1960. Recent engine overhaul. Cherry red with matching upholstery.

£365 1960 LOTUS Seven Series I, fitted with Ford 105E engine, 4-speed gearbox. Full weather equipment. Excellent condition throughout.

£365 1956 M.G.-A Roadster, finished in white with black interior. Extras include luggage rack, tonneau cover, heater, etc.

£345 1960 AUSTIN Mini. Modified engine. Two-tone bodywork, seat covers, heater, rev.-counter.

£345 1955 JAGUAR XK140 d.h.c., finished in flame red with matching interior. Exceptional condition.

£365 M.G. TF 1250 a very rare car having wire wheels and other extras. New hood, etc. Finished in red with beige interior.

£295 1955 TR2. Red with contrasting trim extras include wire wheels, F-speed overdrive, twin heater, twin spots, "X " tyres an extremely fast and well cared for motor car.

£295 1958 AUSTIN HEALEY Sprite finished in blue with matching interior. Fitted with heater, reversing light, spot lamp.

£265 1957 TRIUMPH TR3 fitted with 3A front, heater, hard-top. radio. One owner rom new. Requires some attention.

£245 1962 FORD Buckler Special, an exceptionally well made car in red with contrasting interior. Cost £600 to build. Very low mileage. All bills available for work completed.

£265 1957 TURNER, finished in white with red interior fitted with tuned A35 engine, hard-top and soft-top. Tonneau cover, etc.

£225 1935 HUMBER Pullman Landaulette—this fabulous vehicle has had one owner from new and has covered a total mileage of 70,500 miles.

£195 1954 SUNBEAM Talbot 90 d.h.c. left-hand drive. Immaculate in Polychromatic blue, supero mechanically.

£145 DELLOW 1,172 c.c. 2-seater sports, twin carburetters. New weather equipment. Excellent value.

£145 1952 SUNBEAM Talbot 90 d.h.c. An attractive car in grey and Burgundy. Usual extras.

CAMDEN SPORTS CARS

LAKE STREET, LEIGHTON BUZZARD, BEDS.

PHONE 2041 (5 LINES)

A.C. ACE, 1960, met. grey, grey hood and int., w/whls, 'X' tyres, htr; mod. mlge, example **£845**

A.C. ACE, 1960, met. maroon cellu., special hard-top fitted, w/whls, Turbospd tyres, wshrs **£895**

ASTON MARTIN DB2, 1953, midnight blue, grey int., wire wheels, heater, etc. ... **£595**

AUSTIN HEALEY 100/4, 1955, o'd., w/whls, rad/htr, immac. blue, blue lthr int.; excellent **£295**

AUSTIN HEALEY 100 BN2, 1956, o'd., w/whls, rad/htr, B.R.G., lthr int., 'X' tyres all rnd **£395**

AUSTIN HEALEY 100/6, 1958 mod., with o'd. w/whls, 4-s. mod. with h./s.-tops, B.R.G. **£495**

AUSTIN HEALEY 100/6, 1958, good but not as nice as the one above **£425**

AUSTIN HEALEY 100/6, 1959, o'drive, duo-tone blue and white, heater, etc. ... **£525**

AUSTIN HEALEY 3000, '60, 4-str, ice blue, quite spotless, as new tyres, wshrs, 1st-cl. order **£595**

AUSTIN HEALEY 3000, 1961, 4-str in bril. red, red lthr int., o'd., htr, w/whls, unmarked **£745**

AUSTIN HEALEY SPRITE, 1959, choice from five cars, colours, from **£345**

AUSTIN HEALEY SPRITE, 1962 model Mk. II, light blue, blue interior, heater **£495**

DAIMLER Barker Spec. Sports, occas. 3-seat convertible, rad/htr, unmkd olive grn cell. **£295**

DAIMLER SP.250, V8, 2-seat spts convert., flame red, tan lthr int., 21,000 miles, unmarked **£825**

DAIMLER SP.250 convert., ivory with tan lthr uphol., choice from 2 cars, excep. order **£745**

JAGUAR Mk. 7 Automatic saloon, 1956, green, green leather interior **£145**

JAGUAR XK120 drophead coupé, red, green interior, heater, etc. **£325**

JAGUAR XK140, 1955, f.h. coupé, o'd., rad/htr, recent respray, excel. cond. thro/out **£295**

JAGUAR XK150, o'drive, fixed-head coupé, radio, heater, wire wheels, B.R.G. ... **£595**

LOTUS ELITE, 1960, met. maroon cell., htr, w/whls, disc brakes; exceptional cond. ... **£795**

LANCIA AURELIA (GT), regd. 1960, perf. blue cell., blue coth int., r.h. drive, htr ... **£595**

M.G. TC 2-seat sports, recent rebuild and in gen. good condition thro'out, fitted htr, etc. **£195**

M.G. TD, 1952, 2-seat sports, recond. engine recently fitted; red, tan leather interior **£295**

M.G. TF, 1954 model, 2-seat, red, tan lthr int., Mich. 'X' tyres fitted all round; first class **£395**

M.G.-A, 1956 model, white with black lthr int., fitted htr, above av. for yesr, good mechs **£325**

M.G.-A, 1957, fixed-head coupé, radio, htr, w/whls, resprayed green, grey lthr int. ... **£365**

M.G.-A, 1957 Sept., 2-seat convert., an average spec. but not up to our general standard **£345**

M.G.-A, 1958, 2-seat convertible, 'X' tyres, badge-bar, radio and heater, etc. ... **£445**

M.G.-A, 1960, hard-top, w/whls, discs, c.r. gear-box, blue, black lthr int. wood whl, extras **£565**

M.G.-A (1600), 1961, convertible, white, black leather interior, heater **£595**

M.G.-A (1600), 1962 model Mk. II, hard-top in blue, blk lthr, 'X' tyres, racing whl and mirrors **£695**

RELIANT SABRE, 1962, 2-seat convert., 2,000 miles only, as brand new, Alex. converted **£595**

TRIUMPH TR2, 1955 Dec., met. blue respray, spec. racing seats, rad/htr, near perf. spec. **£325**

TRIUMPH 2000, 1949, roadster, well above av. specimen, green, green lthr, fitted heater **£95**

TRIUMPH TR3, 1956, blue, blue int, rad/htr, wire wheels, Mich. 'X' tyres, b.-bar, etc. **£395**

TRIUMPH TR3A, 1958, late. Red, blk lthr int, htr, w/whls, disc brakes; super condition **£475**

TRIUMPH TR3A, 1959 model, o'd., htr, Derrington wheel, yellow, black lthr trim; fast **£495**

TRIUMPH TR3A, 1960, unusual and immac. in black, red lthr int, fitted htr, extras ... **£575**

TRIUMPH TR3A, 1961, w/rim steering whl, w/whls, htr, twin spts, b.-bar, washers, etc. **£595**

TRIUMPH TR4, 3,000 miles only, as brand new, 1963, o/d., occas. rear seats, red/blk lthr **£865**

TURNER 948 c.c., 1960 coupé, extens. modified eng., rad/htr, very fast and well equipped **£395**

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

Always over 60 sports cars in stock

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

Late Model Cars

Purchased For Cash

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

I am interested in.....

.....

I have for part exchange a.....

.....**for which I require £**.....

Name.....

Address .....

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

MOTOR SPORT.

FOR SALE—*continued*

MARPLES MUST GO . . . Gentleman's sports saloon, Sunbeam-Talbot 90 Mk. II, metallic green, no extras or embellishments. Seen Chelsea. Tel.: Fell, LANgham 3871 (office hours). £200. [5396

LEFT-HAND DRIVE Hillman Minx convertible, Nov. 1957, 44,000 (genuine). One owner. Excellent condition. Plenty extras (undersealed, heater, luggage grid, etc.). Ideal Continent. £225. 98, Cumberland Drive, Chessington, Surrey. Tel.: Lower Hook 1753. [5397

M.G. TC, 1949. Good condition. £150, or exchange small saloon, "special," W.H.Y.? Box No. N.398. [5398

VETERAN CAR OWNERS note! 1904 Argyll car for sale. In perfect running order. Winner of two Irish rallies. Ideal machine for collectors. Contact Squadron Leader Peter Balean, The Green Hall, Ashbourne, Derbyshire. Tel.: Ashbourne 16. [5399

JAGUAR SPECIAL SPORTS, mechanics by racing engineer, body like Lister; needs a little finishing. Lights, 2-speed wipers, curved windscreen. Urgent sale, highest offer over £50. Call any evening or Sunday, 77, South Lawne, Bletchley, Bucks. [5400

BENTLEY 4¼, MX, P.W. sports saloon. Overdrive, tools, manual. £275. Tel.: Radlett 6602. [5401

SUPERB XK140 f.h.c., 1956. Easy 120 m.p.h. In magnificent condition, 33,000 miles only. New engine, tyres, every extra, but see page 1,004 December's MOTOR SPORT. New owner now working abroad. Save your time and mine by seeing this one first. £495. Dr. English, West Street, Selsey, Sussex. Tel.: Selsey 2383. [5447

PEUGEOT 403, Excellent condition. Extras, approx £450. Interested hagglers please contact: Leonard Coleman, Tel.: Oxford 43001/2 (business hours), or Corner House, Kidlington, Oxford. [5448

ALTA-MINOR in new tubular chassis with coil i.f.s. Beautiful Microplas body. Full weather protection and instrumentation. Spare reconditioned engine, block and gearbox. £150 o.n.o. Tel.: Leeds 51602. [5449

1933 RILEY LYNX tonneau, M.O.T., daily use, good condition, spares. Photograph. What offers. Woolfenden, Old Mill House, High Peak, Littleborough. Tel.: 88453. [5450

MORGAN PLUS FOUR, 1956, TR3 engine, new tyres, hood, heater, resprayed. Extras. Must sell. £275 o.n.o. Heaven, Tel.: MONarch 1050 (office hours). [5451

1946 LEA-FRANCIS, 14 h.p. Mechanical parts for sale. Aspinall, 12, Platt Lane, Westhoughton, Lancs. [5453

LOTUS 7, 1960. Red and silver, series I in fast road trim. Canted aquaplaned engine with racing pistons, twin S.U.'s, large sump, oil radiator, tachometer, c/r gears. Excellent hood, tonneau, flared wings, series II nose. Potential racer. £400. Cox, "Littleton," Woodham Lock, West Byfleet, Surrey. Tel.: Byfleet 43848. HOP 5933 (daytime). [5454

CITROEN SIX SALOON, 1950 Model. Bodywork very good, interior excellent, running order, brakes relined, works repair and spares manual. £50 o.n.o. 19, Central Drive, Romiley, Cheshire. [5455

LAGONDA, 1952. 2½ d.h. Good condition. M.O.T. April. Good tyres, heater. £350. Shepherd, 23, Highbury Grove, Cosham, Hants. [5456

BENTLEY, 1937 4¼-litre Park Ward saloon. Good condition and running very well. £185. Tel.: Solihull 5955. [5457

ASTON MARTIN, 1937. Reasonable condition and running. £70. Tel.: Solihull 5955. [5457A

RILEY, 1951, 2½-litre. Good condition. M.O.T. £110 o.n.o. Tel.: Bramhall (Manchester) 2977. [5458

LAGONDA 2½-LITRE, 1951. Black saloon. Above average condition. £200. Tel.: Wallingford 2243. [5459

SINGER LE MANS 9 h.p., 1933. Towable for spares, offers. Burridge, 22, Beverley Gardens, Stanmore, Middx. Tel.: HARrow 3397. [5460

TR2, 1955. A reconditioned engine, gearbox. New brakes, steering, carpets, hood, battery. Reliable 100 m.p.h. and 30 m.p.g. Bodywork reasonable. £190. Grierson, 11, Berkeley Gardens, W.8. Tel.: Park 1859. [5461

AUSTIN HEALEY 3000. Sept. 1960. 2-4-seater, hard- and soft-tops, luggage grid, wire wheels, overdrive, Servo discs, Rudd speed conversion. Red/black. Genuine 14,000. £640 o.n.o. Griffiths, 42, Oxford Drive, Thornton Hough, Wirral. Tel.: Thornton Hough 312 (evenings). [5462

M.G. P.B. engine for sale, £5. Also M.G. TA gearbox, £4. D. Fairley, 231, Brookvale Road, Witton, Birmingham, 6. [5463

M.G. TF, 1955 1500 replacement engine, rebuilt gearbox, new "X"s, new modified hood, enlarged exhaust block £350 o.n.o. Box No. N.464. [5464

TALBOT-LONDON, 1938. Parts for sale—complete transmission, motor parts, electrical carburetter, etc. Box No. N.465. [5465

M.G. PA. Engineer owned maintained, 6,000 r.p.m., 30 m.p.g., £70. S.A.E./call; 18, Woodland Grove, Penwortham, Preston. [5466

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

FOR SALE—*continued*

RILEY ADELPHI, 1936. Aluminium body re-sprayed green, good tyres, taxed August. Nearest offer. £65. Swann, 214, Loughborough Road, Ruddington, Notts. [5468

M.G.-A "BITS": full safety harness; luggage carrier; tonneau; reverse lights; all excellent condition. Buyers collect. G. Atkinson, Markington, Harrogate. Tel.: Bishop Monkton 291. [5469

CLASSIC JAGUAR ENTHUSIASTS: 2½-litre, Mk. V. Undoubtedly one of best in country. 34,000 miles genuine; original beautiful finish, immaculate upholstery. Used as "best" car by one fastidious owner until August '62. Present owner must sell: going abroad. £185. R. W. R. Round, 61, Warren Crescent, E. Preston, Littlehampton. Tel.: AVEnue 2440 during week. [5470

M.G. TD Mk. II, 1953. Fitted new TF 1500 engine, 3,000 miles ago. Fast, economical, reliable. £235, no offers. R. Porteous, 8, Derby Road, Beeston, Notts. Or Tel.: 281487. [5471

BRITISH SALMSON 12 h.p., 1936 or earlier. M.O.T. Good performance, temporarily immobilised by lack of battery charge, licence and insurance. Offers. Hunn, 6, Earsham Street, Bungay, Suffolk. Tel.: 129. [5472

M.G. Mk. II, 1953 Model. Two owners. Genuine 56,000 miles only. Four Michelin "X" tyres. H.M.V. push-button radio, heater, twin spotlights, flashers, reversing lights, new Vynide hood, side screens, fawn. Red with red trimming. M.O.T. tested. Firm supplying new car. 51, Elms Lane, Wembley. Tel.: Arnold 4773. Business No.: West Drayton 3220. [5473

TRIUMPH SUPER SEVEN, 1929. Running order. Ten year tested. Many spares. £25 o.n.o. 23, Claremont Road, Hadley Wood, Nr. Barnet. Tel.: HAD 2300. [5474

LOTUS ELITE, 1962. Special equipment Stage II engine. ZF gearbox. Unraced. Perfect. 7,000 miles. £1,150. Tel.: Wickhambrook (Suffolk) 226. [5475

AUSTIN SPECIAL 750. 2-seater. Alloy body sprayed blue. Twin S.U. carbs., i.f.s. All possible tuning and modifications. Cost over £250 completed 1962. £125. Lindum, 25, Jennings Road, St. Albans, Herts. [5476

XK150, 1958 d.h. coupé, wire wheels, disc brakes, original owner, £550. Can be seen Newbury or Salisbury areas. Mansell, 3, Gables, Crux Easton, Newbury, Berks. Tel.: Crux Easton 59. [5477

EVER SEEN A SHEERLINE ESTATE? Too big for me, could be someones delight for £175. 1953, all details. Farmer, Combe Down Cottage, Shawford, Winchester. [5478

ROLLS-ROYCE PHANTOM II, 1933 PY series, Hooper limousine, one titled (Duke) owner from 1933 to 1951, two owners since, black/midnight blue, blue hide interior, Andre Telecontrols, heater, mascot, etc. Immaculate condition throughout. £475. Critow, 12, Rock Grove, Olton, Solihull, Warwicks. [5479

ALVIS, 1949 Drophead. Runner, M.O.T. £40 o.n.o. Garaged Shalford Green (Essex) Tel.: 448. [5481

M.G.-A 1600, 1960. Low mileage, radio, heater, twin spots, etc. Immaculate condition. £550 o.n.o. Tel.: CRO 4507. [5482

FORD-ROCHDALE G.T., 1960 reg. 2-4-seater, 1,172 c.c. sprayed B.R.G./white, new boxed chassis, 2L.S. hydraulics, Bowden i.f.s., anti-roll bar, telescopic shockers, c/flow rad., Aquaplane twin S.U.'s and w/pump, 4 : 5 : 1 c.w.p. 12V electrics. £295 o.n.o. Tel.: Slough 20417. [5483

1924 DELAGE COUPE. Mechanically sound, body requires restoration, many spares, handbook. £80. Mosse, "Riverside," Dulverton, Somerset. [5484

ALVIS FIREFLY ENGINE only 3,500 miles since rebore, etc. Gearbox, handbook, some other spares. Mosse," Riverside," Dulverton, Somerset. [5485

ROLLS-ROYCE 25/30. Owner driver. Sports saloon by Thrupp and Maberly. Under 90,000 miles. Maintained regardless of cost and in exceptional condition. £700 o.n.o. Holyoak, 247, Birstall Road, Birstall, Leicester. [5486

MOTOR AND MOTOR RACING BOOKS. Over 100. Unique collection. Various magazines available. Offers? Send for lists, A. Brown, 3, Theresa Street, Blaydon-on-Tyne, Co. Durham. [5488

ROLLS-ROYCE P2, 1929. All spares. 20/25, 1931 limousine. £75. Tyres 700, 525×21, 525×20, 700×18, 26×3, 28×3, etc. What offers? Please do *not* call 'till July 15th. Dale, 2, Station Road, Histon. (Tel.: Histon 272). [5489

BENTLEY 4½, 1929, 4-seater long-winged tourer. Absolutely immaculate. Finished coach green, black hood and tonneau.. Unceasing admiration wherever seen. Superb motoring. £595. Box No. N.490. [5490

1935 ROVER SPEED 14, cream with blue hide interior, in beautiful condition. This rare car has completed 53,000 miles only since new. Aluminium body, single or triple carbs., close-ratio gearbox, high-compression head, hydraulic brakes, etc. Two owners only. Photographs on request. Offers around £150. Wheeler, 2, Cedar Close, Furzehill Road, Boreham Wood, Herts. [5491

FOR SALE—*continued*

BEEFY BLONDE VOLVO 122S, 29,500 miles, November 1959. £595. 11, Denny Close, Portishead (Tel.: 2571), Bristol. [5492

RILEY, 1936, KESTREL saloon, 11.9 h.p. Original mist green body; wings resprayed B.R.G. Radio, heater, safety belts, carpets, wing mirrors all new. 30,000 miles. Two owners. Absolutely first-class condition. M.O.T. certificate. Price £150. David Scott, c/o Arden Hotel, New Street, Birmingham. Tel.: Midland 1029. [5493

750 SPECIAL. Good engine. Aluminium body, B.R.G. Needs attention in parts. Runner. Not taxed or tested. Can be towed away. A gift at £20 o.v.n.o. Box No. N.496. [5496

LEA-FRANCIS, 1930, Model P. 12/40. 1,000 miles since complete engine overhaul. Very good condition after complete rebuild. £180. 16, Crescent Way North, Forest Hall, Newcastle-on-Tyne, 12. [5497

LANCIA, 1935, AUGUSTA pillarless saloon, mint condition, believed best existing. New tyres, etc. £175. Terry, 87, Mason's Road, Stratford-on-Avon. Tel.: 4242 (office). [5498

K-M.G. MAGNETTE, 1933, open 4-seater. New tonneau, batteries, wiring, rechromed and sprayed. Mint condition throughout. Spare engine available. M.O.T. £130. Collingwood, Burnham House, Hedon, Yorks. Tel.: 83723. [5500

1961 VW de luxe, one owner. Extras include "X" tyres, fuel gauge, Mixo horns, spotlight. 1962 rear lights. Magnificent condition. Available mid-July. £515 o.n.o. Fairbairn, 25, York Road, Chingford E.4. Tel.: SIL 7875. [5501

1957 SPRITE. Hard- and soft-tops. Heater and washers. New tyres and brakes. £325. Penney, 22, The Bridle Road, Purley, Surrey. [5502

BREAKING LG45 LAGONDA: All parts available at fair prices. Box No. N.504. [5504

ROLLS-ROYCE 20/25, 1935, Hooper owner-driver saloon. £200 o.n.o. Down, 191, Frimley Road, Camberley, Surrey. [5505

HUGE PUPPY required a station-wagon. Now selling 1955 Jaguar Mk. VIIM automatic. Engine, chassis and interior excellent. Recent new "X" tyres, battery, brakes. M.O.T. Bodywork rough, hence £100. Terms possible. Allinson, Houseboat "Phosphorus," Chesterton Road, Cambridge. Tel.: 57894. [5506

Have you joined the Mercedes-Benz Club?

WRITE TO THE SECRETARY:

HOLLYHURST, BARTON, BURTON, STAFFS.

EMMETT & PYE LTD.

SPORTS CAR SPECIALISTS

MIDSUMMER SALE . . .
GREAT REDUCTIONS

£199—*Reduced from £250*—**TRIUMPH TR2** sports 2-seater. Red. Vynide hood. Spotless.

Choice of four M.G. TC models in excellent order, **from £140 to £180.**

£120—*Reduced from £135*—**MORRIS 1000,** genuine 1957 Van. Immaculate. Erroneously advertised last month at 1956.

£75—*Reduced from £140*—**JOWETT Jupiter,** ex-Le Mans Team Car. Goes like a bomb.

£45—*Reduced from £75*—**M.G. TA** sports 2-seater.

Many others to choose from, all at reduced prices.

EASY TERMS — EXCHANGES

M.G.s urgently wanted for CASH

Tuning, Repairs, Respraying, etc.

88 CHURCH ROAD, LEYTON, LONDON, E.10

Tel.: Leytonstone 6540

MG *SPECIALISTS* MG

HOU 3456 *HOU 2238*

TOULMIN MOTORS (1962) LTD.

Exclusive Sales Spares
Repairs Service M.G.'s only

343 STAINES RD., HOUNSLOW, MIDDX

MG *SPECIALISTS* MG

FOR SALE—*continued*

TR3A, 1959. Quite unmarked. New "X"s, w/washers, tonneau, spotlight, reversing light, heater. £525. Tel.: Nottingham 53633 (weekdays), or at weekends, Upper Basildon (Reading) 415. [5507

MERCEDES 220a, 1955. Black. This car has everything to commend it. Perfection throughout. £525, H.P. arranged. Tel.: PUT 3622. [5508

VERY QUICK MINI, Sept. 1961. Recently rebuilt engine. Downton Stage 2 head, Cooper manifolding, H.L. camshaft. Balanced to 8,500 r.p.m. Modified suspension. All bills to show. Free demo. anywhere. Ideally fitted out for rally work. Tel.: Bournemouth 47417. [5509

1954 FORD POP. Seat belts, stabiliser bars front/rear axles, plus spare engine; will haggle, £65. Also Wooler remote-control shift for Ford 10, as new, £6 o.n.o. Mike Varney, 149, Whitehouse Common Road, Sutton Coldfield, Warwickshire. Tel.: SUT 3235. [5510

RARE 1934 AUSTIN Light 12/4 tourer; one owner; exceptional condition. New swivel pins, silencer system, battery boxes, starter. Stored eight years. Serviced ready for use. Offers. Smallbone, 251, Gristhorpe Road, Birmingham, 29. [5511

BULLNOSE MORRIS COWLEY, 1924, open tourer. Two owners; lovely condition. Offers. Tel.: Blackburn (Lancashire) 21143. [5512

JAGUAR drophead coupé, 3½-litre, 1948. Excellent condition. Wife can't cope. £100. 66, Folksworth Road, Norman Cross, Peterborough. [5513

RARE ROADSTER. 1939 Citroën 12.8, 2-seater with dickey. White. "X"s, heater. Taxed. Also 1934 A.7 tourer. Offers. McMeekin, Tel.: VIKing 2300, ext. 343 (any time). [5514

POST-VINTAGE 2-SEATER f.h.c. Lancia V8. One-off by Castagna, reputedly ex-Mussolini. Partially dismantled. £75. Home Close, Chinnor Hill, Oxon. Tel.: Kingston Blount 361. [5515

WHITE 1962 T.V.R., Climax 1,220 c.c., only 19,000 miles, one owner, has never been raced. Close-ratio gearbox, radio, wire wheels, real leather. Factory built. £780. Box No. N.519. [5519

ALFA ROMEO, 1929, twin-cam 1,500-c.c. 2-seater sports. Complete rebuild almost finished. Fabric body. £50. Tel.: STAlybridge 3102. [5520

ROLLS-ROYCE 25/30 Hooper lightweight saloon. Complete mechanical overhaul, rear axle, gearbox, servo, engine, brakes, shockers. New R.-R. pistons; new mains, big-ends. Uses no oil. New battery, four new Michelins; brakes relined, etc. One of the prettiest and best 30s in the country. Available after July 20th. £425 o.v.n.o. S.A.E. please. 461, Brunshaw Road, Burnley. [5522

SPECIAL SPORTS/TOURER, 1,172 c.c. Exceptionally smart car. Write: Mills, 85, Princes Avenue, N.W.9. [5523

ROLLS 20/25, 1932, Hooper, aluminium body. Reasonable condition, regular use. Offers. 2, Greystones, Greenhill, Weymouth. Tel.: 3120. [5524

DELLOW, 1955, reconditioned 100E. This car has every conceivable goody. £150 o.n.o. Write: N. Buxton, 23, Carr Road, Sheffield, 6. [5526

AUSTIN HEALEY Le Mans. Four-speed box, overdrive, hard-top, Mich. "X." Excellent condition; 60 lb. oil pressure. £250. Write: 14, Westminster Drive, Harrogate, Yorks, or Tel.: 81387 (after 6 p.m.). [5527

1937 TA M.G. Good condition. £120. C. Drummond, 1, North Royd, Barkisland, Halifax, Yorkshire. [5528

M.G. 1½ saloon, 1951. New engine, clutch, dynamo, etc. Well shod. Twin S.U.s. Three owners since new and detailed history for past four years. £200 o.n.o. Tel.: Hunter 9717 (evenings), or Box No. N.529. [5529

1955 TR2. Green. Good condition. Recon. engine, new "X"s, heater, plus extras. £290. All reasonable offers considered. 208, Whitchurch Lane, Edgware. Tel.: EDG 2627. [5530

SCALEXTRIC. New, Lotus, 25 ft. track. £15 o.n.o. Young, Belt, Bury Road, Newmarket. Tel.: 2883. [5531

JAGUAR XK120 f.h. coupé, 1954, special equipment. Black. Wire wheels, new "X"s, batteries, heater, radio, luggage rack. Low mileage, unmarked, completely faultless. £350, no offers. Tel.: Lingfield (Surrey) 478. [5532

BRISTOL 401. Recent works engine, new "X" tyres. Immaculate. £350. 19, Wood Lane, Headingley, Leeds. [5533

HERALD 1200. High-lift camshaft, twin S.U.s, inlet/exhaust manifolds, special valves, springs, etc. Never used. Oil, water, amps. gauges. Offers. Girvan, Old Rectory, Ashtead (Tel.: 3057), Surrey, or Metropolitan 9061. [5534

30/98 VAUXHALL, 1925, OE 223 (mechanical brakes, counterbalanced crankshaft). Attractive touring 4-seater by Griffin. Original, unspoiled, and preserved in *concours* condition. £950. Dr. Brydson, 87, Broughton Lane, Crewe. Tel.: 2466. [5536

1925 E.H.P. (Etabissement Henri Précloux, Paris). One of only three built for the 1925 200-Mile Race. 1930 TC, 1750 Alfa engine and gearbox fitted. Exotic mahogany planked body. Seen Beaulieu Sale or Tel.: Cadnam 2174. [5537

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

ALEXANDER CONVERSIONS

Whether you want slightly increased performance for everyday motoring or special extra performance for Grand Touring, Rally or Racing—Alexander Engineering can supply and fit a reliable conversion for almost any make of car. Alexander Conversions are designed to give your car improved performance and added safety without increased wear and *Alexander experts will discuss your requirements sensibly and advise you on the equipment you need.*

This month we feature the B.M.C. 'B' Series

The 'B' series engine is well suited to further modification and many B.M.C. cars use this engine—Austin, Morris, M.G., Riley and Wolseley. Performance varies due to the shape and weight of the different models, but the examples given here apply in the main to all versions.

Specification (Basic)

Cylinder head and ports are extensively modified and reshaped to give perfect gas flow; combustion spaces polished and air flowed; compression ratio is raised to 8.9 : 1.

Special valve springs are fitted permitting higher r.p.m. without valve bounce.

Twin 1½ in. S.U. carburettors are fitted to a specially designed high efficiency manifold with flexible mountings. These not only increase power, but also reduce wear on jets and needles. The need for adjustment, once the carburettors have been synchronised and tuned, is minimised.

Individual non-restriction air-filters are fitted to each carburettor.

Performance figures

m.p.h.	Standard	Converted
0-30	8.6 secs.	5.0 secs.
0-40	11.3 secs.	7.2 secs.
0-50	19.4 secs.	12.0 secs.
0-60	27.7 secs.	15.3 secs.
0-70	44.3 secs.	22.1 secs.
0-80		36.3 secs.
Max m.p.h.	79 m.p.h.	90 + m.p.h.

'B' Series Alloy Head Specification

This cylinder head has been specially developed, having four inlet ports on one side and on the other, three exhaust ports which line up with any standard 'B' Series exhaust manifold, although a special manifold can be provided. The head is fitted with two high efficiency air-flowed inlet manifolds joined by a balance pipe which takes two 1½ in. S.U. carburettors. Use of this special head increases performance considerably as is well demonstrated in the M.G.-A 1,500 c.c.

m.p.h.	Standard	Converted
0-60	15.6 secs.	12.5 secs.
0-70	21.4 secs.	18.1 secs.
0-80	32.1 secs.	23.9 secs.
0-90	50.1 secs.	33.5 secs.
Maximum Speed	94.8 m.p.h.	104 m.p.h.

Something to think about!

Just for your interest, here are some of the acceleration figures for other makes of car when given the Alexander treatment.

	m.p.h.	Standard	Converted
Morris 1100	0-70	39.8 secs.	18.5 secs.
Rapier III	0-60	16.5 secs.	14.1 secs.
Sprite/M.G.	0-50	13.8 secs.	9.2 secs.
Mini Cooper	0-70	27.5 secs.	17.7 secs.
Herald 1200	0-50	15.0 secs.	10.5 secs.
Ford Zephyr	0-80	37.8 secs.	22.5 secs.

Maybe you would like to improve the performance of the car you already own—**or may we show you how it can pay you to buy an already converted car.**

If your car is listed below, tick the model, tear out this advertisement and write your name and address in the margin. We will send full details of the different stages of tune available by return, also the name of your local authorised agent. Conversions have 12 months' guarantee.

AUSTIN Mini, Cooper, and all 4-cylinder models
FORD all models except Zephyr and Zodiac Mk. III
HEALEY Sprite Mk. I & II
HILLMAN all o.h.v. models
HUMBER Sceptre
M.G. all models from 1953
MORRIS 1100 and all models from 1953
RILEY 1.5, 4/68, Elf, 4/72
SINGER all models
STANDARD 8 and 10
SUNBEAM all models
TRIUMPH Herald 948 c.c., 1200 & Vitesse
WOLSELEY 1500 15/50 15/60, 16/60, Hornet

ALEXANDER ENGINEERING CO. LTD.
Thame Road, Haddenham, Bucks.
Tel.: 345-6

MOTORTUNE LTD.
6 Adam & Eve Mews, London, W.8. WES 1166

ALEXANDER CONVERSIONS LTD.
1a Caroline Street, Birmingham, 3. CEN 0665

FOR SALE—*continued*

MORGAN 4/4, 1959, 100E, Arden head, manifold, twin S.U.'s, c.r. box, unraced. Ivory, black hide upholstery. Weather equipment. Innumerable extras. All in immaculate condition and scrupulously maintained. Stork forces sale. £360 o.n.o. Campbell, Priory Mews, Wallingford. (Tel.: 3455 after 6.30 p.m.). [5726

CLEARING STABLE, daughter getting pony. Four-wheel independent Atlanta 2-seater crashed but repairable, lots of work, cheap. 1930 GT 12/40 Lea Francis saloon good mechanical and interior tatty fabric exterior cheap. Vintage Chummy for rebuilding, S.A.E. for details Pony taken P/E. Grice, Tel.: Knottingley 2740. Burton Salmon, Yorks. [5727

MORGAN PLUS FOUR, 1958. Blue, superb condition, many extras. Nearest £395. Langley Mill. Tel.: 2301 (Business hours). [5728

1962 GORDINI DAUPHINE Export De-Luxe. Red, sunroof. 4,400 miles, (carefully run-in 3,000), "X"s, heater-demister, windscreen washers, perfect. Seen Surrey/Sussex. £550 o.n.o. Tel.: Smallfield 2583. [5729

ALVIS 1951 TA21 Sports Saloon, twin S.U.'s, wireless, washers, heater, etc. In excellent condition, taxed and insured. £185. Allard J2 Competition Sports 1951, Mercury engine, Alfins, new tyres, many mods. B.R.G. excellent condition throughout, taxed and insured. £330. David Bate, "Levens," York Drive, Grappenhall, Warrington. Tel.: Warrington 61770. [5731

Y-TYPE M.G. Sports Saloon, 1950. British Racing Green in good condition throughout. A snip at £105 o.n.o. Must sell ! Mansfield, 78, St. Mary's Road, Ilford, Essex. Tel.: TRE 8182. [5732

MORGAN 4/4, 1957 model. Superb condition, Willment Conversion, giving extra punch ! Recent respray, ice-blue, Michelin "X" tyres, tonneau and hood. Recent complete overhaul. Price £245 o.n.o. Tel.: HIL.: 1395 after 7 p.m. [5733

M.G. Y-TYPE. Excellent condition, 1950, 4-door saloon finished in green with sunshine roof, good 1¼-litre engine, heater, built-in jacks, five good tyres, new battery. Taxed and in use. £175. Barrow, 8, Gipsy Lane, Wokingham (Tel.: 1500), Berkshire. [5734

ROLLS-ROYCE 25/30 Park Ward limousine. Bodily and mechanically in nice condition. £200. Tel.: Selly Oak (Birmingham) 2815. [5735

1936, 20 h.p. ARMSTRONG SIDDELEY, sports saloon. Recent rebore, respray. Well shod, wears a spare wheel in case on each side of bonnet, a third unused tyre and carb. spares included. Interior trim, leather upholstery near perfect. M.O.T., taxed. Heater, built in jacks and other useful luxury items. Everything important works. Three small but active male space fillers forces sale. £50 o.n.o. Platt, 65, Bramble Rise, Brighton, or Tel.: REG 2848. [5736

1957 (NOV.) METROPOLITAN Convertible in exceptional order, pretty and practical. Radio, heater, tonneau. £250 taxed. Demonstration anywhere. Tel.: Peacehaven 2562. [5737

1901 PICK 3-h.p. 2-seater with trailer. The only one existing and completed Brighton Run last year. Very nice condition and engine being overhauled. Inspection by appointment. Jackson, Tixover, Stamford. [5738

VOLKSWAGEN DE LUXE, 1955. V.G.C. Recon. engine, transmission, etc. £265 o.n.o. Tel.: Guildford 2921. [5740

CITROEN BIG SIX, 1953, excellent condition, bodily mechanically, good "X" tyres, twin S.U.'s, sun roof. £155 Maries, Hillfoot Road, Totley, Sheffield. Tel.: 361839 [5742

100E ENGINE, manifolds, carburetter, starter, clutch and gearbox £30. Maries, Hillfoot Road, Totley, Sheffield. Tel.: 361839. [5743

25/30 ROLLS. One owner, 47,000 total mileage. Park Ward 1937 show model touring limousine. Disappearing division. Rare opportunity acquire *Concours* condition Trouble-free car. Seen Worthing. £495. Tel.: Swandean 2391 after 7 p.m. [5744

PEUGEOT 402 PIECES. Engine, gearbox, axles, etc. Lambda lightened flywheel. S.A.E. list. Edbrooke, 203, High Street, Orpington. [5745

BENTLEY 4½ BITS. Crankshaft, block, con-rods, timing gears. S.A.E. list, Edbrooke, 203, High Street, Orpington. [5746

RAILTON 58 Fairmile Saloon, 1935 V.G.C. Bills for £120 available £125 o.n.o. Kennedy, 31, Manchester Road, Altrincham, Cheshire. Tel.: 3839. [5747

BENTLEY, 1925, 3-LITRE Red Label, late-type engine. £300 o.n.o. Tel.: Tiptree 287. Morley, Park Farm, Tolleshunt Knights, Essex. [5748

M.G. NA MAGNETTE, 1937, 2/4-seater. New hood, batteries. Sealed beams, twin-tones. Near *concours*. £120 o.n.o. 16, Silverdale Avenue, Heysham, Lancashire. [5749

GETAWAY/PASSION/TOWING. Ex-police type 1952 Wolseley 2¼-litre. Used as second car by present owner. Recently laid up 18 months and much mechanical work carried out in that time. Heater and spots. Really motors, but minor body titivation would not come amiss. M.O.T. to June 1964. £100 or offer. If not previously sold could bring to V.S.C.C. Silverstone. B. W. Wheeler, Severnside, Newnham, Glos. [5756

FOR SALE—*continued*

VINTAGE MORRIS "SIX" saloon, 1928, 5-seater +, outstanding original condition. Many extras. Full history. Offers. Philbrick, Malmains Farm, Waldershare, Nr. Dover. [5751

ALVIS, 1935, FIREBIRD tourer. Good condition. Complete engine overhaul, not run-in. P100s, twin-tones. Tel.: Oadby 5454. [5753

M.G.-A WORKS HARD-TOP, black, and aluminium sidescreens, excellent condition. £40. Tel.: PERivale 2421. [5754

1934 3½ BENTLEY Park Ward d.h.c. 85,000 miles, history known. Recent engine work. £450. Thorpe, Lumford Cottages, Bakewell. [5755

1955 CITROEN Light 15. Heater, s/washers, twin S.U.s. Black. Michelin "X"s all round. Very sound, no rust. £195. 47, Dunstone Park Road, Paignton, Devon. Tel.: 58798. [5757

1959 JAGUAR XK150 fixed-head coupé, "S" type, with overdrive. Finished in B.R.G. with green leather upholstery. Beautiful condition. Hire purchase can be arranged. Will reluctantly accept £650. John Adamson, Gower Hey, Kensington Street, Hyde, Cheshire. Tel.: HYDe 2771 (business hours), HYDe 2432 (evenings). [5758

M.G. SA, 1937, d.h.c. Good condition, M.O.T. Bills shown engine overhaul, etc. £70 o.n.o. Lloyd, 64, Grange Road, Birmingham, 24. [5759

1937 R.-R. P. III, Park Ward limousine 4-seater, M.O.T., and Sept. 1958 A/S. Sapphire Automatic, 50,000 miles. Both cars have a full life ahead of them. £275 each. Clark, 3, Baring Road, Lee, London, S.E.12. [5760

1928 HUMBER 14/40 tourer, recently restored, very complete and original car. What offers? Simson, 71, Stonards Hill, Loughton, Essex. [5761

1937 RILEY KESTREL 12/4. Excellent throughout. £125. Apply, 74, Amberley Gardens, Stoneleigh, Surrey. Tel.: Ewell 4947. [5763

SUNBEAM SPEED TWENTY saloon, 1935, M.O.T. £20. Spiller, 247, Stanstead Road, S.E.23. [5764

ALVIS 12/70, 1938, 4-seater tourer. Unusually beautiful car, first-class condition. Full history known. £160. Tel.: Berkhamsted 371. [5765

M.G. TA, 1938. M.O.T. Good condition. £100. Many new parts. Bailey, 23, Elmdon Close, Solihull, Warwicks. [5766

1923 ROLLS-ROYCE 21.6-h.p. 2-seater cabriolet, with original American-built coachwork. Recent engine, clutch and rear axle overhaul—bills available. £1,000, n.o. 15, Oastler Avenue, Huddersfield. [5767

BENTLEYS. Choice of beautiful 1936 4¼-litre Park Ward sports saloon, maintained regardless, £350, or 1936 4¼ Vanden Plas pillarless, £250. Brooklands Lodge, Holywell Green, Halifax. Tel.: Stainland 2460. [5768

M.G. TC. Gold Seal B.M.C. reconditioned engine, 14,000 miles. New Vynide hood and screens. Spot, windtones, heater, radio, 16-in. rears and spare, half-tonneau. Excellent tyres, brakes relined, M.O.T. £215 o.n.o. Dr. Davis, Tel.: GERrard 3703. [5769

1950 2½-LITRE RILEY drophead coupé, in excellent condition, new tyres, engine recently overhauled. M.O.T., etc. £175 o.n.o. Apply : 20, Woodrow Chase, Herne, Herne Bay, Kent. [5770

MARK IIIS SUNBEAM 90 saloon, Sept. 1957. Halda Speedpilot, high-ratio axle, high-compression engine, remote-control floor change, overdrive, radio, safety belts, Michelin "X" tyres. Fabulous performance. £335 o.n.o. 62, Sussex Place, Slough. Tel.: 23754. [5771

M.G. TD2, 1953. Very carefully used—three owners. Original green cellulose excellent. Very good interior condition. New hood. Full tonneau. Mileage believed 42,000. Original engine has standard bores and crankshaft. £250. Tel.: FOO 5102 (evenings). [5772

1937 S.S. JAGUAR 1½ saloon. Sliding roof, w/w. Taxed, insured, M.O.T. £60 o.n.o. Jarvis, 206, Lodge Lane, Grays, Essex. Tel.: Grays Thurrock 4816 (weekends). [5773

M.G. TD. Superb condition. Almost new tyres. Reason for sale, must have more room. £299. See weekends or after 7 p.m. in week. 3, Five Oaks Close, St. John's, Woking, Surrey (opposite Inkerman Garage). [5774

ROCHDALE G.T. FORD Special, 1959 (Oct.). Twin carbs., 4-branch exhaust system, sports coil, 12-volt electrics, S.U. pump. Tyres as new. Strengthened chassis; flashers. Excellent condition throughout. £120, H.P. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [5775

1937 1½ RILEY Falcon. Two owners only. Engine reconditioned 3,000 miles. Battery new. 100 gns. 35, Mark Hall Moors, Harlow. [5776

M.G. TC. Red respray; mechanically excellent. New tonneau, battery, brakes. Superb. £175. Bartlett, 1, Clevedon Road, Reading. Tel.: Reading 68606. [5777

T.V.R., 1960. M.G.-A 1600. Bristol red. Cost £495 few weeks ago. £420 for quick sale. 161, Belper Road, Stanley Common, Derby. [5778

1924 STANDARD saloon. Running order. £75 o.n.o. Tel.: Frodsham 3187 (after 7 p.m.). [5779

P.V.T., 1937, 135M Delahaye 2-seater, 130 b.h.p. Eligible and highly suitable V.S.C.C. events. £190. 16, Dalveen Avenue, Davyhulme, Lancs. [5780

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

THE CHEQUERED FLAG

GROUP OF COMPANIES

SELECT FROM THEIR RANGE OF SUPERB SPORTS & G.T. CARS THE FOLLOWING:

AT CHISWICK

AUSTIN-HEALEY 3000 convertible, March 1963. This car has completed less than 1,000 miles since new and offers a very high standard of performance and comfort at a substantial reduction from list price **£995**

JAGUAR XK150 drophead coupé. A very impressive road car in spotless jet black with red upholstery. The one fastidious owner has maintained its impeccable condition and equipped the car with many extras **£585**

LOTUS Super 7. A choice of two exceedingly quick cars. One is equipped with Cosworth-Ford unit and Webers; the other has a very special lightweight chassis, wire wheels, disc brakes and Stage 3 Climax ... ... **From £525**

M.G.-A 1600 f.h.c., 1960. Spotless Alamo beige with red upholstery. This is a most carefully used example. Extras include wire wheels, twin spots, "X" tyres, etc. **£535**

AUSTIN-HEALEY 3000, 1959/61. An unrivalled selection of eight hand-picked cars, all equipped with various extras, including wire wheels, hard-tops and overdrive. Attractively priced from **£495**

M.G.-A 1500, 1956/58. A choice of three meticulously maintained examples of this popular *marque*. All have been chosen for their numerous extras and careful owners ... ... **From £395**

AUSTIN-HEALEY Sprites, 1959/61. Six of these delightful sports 2-seaters. Equipped with various extras and in various colours. Competitively priced **From £295**

TURNER, 1962. Unblemished in Cirrus white. A well-cared-for car, fitted with Classic unit, wire wheels, Microcell seats, spotlight, etc. **£565**

M.G.-A 1600 Roadster, 1960. An immaculate example in mist grey with red trim. One of the most pleasant sports/touring cars available today. Many extras **£585**

PORSCHE 1500 Speedster. A pale blue 1955 car whose condition belies its age. Renowned reliability and rapidity with many extras. Very good value at **£595**

DAIMLER SP250, 1960. A specimen example of this exhilarating Grand Touring car. Finished in red with detachable hard-top and tan interior, equipped with heater, soft-top, wheel-trims, etc. **£765**

HIGH ROAD, CHISWICK, LONDON, W.4. Phone: CHISWICK 7871-2-3

AT NOTTINGHAM

RELIANT Sabre—New. Finished in white with red/black upholstery. Fitted extras include heater, tonneau, Pirelli Cintura tyres, etc. Available for immediate delivery... ... ... **£966**

M.G.-A 1600, 1960. A very attractive car in Italian red with a silver hard-top. Meticulously maintained from new, it offers exceptional value at ... **£585**

AUSTIN-HEALEY 3000, 1961. A very impressive car with matching performance. Finished in flame red with matching trim, it is equipped with wire wheels, heater, overdrive, special B.M.C. triple-carb. engine and other extras **£665**

TRIUMPH TR3A, 1960. Unblemished in silver grey with red interior trim. An outstanding example of this *marque* that will guarantee many years of rapid reliable transport **£565**

Also choice of two others in tartan red and mist grey. Two exceptional cars with many desirable features, including rear seats, tonneau and hard-top ... ... **From £495**

T.V.R. Mk. II, 1960. A most attractive car, one owner, in British Racing Green. Equipped with M.G.-A engine, wire wheels, "X" tyres, etc. A most carefully used example of this popular sports car **£545**

M.G. TF 1250, 1954, 2-seater sports. Very much above the average in wine red with matching interior trim. Laystall-Lucas cylinder head, "X" tyres, tonneau cover, luggage rack, heater, etc. **£395**

PORSCHE 1500 fixed-head coupé, 1955. The condition of this refined G.T. car belies its age; no superlatives can do justice to its exceptional condition **£645**

M.G.-A 1500 roadster, 1959. Finished in special flame red with contrasting black trim. Fitted extras include heater, tonneau, spot and reversing light. A most carefully used car at **£445**

AUSTIN-HEALEY Sprite, 1958/59. A choice of two very special Sprites, one in Iris blue and equipped with spot, reversing light, radio and supercharger; the other a low-mileage car fitted with Ashley hard-top and bonnet, radio, heater, etc. ... ... **From £345**

LOTUS Seven. Two well-prepared cars with Aquaplane 100E or Cosworth "1500" engine; both offer outstanding value for money ... ... **From £345**

ARKWRIGHT STREET, NOTTINGHAM. Phone: NOTTM 89282-3

ALL COMPANIES OFFER FIRST CLASS HIRE PURCHASE FACILITIES—BEST POSSIBLE EXCHANGE PRICES ON ALL TYPES OF VEHICLE—INSURANCE AT SENSIBLE PREMIUMS—AFTER SALES SERVICE

NEW CARS
AND GRAND TOURING CARS

LOTUS · M.G. · DAIMLER
RELIANT
OGLE · T.V.R. · MORRIS

THE CHEQUERED FLAG
(Grand Touring Cars) Ltd.
Tel.: EDG. 6171-2
Gemini House,
High St., Edgware, Middx

FULL SERVICE FACILITIES
AT ALL BRANCHES
CALL OR PHONE FOR
PROMPT ATTENTION



AMERICAN SUNTESTER
ELECTRONIC TUNING
EQUIPMENT USED AT
ALL BRANCHES

MODIFICATIONS - RACE PREPARATION - REPAIR WORK OF ALL KINDS - TUNING

FOR SALE—*continued*

JAGUAR 3.8 saloon. Grey, red trim, overdrive, radio. Low mileage; immaculate. Part exchange considered. Tel.: Grimsby 56833 (day), Cleethorpes 63479 (after 8 p.m.). [5538

UNIQUE 1906 V.C.C.-dated Prosper Lambert 16/20, 4-cyl., 2-seater, in *concours* condition, with six lamps, speedo., clock, etc. £825 o.n.o., or would consider exchange for 4-seater Brighton car in need of some work. Ridley, Hill Farm House, Sproughton, Nr. Ipswich. Tel.: Hintlesham 226. [5539

1931/2 SINGER NINE. Kay Don, Beauvais saloon. Unique, original; mechanically and bodily perfect. M.O.T. Give away, £30. Tapley Hill Farm Lodge, Shurlock Row, Nr. Reading, Berks. Tel.: Shurlock Row 246. [5540

1926 ROVER 9/20 4-seater tourer. Full weather equipment. Unique vintage car in good condition. £85. M.O.T. Tapley, Hill Farm Lodge, Shurlock Row, Nr. Reading, Berks. Tel.: Shurlock Row 246. [5541

1934 20/25 ROLLS-ROYCE Mulliner owner-driver sports saloon. Mechanically very good. Recent decoke, valves and rings. Good tyres. Handbook, mascot and tools. £195. Tel.: LARkswood 7770. [5543

VINTAGE AUSTIN BURNHAM, 1930. Excellent condition. Tested and complete. £80 o.n.o. 33, Wise Lane, Mill Hill, N.W.7. [5545

ALVIS 4.3-LITRE, 1937, saloon, in good condition throughout. Rewired, new king-pins, exhaust system, tyres. £145. Tel.: Oxshott 2463 (evenings), or Box No. N.546. [5546

B.M.W. 315 1½-LITRE sports, excellent condition. Must sell, baby imminent. £150. Tel.: St. Albans 50236. [5547

CITROEN, 1954, Light 15. A very smart and original example. £120 o.n.o. Tel.: Miss Gillian Gray, Burgh Heath 6465. [5548

BENTLEY 3½ drophead coupe, 1935. Harold Radford body, new tyres. Recent engine overhaul. Tel.: Knottingley 2740. Box No. N.550. [5550

1959 PORSCHE 1600S. White, belts, spotlight. £825. Carver, R.A.F., Linton on Ouse, York. [5551

CITROEN LIGHT FIFTEEN, 1948. Exceptional condition. M.O.T. £70. Sladden, Orchard House, Ashton, Northampton. Tel.: Roade 230. [5553

ROLLS 20/25, 1935, Mulliner o.d. saloon in good order throughout. M.O.T. and in daily use. Best offer over £250. Box No. N.554. [5554

BENTLEY 3½ Park Ward sports saloon, 1935. Tidy and surprisingly good mechanical order. £135. (Fraction less in folding money may tempt). Dreyer, 12 Riverbourne Road, Salisbury. Tel.: 2394. [5556

M.G. Y TYPE saloon. Above average condition. Enthusiast's car. M.O.T. certificate. 94 The Boulevard, Sutton Coldfield. Tel.: Sutton 3900. [5560

AN ANNOUNCEMENT

The Amazing BMW 1500 now off the secret list

For earliest delivery The Hyde Motor Co., of course. In the meantime send for copy of astonishing road reports to :

THE HYDE MOTOR CO., 19 Barley Parade, Edgware Rd., N.W.9. Tel.: Colindale 1200 or 7898

Most sizes in stock

VETERAN — VINTAGE TYRES

F. H. HAMILTON & SON (M.S.)
22-24 VICARAGE STREET, YEOVIL, SOM.
Tel.: 927. After 6 p.m. 1945

BROOKLANDS RILEY



Well-known car, fitted 1½-litre engine

£250

Tel.: **POUND HILL (Sussex) 3088 (Evenings)**

BOOKS · EQUIPMENT ACCESSORIES · MODELS

Popular Bookshelf

NEW BOOKS



THE GORDON BENNETT RACES by Lord Montagu of Beaulieu is a worthy addition to the distinguished ranks of the Montagu of Motor Books. Here for the first time is the story of those thirty eventful years, illustrated with many photographs, some of which are unfamiliar even to the student. 37/6.

VETERAN & VINTAGE CARS is a book to delight anyone who has ever been caught by the fascinating beauty of the early motor car. Its pages form a motorcade as colourful and exciting as any veteran or vintage rally ever held. 13/9.

THE ART OF MOTORCYCLE RACING by Mike Hailwood and Murray Walker. Here is British motorcycle racing's first handbook by one of the sport's greatest ever riders. Its aims are; to give those who follow the sport a greater understanding of it; to advise prospective racers on how to begin; to help those who have started by a detailed exposition of Hailwood's methods. 22/6.

THE MOTORISTS RECORD BOOK is the most comprehensive yet published. Containing service and lubrication charts, purchases, standing charges, insurances, total expenses, registration details, addresses, accident charts, hotels home and abroad, journey charts, etc.

Bound in full rexine coloured edges 24/6.
Bound in full Connolly hide gold edges. 59/6.

A PICTORIAL SURVEY OF RACING CARS 1919-1939 by T.A.S. Mathieson 65/6.

ALL BUT MY LIFE, Stirling Moss face to face with Ken Purey. 26/6.

Magnesium Wheels For The Mini



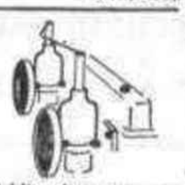
Grand Prix type Cooper Magnesium wheels are now available for the Mini, as illustrated. £12. Carriage extra.

Rio Models



Here is just one of this range of models, scaled to 1/43 actual size. Ask for full list. £1.11.6. each.

PSW SU Carburettor Tool Kits



Designed to fit all S.U. carburettors to test and adjust 1) Piston for free movement 2) Centering the jet 3) Synchronizing 4) Mixture strength 5) Fuel level Twin Carb set (BS SU2C) £1. 17. 6.
Triple Carb Set (BS SU2C) £2. 6. 6.

Moto Meter SYNCHRO TESTER



For immediate synchronization An economical instrument for all who have twin carbs.

90⁴

We welcome overseas orders and personal visits. Send 2⁴ for catalogue.

MamBA for Minis



MamBA "A"

is a complete do it yourself conversion with no extras to be bought out, comprising:-

Combined inlet and exhaust manifold with hot spot (chromium plated); 36 DCD 7 WEBER progressive, twin choke, down draft carburettor; air cleaner; fuel line; vacuum line; accelerator cable bracket and lever, non stick accelerator cable; carburettor flange nuts, bolts, washers and gasket, set stronger valve springs. Two colourful 5" x 3½" MamBA shield transfers supplied with every conversion.

PRICE £30 15 0d.
PACKING AND CARRIAGE 15/-
(Extra transfers 5" x 3½" 2/- each. 1"x 1½" 1/- each.)



THE MamBA CAMSHAFT has been produced in the light of our experience with extremely advanced American designs, and we can now offer the same performance at a competitive price

BMC 'A' TYPE BA In 30 – 70 Ex 70 – 30 Lift .310. A Camshaft for maximum performance from a modified engine.
Price outright £20. Exchange £12. 15/- 0.



MamBA Speedmaster Silencers are equal to the world's best at about half the price.

*Ford Anglia 105E	£ 8.12.6.
Ford Prefect and Anglia	8.12.6.
*Austin Healey Sprite	4.15.0.
*M.G.A. & Twin Cam.	7. 8.0.
Morris Minor and 1000	8.12.6.
*Morris Mini-Minor / Austin 850	4.15.0.
*Triumph TR2 & TR3	7. 8.0.
*Triumph Herald	6. 3.0.
Alfa Romeo Guilietta T1	9. 5.6.
Borgward Isabella	9. 0.0.
D.K.W. 1000	5.15.0.
Fiat 600 Competition	17.10.0.
Fiat 1100	9. 0.0.
Opel Rekord	9. 0.0.
Peugeot 405	10.10.0.
*Renault Dauphine	5. 2.6.
*Renault Floride	6. 8.0.
Simca Aronde	10.10.0.
*Volkswagen - to 1960 & 1961 onwards	9.15.0.
Volvo 544 & 444	6. 3.0.

Packing and Carriage 10/-

Those marked with an asterisk, we have in stock, and we invite inquiries on all others.

MamBA SUMP GUARD

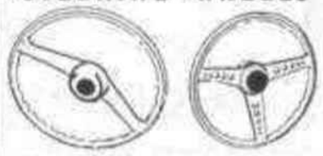


70⁴

PROTECTION FOR A7/MINI MINOR

A strong guard for the low slung sump on these models. Finished in black gloss with fixing and air flow holes ready drilled.

FORMULA DE LUXE WOODRIMMED STEERING WHEELS



The best value for money in the world. Mahogany rim shaped to fit the hand. These wheels have got to be seen and handled to be appreciated. (Midland agent – Motosnip, 88 Coventry Street, Kidderminster)

MGB	15"	3 spoke	drilled	£ 9.17.6
Morris 1100	15"	2 spoke	slotted	£ 9.12.6
M.G. 1100	13"	3 spoke	drilled	£ 9.12.6
M.G. Midget/ Sprite	13"	3 spoke	drilled	£ 9.12.6
Mini	13"	2 spoke	plain	£ 9.12.6
Volkswagen	15"	3 spoke	drilled	£10.17.6
Saab 95, 96	16"	3 spoke	drilled	£10. 2.6
Triumph TR4	16"	3 spoke	drilled	£10. 2.6
Triumph Spitfire	13"	3 spoke	drilled	£ 9.12.6
Jaguar Mark XK150	16"	3 spoke	flat	£10.17.6

Many others available on request.

Motor Books & Accessories
33 ST. MARTIN'S CT. · ST. MARTIN'S LANE
LONDON WC2 · TEMPLE BAR 5376

FOR SALE—*continued*

MINI, STAGE TWO, 1961, d/l. Full instrumentation all extras excellent condition. £385. Tel.: Romford 48807. [5555

LOVE'S LABOUR LOST at whatever price. M.G.-V.A. drophead coupe. £500 bills this year! M.O.T. Offers. Dr. Pigache, R.A.F., Thorney Island, Emsworth, Hants. [5561

RILEY 1½, 1947. Engine fair, body excellent. Mear, 8 Nelson Street, Swadlincote, Burton-on-Trent. [5562

MICHAEL LLOYD apologises to all his new found friends who were disappointed when answering his last advertisement and announces the glad news that his 3,000 mile Tornado Talisman is again for sale, owing to previous transaction falling through. This splendid beast is tethered at Eric Williams Ltd., Worcester. Tel.: 25786. First genuine offer of £750 secures. [5563

TRIUMPH GLORIA sports, 1935. Red aluminium body. 2-litre Climax engine 2-SU. Free wheel, hydraulics, new hood. Owner emigrating so no reasonable offer around £45 refused. Box No. N564. [5564

LAGONDA 2-LITRE. New spares: tyre, inner tube, timing chain, head gasket, brake linings. Mallett, 53, Sandford Road, Aldershot, Hants. [5565

GOOD RELIABLE second car. 1958. Messerschmitt KR200. Condition excellent. £140. 17, Kingswood Close, Lapworth, Warwickshire. Tel.: Lapworth 22. [5566

LAGONDA, 1104 c.c., 1935. D/h coupe by Abbott. Immaculate original condition throughout. Box No. N.568. [5568

SPECIAL FORD SPECIAL. Professionally built. 1960. Polished alloy. Must be seen. Bargain at £75 o.n.o. Tel.: Worthing 4119. [5569

M.G. TF 1250. June 1954. Immaculate cream with many extras, details from Taylor, 6, South Avenue, Cleveleys. Tel.: Fleetwood 2907, or p/e. New M.G. B wanted 1st January 1964. [5570

RILEY 1½-LITRE, 1952. Black saloon. Excellent condition; radio, heater. £150 o.n.o. Box No. N571. [5571

MITCHELL M.G. sports car. New. Tubular chassis coil spring I.F.S., de-dion rear, R. and P. steering, racing tyres, competition TF engine and gearbox. Aluminium body, blue. Professionally designed and constructed. Cost over £1,000, sell for £850 o.n.o. Parmenter, Lydford Road, Reading. Tel.: 62000 (evenings). [5572

1959 LOTUS 7. 100E Aquaplane converted (not amphibious), covers impeccable (rain gets left behind anyway), complete with carpets and St. Christopher plaque. £375. Tel.: Harpenden 2082. [5573

HUMBERS: 1925 12/25 two/three-stroke engine rebuilt. New tyres, hood, upholstery, wiring, etc., £250. 1931 16/50 saloon. £30. Both new batteries, tested 1964. Whitlock: 1930 20/70 saloon, restorable. £45. All o.v.n.o. Box No. N574. [5574

HI-TUNE LTD.

ACCESSORIES — CONVERSIONS TUNING — SPARES

EVERYTHING for EVERY type of Competitive MOTORING

Mini-Weber Performance Kit, £23 Complete

SUSSEX SPEED SHOP
181 EDWARD STREET, BRIGHTON, 1
Tel.: 63486 and 65007

Dismantlings of Distinction

1959 Citroen SID19. 1951 Bristol 401. 1951 Daimler DB18 coupé. 1951 A.C. 21. 1955 Sapphire 346. 1956 Sapphire 234. Alvis TA14 tourer and saloon and TA21. 3 Mayflowers. 2 1953 Citroen L15. Rover 60, Renault 750. 5 Standard 10 h.p. 500 others.

Gearwheels, con.-rods, cylinder heads.
MOTOLYMPIA . STATION . WELSHPOOL
Tel.: 2327

WORN FORD REAR AXLES
1932 — 1962

8, 10 h.p., 1,172 c.c., E93 & 100E

Don't risk running on worn axle ends. CHECK them NOW. Fit our race proved REPAIR KITS. No axle strip or machining. Kits complete with new bearings and oil seals. Ex-stock. C.W.O.



£3 . 14 . 6d. one side.
£7 . 2 . 0d. a pair.
P. & P. free.
State year and type of car.

ASSIDUOUS ENGINEERS LTD. (M)
NEWLAY WOOD AVE., HORSFORTH, Nr. LEEDS
Tel.: Horsforth 2609

FOR SALE—*continued*

LAGONDA 16/80, 1932. Open 4-seater in good condition. £195. Tel.: Uplands 0031. [5575

M.G. MAGNETTE (Aug. 55). Black, green hide. One owner/driver, metic. serviced. Complete set rings, new clutch and brake linings. Near perfect. A.A. inspec. welcomed, genuine value. £325. Box No. N578 [5578

BISCUIT-BOX TROUNCER, 1932 M.G. J2. Will out-accelerate Minis, etc. Renovated, coach enamel finish. Superb tyres, battery and mechanics. Fitted Ford 1,172 c.c. 40+ m.p.g. £100 o.n.o. Tel.: Fleet (Hants.) 796 (evenings). [5579

LANCIA AURELIA 2500 GT. Series 3. Regd. '59. R.H.D. Engine totally rebuilt by Lancia specialist; incl. re-bore, new rods, floor change, Nardi wheel, etc. £545. Tel.: FLA 3851, or Farnham 6074 (weekends). [5580

1935 ALVIS Speed saloon 20. Reconditioned 6-cylinder engine. Bodywork sound. Repair bills available. Last M.O.T. 1962. £20 o.n.o. Wilson, 49, Maple Crescent, Basingstoke, Hampshire. [5581

ALEXANDER CONVERSION for Standard 8. Head, manifolds, twin S.U.s, Lotus 7 exhaust. Only in use eight months. £15, plus your old carb., manifold, exhaust. Archibald, 227, Liberton Street, Glasgow, E.3. [5582

1954 M.G. TF 1250. Red, all mod. cons. and con. mods., X's, tonneau, heater, etc. £375 o.n.o. Dowdle, "Ingleby" Filpoke Lane, Blackhall, West Hartlepool. [5583

HAREM NOT FOR SALE, 1950 Healey Silverstone is. Bills for £180 over the past three years. Well shod with Cinturas, many spares. Spray and trim require attention. £250. Tel.: Leire 372 (evngs.). [5584

ROLLS-ROYCE cylinder head off 1932/34 20/25 perfect. Also other spares, incl. set 19 in. discs complete. Best offers. Gray, 125, Saughall Road, Blacon, Chester. [5590

1937 LINCOLN ZEPHYR V12 fixed head coupe. This extremely rare, much sought after classic is in excellent condition and is fabulous in appearance. H.P. possible, might exchange. £350 o.n.o. Tel.: Wentworth 2233. [5592

LAGONDA COUPE. 2½-litre, 1951. Beautiful car. Bargain. 165, Lichfield Road, Walsall. Tel.: Walsall 28367. [5593

ALPINE, Mk. 3. 1956. Floor change, overdrive, recently re-bored. Immaculate condition. £325. Box No. N595. [5595

FULL INSTRUCTION BOOKS for Rolls-Royce 1925/6 20 h.p., serviceable; 1934 Bentley 3½-litre, as new; 1926 Bentley 3-litre, photostat, excellent. Rolls-Royce 20-25 nickel silver radiator, vertical shutters, complete with cap and genuine mascot if required. Also gearbox, dynamos (one overhauled), magnetos, starters for 20 h.p. and 20-25 h.p. Set Ace discs, 19 in. Best offers for above. Other R-R spares available, send requirements. Faulkner, 22, Caroline Street, Birmingham 3. [5596

AUSTIN 65 "Nippy" 1934. Excellent condition, new hood, good tyres, etc. Recently overhauled throughout. Taxed. M.O.T. £110 o.n.o. Mr. Waddilove. Tel.: Egham 2655. [5597

IMMACULATE JAGUAR. 1947 1½-litre saloon in truly mint condition. Two owners. Originally property of Jaguar executive. Grey with luxurious grey interior as new. The condition of this car must be unique. 199 gns. Tel.: Berkswell (Warwickshire) 2034 (evenings). [5598

MARENDAZ 15/90. Very high performance, suitable V.S.C.C. events, Very good original condition, excellent hood. Offers over £100. 2, The Green, Markeaton Development, Derby. [5600

CYCLE WINGS
Domed and Beaded
5 in., 6 in. and 7 in. wide, steel. Fronts, 12/- each; rears, 15/- each; carriage and packing: pairs 5/6; sets 6/6. Also Alloy.
W. G. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOUCESTERSHIRE

AUTOBOOKS
Rare books on motors—
'AUTOMOTOR JOURNAL' 1896-1911
Duncan's 'WORLD ON WHEELS
'AUTOCAR' 1901/40, odd copies
VETERAN/VINTAGE HANDBOOKS, CATALOGUES ETC
ONE THOUSAND ITEMS — LIST FREE
AUTOBOOKS
BENNETT ROAD, BRIGHTON


MERCEDES-BENZ 220 4-STR. CABRIOLET
A fine example of this delightful car. Many extras, including reclining seats, head-rests, twin spot-lights, etc., etc. New hood recently fitted. Car finished in desert sand with red hide interior. Regd. in 1958. L.H.D. Price to another Merc. enthusiast.
£475. *H.P. possible. Part exchange considered.*
EWELL (Surrey) 5004

50 VOLKSWAGENS

Stamp for List
THE HYDE MOTOR CO.
153 Edgware Road, Hendon, N.W.9
Colindale 7898

JENSEN STRAIGHT EIGHT

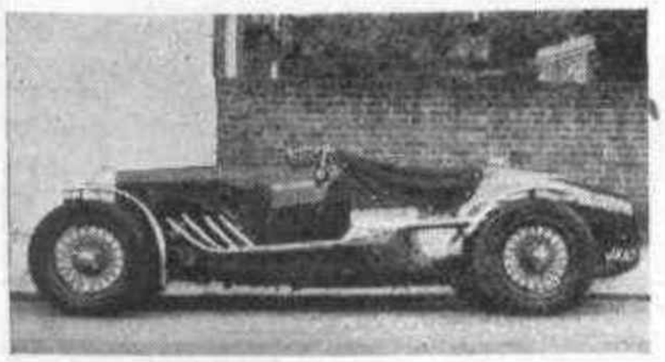
1940 4¼-litre O.H.V. with twin ignition.
A unique car, one of only six made. Aluminium coachwork. Excellent original condition. One owner 21 years. 2.9-to-1 top gear. Under 55,000 miles from new. **£365 or offer.**
PECK
Braecote, Gateside Road, Barrhead, Glasgow
Tel.: Barrhead 3866

D. MARGULIES LTD

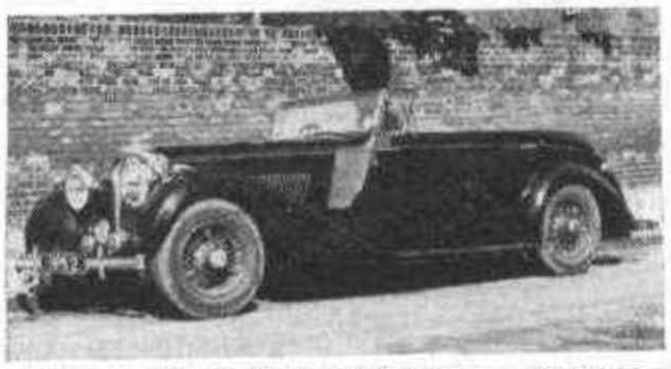
SALES & SERVICE NOW AT:

36, QUEENS GATE PLACE MEWS, S.W.7 (OFF CROMWELL ROAD)

KNIghtsbridge 7332


1934 ASTON MARTIN 1½-litre Mark II short-chassis, pointed-tail 2-seater body. Extensively rebuilt; full weather equipment **£395**


1953 FERRARI 212 Export Coupe, V12 2.6-litre engine, 180 b.h.p., 5-speed gearbox. 130 m.p.h. Ex-Mike Hawthorn **£850**


1939 BENTLEY 4¼-litre, MX Series, with Hooper 4-door convertible coachwork, disappearing hood, recently retrimmed. Full details and price on request.

1929 BENTLEY Speed Six short-chassis 2/4-seater. Recent complete overhaul. Full details and price on request.
1956 ALFA ROMEO Giulietta Sprint Coupe. Low mileage; exceptional order **£565**
1961 B.M.W. 700S sports coupé. Excellent condition. Red **£525**
1962 MORRIS-COOPER, prepared to Group 2 specification for International rallies; modifications and extras cost £350. Very fast **£525**
1955 M.G. TF 1500. Red. Many extras. New hood, tonneau, sidescreens **£365**
1935 LAGONDA 4½-litre M45 4-seater tourer/convertible in original condition **£275**
1950 HEALEY Silverstone E-type 2-seater, retrimmed. Good throughout **£265**
1950 LEA-FRANCIS 2½-litre 4-seat tourer, wind-up windows. New hood **£155**

1926 O.M. 2-litre 6-cylinder 4-seater fabric-bodied tourer with flared wings. Good original condition **£185**
1938 BENTLEY 4¼-litre Vanvooren 4-door pillarless sports saloon of most attractive appearance. Full service history for last 12 years **£425**
1951 PEUGEOT 203 saloon, many modifications, bodywork shabby. To clear **£60**

LANCIAS
We can offer choice of several **LANCIA Aurelia B20 G.T. 2½-litres,** from **£495**
1956 LANCIA Appia 4-door pillarless saloon, two owners from new, low mileage **£345**
1939 LANCIA Aprilia saloon. Good order... ... ... **£145**

FOR SALE—*continued*

1959 SPRITE, blue, excellent condition. Radio, heater, new tyres. Any trial. £325. 161, Icknield Way, Luton, Beds. Tel.: Icknield 605. [5782

TR2. Excellent red bodywork with black hard-top and sliding screens. Engine recently reconditioned Good tyres, etc. Well above average. £185, or exchange M.G. Tel.: Luton 53778. [5783

BORGWARD COMBI, reg. 1959, R.H.D. V.G.C. Washers, fog lights, rad. blind, reversing light Host of spares. Must be sold, £333 o.n.o. 18, Belmont Close, Farnborough, Hants. [5784

JOWETT JAVELIN, 1952, works replacement engine. Mechanically excellent, body above average. Taxed. £120 o.n.o. Warham, Highfields, King's Newnham, Near Rugby. [5785

ALFA ROMEO 2.5 post-war sports saloon. Good condition. £300. Box No. N.787. [5787

ANYBODY INTERESTED—Aero Minx, original and immaculate. Unlicensed, unused since 1939. History, data, photos. Offers, exchange. Leary, 23, Coombe Road, Kingston. Tel.: TED 4529 (business). [5788

H.R.G. 48, 1500. Red with black upholstery. Radio, satin chromed axle, track rods. Brakes, engine, steering overhauled. Fast S.O.C. 1st car Long Marston Sprint 1962. £375. Batey, 372, Firs Lane, N.13. Tel.: EDM 3206. [5789

POTENT SPECIAL, 948 c.c., space-frame. Professional aluminium body (needs nose cone, cost approx. £14). New twin S.U.s and manifold. I.F.S., Panhard rod, 12v., hood. £120 o.n.o. Belbin, 31, Apley Way, Witney, Oxon. [5790

ALEXANDER CONVERSION for 105E Anglia. Twin carbs., 4-branch manifold, special inlet, etc. £18. Tel.: Broughton (Nr. Kettering) 383. [5791

RILEY PATHFINDER, maroon, very well maintained. 100 available, very happy at 70. 24 m.p.g., low oil consumption. New gearbox, engine overhauled, good tyres and brakes. £175 for quick sale. Tel.: Emberbrook 4983 (Esher). [5792

STREAMLINED SPECIAL 2-seater, 1,172 c.c. £125 o.n.o. Tel.: Anson Horley 564 (after 7 p.m.) 34, Albert Road, Horley. [5793

A.C. 4-CYL., 1927 Royal Tourer, this well-known *Concours* winning car is now for sale owing to owner's new hobby afloat. Immaculate condition with white bodywork. Polished wood dashboard with silver plated instruments and windscreen surround. Three years a winner at the A.C.O.C. *Concours*, winner of the B.A.R.C. Midnight *Concours*. Photograph. £245 o.n.o. Michael Ann, Barn Cottage, Berwick, Sussex. Tel.: Alfriston 234 after 8.30 evenings. [5794

FORD SPECIAL Super Two (supercharged). Must be sold by 12th. Offers to 2, Grasmere Avenue, Orpington, Kent. [5795

1930 LEA-FRANCIS 12/40, excellent runner—body rough. New king-pins. M.O.T. Starter awaiting Bendix replacement. £45 o.n.o. Middlesex. Box No. N.796. [5796

SHORROCKS SUPERCHARGER KIT for Herald 1200. Cost £85. As new. £50 o.n.o. Tel.: Lewes 4280 (Sussex). [5798

1951 JAVELIN Breaking for spares. Garnett, 11, Burnwells Avenue, Thackley, Bradford, Yorks. [5799

ROLLS '34 c/c 4-door Mulliner 20/25 saloon. Excellent order throughout. £325. Tel.: HIL 8216. [5800

SPRITE 1960 excellent condition, undersealed, heater, tonneau. £385 o.n.o. H.P. arranged. 63, School Lane, Coven, Nr. Wolverhampton. [5801

1,172 SPECIAL FORD E93A engine, 8,000 miles. No. mods. Aluminium body. Roll-over bar. Safety straps, good tyres. Taxed, insured, M.O.T. Now have office car. £79 o.n.o. Ball, 121, Sandford Road, Moseley, Birmingham, 13. [5802

ROCHDALE OLYMPIC, 1962, Riley 1.5, heater, woodrim, "X"s, many extras. 5,000 miles only. Haggle around £520. Box No. N.803. [5803

TURNER-CLIMAX F.W.A. Mk. III, c.r. box, w/w, discs, wood rim, tonneau, hard- and soft-tops. Cullen, 3, Athelstan Road, Harold Wood, Essex. Tel.: Ingrebourne 42676. [5804

D. L. SMITH
THE OLD BAKERY, MAIN STREET, LEIRE, Nr. RUGBY. Tel.: Leire 455
GENUINE NEW HEALEY, AUSTIN HEALEY AND HEALEY MARINE SPARES

Works Prototype Car, fitted de Dion rear end disc brakes all round, r/p. steering, integral chassis and body, but body panels are purely mock-up. Healey 100/6 engine, gearbox and overdrive ready to fit **£225**
Wood-rim Steering Wheels, fit all Sprites—**£6 . 10 . 0,** *incl. p. & p.*
Luggage Carriers in anodised alloy, fit all frog-eyed Sprites ... ... **£3 . 10 . 0,** *incl. p. & p.*
Le Mans Kits for BN1 and 2 Healeys, gives 20 b.h.p. ... ... **£22 . 10 . 0**
Disc Brake Conversions for BN2 and 100/6 Healeys ... ... **£39 . 10 . 0,** *plus p. & p.*
Judson Supercharger with all fittings for M.G.-A **£65**
Also many spares for 100/S Healeys.

VINTAGE AND SPORTS CAR AGENCY
78 High Street, Irthlingborough, Northants
Tel.: Irthlingborough 407 *And Branches*
This Agency is run by Enthusiasts for Enthusiasts
We will sell your car for you or obtain the car which you require.
For Sale : 1929 Mercedes 38/250. 3-litre Bentley Rebuilt. Many others.
Wanted : 4½-litre Bentley, M.G.'s
Overseas Orders Given Every Attention. Write for Terms

1931 ROLLS-ROYCE PHANTOM II CHASSIS
in full running order. **£120** or near offer.
Usually several other interesting old cars available here.
STATION GARAGES, TAPLOW
Telephone: Burnham 88
Rolls-Royce and Bentley Specialists for many years

AUTOPARTS 7-DAY SERVICE
11, MONKGATE, YORK
DISMANTLING THE FOLLOWING VEHICLES :
Jaguars 1½, 3½, XK120, XK140, Mk. VII. Triumph TR2. Alvis TB14. Citroen Big 6. Talbot 90. Austin A40, A30, A70, A55, Omnivans. Fords. Vauxhall. Morris. Riley 1½ R.M.E. Wolseley 4/50. Cadillac o.h.v. saloon. **Also : 1938 2-litre Aston Martin** saloon, running order, **£50.**
WRITE, CALL OR 'PHONE : YORK 22978

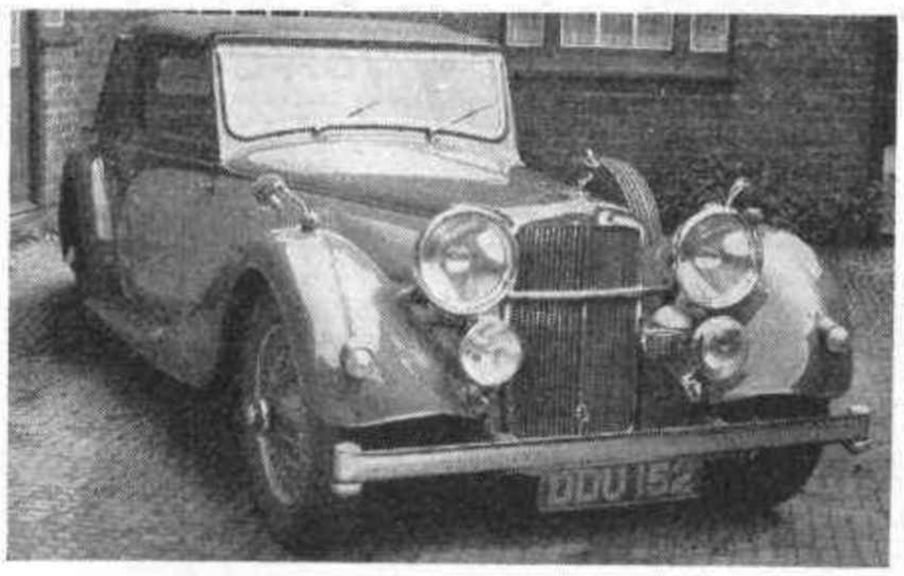
PASSENGER LIABILITY
for
SPORTS CARS

c.c.	Cover	Annual Premium 2-seater	Annual Premium 3/4-seater	
Up to 2,000	£5,000 £10,000	£7 £11	£11 £16 . 10	Plus 20% if driver under 24
Over 2,000	£5,000 £10,000	£11 £16 . 10	£16 . 10 £20	

"Specials" and "Blown" can also be covered.
J. WOODROFFE STACEY & CO. LTD.
Insurance Brokers
1, CROWN COURT, CHEAPSIDE, E.C.2
Tel.: City 7822/3/4

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD
BEDS. TEL: LEIGHTON BUZZARD 2060



1938 ALVIS Speed 25 Charlesworth drop-head coupé. Negligible mileage since complete engine overhaul this year. In exceptionally fine condition and fitted with many extras. **£275.**

1954 ALVIS Grey Lady Tickford drop-head coupé. Black with beige leather upholstery and beige vynide folding head. Radio, heater, etc. **£345.**

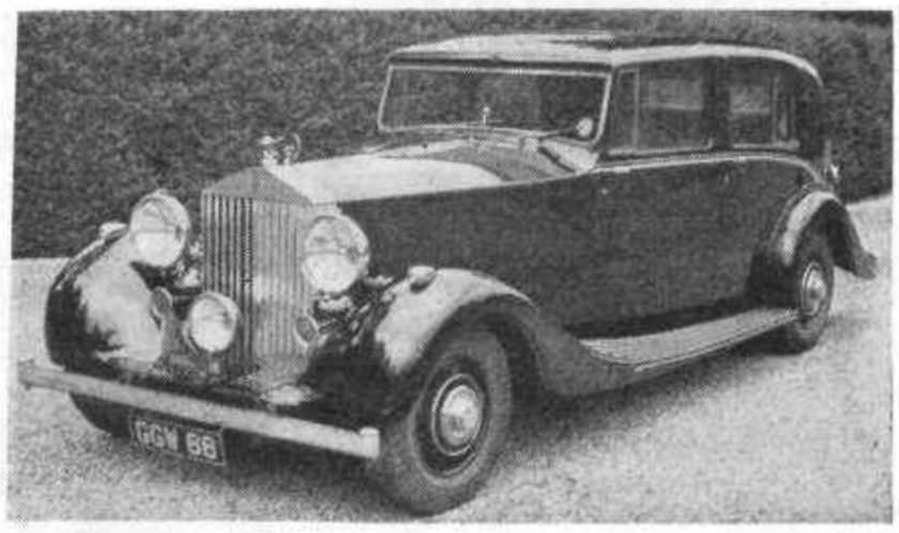
1949 (December) BRISTOL 400. Black with beige interior. Radio, heater, etc. Excellent value at **£195.**

1953 HEALEY Tickford sports saloon. Riley 2½-litre engine. Heater, etc. Excellent performer. **£145.**

1927 MORRIS Oxford. Specially built saloon coachwork. Completely restored and in amazing condition. **£125.**

1961 SAAB 96 saloon. One owner, 13,500 miles. Radio. First class order. **£525**

IMMEDIATE HIRE PURCHASE AND INSURANCE
EXCHANGES WELCOMED



1939 ROLLS-ROYCE Wraith Sedanca de Ville. The superb Hooper coachwork is in fantastic unmarked condition and this fine car could well pass for a two-year-old model. **£575.**

1954 AUSTIN-HEALEY B.N.1. 100/4 roadster. Overdrive, radio, heater, washers. New hood and screens. **£275.**

1950 ALVIS TA14 sports/roadster. A very rare model in well above average order. Good weather equipment and luggage space. Radio, seat belts, etc. Red with grey interior. **£195.**

1956 JENSEN 541 4-litre, 120 b.h.p. Austin Princess engine. High ratio axle. Metallic blue with fawn leather interior. **£465.**

1959 SUNBEAM Alpine. Special G.T. hardtop. Alexander conversion, wire wheels, etc. **£525.**

1955 TRIUMPH TR2, an excellent example. Heater and other extras. **£265**

ANY MAKE OF NEW CAR SUPPLIED
SPORTS AND VINTAGE CARS URGENTLY REQUIRED

FOR SALE—*continued*

ONE FOR YOU? 1935 SS1 Tourer 15.9 h.p., 4 seats, genuine 87,000 miles, four owners from new. Present owner six years, laid up for three, metalescent dark blue, dark blue leather, leather boot, perfect original condition mechanically and bodily, spare grille, gearbox, flywheel, steering column, etc. Speed crazed youths need not apply. M.O.T. Certificate. Further details, photos, etc. W. H. Kitchen, 7, Victoria Avenue, Widnes. Tel.: 2630. [5805

JAGUAR XK150, late 1958. The ideal bachelor car (this passenger seat can tell its own story, and its exhaust note is dreaded by all mothers !). Immaculate throughout, recent respray in birch grey; new brakes and new tyres (all bills); mechanics perfect; radio; heater; overdrive; twin spots etc. Domestic reasons for sale (but not stork, I hope !) £495—can arrange H.P. D. Brown, Hermes Hill, Macclesfield Road, Wilmslow, Cheshire. [5806

GOING ON THE DOLE—must sell superb M.G. TA. New engine (not run-in), battery, hood. Clutch, gearbox, w/w, springs all overhauled. Sealed beam, winkers and rewired. Well shod. £175 o.n.o. Bagley, 19, Manor Road, Salisbury. [5807

SPECIAL BARGAIN, Fairthorpe Electron Minor Sports, extras. Beauchamp, West Grimstead, Salisbury, Wilts. [5808

1928 ARMSTRONG SIDDELEY, 14 h.p. One owner. Excellent condition. Crash box. Offers to Evans, Grantley, Wotton-under-Edge, Gloucestershire. [5810

ALVIS, 1953, 3-litre, 2-seater roadster, rare model, M.O.T. 1964. Excellent condition, £325 o.n.o. Dibben, 48, Victoria Park Road, Winton, Bournemouth. [5811

ROLLS-ROYCE 20/25, 1935, grey, Gurney Nutting. Mascot, window partition. Magneto coil ignition, twin S.U., petrol pumps. Price £350. Tel.: Byron 5216. [5812

ALVIS SILVER CREST, 1938. Good condition. £50 or exchange sports. 1, Grove Avenue, Yeovil, Somerset. [5813

1937 SINGER 9 with Le Mans type body in aluminium. Available for spares or "doing-up." Offers Box No. N.814. [5814

'62 COOPER-MINI, used as second car, baulk ring, excellent condition. £460. Pedley, 423, Dudley Road, W'Ton. Tel.: W'Ton 24979. [5815

LAGONDA 16/80, 1934, tourer. £185. Dropside, raised gear ratios. New upholstery, tyres. Mechanically sound. Lower Kingswood, Surrey. Tel.: Mogador 2836 evenings only. [5816

FRAZER-NASH B.M.W. 319/2 Type 45, minus engine/gearbox. £14. Murden, Yew Tree Grange, Clifton Village, Nottm. Tel.: 212763. [5821

FIAT 1100, 1956. Good condition throughout mechanically excellent, safety belts, Konis, etc. £180 o.n.o. Wilkinson, 3, Greestone Place, Lincoln. Tel.: 23928. [5817

LANCIA AURELIA B12 Saloon. Sept. 1955, two owners, low mileage. Radio, seat belts, M.O.T. certificate. Exceptional condition throughout. £425. 39, Endway, Surbiton, Surrey. Tel.: ELMbridge 6168. [5818

FIAT ABARTH ZAGATO 750 coupé. Red with blue/grey interior. Economical, mechanically perfect. *Concours* condition. £675. 39, Endway, Surbiton, Surrey. Tel.: ELMbridge 6168. [5819

SUNBEAM-TALBOT 90 Mk. IIA, 1954. Just resprayed, overhauled engine, new exhaust, Michelin "X", new clutch. Excellent condition. £200 o.n.o. Hill, 216, Mowcop Road, Mowcop, Stoke-on-Trent. Tel.: Biddulph 3152. [5820

LAGONDA CONTINENTAL 2-litre, 1932. Engine not fully run in after complete rebuild. Superb condition. £275. Tel.: MIL 4300. [5822

ASTON MARTIN 1933 Le Mans, s/c, 2/4-str, chassis No. B238/S. Enthusiastically preserved and in very fine condition. Berger. Tel.: FRE 2359, evenings. £285. [5823

MG 4028. Enthusiast's PA in excellent condition. Oil 50-60. £130. Walker, 3, Meyrick Street, Hereford. Tel.: Hereford 5262. [5824

"DENMARK" FORD 10



Bronze head, racing crank and camshaft, twin S.U.s, 4-branch manifold, finned sump, special brake drums, 4-speed close-ratio box. All aluminium body, aero-screens and fold-flat screen; hood and tonneau cover. Cost £1,200, 1961.

£345

HOWARD 163, MILL LANE, PORTSLADE, SUSSEX *Tel.:* Hove 48241



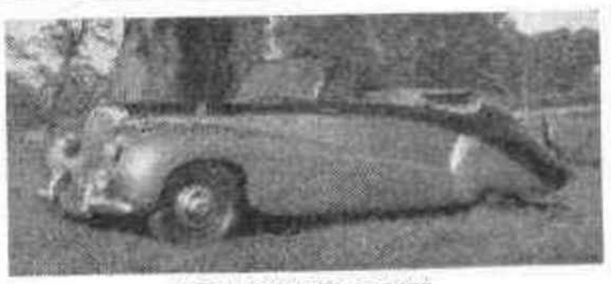
BENTLEY 6½ 1926

Doctor's coupé in British Racing Green.

Private sale.

£450

Phone M. W. Kerry,
day WEL 6586, or evening ENF 5018

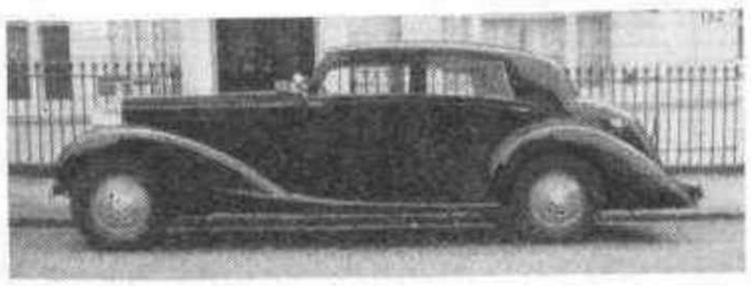


HENLYS LTD. OFFER

1951 DAIMLER 2½-litre drop-head coupé, bodywork by Barker, finished in Midnight Blue and Silver Grey. Interior trim light Grey leather, light oak woodwork, Blue/Grey hood, fully lined to match upholstery, Chrome and cellulose in exceptional condition. A connoisseur's motor car. **£450**

HENLYS LIMITED
Henlys Corner, Ardwick Green, Manchester, 13. Tel.: ARD 6725

PAD 2731 **Vintage Autos Ltd.** **PAD 2731**



ROLLS P.III, 1940 June. One of the last and most sought after Rolls fitted with overdrive made. Fitted superb custom-built owner-driver sports saloon coachwork (no division) by Gurney Nutting. The engine was overhauled last year and the bodywork is unmarked. Complete unused tool kit. Late property of a world-famous millionaire, this wonderful Rolls must be one of the finest examples of its type in the world.



BENTLEY 3½, 1935, 2-door fixed-head coupé by Barker. Just resprayed powder blue. Recorded mileage 83,000. Mint condition throughout.

England's finest selection of IMMACULATE thoroughbred cars

We also have a superb selection of the following makes—

every one in immaculate condition :

ASTON MARTIN · ALVIS · BMW
BENTLEYS (choice of 9 including Vintage Rolls-Bentleys, pre- and post-war) · FRAZER NASH · MERCEDES · LAGONDA
INVICTA · ROLLS · ETC.

We urgently wish to purchase cars of the type we advertise and **we will pay top prices for top condition cars.** We are not interested in buying knock-kneed old horrors at any price.

WE SPECIALISE IN UNUSUAL AUTOMOBILES FOR THOSE WHO WANT NOTHING BUT THE BEST

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

FOR SALE—*continued*

NEARLY UNIQUE! My rare, crowd-gathering, eye-turning Lea Francis 1767 two-seater regretfully offered due to impending matrimony and University. Aluminium body, excellent performance and road-holding. Engine completely reconditioned 12,000 miles. Comprehensive weather equipment. Spare engine, axles, wheels. This attractive and desirable machine, illustrated MOTOR SPORT August 1959, p. 567, must be sold! Offers around £195 to Ian Williams, 51, Blackmore's Grove, Teddington, Middlesex. Wanted—425 2 c.v. [5601

MINI-WEBER. Complete progressive choice Weber installation used for 3,000 miles. Only £16. Tel.: Neave, Marlow 2738. [5602

ROLLS, 1934. 20-25 saloon by James Young, taxed. M.O.T., good condition. Extra spare tyre. £150 or best offer. Tel.: Aintree 2994. [5603

ROLLS-ROYCE REPLICA, 1937. Southern body. Beautiful car in very good condition. £225. Ash Haugh, Portsmouth Road, Esher. Tel.: EMB 6807. [5604

1938 ALVIS 4.3-LITRE Charlesworth saloon. M.O.T. certificate. Bodywork and mechanics sound. Well shod. £160. Westle, 2, Shermanbury Road, Worthing. [5607

M.G. TD, 1953. New engine. Good condition. B.R.G. £280. Tel.: Cholsey 357. [5608

VW, 1961. White. One fastidious owner. This is a really good one but the right price, £485. Austin Chummy wanted. Box No. N.610. [5610

JOWETT JUPITER, 1952. Good condition, many extras. £150. Veevers, "Woningworth," Budworth Heath, Northwich, Cheshire. Tel.: Comberbach 440 or Swindon 22360. [5612

440 SKODA, June 1959. £150, no offers. Webb, Romanlea, Cookham, Maidenhead, Berks. [5613

M.G. TF 1500, 1955. Resprayed. New hood, sidescreens, brakes, carbs. £350 o.n.o. Margetts, 61, Fern Road, Erdington, Birmingham, 24. [5615

150 M.P.H., 0-100 10 SEC., standing 1,000 yd. 21.5 sec. (Average 96.) Many firsts. Adjustable suspension, Konis, Scintilla, etc. Tractable road missile. Superb handling. Host of spares touring and racing. Well sorted Vincent Special, 300 miles since rebuild. Lt. MacDonald, 24 Sig. Regt., Catterick Camp, Yorks. [5614

LEAVING COUNTRY EARLY August. Must regretfully dispose of 1963 (March) "Sportiva" 1172 GT. S.A.E. for details. Box No. N.616. [5616

1937 LANCIA APRILIA Eagle d.h.c. Ivory. Bills for over £130 shown. Excellent mechanical and sound bodily order. Taxed to August. £100 o.n.o. Dr. Eaton, Southampton General Hospital. Tel.: Soton 75522 (after 6 p.m.). [5617

FIAT BALILLA, 1935, P.V.T. 2-seater sports 1,000 c.c. Rare car, completely restored, excellent condition. Offers. Heaton, 4, St. Stephen's Road, Birkenhead. [5618

H.R.G., 1948. Used in summer only since complete works rebuild. Tel.: Ruthin (N. Wales) 3776. [5619

SUNBEAM ALPINE, September 1960, grey. Hard-top, hood, tonneau, fog-lamps. Low mileage. Roadspeed tyres. £550. Land Rover, registered 1959, regular S.W.B. £195. Milford House, Chobham (Tel.: 473), Surrey. [5620

AUSTIN HEALEY SPRITE, 1958. Balanced engine with enlarged sump. Faultless condition of coachwork and engine. £305, or exchange less exhilarating box tricks which will give extra square feet for carry-cot. Tel.: Northampton, Moulton 3201. [5622

JAVELIN P.D. SPARES. Bonnet and boot lids, steering, dash, prop.-shaft, back axle. Tel.: Bristol 683833. [5623

TR3A, JULY 1958. Red, perfect condition. Fond owner selling only because going to Chile. O/d., wire wheels, almost new Michelin "X"s, heater, radio, undersealed. £550. 4, Manor Road, Teddington, Middlesex. Tel.: TED 2529. [5624

ROLLS-ROYCE PHANTOM II, 1930. Windover's 7-seater limousine. Well maintained with full history of ownership since new. Six good tyres, recent carburetter overhaul, new battery. £195 or near offer. Collinson, Harts Cottage, Debden Green, Loughton, Essex. [5625

COOPER-ZEPHYR, 1953, green aerodynamic alloy body, two hard-tops, full-width Perspex screen, tonneau cover, hood, sidescreens, three S.U.s, 6-branch exhaust, twin silencers, double valve springs. All-independent suspension, Alfins, good "X"s, new battery, seats re-upholstered, fully trimmed, carpeted. Many extras. 100+ m.p.h. 26 m.p.g. Taxed to May 1964. £335. Gilbert, 1A, Brampton Road, N.15. [5626

ALVIS 12/60 TK, 1931. Beetle-back. Excellent original condition. Close-ratio gearbox, slotless con.-rods. £150. Wilson, 4, Court Hill, Sanderstead, Surrey. Tel.: 3742. [5627

ROLLS-ROYCE. Two 20/25 sedancas, privately owned, Barker and Windover respectively, 1934 and 1931/2. £300 and £200. 27, Holland Park Avenue, W.11. Tel.: Park 5695 or 7725. [5628

DOWNTON MINI, 15,000. £230. Mods/extras. Ridicules Coopers. Absolutely superb. Box No. N.629. [5629

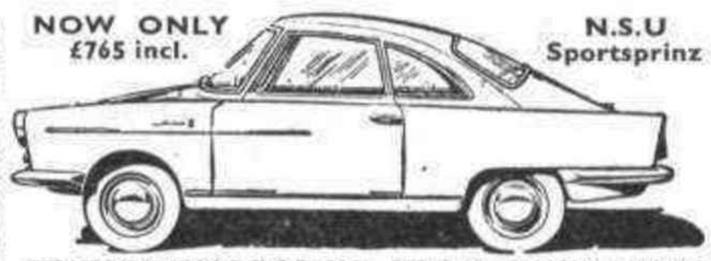
M.G. TA. Quick sale—£80. Buchanan, 108, Cambridge Road, Gt. Shelford, Cambs. Tel.: Shelford 3131. [5631

FOR SALE—*continued*

1952 JAVELIN de luxe. Excellent condition. Engine completely overhauled and rebored, with new pistons. Crank reground, new big-ends (not run-in). New clutch, new hub bearings and brake shoes, tyres, spot and fog, immersion heater. Oil cooler (not fitted). Immaculate for age. Enthusiast's machine. £150 o.n.o. Macfarlane, 25A, Walton Green, Aylesbury, Bucks. [5633

NOW ONLY £765 incl.

N.S.U Sportsprinz



THE HYDE MOTOR CO., 153 Edgware Rd., N.W.9
London's Leading N.S.U. Agents Colindale 7898

BERKELEY SPORTS CAR CENTRE
USED BERKELEYS AVAILABLE
COMPREHENSIVE SPARES SERVICE
MANTLES GARAGES LTD.
BIGGLESWADE, BEDS. Tel.: 2056

JOHN BLAND
TALBOT AND SUNBEAM-TALBOT SPARES AND SERVICE
Pistons and C. & A. cylinder-head gaskets for many Continental cars: Delage, Delahaye, Hotchkiss, Peugeot, Lancia, etc.
Inverted Tooth Timing Chains for many cars—none for Sunbeam.
27 SOUTHFIELDS ROAD, LONDON, S.W.18
VANdyke 1612

FORD 8/10 GEARBOXES
Why tolerate a 3-speed gearbox when for £6 10s. 0d. we can convert a J2 M.G.-Wolseley box for you? OR if the Ford torque tube is retained, for £12 we operate upon both ends of a Morris 10 (M) (1939-47) box. Either conversion also fits the 100E engine. But is not, repeat not, intended for, nor will it fit, a 100E car. Don't think about it. Send for details instead.
Bowden Engineering Co.
OTTERY ST. MARY, DEVON
Tel.: 391

Sporting style-setter
THE "ALPINE" JACKET
No. 453. Navy blue quilted nylon jacket. Windproof, showerproof. Ideal for motoring, yachting and all outdoor leisure wear. Comfortable and warm. Washable, dry cleanable and durable. Expertly styled with front zip. 3 zip-up pockets for those car keys, etc. Complete with detachable hood. Lined in scarlet nylon.



Ladies' or Gent's, Sizes 34"–44" chest.
£6 . 19 . 6, P. & P. 2/6.



"Speedgrip" Driving Gloves
No. 807. Heavy duty net back, non-slip supple leather palms. Unlined for coolness with reinforced finger tips. *Ladies' and Gent's, Sizes 7½-11.* 22/6, P. & P. 1/-.
FREE ILLUSTRATED BROCHURE SENT ON REQUEST
D Lewis LTD.
Write or call to (Dept. MS/7)
124 Gt. Portland Street, LONDON, W.1
Tel.: MUSeum 4314

FOR SALE—*continued*

CLIMAX TURNER. Excellent condition, ex-Works car. Wire wheels, Sp. tyres, powered discs. Many extras. £595. S/L. Bowers, R.A.F., Kenley, Surrey. [5632

T.V.R., JUNE 1961, M.G.-A 1600. Speedwell polished head conversion, c.r. gears, wire wheels, wood-rimmed wheel. Red/red interior. Faulkner, 85, Poulton Road, Fleetwood. Tel.: 4008. [5634

LAGONDA 16/80 tourer. Complete mechanical overhaul; body superb, rechromed, finished B.R.G. Alvis Sp. 20 gearbox. Spares include original gearbox, tyres, valves, b/cables, gaskets, etc. £260 o.n.o. Hicks, 2, Hillside Cottages, Bridge Street, Cadoxton, Barry, S. Wales. [5635

TR2, 1954. N.S. front bent; body tatty; works good. £100 the lot, or s.a.e. for parts price list. L. Collins, 18, Cherry Hill, Madeley, Crewe. [5636

TO SEE IS to buy my red 1939 M.G. TA. Good condition, re-upholstered. Many spare engine parts, crankshaft, etc. £95 o.n.o. Tel.: Wembley 0189. [5637

ROLLS-ROYCE PHANTOM I, 1929. Six-light limousine body by Windover. Good running order. New tyres. Grand looker. Bring your wife—she'll beg you to buy it! £195 o.n.o. Mr. Wade, 67, Montagu Gardens, London, N.18. [5638

1935 ROLLS-ROYCE 20/25 Barker owner-driver saloon, sun roof, bucket seats, heater, washers. Excellent coachwork, interior and mechanical condition. £280. 2, The Gorse, Herringthorpe, Rotherham, Yorkshire. Tel.: Rotherham 77779. [5639

SWALLOW DORETTI. Wedding bells force me to offer for sale this very rare and extremely desirable car. Finished in green and in excellent condition, with black hood and tonneau, wire wheels, "X"s, o'drive, radio, washers, mirrors and luggage grid. 20,000 miles only since complete engine, gearbox and back axle overhaul. £350 o.n.o. 50, Jayshaw Avenue, Great Barr, Birmingham, 22A. [5640

J2 M.G. Entirely rebuilt as new. Needs little work to finish. Laystall balanced engine, third bearing mod. hydraulics. New electrics, instruments, wheels, tyres, etc. Resprayed. Unique offer—£165 o.n.o. 21, Kingswood Firs, Grayshott, Hindhead, Surrey. Tel.: Hindhead 1118. [5641

1929 SUNBEAM 16 h.p. Mechanically and bodily sound. Very original. £30 o.n.o. Bevis, 15, Stanmore Road, Birmingham, 16. [5643

1929 BLACK and tan 4-door Humber 9/28 tourer, 1962. Sprayed, new hood. M.O.T. certificate until June 1964. Bills, history. £75. Box No. N.644. [5644

1937 4¼-LITRE Rolls-Bentley. Good mechanical order. Coachwork by Mulliner. Finished in duo-grey. Buying house as wife refuses to live in car. £155 o.n.o. Tel.: Slough 24657 (after 6 p.m.). [5645

1925 AERO MORGAN. Very hairy. See photo, etc., MOTOR SPORT last December. £100. Secretary, Morgan Three-wheeler Club, 117, Park Road, London, N.W.8. [5646

AUSTIN SEVEN 2-seat tourer, one of the last made and possibly the best specimen available today. £100 spent in the last 18 months. Girling brakes, sealed beams, etc. Pale grey body, Oxford blue wings. £85. Photograph available. Briggs, 83, Allington Drive, Birstall, Leicester. [5647

TRULY MAGNIFICENT BENTLEY, 1935, close-coupled 3½-litre sporting saloon by Park Ward. Sunshine roof. Original 1935 radio. Finished in immaculate black cellulose offset to a nicety by mid-grey spoked wheels, navy blue interior trim. Complete original tool kit and handbook. Excellent mechanically. Genuine 19 m.p.g. Many extras. Well shod. M.O.T., etc. Offers around £275. 23, Shrewsbury Avenue, East Sheen, S.W.14. Tel.: London, Prospect 5714. [5648

A.C. SALOON, 1948. Mechanically good. New dynamo, king-pins. £35. Tel.: Grays Thurrock 5013. [5650

SUNBEAM TALBOT 90, Mk. II, convertible, 1952. Excellent car. Owner going abroad. £150. Alhadeff, Cottenham, Cambridge. [5651

NEAR TON BUCKLER, supercharged 100E reconditioned engine, tubular space-frame chassis, i.f.s.; latest aerodynamic body. £250 o.n.o. Ashdown, 288, Kimbolton Road, Bedford. Tel.: 61137. [5652

LAGONDA, 1936, 4½ d.h.c. Good generally but needs work. £60. Tel.: BECkenham 9316. [5654

VX 4/90, blue, 1962, original owner, 7,000 miles. Over £300 spent in improvements. Exciting, reliable car for road and/or competition. £790. 79, Sharps Lane, Ruislip, Middlesex. Tel.: RUI 9743. [5655

MINOR ALUMINIUM BONNET, 6 lb., made B.M.C. £3. 79, Sharps Lane, Ruislip. Tel. RUI 9743. [5656

MERCEDES-BENZ 300 saloon, 1954. Registered 1959. 64,000 miles. Excellent throughout. £475. Taylor, 777, Middleton Road, Chadderton, Oldham, Lancs. [5657

M.G. TC. Entire car is in faultless condition after rebuild. £185. Box No. N.659. [5659

BRISTOL 401, 1952, GT saloon. Taxed Sept. Ideal family/sports car. £325 o.n.o. Tel.: Wolverhampton 61294. [5660

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

FOR SALE—*continued*

1960 FORD SPECIAL, 1,197 c.c. 4.7-to-1 diff., Buckler D.W. c.r. gears; fibre-glass body. Chapman, 4, Ash Road, Dartford, Kent. [5661

1938 RILEY 2½ Blue Streak Adelphi saloon in good condition. Gearbox, overdrive, tyres, battery excellent. Recent M.O.T. test. £50 o.n.o., or will dismantle; will deliver anywhere. G. A. F. Martin, Trethevy, South Petherwin, Launceston, Cornwall. [5663

M.G. TC, 1947. B.R.G. Getting married soon so must part with this superb motor. Mechanics/coachwork excellent. Recent new hood, battery, tyres, seat covers, carpets. Plus many other replacements. £195 o.n.o. Tel.: Pinner 2846. [5664

"SPECIAL" BUILDERS. Halifax tubular chassis, Standard 8, i.f.s., Ford 100E, back axle with coil-spring dampers, 13-in. wheels, new tyres, hyd. brakes, 100E engine and gearbox, crossflow rad., header tank, petrol tank, all electrics and battery sports coil, straight-through exhaust. £200 value, offers above £50, or exchange for Mini speed equipment. F. Craythorne, 227, Bell Lane, Bury, Lancs. [5665

AURELIA GT 2-LITRE 4-seater model. S/belts, "X"s, Nardi manifold, twin carbs. £320 o.n.o. Jarrams, 202, Queens Road, Wimbledon. [5666

FORD SPECIAL, Nickri body, new chassis, recon. engine, p.v.c. hood. £60 o.n.o. Potter, 117, High Road, Bushey Heath, Herts. Tel.: BUS 3569. [5667

BENTLEY 3½, 1935, Thrupp & Maberly d.h. coupé. £175 o.n.o. Tel.: Bookham 43 (Surrey). [5668

ENTHUSIAST HAS SEVERAL M.O.T. cars: M.G., Austin, Leaf, S/Talbot, from £20-£50., 102, Kensington Road, Coventry. [5669

T.V.R. Mk. II (Lightweight), Climax 1,220 c.c., Stage III. Works prepared. Webers 40 DCOE, M.G.-A c.r. gearbox, discs all round, inboard rear L/A calipers, mag. wheels, D.9s, alloy tank, twin S.U. pumps, rack and pinion, mod. suspension, etc. Must sell. £575 o.n.o. V. B. Coles, Tel.: EAL 3330 (9 a.m.-6 p.m.). [5670

SINGER GAZELLE convertible, 1958. Heater, overdrive, undersealed, Mich. "X." £350. Tel.: Swandean (Sussex) 327. [5671

VOLKSWAGEN, 1956, de luxe. Must part. 51,000 miles. £265. 36, Abbey Road, West Bridgford, Nottingham. [5673

ROLLS-ROYCE 20, 1929, small Windover sedanca, horizontal radiator louvres. Excellent coachwork, good chassis and tyres. Some work desirable to make interior 100%, hence only £150. Morrison, 39, Woodlands Road, Isleworth, Middlesex. [5675

RILEY NINE KESTREL, 1933, original condition, two owners. Tested. Tel.: Chalfont-St.-Giles 542. [5676

ALPINE, 1960. Good mechanically. Excellent appearance. Overdrive, hard-top, tonneau, wire wheels, "X"s, belts, etc. £540/offers. Smith, Tawside Cottage, Balchin's Lane, Westcott, Surrey. [5678

VOLKSWAGEN, 1956, de luxe, sun-roof, o/r., safety belts. £255 or thereabouts; owner fleeing country. Felce, 13, Shelley Road, Kettering, Northamptonshire. [5679

A40 FARINA, 1960, with Speedwell conversion, in excellent condition mechanically and bodily. Must sell, £380 o.n.o. Tel.: GIP 2675. [5680

BRABHAM HERALD CLIMAX saloon, 1,220 c.c., 21,000 miles. Servo discs, modified suspension, Konis, Selectaride, fully instrumented, K.L. tachometer, clock, Spyder wheel, Silent Travel, "X"s, belts, Alextracter. Excellent order, fantastic acceleration, road-holding; 105+ m.p.h., 34 m.p.g. Never raced, rallied. Cost £1,300, accept £595. Tel.: Rilla-Mill 249 (Cornwall). [5682

M.G. TC, 1949, green. Taxed, M.O.T. Good bodywork, hood, tyres. Engine overhauled Jan. Heater fitted. Owner going abroad. £210. Tugwell, Tel.: Kemble 314 (Glos.). [5683

DAIMLER 20/30, 1931, Maythorn landaulette. O.H.V. Star engine. Amazing condition. M.O.T. £65. Tel.: Ringwood 1210. [5684

ROCHDALE GT, F.10. Professionally built 1960, all new components. Aquaplaned, 4.4 axle, boxed chassis; recent spray, 11,000 miles. Extras. £175 o.n.o. Details on request. Sleigh, 118, Ashburton Road, Hugglescote, Leics. [5685

M.G. TA. Reconditioned engine. £45 o.n.o. Mr. Thomas, 4, Croft Avenue, Porthill, Newcastle-under-Lyne, Staffs. [5686

LOTUS ELITE, late 1960, but new Stage III engine and two twin-choke Weber carburetters fitted last year. Dunlop Red-spot wheels with new Pirelli Cinturas. Spare set Dunlop racing covers. Just re-sprayed immaculate blue/white. Taxed April 1964. £825 o.n.o. H.P. possible. Box No. N.687. [5687

DELAGE D.6.70 VITA saloon, first registered 1.12.37. In good condition. Lots of spares. A rare model—£125. Also Austin, A125 engine, 3,993 c.c., complete runner, but smoky; £7 10s. Particulars from: Strike, 87, Pottergate, Norwich. Tel.: 26621. [5688

"MOTOR SPORT," 1955 to 1961 inclusive, four volumes in binders, offers. Also Belstaff motoring coat, fully lined (perfect), £5; flying jacket (tatty), £1. Tel.: Leicester 56578 (office), Oadby 5386 (home). [5689

1938 VA M.G. Special, complete. Will break for spares. Tel.: Melbourne 3093. [5725

C. J. Bendall

for unusual automobiles

ROLLS-ROYCES

SILVER WRAITH owner/driver, razor-edge sports saloon by James Young. 1949 Series. Black with fawn interior. One owner from new, 73,000 miles. Just decarbonised by us and an outstanding car in every way. **£950**

OUTSTANDING PHANTOM III 1937 Series, Mulliner owner/driver sports saloon. 117,000 miles one owner from new. Solid tappets. Entirely maintained by Works and local R.-R. Agent. Grey with grey hide interior. Looks and runs as a P.III should. **£1,150**

AN OUTSTANDING 20/25, 1935 Series, with Hooper sedanca coachwork. Black with Claret panels, maroon hide interior. Immaculate bodily, first-class mechanically. **£850**

25/30 1936 Mulliner full 7-passenger limousine. Hide throughout. Very fair car at a very modest price. **£165**

20/25 1935, G.O.H. Series, sports saloon by William Arnold with projecting boot, extremely attractive lines. Believed two owners only and in extremely nice order throughout. Grey with Brown hide, radio and heater. **£375**

20/25 1937 G.T.K. Series, full 7-passenger swept-tail limousine by Crosbie and Dunn. In first-class order throughout. **£245**

20/25 1932 Series, Carlton 4-seater Convertible. Pretty body, good chassis, good interior and hood, but paintwork only average. As it is **£500**

20/25 1936 Series, fixed-head 2-door, 4-seater coupe Stylish lines but unknown coach builder. Good chassis, fair interior. Needs painting and minor body work, hence realistic price. **£195**

BENTLEYS

Mk. VI. Big-bore, small boot, standard steel. Black with extremely good beige interior. A well-above-average specimen. **£675**

Mk. VI, 1948 Standard Steel. Very fair coachwork, no rust. Sound, but not outstanding mechanical condition, hence realistic price. **£295**

4¼-litre. 1937 with distinctive fixed-head, 2-door, 4-seater coupe by Park Ward. Black with grey panels and grey interior. £330 engine overhaul just completed and general condition quite outstanding. **£600**

4¼-LITRE, 1939 M.X. (Overdrive) Series. Park Ward Sports Saloon. Minor rust on coachwork, but tidy with radio and heater and a very fair chassis. Offered at the extremely realistic price of **£225**

4¼-LITRE, 1938 K.U. Series, Gurney Nutting Razor-Edge, 4-door sports saloon. A most attractive and outstanding car in every way and closely approaching *Concours* condition. **£550**

BRISTOL '403' Saloon, 1953. Red, beige interior in very nice order. **£450**

FRAZER NASH T.T. Replica, 1933. Meadows 4 ED. Just overhauled, crank reground, etc. Hydraulic brakes. Wheels rebuilt to 16". Bodywork excellent replica of original. Well known V.S.C.C. P.V.T. and in very tidy order. **£345**

HEALEY-NASH convertible, 3,800 c.c. o.h.v. unit, overdrive. Extensive work on transmission and chassis carried out by us, and car in very good order throughout. **£235**

HOTCHKISS 'CABOURG' saloon, 21 h.p., 1933, very sound. **£75**

JAGUAR XK120, 1954 fixed-head. Original grey paint with red interior and far above average condition. **£335**

LAGONDA L.G.6. 1939 Sports Saloon. Black with beige interior. Minor paint blemishes but otherwise an excellent car both mechanically and bodily. **£265**

LAGONDA L.G.45, 1936, pillarless sports saloon. Again not completely immaculate; but a first-class car. **£165**

MERCEDES-BENZ Type 219, L.H.D. Saloon, 1958 Series, registered U.K. 1961. Auto clutch, radio, loose covers. Green with green interior. 36,000 miles and a superb specimen. **£595**

RARE VINTAGE VAUXHALL 1930 20/60 Hurlingham 2-seater. Highly original, recently repainted and a very sound specimen. **£250**

15 ft. high speed Day Boat with 2-berth cabin, Marine-ply. First-class construction. 40 h.p. British Bermuda outboard. Wheel steering and remote controls. Speed, 27 knots. Built 1962 and run 50 hours. Complete with trailer. **£450**

VETERANS: We are prepared to consider offers for the very fine ex-Sword 1914 OPEL 7-litre, 6-passenger tourer, now undergoing final painting.

We regret that no overseas enquiry can be entertained in respect of pre-1918 cars.

All vehicles sold as in running order will carry a M.O.T. certificate.

Hire purchase (with deposits from 25%) and insurance can be arranged on all cars we sell, and part exchanges welcomed.

PAYNES PARK, HITCHIN, HERTS.

Tel.: Hitchin 3444/5

OPEN ALL SATURDAY (SUNDAY BY APPOINTMENT)

FOR SALE—*continued*

XK140 SPORTS. Recent respray. Engine in good order. Twin Abarth exhausts. £350, no haggling. Capt. Legg, JSNCGD, Winterbourne Gunner, Salisbury, Wilts. [5690

ROLLS-ROYCE PHANTOM II, 1930. R.A.C. tested, M.O.T. 136, King's Road, Fleet, Hants. [5691

1961 E.B. SPORTS Ford Special. Detachable hard-top. Fully trimmed. Mileage 1,834. Sprayed silver metallic paint (from U.S.A.). Lady immigrating. £139. Vanderbyl, 36, Leinster Square, London. Tel.: Bayswater 1552. [5692

MANCHESTER, SPRITE, 1960, white, 28,500. Undersealed, triple spots, hard, soft-tops, safety belts, heater, tacho., sliding screen, tonneau, etc. £150 extras. £380. 4, Acresfield Road, Salford, 6. [5693

SHORROCKS SUPERCHARGER for Herald 1200. Modified distributor and all fittings. £45. Wood, Barrow Road, Shippon, Abingdon. [5694

RARE 1939 CHRYSLER Royal, in good condition. 23 h.p.—23 m.p.g. One of the last and best from Kew. M.O.T. Offers. Kerslake, Whitley Cottage, Ide Hill, Nr. Sevenoaks, Kent. [5695

TRIUMPH GLORIA, 1936, 2-seater, red. Good order throughout. £80, no offers. Owner overseas. Can be seen Havant Motor Co. Ltd., Havant. Tel.: 257. [5696

M.G. TC, 1949. Never raced nor rallied. Black. Balloon rears. Full tonneau, spot and fog, aeroscreens. V.G.C. £195. Dr. Galbraith, Foxbeare House, Congleton. [5699

1933 ROLLS-ROYCE 25-h.p. brougham, small sedanca de ville of exceptional elegance. R.-R. history and maintenance tools, original handbook, mascot. Very unusual car. £395. Walters, Tel.: HOL 9564; Bishop's Stortford 4324 (evenings). [5700

IMMACULATE 1932 Austin Harley 12/6. Taxed, Tested January. £40. 4, Fernbank Avenue, Hornchurch. [5701

PORSCHE, 1500 COUPE, 36,500 very careful miles. This car has had one driver from new, and is without scratch or blemish. Registered 1955, but condition externally, internally and mechanically as 1962/63. Must be the finest Porsche ever offered at under £1,000. £695. No exchanges. Box No. N.702. [5702

TVR, 1961 1600 unit. Sound condition. Offers around £495. Exchanges. Tel.: Radlett 6834 after 6 p.m. [5704

XK140 CONVERTIBLE, 1955. Overdrive, radio, chrome wire wheels, luggage rack. Ivory with black hood, very attractive and sound. £335. Consider cheap car in part exchange. 3, The Ryde, Laleham, Middx. [5705

RUBBER CHEQUE so 1919 T-Ford still here—offer over £300. Also 1910 A.C. 1924 De Dion, 1927 Morris, 1924 and 1925 Bean 12's. Box No. N.706. [5706

1934 ALVIS FIREBIRD. In daily use. Any offers. 35, Thicket Crescent, Sutton, Surrey. [5707

LAGONDA, 1933. 4-seater open tourer, green, good condition, history, all weather equipment. £180. Tel.: FREmantle 4976 daily. [5708

VOLKSWAGEN '56 model sun roof, overhauled engine. Many extras. £275. Tel.: Upminster 5509. [5709

XK140 f.h. coupe, 1955, gunmetal, sound condition, C-type head, wire wheels, wireless, heater. £310 o.n.o. Tel.: Business hours Dorking 2737. [5711

1958 BORGWARD TS. Excellent, radio, heater, reclining seats, covers, spots, trims, etc. £375 taxed. Tel.: Uxbridge 37342. [5714

AUSTIN RUBY, 1936. Thoroughly sound throughout, M.O.T. January, spare engine, gearbox, wheels, etc. £40. Miller, 70, Monkhams Avenue, Woodford Green, Essex. [5715

LANCIA APRILIA, blue, exceptional engine condition, other particulars very good, history last 3 years, £115. Tel.: Watford 25907. [5716

B.N.2. A/H, 1956, red, spots, o/drive, heater, tonneau, sliding screens, w/manual. £365 o.n.o. Tel.: MAY 1045 day, PRO 8709 evenings. [5717

1959 M.G.-A twin cam d.h.c. One owner who now has two children. Works reconditioned engine, 9,000 miles. Radio, heater, safety belt, luggage grid and other extras. £500. Tel.: Axminster 2332. [5718

AUTOCROSS SPECIAL, VW based, supercharged. £95. Jackson, 49, Chesterton Road, Cambridge. Tel.: 56006. [5719

MORGAN 4/4, Lea Francis, 14 h.p. sports engine good condition, M.O.T. £100 offers. Kinghorn, 6, Oakfield Terrace, Forest Hall, Newcastle-on-Tyne, 12. [5720

AUSTIN CHUMMY, 1930. Austin 7 van 1937. Ford saloon "B" 1933 in daily use. Randall, "Robin Bank," Pittons Road, Polegate, Sussex. Tel.: Polegate 92. [5721

1930 STANDARD Avon Special. Details: N. Patrick, Holly Court, Millhouses Lane, Sheffield, 11. Tel.: 365096. [5722

1960 SUNBEAM ALPINE, Moonstone, hard-top, overdrive, radio. Immaculate. £575 o.n.o. Hale, Cheshire. Tel.: Ringway 6318. [5723

A FINE TD. Ivory. Many new parts. engine, steering, brakes, etc. Many extras. Come and see this beauty, bring £260. Tel.: Weybridge 42600. [5724

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

FOR SALE—*continued*

M.G. SPORTS/RACING M, 1930-31. *Concours* condition. Completely rebuilt by vintage specialists. For detail, (including tuning, photo., etc.) write to Yew Tree Cottage, Honey Hill, Wokingham, Berks. Or Tel.: WOK 1436. [5825

LOTUS SEVEN, August 1961. 105E, flared wings, sidescreens, tonneau, wood wheel. Altrincham/Warrington. £345. Box No. N.826. [5826

TR3, 1956, B.R.G. Many extras including overdrive, heater, safety belts, luggage rack, s/washers, special occasional seat. Carefully used and in excellent condition. £325. "St. Joseph's," School Hill, Austrey, Atherstone, Warwickshire. Tel.: Newton Regis 274. [5827

RILEY LYNX SPRITE, 1937. Twin S.U.'s, cross-flow head, outstanding performance. Telescopics, new electrics, tonneau. Thoroughly sound. Time and money spent. Taxed Dec. £150. Lawn Cottage, Wellington, Somerset. Tel.: 2587. [5828

RILEY 9 KESTREL, 1934. Crash box, all original. Offers. Box No. N.829. [5829

RILEY 9 MONACO, 1934. Crash box, in practically unmarked condition. Best offer. Box No. N.830. [5830

RILEY 9 BIARRITZ, 1930. Rare vintage car. Needs body repairs. Box No. N.831. [5831

ELVA COURIER, 1960 (white). £390. M.G.-A 1600 engine. Excellent condition. Never raced, 23,000 miles, full weather gear, etc. Tel.: Upminster 3333 working hours, Mr. Ashton. [5832

ELVA COURIER, 1,622 c.c., late 1962. Red with black interior, 10,000 miles, as new, unraced. Electric fan, heater, tonneau, wooden steering wheel. £600. Box No. N. 834. [5834

SWALLOW DORETTI TR2 engine, etc. Tubular chassis, alloy body, M.O.T. June 1964. £285 o.n.o. Would consider exchange. 30A, Erdington Road, Aldridge, Staffs. Tel.: 53248. [5835

PAIR OF BENTLEYS. Elegant 1936 4¼ Park Ward, 4-door sports saloon. Good condition. 97,000 miles unused many years. Radio, also complete spare car. 1936 4¼ Mulliner, 2-door sports saloon. Good mechanically, interior very scruffy. Restorable. Unused last four years. Nearest £345, would separate. Exchange considered. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [5836

1929 MORRIS OXFORD Coupe. Ideal for restoration. Offers. Tel.: Birmingham Hagley 2113. [5837

1934 ALVIS FIREFLY d/h coupe. One owner 28 years. New hood, batteries, cellulose. Good tyres, mileage 62,000. £80. Baldock, Thrupps Farm, Ightham, Nr. Sevenoaks, Kent. Tel.: Borough Green 2874. [5838

M.G. TD. Mark II, September 1953. New tyres, replacement engine, recently tuned, winkers, side screens, etc. £255 or near offer. Tel.: Eltham 6103 evenings. [5839

HEALEY ABBOTT COUPE, 1952. 1961 engine, gearbox, new hood, brakes, steering. Body, tyres very good. M.O.T. Taxed. 100 plus m.p.h. 25 m.p.g. cruising. All extras. £165. Eggett, 46, Crooked Billet, S.W.19. Tel.: Wimbledon 5423. (Also Winchester). [5841

750 FORMULA CAR Fully enveloping fibre-glass body, wire wheels, highly tuned reconditioned engine. For quick sale £150 o.n.o. Box No. N.842. [5842

BENTLEY 3½, 1936, unique swept-back Freestone saloon. Lavish history, including substantial recent work and engine overhaul by Harold Smith 25,000 miles ago. £380. Tel.: Wallington at Windsor (WK) 62882 or TERminus 1234. [5843

LAGONDA RAPIER d.h. coupé. Extensively rebuilt engine, clutch, dynamo, starter 1,000 miles ago. Overhauled brakes and steering. New tyres and battery. Offers. Myall, 18, Beaufort Road, Bristol 8. [5844

1936 DAIMLER Straight Eight "D"-back limousine by Mulliner. Very good original condition, good tyres, re-trimmed, perfect coachwork. M.O.T. £145. 2, Park Way, Rickmansworth, Herts. Tel.: 3072 [5845

M.G. PA. Good condition. M.O.T. Two years work and £90 spent reconditioning. Snip £70. Tel.: Chandlers Ford 5025. [5846

HISTORIC EX. ABECASSIS 1½-litre Alta. Extensive rebuild, many spares. Write for full details: Clifford, 51, North Road, Lancaster. Tel.: 3817 [5848

RILEY GAMECOCK, 1932, 9 h.p. Open 2-seater tourer. Engine rebuilt and body repainted. Brakes relined. Good battery, sound and original. M.O.T. £110. Beman, Caravan, Bears Lane, Weldon, Corby, Northamptonshire. [5849

WIFE HATES MY 2 c.v. (wants pretty Volkswagen). 1958, sound throughout, newish "X"s, seats, battery. Under sealed. £185 o.v.n.o. 84, Mill Lane, Chadwell Heath, Essex. [5850

ROLLS-ROYCE, late 1935, 20/25 black sedanca de ville. Privately owned; in daily use and excellent condition. Partial Rolls history. Mileage 118,000. Mascot, handbook, original tools. £275, no more, no less. Box No. N.51. [5851

1935 BENTLEY 3½ saloon. Resprayed and re-chromed. £110 o.n.o. Tel.: Longton 2012 (Lancs.) [5852

RILEY 2½ R.M.F., 1953. Superb condition, dark green. Hide upholstery, new tyres, spots, washers, heater, radio. £200. Woof, 42, Maney Hill Road, Sutton Coldfield, Wars. Tel.: Sutton 5063. [5854

FOR SALE—*continued*

RILEY, 1½-litre, 1952 (regd. Oct. 1951). Green with beige leather. Complete engine overhaul June 1963—first time since new. Only 53,500 miles; all tyres nearly new; heater; regularly maintained and no expense spared. Riley enthusiasts car. £200. Excellent appearance. "Meadway," South View Road, Crowborough, Sussex. Tel.: 3609. [5853

1933 20/25 ROLLS-ROYCE Park Ward saloon. Good mechanical condition, new battery, two new tyres, mascot. Roof interior needs relining. £145 o.n.o., or exchange small car or good special. Box No. N.855. [5855

HRG 1500. Special vintage racing body. Fast. Suit track or road. Swap TF/TR, or £250. 36, Meadoway Bishop's Cleeve, Cheltenham. [5856

RILEY 9, Monaco, 1937. Engineer rebuilt. £110 on parts, just run in, mechanically superb, good body, etc. M.O.T. Offers. 26, Leckford Road, Oxford. [5857

T.A. 14 ALVIS, 1948. Duncan aluminium body. Well maintained. £150 o.n.o. for quick sale. 16, Knab Croft, Sheffield, 7. Tel.: 53760. [5858

BREAKING ALVIS Speed 20, 1935. Barrett, 24, Lode Mill Court, Solihull. [5859

M.G. TC, Nov. 1949, (mint condition). B.R.G. respray. Parts rechromed, new fawn nood, s/screens, over £130 spent 2,000 miles ago on complete reconditioning of engine, gearbox, new clutch, steering, transmission, brakes, half shafts bearings, etc. All bills produced. A sound buy at £220 o.n.o. H.P. possible. Heir in offing. G. Thomas, 4a, Shamrock Street, London, S.W.4. [5860

1933 20/25 ROLLS-ROYCE o.d. sports saloon. £165. 24, Paddock Way, Oxted, Surrey. Tel.: Oxted 3020. [5861

RILEY SPRITE, 1938. Good all-round condition. Complete £650 rebuild 1953/4 (bills available), about 10,000 miles since. Spare cooking engine, Scintilla magneto, water-pump, two new tyres and aero screens. Tested and taxed. £290. Brindley, Carr House, Rawtenstall, Lancs. Tel.: Rossendale 2605. [5862

1959 XK.150. F.H.C. in original grey with red interior. Discs., overdrive, Radiomobile, heater, chrome luggage rack. W/washers spots, badge bar, in excellent condition throughout. Taxed till end of November. Purchasing business, only reason for sale. £650. All letters answered and delivered anywhere in England. A. J. Boots, 57, Adelaide Avenue, Brockley, London, S.E.4. [5863

M.G. SPARE PARTS. Newly-formed register of "M" to "TF". Will anyone with spares for sale please write for details. S.A.E. Box No. N.864. [5864

ALVIS TA14 Tickford coupé, 1948 (Nov.). Heater, radio, spotlights, etc. New engine, clutch and overhaul by works 13,000 miles ago. Excellent condition. £245. Floyd, Tel.: Staines 55516. [5865

M.G. TF, 1954. Very good condition. "X" tyres. Many extras. £320 o.n.o. 107, Rydens Road, Walton-on-Thames. Tel.: 27640. [5866

MORGAN PLUS 4, 1952. 4-seater, reconditioned engine, new hood, tyres. £175 o.n.o. Tel.: Hornchurch 43973. [5867

ROLLS 20 SHOOTING BRAKE. Very sound throughout. Must be sold, try any offer. £125 o.n.o. 10, Cross Hill, Shrewsbury. Tel.: 3277. [5868

1928 AUSTIN SEVEN. Fabric bodied saloon, very good condition. Offers around £85 to Humphries, 14, Gwendior Road, W.14. Tel.: FUL 7477. [5869

TR2, 1955. Taxed. M.O.T. Heater, tonneau, new Cinturas. £275. Tel.: Quorn 2836 (Leics.). [5870

RARE RILEY. *49D, 16 h.p., drophead.* New mains, ends, pistons, clutch, brakes, etc. £80. Hoare, 51, Bridle Path, Tilehurst, Reading. [5871

M.G. TF 1250, 1954. Black, reconditioned engine and gearbox 1962, wire wheels, heater, etc. £325. Forwood, Pipe Close, Finch Lane, Amersham. Tel.: Little Chalfont 2272. [5872

FORD SPECIAL. Professionally built alloy body. New Aquaplaned engine, new battery. £150. 16, Digby Avenue, Mapperley, Nottingham. [5873

AUSTIN SEVEN, saloon, 1934. Yellow and black, Bowdenex. M.O.T. V/good condition, many good spares. £60 o.n.o. 345, Carterhatch Lane, Enfield, Middx. [5874

JAGUAR XK150, June 1958. F.h.c., overdrive, genuine 25,000, mist grey, red interior, radio, Koni shockers, wire wheels, brand new RS5 tyres, twin spots, brakes just been replaced, inertia seat belts, superb condition throughout, see this first. £595 o.n.o. Tel.: Horley, (Surrey) 235 day, Smallfield 2419 evenings. [5875

1929 HUMBER 9/28 sportsmans coupé, coachbuilt body by Charlesworth. A fine rare vintage model, completely original and reliable. Original registration book, tools, handbook. M.O.T. Jan. 1964. £135. Box No. N.876 [5876

PORSCHE 1600, 1956. Mechanically faultless, being completely rebuilt, but needs respray. Engine, transmission has done 48,000 only. Best offer for quick sale. Tel.: Bromham Green 521 (Bedford). [5877

HOTCHKISS, 1936, 3½-litre Henri Chapron d.h.c. Good running order. Bodywork needs attention, some spares. M.O.T. to December 1963. £50 o.n.o. Tel.: Upper Warlingham 4155. [5878

FOR SALE—*continued*

M.G. TC, 1947. M.O.T. certificate. Sound condition. £150. Tel.: Cowfold 406 [5879

WANTED! A Jaguar enthusiast, low mileage, 1955. "M" type Mk. VII in exceptional condition. Just de-carbonised with new valves, guides and springs fitted. Brakes just relined and completely overhauled. Genuine 18 m.p.g. around town, and making full use of o.d. up to 26 m.p.g. on a run; only one previous owner. Offers around £200 to Mr J. C. Mortimer, 25, Denehurst Gardens, Richmond, Surrey. Tel.: Prospect 6826. [5887

ALVIS TA21 Tickford drophead, 1952; black with red hide, new hood. *A two-owner car in excellent* condition. £270 o.n.o. 8, Pentlow Street, S.W.15. Tel.: PUT 5495. [5890

TORNADO G.T. TYPHOON, 1961. Red/black, twin s.u., four-branch manifold, 4.7 axle, h.c. head, twin spots, good condition. £275. Tel.: ARN 1166. [5894

ALFA ROMEO, 1750, supercharged, 1930. Prepared for racing, very fast. Price including loads of spares. £450. Box No. N.895. [5895

RILEY 1½, 1954 (Oct.). Radio, heater. Good condition througnout. £265. Tel.: Chancery 5868. [5899

XK120 SUPER SPORTS. Very rare bird, in Jaguar O.E. white. Superb condition. £240 o.v.n.o. Good home essential. Details. Holley, "Swiss Cottage," Portswood Avenue, Southampton. Tel.: 57761. [5897

ALVIS SILVER EAGLE saloon, 1935. Good condition, good tyres. Carbs., exhaust rebuilt. Top overhauled. F65 o.n.o. Evans, 18, Peverell Drive, Birmingham, 28. Tel.: SPRingfield 6532. [5898

RILEY LYNX SPRITE. Exceptional condition. Cross-flow head. 37,000 miles since rebuild 1947. Can be seen Coventry July 6/7th. £150 o.n.o. Simpson, 44, Peart Street, Burnley, Lancs. [5899

LAGONDA LG45, 1937, d.h.c. Excellent cellulose, hood, chrome. £375. Oldroyd, Morritt Avenue, Leeds, 15. [5900

1934 SINGER Le Mans 2-seater. Excellent condition, completely overhauled. £55 o.n.o. 20, Bridgefarm Drive, Maghull, Nr. Liverpool. [5901

TOJEIRO, 1959. Ace Cobra type chassis. R. & P. steering, 11-in. turbo brakes, 15-in. k.o. wheels. Fitted modified Rootes 1500 engine special cam, pistons, oil pump, sump, twin S.U.s, twin tanks, elec. fan, alloy body with head fairing, less than 10,000 miles from new. £300. Photo. Foster, 16, Manor Road, Sealand, Chester. [5902

MINI-EATER! 1933 M.G. K1 Magnette open tourer. Six-cylinder, 1,087 c.c. The finest K-type *left. Well over £500 spent on complete concours* restoration 3,000 miles ago. Body rebuilt, 17-coat respray; re-upholstered; rechromed; new carpets. Wilson preselector gearbox, recon. magneto, new carbs., tyres, brakes, heater, spot. Mild tuning, engine polished inside and out, 2-branch exhaust, straight-through silencers. Mechanically perfect. Full weather equipment. Finished black, red upholstery. Sensible offers, please, to: Kenyon, 169, Tamworth Road, Sutton Coldfield, Warwicks. [5903

M.G. TC, 1947. Excellent nick throughout, host of extras. Owner gone Lotus mad. £155 o.n.o. C. S. Gorst, "Elmfield," 269, Chester Road, Hartford, Cheshire. Tel.: Northwich 4830. [5904

1937 PHANTOM III Rolls-Royce sedanca de ville by Windover. Recorded mileage of 49,000, believed genuine. Magnificent vehicle throughout. 6, Warren Drive, Newton-le-Willows (Tel.: 2530), Lancs. [5905

FORD SPECIAL. Tornado chassis. Red A.K.S. shell. Towable but incomplete, as owner reduced to company car. £250 spent. Offers around £150. Full details, Box No. N.906. [5906

ROCHDALE OLYMPIC. Metallic grey. Much effort given to developing this car. Still not perfect but performs with distinction. Owner no longer able to give the deserved attention. Approx. 6,000 miles. Suggest £545. Box No. N.907. [5907

ALVIS 12/50 TJ saloon. Engine, chassis, in faultless order. Recently rebored, many new parts. Body sound, retrimmed. £100, no offers. Tel.: Oxshott 2463 (evenings), or Box No. N.908. [5908

M.G. TD. Maroon. Superb condition. Details and extras too numerous to list. H.P. available. £295 o.n.o. 2, Connaught Avenue, Grays, Essex. Tel.: Grays Thurrock 4058. [5909

AUSTIN SEVEN, 1936, good condition, four excellent tyres. £35. 27, Brooke House, Basildon, Essex. [5910

M.G. TD, 1951. Works engine 1962. Recent new hood, trim, rad., susp., "X"s. Not the smartest but sound. Awaits enthusiast with £185. Greaves, 9, St. John's Road, Leeds, 3. Tel.: 25255. [5911

ALVIS TC21 3-LITRE, 1954. Good condition, black, red hide. Heater. £275 o.n.o. Tel.: Westbourne 64837. G. L. Love, 37, Nelson Road, Branksome, Poole, Dorset. [5912

AUSTIN HEALEY 100M, 1955. Engine, gearbox, radiator, recently reconditioned. £300. Terms if required. Tel.: COV 72255 (office hours). [5914

3.4 Mk. II JAGUAR. Two 2-in. S.U. carbs. c/w. manifold, air cleaner, etc., gearbox rear extension, main shaft, prop.-shaft, £35. Turner, 91, Spencer Road, Reading. Tel.: Reading 53983. [5913

AUSTIN HEALEY 100/4, ivory/black, in above average condition, having been used as second car. £240. Box No. N.915. [5915

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

FOR SALE—*continued*

SUNBEAM, 1927, o.h.v. 3-litre sports saloon. Very original condition and in meticulous order throughout. £165. Tel.: ENField 1628. [5916

RILEY R.M.E., Dec. 1953. Black/red. In really good condition. Heater, washers. 2.4 Jaguar reason for sale. Offers around £190. Wood, 51, Hibson Road, Nelson, Lancs. [5917

AUSTIN HEALEY 3000 BT7, 2/4-seater, 1960 series. Colorado red with red trim. Fitted radio, overdrive, heater, wire wheels, R5s, hard-top, tonneau and other extras totalling £240. One owner. Splendid condition all round. Cheap at £595. Terms can be arranged. Tel.: Portsmouth 32177. [5918

RILEY 1½-LITRE, 1954. Black and silver. Reconditioned engine, clutch and brakes. New battery, good tyres, heater. Excellent inside and out. £330. Box No. N.919. [5919

JMC 1. ALVIS 3½-LITRE razor-edged sports saloon, 1938. Mint condition throughout. £250. Further details. Danaher, Hull's Millhouse, Hedingham Road, Halstead, Essex. Tel.: Hedingham 13. [5920

CAPRI (GT), 1962, 1,340 c.c. Maroon, grey. Weber twin-choke 2 phase carb., Cosworth cam, Derrington head, rev.-counter, anti-roll bar. Never rallied. Faultless inside and out. £650 o.n.o. Tel.: Tudor 2684 (after 6 p.m.). [5921

ALLARD COUPE, 1949. Tuned V8. Mail red, whitewalls. Really good order. £125. Also Riley Twelve, 1939, good sound car, £30. J. Salmon, 7, Britannia Street, Shepshed, Leics. [5922

1961 LOTUS 7, 105E engine, 2,000 miles from new; never raced, rallied, etc. £425. R. J. Buxton, 27, Morvern Road, Sutton Coldfield, Warwicks. [5923

HARD-TOP FOR 1959/62 Alpine, black, £40. 611, Walsall Road, Landywood, Nr. Walsall. [5924

TRIUMPH ROADSTER 1800. Excellent condition throughout. Floor change, heater, two-tone. Must be seen. £200. Tel.: KIN 7972. [5925

SUNBEAM Mk. III convertible. £300. Photos and details supplied. Charles, 40, Kingston Road, Romford. [5926

M.G. TC, 1949. B.R.G. Immaculate. M.O.T. New carpets, crown-wheel, pinion. H.C. head. Spare engine, gearbox, twin spares. £220. Eggler, 18, Wellfield Avenue, London, N.10. Tel.: TUD 0654. [5927

M.G. TC. Reconditioned engine, clutch; new battery; re-upholstered; tonneau. £130. Tel.: Ashton 5856 (Manchester). [5928

MARENDAZ 13/70, 1933, fitted with 15/90 engine, good condition (see vintage *tailpiece* May issue). Spares include engines, axles, gearbox, etc. Will haggle around £200. Tel.: King, GERrard 2726 (business hours). [5929

RECLINING SEATS, black leather, for E-type Jaguar, used only once in Monte rally. Priced at half cost, £30 pair. 44, Whitelands House, London, S.W.3. Tel.: Belgravia 6275. [5930

BRISTOL 402 d.h. coupé, rare motor car, in excellent condition. £250, part exchange, cash either way. 180, Soughers Lane, Bryn, Nr. Wigan. Tel.: Ashton-in-Makerfield 77144. [5931

ROLLS-ROYCE, 1932, 20/25, Freestone and Webb coachwork sportsman's saloon with projecting boot, reasonable condition, good tyres. £160 o.n.o., or exchange light van. Herdman, 1, Well Street, Finedon, Northants. Tel.: Finedon 416. [5932

M.G. PA. B.R.G. M.O.T., taxed. Hood and tonneau. Move forces sale. £100 o.n.o. Miss Harvey, Oaken Holt, Farmoor, Oxford. [5933

£15. FORD CHASSIS, 1946. Red-leaded. Fitted with all the works and bits and pieces, including new low radiator. Towable. Tel.: POL 4528. [5934

SINGER LE MANS, 1935, dismantling for spares, all parts available. Tel.: Staines 52006. [5935

SPACIOUS 1960 2-SEATER G.T. saloon. Rootes parts, professionally designed and built alloy body, gull-wing doors, 3½ in. tubular chassis, polished rods, rocker gear, 3.9 axle. Enormous luggage capacity. Single-carb. touring 40-45 m.p.g. £275 or exchange 4-seater. Untrimmed alloy bucket seats, £4 pair; coil springs, £1 pair; four Hillman wheels, £2. 1, Alecto Road, Alverstoke, Gosport, Hants. Tel.: Gosport 81992. [5936

SCRAPPING VOLKSWAGENS : 1948 and 1952 standard models, and 1958 de luxe. Also numerous parts available from crashed 1962 Transporter. Rosedene, 42, George Street, Kingsclere, Nr Newbury. [5937

1954 LAGONDA 2-door saloon. £425 o.n.o. 39, Clifford Road, Barnet. Tel.: BAR 6535. [5938

1958 HEALEY SPRITE, excellent condition. £290. Waite, 16, George Street, Louth, Lincs. [5939

ATTRACTIVE 1938 RILEY 16/4 coachbuilt tourer. Large black body, red wheels. Overdrive. Goes well. M.O.T. Offers over £65. Tel.: Maidenhead 22518 (evenings). [5940

MORGAN 4/4 CLIMAX. 800 miles since £85 overhaul. Outstanding throughout. £100 (no offers). 13, Hamilton Road, Redditch. [5941

1961 MANGOLETSI (Weber) Mini-Traveller. 18,600 miles. Taxed year. Konis, "X" tyres, dash and instruments, Crypton counter, etc. £450, consider p/e. Kitchener, Glenhaven Stores, Stainforth Nr. Settle, Yorks. Tel.: 3137. [5942

1932 SUNBEAM 16.9 saloon. Very handsome. £35. 20, Kenny Walk, Newton Aycliffe, Co. Durham. [5943

FOR SALE—*continued*

MORGAN +4. Fully modified and balanced engine. Completely reliable on road or track. Extras include oil cooler, aero-screens, tyres, etc. Offers to G. R. Bingham, Tel.: Doncaster 55052. [5944

JAGUAR 1½-LITRE, breaking. All spares including engine, gearbox, rear axle. Jones, Birchwood Farm, Storridge, Malvern. [5945

ROLLS-ROYCE PHANTOM III. A true owner-driver sports saloon. 1937 series. Solid tappets. Coachwork by Windover. Grey with a maroon line. 94,000 miles. Two owners since new. Maintained entirely by Hythe Road and the local Rolls-Royce agent. Superb order. £700. Poncia, 17, Cornwall Street, Edinburgh. [5946

S.S.1 JAGUAR. Dismantled condition. Sell cheaply as stands or for spares. Nil incentive. Bristol area. Box No. N.947. [5947

HONESTY the best policy. My 1934 P-engined M.G. has been neglected and is not in first-class condition. Mechanically reasonably sound. Brakes, steering, rear axle, body, hood, etc., in good condition. Needs minor attention to pass test; further care would restore it to its full potential of an attractive fast, economical car. Nominal price to genuine enthusiast. Inquiries, Tel.: DERwent 4046. [5948

M.G. TC. £100 spent in last two years. £165. Pettinger, "B" Mess, A.E.R.E., Harwell, Berks. [5949

SPORTS SALOON—Ashley Sportiva in non-rusting glass-fibre. Four comfortable seats. Radio, heater. Normal insurance. Aug. 1962; 9,000 miles. £425, H.P. arranged. Wilson, 35, Ainscow Avenue, Lostock, Bolton, Lancs. [5950

TRIUMPH HERALD CONVERTIBLE. Genuine 9,500 miles, grey, red upholstery. Sacrifice at £485. Undersealed, "X"s, bumpers, heater, washers. Cost £770, H.P. arranged. Oram, 65, Stonehill, Street, Somerset. [5951

1932 STANDARD Little Nine. Mechanically good. M.O.T. cert. Feb. 1964. Body excellent. Spares. Best offer. 61, Derbyshire Avenue, Stretford, Manchester. [5952

TRIALS CAR. Professionally built to R.A.C. specification. Tuned Ford engine. Offers. D. J. Smith, 91, Billesley Lane, Moseley, Birmingham, 13. [5953

1926 3-LITRE BENTLEY with spare engine and gearbox. Car in good condition but less dynamo. £250. Box No. N.954. [5954

100E ENGINE. Aquaplane head and flywheel, bored ports. Needs sleeving and new sump. £16. Shearing, Ramsgate House, Edgefield, Melton Constable, Norfolk. [5955

BRISTOL 400, maroon. Engine rebuilt 5,000 miles ago, including crank regrind, new block, rods and pistons. £300. Tel.: Kendal 578. [5956

LAGONDA—Beautiful example of first year DB model. A real vintage post-war car. Maintained regardless of cost. Sacrifice at £225. Tel.: WEMbley 6262. [5957

TR3A, 1958. Dark blue/white stripe. Modified engine, 3-speed overdrive; usual extras. £450. Flat 8, 34, Emperor's Gate, S.W.7. Tel.: FRE 0300. [5958

RILEY LYNX, 1935, 1½-litre tourer. In regular use by Register owner for last three years with negligible mechanical trouble. Exceptionally clean and smart throughout. Tyres, hood excellent; spares, handbooks, etc. Dark blue. M.O.T. February, tax September. Available from July 6th. £135 o.n.o. Tims, Northfield Cottage, Henley-on-Thames. Tel.: 826. [5959

1934 ALVIS FIREBIRD d.h.c. Excellent condition throughout. M.O.T. Taxed. £85 o.n.o. Cooper, Tel.: West Bromwich (Staffs) 1758. [5960

CHUMMY, 1927 VINTAGE, recently restored to good "nick." Details (no 'phone calls please): Preen, 15, Hemyock Road, Birmingham, 29. [5961

1956 TR2, unused two years, fitted with TR3 Le Mans type works engine 15,000 miles ago, larger carbs., improved manifold, Michelin "X" tyres, anti-roll bar, heater, washer, tonneau, etc. Not raced or rallied. Tel.: WEL 0236 (day). [5962

JOWETT JUPITER. Recond. engine, new battery, excellent tyres, spares. Needs slight tidying. £75, no offers. Plot 1, Stanley Road, Warmley, Bristol. [5963

M.G.-A 1600 Mk. II, 1962. White with red upholstery. Wire wheels, heater, chrome luggage rack, tonneau cover. New Michelin "X" tyres 1,000 miles ago. 15,000 miles. Excellent condition. £695. Box No. N.964. [5964

M.G. TC or bank manager, creditors and girl friend for sale, many extras; u/size rears, car of course, new hood, Goldseal engine, etc., v.g.c. either. £185 o.n.o. Tel.: LIB 5731. [5965

RILEY 1.5, 1959, leaf green, modified excellent car; new tyres and battery. £425 o.v.n.o., quick sale. Railton S-8 d.h. coupé, 1938, good condition, attractive car. £100 o.v.n.o., quick sale. Box No N.966. [5966

ARMSTRONG SIDDELEY, 1951, Whitley saloon. Black. Excellent condition. £130 o.n.o. Harvey, Walditch, Bridport, Dorset. [5967

M.G.-A ROADSTER, Dec. 1956. Red. Heater, Extras. Offers. Tel.: Leire 372 or Narborough 3434, ext. 324. Rugby area. [5968

ROVER 75, 1953. Radio, twin spots. M.O.T. to June 1964. Immaculate. £200. Tel.: UPLands 7840. [5969

FOR SALE—*continued*

HEALEY 100, BN1, 1955. Hard-top, "X"s. B.R.G. Two owners. 58,000, rebored 40,000. £150 spent September. Stork forces sale. £330 o.n.o. Tel.: Chelmsford 57577. "Pippins," Ponds Road, Galleywood, Essex. [5970

AUSTIN SPECIAL, Ashley-bodied (hard-top). Needs a little work. £25 for quick sale. Tel.: RIVerside 3744. [5971

BRISTOL 401. Aerodynamic sports saloon, late 1952. Good condition throughout after recent Bristol Works overhaul. New "X" tyres. £300. Tel.: Hertford 2982. [5972

RILEY 2½-LITRE "Big 4," 1938. Very elegant aluminium and black saloon. Resleeved engine, new battery, brake linings, exhaust system; rewired. M.O.T. £75 o.n.o. Tel.: Maidenhead 22518 (after 7 p.m.). [5973

LAGONDA RAPIER, 1935, P.V.T., 1,100 c.c. Abbott tourer. Mechanically sound. £80 spent on overhauls. Body needs rebuild by enthusiast. £130 o.n.o. Gomm, "Pyghtle," Wickham Bishops, Witham, Essex. Tel.: W.B. 402. [5974

ROLLS-ROYCE SILVER GHOST, 1923, without body, otherwise complete and original. £225. Tel.: Didsbury (Manchester) 2050. [5975

TR TONNEAU, hood stick cover, black leathercloth, excellent. £6. Bidder, 30, Wordsworth Drive, Rotherham. [5976

RILEY 2½, 1953. Very good condition. New roof, chrome excellent, recent overhaul. Taxed October. £150. All reasonable offers considered. Eaton, 59, Queens Road, Cheltenham. Tel.: 59372. [5977

EXCEPTIONAL M.G. TC, 1949. Respray B.R.G. New hood, screens and reconditioned Stage Three engine all in last 2,000 miles. Very fast, h.c. pistons, balanced, etc., new clutch, hubs, wheels, tyres, s/wheel. Every extra: windtones, spots, flashers, tonneaux, instruments, Abarth extractor exhaust system, etc. Price high but justified: £285. Four Ashes, Dorridge, Warwickshire. Tel.: Knowle 2011 (evenings.) [5979

A.C. 16/70 sports 2/4-seater, 1937. Very good paint and chrome, hood and screens tatty. £100 + spent on engine in January (bills). Five good tyres; tested; taxed. Offers around £210. Williams, 114, Clifton Hill, St. John's Wood, N.W.8. Tel.: MAI 1747. [6001

FIAT 1,200-c.c. G.T. saloon, 1959, cost £1,200 new. 30,000 miles. £370 o.n.o. 500-c.c. Gardiniera station-wagon, 1961, 40,000 miles; 2,000 on complete factory recon. engine. £320 o.n.o. Exchange either for TD, TF M.G. Tel.: Farningham (Kent) 3776. [6002

BRISTOL 403, 1955, 49,800 miles. Immaculately maintained, superb engine, hardly worn interior. New "X"s. Damaged front bodywork only. Accept first £250. Tel.: Byfleet 45595. [6003

M.G.-A, 1958, 34,000 miles. Not raced. With radio, heater, twin aerials, tonneau cover, twin mirrors, luggage grid, reversing lights, secret switches. £380. Tel.: Stepney Green 1382 (London). [6004

BRISTOL 401, immaculate condition, late 1952 model. Aluminium body, resprayed by Bristol two years ago. Floor gear-change, 405 Alfin brakes, heater, radio, fog light. Reluctant sale, owner emigrating; haggling from £350. Tel.: Epsom 2006. [6005

BENTLEY Mk. VI S.S., 1950, saloon. Black with beige interior. Reconditioned engine 7,000 miles, including full-flow modifications. Steering and brakes overhauled. Radio. Taxed. £525. Tel.: Yateley 3269. [6006

WANTED

HELP—Need badly, hood frame and differential ratio, S.S.100, 1939, Jaguar. Cappa, Viale Monza 55, Milano, Italy. [5388

MARTLET PISTONS, set of four (standard size) for PB M.G. 84, Winsley Hill, Limpley Stoke, Bath. [5404

LANCIA AURELIA GT convertible, or exchange for an excellent G.T. coupé B20, 1957. All offers will be carefully considered because of this desirable rarity. Cheston, The Little House, High Street, Henley-in-Arden, Warwicks. Tel.: 2361. [5409

WANTED : Immaculate 1600 Elva Courier, preferably c.r. Sell immaculate 1962 Mini de luxe, £400. Or exchange, cash adjustment. Seymour, 57, Melford Avenue, Barking, Essex. Tel.: Ripleway 4877. [5414

J2X ALLARD WANTED. Any reasonable condition considered. Cash offer. Good home given. 22, Carolyn Way, Whitley Bay, Northumberland. Tel.: North Shields 73373 (during day). [5427

MOTOR TRUNK with fitted suitcases suitable for 1934 Rolls-Royce car. Thornton, 13, The Butts, Warwick. Tel.: Warwick 41008. [5434

URGENTLY REQUIRED—Three Weber carburetters, 45 DCOE3s or E9s. Good price paid. Tel.: Stansted 3280. [5438

WANTED FOR 1931 8C2300 Alfa Romeo, a cylinder head or complete engine. John A. Clemetsen, 4350 N. Knox Avenue, Chicago 41, Ill., U.S.A. [5446

WANTED FOR 1927 Morris Cowley, two front mudguards, also valances. Any condition, Wilson, Burston House, Burston, Stafford. Tel.: Sandon 291. [5452

FOUR-SPEED GEARBOX for E93A Ford Special wanted. Moorhouse, Martin Green, Greetland, Halifax. [5467

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



BEST PERFORMANCE OF ALL TIME

AVIA OLYMPIC WATCHES

- 17 Jewel Swiss Lever Movements
- Incabloc shock protection
- Waterproof
- Antimagnetic
- Unbreakable mainsprings
- Unconditional world-wide service guarantee
- Gold plated or chrome cases with stainless steel backs
- Prices from £8.12.6 to £15.8.6

AVIA OLYMPIC

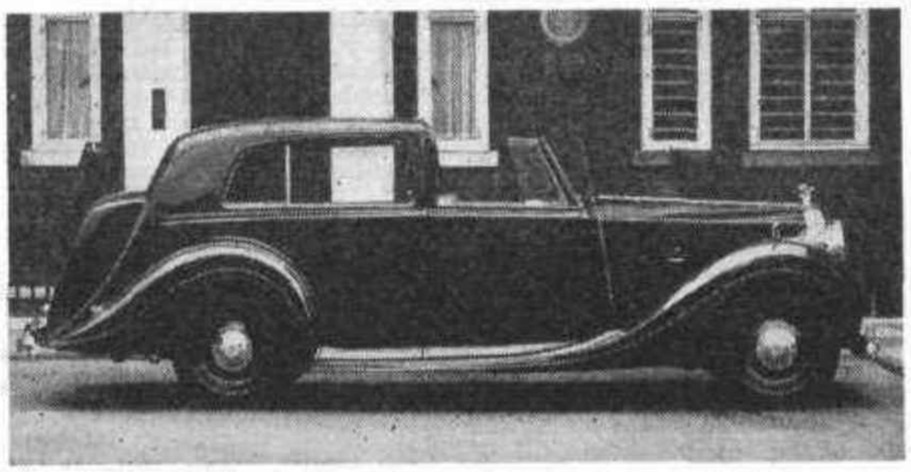
SPORTS WATCHES

Colour brochure and name of nearest stockist from Louis Newmark Ltd., 143-149 Great Portland Street, London W.1.

Manufacturers of Precision Instruments & Electronic Equipment

FRANK DALE & STEPSON

PADdington 7771 (FRANK DALE LTD.) **PADdington 7778**



1947 ROLLS-ROYCE Silver Wraith sedanca de ville by H. J. Mulliner, fitted works recond. unit, impeccably maintained by Main Agents. Two-tone black and mink **£1,075**

1955 Continental BENTLEY 2-door coupé by H. J. Mulliner with Continental steering, shell grey. Mint condition **£2,150**

1954 BENTLEY 'R'-type 4-door sports saloon, S.S. body, shell grey and Tudor with red trim. In new condition **£975**

1950 BENTLEY Mk VI 2-door fixed-head coupé by James Young, fully modified unit; full history; black and fawn **£825**

1939 ROLLS-ROYCE Wraith 4-door sports saloon by Park Ward, reconditioned throughout, dove grey and fawn trim **£695**

1936 BENTLEY 4¼ MX series 2-door coupé de ville by Gurney Nutting, claret and black; fine example of this famous *marque* **£725**

1939 BENTLEY MR series foursome drophead coupé, completely rebuilt regardless of cost. Must be seen **£975**

1931 ROLLS-ROYCE Phantom II sedanca de ville, coachwork by France's foremost coachbuilder; collector's item **£695**

We wish to buy GOOD Rolls-Royce & Bentley Saloons and Coupes

85, HARROW RD, PADDINGTON GREEN, LONDON, W.2 *E. & O. E.*

Masses of Tuning Equipment and accessories at our new Super Shop

open 7 days a week — Mon-Sat 9-6 Sun 9.30-1

MINI-DASH

For Speedo only, or with 2 or 4 2" dia. instrument holes. Rich Brown Walnut or Silver Grey Walnut Plastic finish. Fitted in 2 minutes. *(P/Carriage 7/6)* **32/6**

SUPER MINI-DASH

As above, but in REAL WALNUT. Beautifully polished, rich brown. Scratch resistant. Fitted in 2 minutes. *(P/Carriage 7/6)* **55/-**

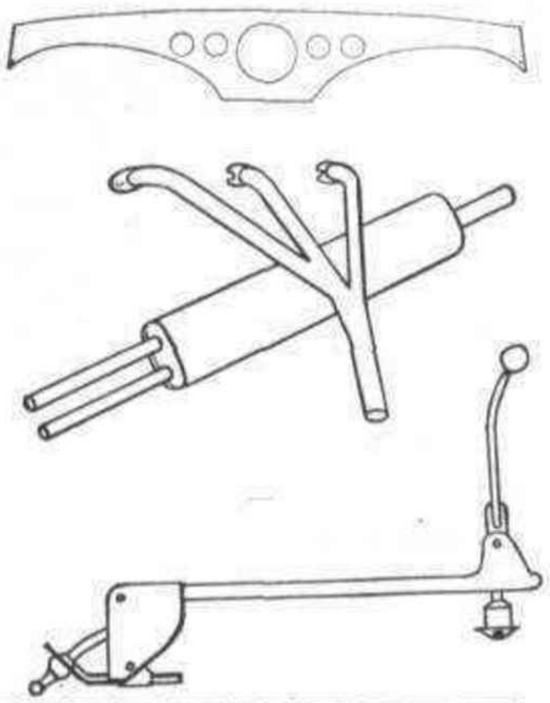
MANIFOLDS, SILENCERS,

TUNING KITS, WOOD RIM STEERING WHEELS, INSTRUMENTS, ACCESSORIES, ETC., ETC., for all popular makes of cars.

MINI-CHANGE

Fositive action, chromium-plated remote control, complete with rubber boot. Fitted in 1 hr. *(P/Post 3/6)* **£8.5.0**

DE LUXE VERSION, with black rubber or red carpet covered tunnel. *(P/Post 4/6)* **£9. 5**



SUPER ACCESSORIES

(L. R. MONTGOMERY & CO. LTD.)

367 Lewisham High St., London, S.E. 13

Lee Green 4691

FREE Send me the following list (tick make) for which I enclose 6d. postage.

- 24-page MINI LIST ☐
- 20-page B.M.C. LIST (other than Mini) ☐
- 20-page FORD LIST (105E CON/ZEPHYR) ☐
- 4-page FORD LIST (100E/300E) ☐

Name .....

Address .....

.....

BAKER & ROGER LTD

JAGUAR XK150S 3.4-litre fixed-head, 1959, exceptionally well maintained in Cotswold blue; overdrive, Powr-Lok, radio, loose covers; fine specimen **£725**

JAGUAR XK150, 1958 (Oct.), another very fine XK150, grey, unmarked red upholstery; overdrive, wire wheels, radio, etc. **£595**

JAGUAR XK120 sports, 1951, well maintained in Carmen red; dual exhaust, Vynide hood, practically new tyres **£185**

AUSTIN HEALEY Sprite, 1961, Mark I; we unreservedly claim this to be the finest currently offered, literally as new in white, and fitted radio, heater, screen washers, spotlamps, rev.-counter, special carpets. An absolute specimen ... **£428**

AUSTIN HEALEY Sprite, 1959, another far better than average Sprite, fitted radio, heater, rev.-counter, chrome luggage grid, special carpets. Green **£358**

LOTUS Seven, 1958 (Sept.), excellent in B.R.G., 100E engine, just reconditioned and fitted twin S.U.s with Aquaplane head and 4-branch exhaust, Michelin 'X' tyres **£248**

BENTLEY 4½-litre Park Ward saloon, 1937, absolutely mint in black with brown upholstery; very carefully maintained; a most beautiful car in every respect **£285**

RILEY 1½-litre saloon, 1950, first rate original condition in black with brown leather, fine mechanical order **£165**

FIAT 600, 1956, very well maintained, green with green interior **£145**

MANY OTHERS

We are in urgent need of good high-performance cars, capable of passing the most critical examination.

There is no truth in the rumour that Marples is proposing to hold his very own Mad Hatter's Tea Party to inaugurate a campaign to make all motorists members of the Pedestrians' Association . . . any more than there is any truth in the rumour that he is pressing for the police to be armed, so that they can shoot on sight motorists exceeding 30, or 40, or 50 m.p.h.—at least not before the General Election.

IMMEDIATE HIRE PURCHASE AND INSURANCE
OPEN TILL 7.30 p.m.

170, HIGH STREET SOUTH, DUNSTABLE, BEDS
Tel.: Dunstable 62575

MINI-OWNERS! ...change to KONI

ADJUSTABLE SHOCK ABSORBERS FOR FASTER CORNERING BETTER ROADHOLDING AND LONGER LIFE

- "TAILOR-MADE" FOR ALL MODELS IN THE MINI RANGE
- BOLT STRAIGHT ON—NO SPECIAL BRACKETS OR FITTINGS REQUIRED
- OUTLAST STANDARD EQUIPMENT

These are the models for the MINI range

FRONT: 76-1128 (ALL MODELS)
REAR: 76-1129 (SALOONS)
76-1177 (TRAVELLER AND VAN PICK-UP)

All 70/- each £14 per set of 4



'In saloon car racing, suspensions take a terrific hammering and demand the ultimate in shock absorbers. I find KONIS are the only ones, for road or track, that absorb this punishment for race after race without losing their characteristics.'

D. P. ("DOC") MERFIELD

From your usual garage, or in case of difficulty, write to J. W. E. BANKS & SONS LIMITED, Dept. 15, CROWLAND, nr. Peterborough, Northants.
Phone: CROWLAND 316/7/8

YOU SURELY DON'T HAVE TO BE TOLD WHICH?

ARE THE "BEST" CARS TO BUY!—Proved by every test and competition also by "World Wide Opinion" and owners alike...

THE "BEST THREE" IN THEIR CLASS IN THE WORLD!!

VOLKSWAGEN

THE WORLD'S **BEST** SELLING "POPULAR CAR" IN OVER 150 COUNTRIES — PROVED BEYOND ANY DOUBT!!

★ SAAB

THE WORLD'S **BEST** SMALL "QUALITY FAMILY CAR" WITH "SPORTS-CAR CHARACTERISTICS" - PROVED TIME AND TIME AGAIN IN **EVERY** COMPETITION AND INTERNATIONAL TEST!!

★ VOLVO

THE WORLD'S **BEST** "MEDIUM-SIZE FAMILY CAR" — *1962 European Journalists' "Special Award" for* — "The BEST and most HONEST Engineered medium-size family car made in EUROPE!!"

"ALL THE BEST" FROM . . .

CAC CRICKLEWOOD AUTOMOBILE CO
Shoot Up Hill, London, NW2 GLA 4803/9

Est. 40 Yrs.—AUTOMOBILE DISTRIBUTORS IN LONDON • MIDDX • HERTS

NEW! Electronic Tachometer FOR CARS



Specially made for Proops to a unique design giving greater accuracy than ever before! Uses a brand new transistor circuit operating on induction principles that does not require connection to contact breaker or interfere in any way with the engine ignition system. Can be fitted in minutes without special skill, and is supplied with a universal mounting bracket that ensures ready installation to any car where dashboard space is not available. Transistor unit utilizes printed circuit board technique and top grade components, and is entirely contained within a magnificent, aircraft quality instrument with 3-inch circular dial and huge 270° scale that gives really accurate, instant check readings to within 1% of engine speed up to 8,000 r.p.m. Provides a first class, dependable instrument that pays for itself quickly in essential tuning facility, economical motoring, precise gear changing, and that extra feature that earns its place in any car. **Present supplies are for 4-cylinder, 4-stroke, 12-volt positive earth systems only. Complete with mounting bracket and fitting instructions.**

£4 10s. *Carriage 3/6*

Pocket Multimeter FOR HOME USE

49/6 *P. & P. 2/-*



A really handy, robustly made multimeter that makes an ideal tool for the home electrician, car owner, and Radio/TV fixer. Measures AC or DC voltages in four complete full-scale ranges of 6, 30, 150 and 600 volts; direct current up to 150 milliamps; and resistance up to 100,000 ohms. Suitable for measurement and continuity and leakage testing. Size only 3½ × 2½ × 1⅛ in. deep. **In black crackle metal case with tough plastic faceplate, and complete with battery and red and black test leads.**

REAR SEAT SPEAKER KIT FOR CARS 25/- *Post free*



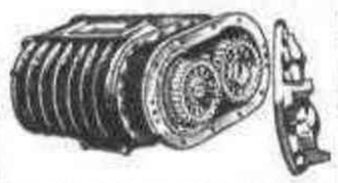
A complete kit for adding a second speaker to your car radio plus the facility of separate control of output from either or both at the sound level required. Kit consists of high quality 7 × 4 in. elliptical loudspeaker, speaker fret, 3-position control with potentiometer to govern output level from each speaker, colour coded and partially connected wiring, and full instructions to add this de luxe accessory to your car without specialist skill.

PLASTIC MOULDING

U-shaped, tough plastic moulding. 3/16 in. × 3/16 in. thick. Ideal for finishing off or protecting raw edges of metal, etc **In 6-foot lengths.** **4 for 5/-** *Post free*

ROOTS SUPERCHARGER FOR CARS

£12 10s. *Carr. 10/-.*



Mk. 22 two-lobe Roots Blower made by Sir George Godfrey and Partners for aircraft pressurization. A really compact unit which provides the ideal and most sought-after Blower for motor car Supercharger conversion. Magnificently constructed to the highest engineering standards, with finned die-cast high-duty light alloy casings, all steel ground gears, and ball-bearing drive. Approximate output 100 cu. ft. per min., at 7 lb. per sq. in. at 2,000 r.p.m. Port size 2½ in. × 1½ in. (rectangular), drive ⅝ in. diam. × 1 in. long plain shaft with Wood ruff key and threaded end. **In perfect unused condition.**

PLASTIC PROOFING COMPOSITION

Original R.A.F. Cocooning Composition, ideal for undersealing, chrome protection, etc. 15/- gal. *One gal. covers 70 sq. ft. to depth of 5 thou.*

MOTOR CAR OIL PRESSURE GAUGE



0-60 lb. sq. in. direct connection type made by Smiths Instruments for motor vehicles. Attractive 2 in. circular scale, black dial with white figures, chrome escutcheon and single screw bracket fixing from rear. Slotted housing for dashlight illumination at night. UNUSED IN ORIGINAL PACKS AND COMPLETE WITH REAR CONNECTOR. **15/-** *P. & P. 2/-.*

Also 0-100 lb. per sq. in. flange mounting type with black escutcheon. 15/- *P. & P. 2/-.*

HIGH-SPEED BEARING GREASE

Ideal for car wheel bearings and high-speed races. *Made by a famous manufacturer* for aircraft use. **Four large tubes** **5/-** *Post free*



6V. 40 A.H. LEAD ACID BATTERIES £1 *Carr. 5/-.*

Unused, modern, soft separator units, each contained in a metal carrying case. Size approximately 9 × 4 × 9 in. high.

COME AND SEE US!

Spend a few hours in our Walk-Around Store — browse through London's most interesting surplus. Hundreds of "one-off" items, never advertised!

PROOPS BROS. LTD.

DEPT. M.S., 52 TOTTENHAM COURT RD. LONDON, W.1 LANgham 0141 *OPEN SATURDAY*

WANTED—*continued*

VINTAGE BENTLEY, preferably 4½-litre open. Photo if poss.ble, which will be returned. Cash waiting for first-class car. Denton, 325, Wellingborough Road, Rushden, Northants. [5480

ENGINE FOR 1250 M.G. TF wanted. Details to : Douglas, 4, Nant-y-Patrick, Trefnant, St. Asaph, N. Wales. [5487

MOST ATTRACTIVE YOUNG lady to accompany young gentleman social events, etc. Prefer applicants to match his Alfa Romeo. Superb lines, performance, etc. Manchester area. Box No. N.494. [5494

WANTED : AUSTIN NIPPY radiator shell (1934). Must be in first-class condition and free from splits, bumps and dents. Details please. R. M. Barlow, 85, Leominster Road, Birmingham, 11. [5495

WANTED : PRE-WAR 7-SEATER. Must be in excellent condition. 113, Park Road, Worthing. [5503

TWO BORRANI 16-in. chrome wheels, 42-millimetre hubs. Tel.: Ambassador 8961 (weekday evenings). [5516

BENTLEY open tourer, 1930-33, with Vanden Plas body. Car must be perfect. Box No. N.517. [5517

ROLLS CONVERTIBLE WANTED. Modern body on old chassis considered. BM/4BAR, London, W.C.1. [5521

WANTED : PAIR H2 S.U. 1½-in. semi-downdraught carburetters, also 4-branch exhaust manifold for Mark II Consul. Beadnell, 2, Nether Currie Place, Currie, Midlothian. Tel.: Currie 788 (evenings). [5525

WANTED : FORD 1172 Special or similar. Reasonable. Browning, 18, Bicton Street, Exmouth. [5535

FOR M.G. TF 1500 : Laystall Lucas h/c. head. Other mods. High-ratio c.w. and p., luggage rack, W.H.Y.? Chapman, Trecastell, Bull Bay, Anglesey, N. Wales. [5542

OIL-COOLER EQUIPMENT for Peerless (TR3). Watts, Tel.: Berkhamsted 2783. [5544

WANTED : 1904 DE DION, any condition, or offer of any parts however small. Seaton, 34, Queens Road, Bournemouth. [5557

WANTED : WIRE WHEEL conversion set for Mk. I Sprite with wheels, also close-ratio gears, Speedwell, etc. Ellerker, 17, Low Street, North Ferriby, E. Yorks. [5558

RILEY ENGINES : Autovia V8, Big Four, Sprite. Also 8-port head for post-war 2½-litre, Silverstone c.w.p., Riley Nine parts. Box No. N.559. [5559

HARD-TOP FOR A/HEALEY 100/6 BN4, 1959. Entwistle, Hinetown House, Strete, Nr. Dartmouth. [5567

GORDON CROSBY PAINTING wanted, also motoring, and steam carriage prints *c.* 1828. J. Barron, 44, Perryn Road, W.3. Tel.: SHE 1669. [5576

VINTAGE OR post-vintage open 4-seater, maximum 2½-litre. Parish, Dauntsey's School, West Lavington, Wilts. [5577

ROLLS-ROYCE, saloon, tourer or coupé, pre-war or vintage, urgently required, cash paid on the spot. Distance to collect no object. Tel.: Studley 564. Write Quill, Cherry Tree Farm, Mappleborough Green, Studley, Warwicks. [5588

BENTLEY 4¼ or Mk. VI coupé de ville or d.h. coupé. Good price paid for above average condition. Rolls 25/30 or Phantom III coupé or razor-edge saloon. Good price paid for above average condition. Jaguar for racing. Must be pre-E, open, prepared, complete, quick and reliable. Box No N.594. [5594

MORGAN 4-SEATER, 1,991 c.c., 1956 model. £200 approximately. Cadman, 38, Cyfathfa Street, Roath, Cardiff. [5605

WANTED : BENTLEY Mk. VI, 1948/52. Send full description and history. Box No. N.606. [5606

AUSTIN CHUMMY. Specimen condition only. Ready cash. Box No. N.611. [5611

" REDA " or similar 4-speed conversion for Citroën Lt.15. George, St. Teath, Bodmin, Cornwall. [5621

SUNBEAM Mk. II or III convertible. Must be in excellent bodily condition and mechanically good. Box No. N.674. [5674

VINTAGE SPORTS CAR required. Twin-Cam Sunbeam or similar 2/4-seater. Good/fair condition. P.V.T. considered. Cash waiting. B. J. Woods, 27, Foxley Lane, Purley, Surrey. Tel.: UPL 6207. [5681

TONNEAU COVER for Sunbeam Alpine—must be in good condition. Box No. N.697. [5697

EXCELLENT CONDITION Pre '40 open 4-seater Bentley, Lagonda or W.H.Y. Near London, also SS100 headlamp gravel guards required. Box No. N.840. [5840

ROLLS-ROYCE : Douglas Wood, late of Filey, has at last found, and removed to, a house with enough storage space nearby to get all his stock of unusual Rolls-Royce cars under one roof. Additions to this stock are now required, along with items like Silver Lady's, special tools, vintage horns and, if possible, a Ghost chassis. He has for disposal various items, like boat-tailed 20/25s. Bridge Works, Boroughbridge (50 yards off A 1, between river and canal). Tel.: 783. [5437

GOOD ROCHDALE G.T., Falcon Caribbean or Ginetta hard-top. Morrell, Eades, Niton, I.W. [5712

WANTED—*continued*

RAILTON, urgently. But realistic price, please. Fullest details to Box No. N.649. [5649

T.V.R. BODY/CHASSIS unit. Flint, 26, Wergs Road, Tettenhall, Nr. Wolverhampton, Staffs. [5730

TR2 TONNEAU, luggage grid, occasional seat (red). Matthews, 48, Pattiswick Square, Basildon, Essex. Tel.: BAS. 22822, ext. 309 (office hours). [5752

DELAGE D8S or D8SS. Mechanically sound. Details to Box No. N.781. [5781

WANTED : BENDIX DRIVE for Rotax starter (Lea-Francis 1930). 34, Kew Ferry Road, Northwood (Tel.: NL 21594), Middlesex. [5797

WANTED FOR MINI : Manifolds, carbs., remote change, anti-roll bar, alloy flywheel, Cooper crankshaft, camshaft. Write : 9, Mansfield Street, Sherwood, Nottingham. [5809

BENTLEY 4- or 8-litre; chassis only preferred, complete car considered. Box No. N.833. [5833

WANTED : 1962 TURNER fibreglass body, s/column, radiator. 51, North Road, Lancaster. [5849

PEUGEOT 403 station-wagon. Cash for good example. 17, Beatty Drive, Rugby. [5880

ROLLS-ROYCE tourer or drophead. Box No. N.881. [5881

WIRE WHEELS, Austin Healey 100, good condition, or M.G., TR hub splines. Fenwick, 156, St. Mary's Road, Sheffield, 2. [5882

LAGONDA LG6 WANTED. Reasonable condition and restorable. Could collect if moderately priced. Box No. N.883. [5883

WANTED, one of the following : T.V.R., Peerless or Rochdale Olympic. Up to £550 cash available. Box No. N.884. [5884

OE 30/98 or vintage Alfa, 22/90 preferred, any condition. 145, Westdown Road, London, E.15. [5885

MISCELLANEOUS

MUDGUARDS, PANELS, etc., for vintage cars. Made to drawings or patterns. Broster, Bagley Street, Stambermill, Stourbridge. [5672

ISKENDERIAN CAMSHAFT (TR555) with new bearings. £15. Suitable any TR after 1956. Elliott, 148, Rownhams Road, Southampton. [5741

PERFECT JAGUAR Mk. VII engine, all other parts. Offers ? Williams, Pen-y-Bryn Farm, Graigfechan, Denbighshire. [5750

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [5392

CAR OWNER, travelling Costa Brava first two weeks August, requires passengers to share petrol cost. Box No. N.418. [5418

CITROEN CAR CLUB (Est. 1949). Citroën and Panhard owners are cordially invited to apply for particulars. Monthly magazine. Technical advice service free to members. Apply M. S. Howe, 32, Lower Road, Fetcham, Leatherhead, Surrey. [5426

PERSONAL ACCIDENT INSURANCE for passengers, also sports-car insurance for mature drivers with good records. P. G. & Co., Ltd., 34, Cator Road, S.E.26. Tel.: SYD 2695. [5440

DESIGN FOR SALE. D. M. K. Marendaz designed 1½-litre engine. Flat six, all aluminium, air cooled; for very high performance and touring. Low production cost. Highest reliability and long life for which this old-established and famous *marque* is synonymous. Prototype tested. Offers invited. D. Marendaz, Margam House Farm, Marendaz Town, Meyerton Tvl., South Africa. [5443

MOTORING IN EUROPE? When touring in France, Benelux, Germany or Austria don't forget " Your Continental Courier " which gives over 500 comfortable, medium-cost hotels in towns and villages, many off the beaten track. New edition now ready. From bookstalls, or 3s. post free from European Contracts Ltd., 2-4, The Broadway, London, N.8. [5444

HAVE SPITFIRE will Travel—rapidly in the beer direction. Bachelor girl seeks bachelor boy with genuine motoring interests. Home Counties or South Midlands, please. Box No. N.552. [5552

SINGER OWNERS' CLUB. Monthly motoring events in the South consisting of Sprints, Driving Tests, Rallies, etc. Midland Section. Well prepared Monthly Magazine, Spares Register, Social Meetings. Hon. General Secretary, E. P. Ellis, 23, Elmers Drive, Teddington, Middlesex. [5585

3.50 × 19 NEW TYRE, 70s., cost 102s. Wanted : A55 10-cwt. pick-up truck, also vintage racing motorcycle. Box No. N.586. [5586

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury. 3s. and s.a.e. [5587

RAILTON OWNERS' CLUB membership invited and extended to Brough Superior and Hudson owners. Annual subscription 30s. Spares pool and service technical advice. Monthly meetings and monthly bulletin. Annual *concours*, etc., and awards. President, Reed Railton. Information from membership secretary, M. C. Ryan, 158, Wood Lane, Osterley, Middlesex. [5589

ALAS! BEAUTIFUL SPORTS car with empty passenger seat. Can any intelligent maiden help shy bachelor, 24. Yorkshire. Box No. N.662. [5662

MISCELLANEOUS—*continued*

VINTAGE WINE FOR Vintagents!! A free bottle of vintage claret presented to owner of smartest car at our Special Vintage Curry Lunch (9s. 6d. each, special terms to clubs), second Sunday each month. Minimum five cars to qualify. England's most unusual restaurant, the Safari Room, Chideock House, near Bridport. [5591

SPEND AUGUST BANK Holiday at the " Ring." Leave London 11 p.m. Friday, August 2nd, travelling from Ostend by luxury coach *via* Brussels, Bonn, Cologne and along the Rhine to Koblenz (bed and breakfast). Then a whole day at Nurburgring for the Grand Prix with basic admission included in price. Returning to London 3.30 p.m. Monday. All for 12½ gns. Brochure with pleasure from Page Tours, 8, Silverdale Drive, Thurmaston, Leicester. Tel.: Syston 2556. Britain's most popular tour operators to Continental Motor Races. [5642

YOUNG LADY interested in motor racing, rallying, willing to act as navigator, sought by enthusiastic sports-car owner who is also a keen motorcyclist. Box No. N.698. [5698

OLD-ESTABLISHED RETAIL " special " builders and tuning business for sale. Gross profit £4,000, low overheads and no staff required, or could be profitably operated by an existing garage. Goodwill, Plant F. & F. £6,500, S.A.V. (£1,500). Box No. N.762. [5762

COMPLETE SET CHOKES and jets for 45DCO Weber carbs., new and unused. Scintilla mag., 6-cylinder anti-clock, serviced and never used. Racing car cover, serviceable. B.E.N. Pneuflator portable compressor, 220/240V. Offers to : " Cresta," Well Lane, Ness, Wirral. [5888

" MOTOR SPORT," 157 issues, 1947-1962. Offers to Barber, 8, Pentlow Street, S.W.15. Tel.: PUT 5495. [5891

DESIGN ENGINEER opening Design Drawing Office available to undertake design, drawing services for manufacturers. Workshop capacity available for large or small quantities if required. Johns, 40, Fore Street, Redruth, Cornwall. Tel.: Redruth 355. [5893

EXCHANGES

ALVIS GREY LADY, 1954, Tickford drophead, in excellent condition. Engine overhauled. 25 m.p.g. Consider Anglia, Escort, etc., p/ex. Sheffield. Box No. N.609. [5609

1960 TR3A coupé. Grey. O'drive, heater, radio, new " X "s, steel hard-top, hood, screen-jet, safety belts. Exceptional. £540, or exchange TR4. H.P. arranged. Tel.: Rickmansworth 3046. [5518

1959 VOLKSWAGEN de luxe. Fitted " X " tyres, radio, reclining seat and covers. For 1955-6 Porsche. Cash adjustment. Tel.: Middlesbrough 55958. [5599

SIMCA ARONDE, 1959 (June), excellent condition, for Peugeot 403 saloon, cash either way. 97, Whitchurch Gardens, Edgware. Tel.: 2719 (evenings). [5630

£370—1961 model Mini Traveller, excellent condition. Wanted : Peugeot, Simca, VW or British car. Cash adjustment. Rennie, 12, Caravan Site, Woolmer Green, Knebworth (Tel.: 3324), Herts. [5653

LEA-FRANCIS 1¾-LITRE roadster, late 1949 but small mileage and still teenaged after easy life from two pampering owners. Would exchange reluctantly for more sedate carriage if a good one is offered. A VW perhaps? Buckinghamshire. Box No. N.658. [5658

EXCHANGE rough 1925 Austin Seven Chummy for ditty saloon or W.H.Y.? Selling Ruby chassis radiators. Write or Tel.: 486 (evening), Ashley 5, West Street, Shipston, Warwickshire. [5677

WANTED, 2/4 ASTON or Bristol 404. Exchange good 1958 Metropolitan, 26,000 miles, cash adjustment, or sell, £325. 281, Soundwell Road, Kingswood, Bristol. [5705

VW, 1956 model, and £150 for TR3A with overdrive hard-top. Tel.: Upminster 5509. [5716

SPEEDBOAT : Beautiful Sabre 4-seater, with 500-c.c. Italian outboard, Carlotti wheel, etc. Used once. Exchange coupé or £330. Tel.: Esher 4399. [5713

1960 GAZELLE IIIA convertible, one owner, 24,000 immaculate; radio, heater, washers, etc. For 3000 4-seater or similar. Box No. N.739. [5739

ALFA ROMEO 2.5, post-war. Good condition. Exchange for shooting-brake. Box No. N.786. [5786

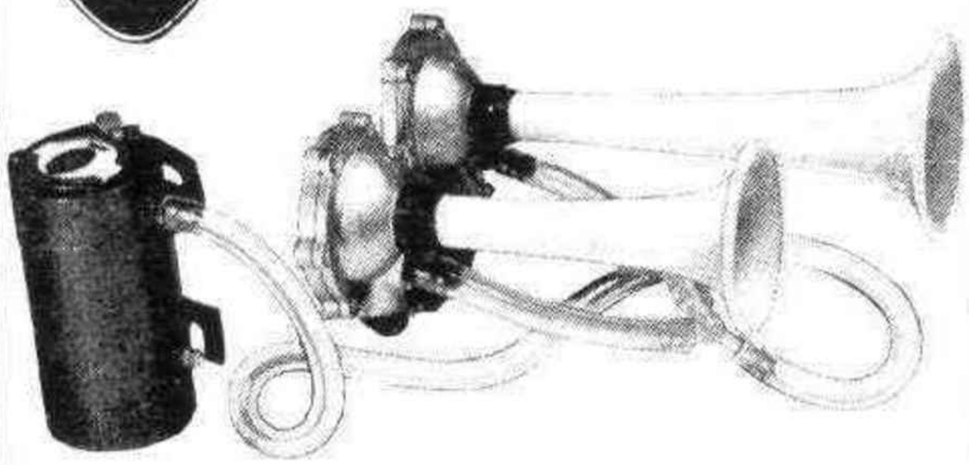
YOU CAN'T AFFORD an Alfa? My immaculate 1960 N.S.U. Sports Prinz is the next best thing. In white, it has radio, heater and low mileage, but only two seats. Would exchange for Saab, D.K.W. or something as interesting. Coppendale, 23, Lon Moor Point, Norley Vale, Alton Estate, Roehampton, S.W.15. [5895

SITUATIONS WANTED

YOUNG MAN, 20, O.N.C. Mech. Eng. Lookin for interesting work connected with motors Sporting or laboratory preferred. Box No. N.886 [5886

GIRL, 17, wishes to join small racing stable. Lik job in design, willing to study. Ambition to driv in Karting team. Box No. N.889 [5889

MASERATI AIR HORNS



THE SPRINT . . . The noise startled testers . . . VALUABLE and USEFUL . . . **THE NORMAL** . . . equally carrying . . . a shade less discordant . . . Our comparisons with the horns of some other cars yielded no comparison . . . "AUTOCAR", February 1st, 1963

SPRINT or NORMAL
PAIRS 6 or 12 VOLT **£6.19.6** Post & Packing 3/6

Complete kit ready to fit

"This is cheap as Electric Compressor Horns go but they seemed very well made"
"AUTOCAR", February 1st, 1963

HARRY MOSS (LONDON) LTD.

61-62 Crutched Friars, London, E.C.3. ROYal 1772
TRADE ENQUIRIES INVITED



More than a watch . . . Omega's finest

Write for catalogue of latest models to

PRESTONS LTD

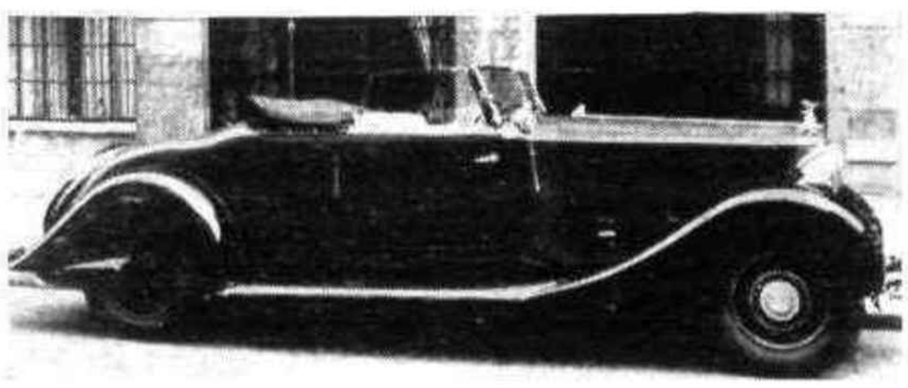
(DIVISION M), 14 THE STRAND, BLACKPOOL

Credit Terms Available

ROLLS-ROYCE, BENTLEY & VINTAGE CAR SPECIALISTS
Managing Director : A. J. Hancock

SIMMONS OF MAYFAIR LTD

12 REX PLACE, ALFORD ST. (off PARK LANE), LONDON, W1
GROsvenor 1188 and 2635



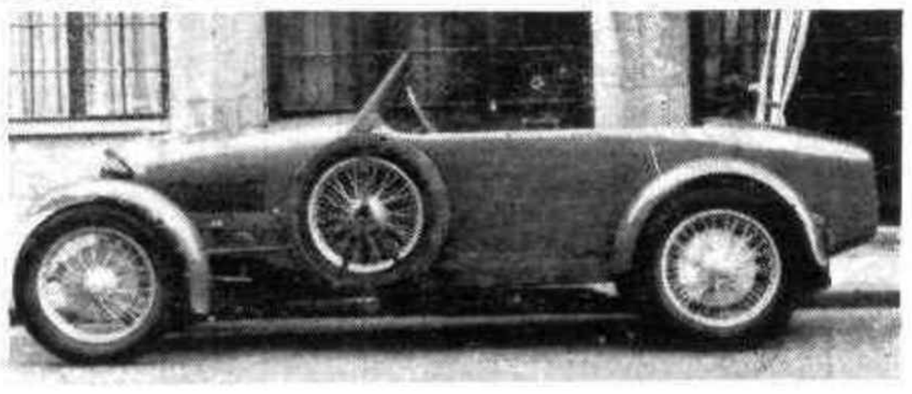
ROLLS-ROYCE (1937) Phantom III with individually styled 2/4-seater drophead coupé by H. J. Mulliner. External dickey seat. Soft blue and black with off white hide trim. Completely rebuilt and refurbished and nil mileage since. An outstanding car by any standards and a potential *concours* winner. Further particulars on request.

BENTLEY (1950) Mk. VI standard steel. Black with maroon hide interior. Good history and in near perfect order. Must be seen and tried by the intending Mk. VI purchaser. **£575**

BUGATTI (1935) Type 37 foursome tourer by Gangloff. Bugatti blue and black with buff hide trim. Recent mechanical rebuild. **£850**

BENTLEY (1937) 4¼-litre foursome convertible by Park Ward. Recent mechanical rebuild including new big-end bearings and pistons. Refinished in deep blue with matching hide interior. **£475**

LAGONDA (1938) V12 foursome convertible. A very much above average example of this fabulous W. O. designed sporting carriage. Mechanically perfect, having recently had the attentions of a reputed repairer of this *marque*. **£575**



BUGATTI (1927) Type 40, foursome tourer. Completely rebuilt this year, finished in Bugatti blue with red trim. Excellent performance and handling. A credit to this renowned *marque*. **£525**

CITROEN Light Fifteen. A well above average example with right-hand drive. Taken in part exchange but condition too good to sell to the trade. **£165**

MERCEDES-BENZ (1929) 38/250 2-seater roadster. Extensively rebuilt and restored, in pristine order. Further particulars on request.

ASTON MARTIN (1952), Vantage engine just rebuilt, requires careful running-in. Refinished in powder blue with matching trim. Mint condition throughout. **£525**

Offered without warranty or guarantee :

ROLLS-ROYCE 20/25 sports saloon, mechanically sound, some body work require. **£200**

ROLLS-ROYCE P. II chassis only, ex-hearse, runs well. Delivered to reasonable distance. **£100**

We urgently require to purchase ten pre-war Rolls-Royces to supplement our stock. These should be in excellent condition, and Mr. Hancock will attend anywhere in the U.K., by appointment, to inspect cars that are offered. In addition to hearing from the owners of such cars, we undertake to pay a commission of ten guineas for information leading to the purchase of a vehicle.

Immediate insurance effected with Lloyd's brokers. Export and shipping. All vehicles and accessories are offered subject to being unsold unless otherwise stated.

TIME SAVED - MONEY SAVED

Instead of waiting for a lengthy and, in the long run, costly repair job, get your garage to fit a Lucas B90 replacement unit. These are guaranteed exchange units — starters, generators, etc. — that have been rebuilt in the Lucas factory. After initial strip-down and cleaning, an exacting check is made on every component. Doubtful parts are rejected instantly. Latest design modifications are incorporated. Stringent tests are imposed and a special seal is attached — visible hallmark of internal quality. Lucas B90 units are available off-the-shelf, at fixed and published prices. You get your car back sooner — a guaranteed job — insist on Lucas B90 and save both time and money.

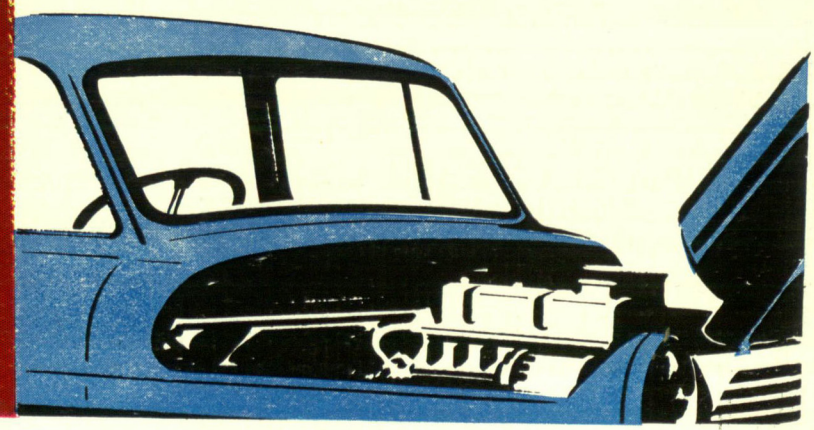
LUCAS

B90

UNIT EXCHANGE SERVICE

JOSEPH LUCAS LTD · BIRMINGHAM 19





NOV 1962 NOV 1963

Published by Teesdale Publishing Co., Ltd., 15-17, City Road, London, E.C.1, and printed by Tee & Whiten and J. Mead, Ltd., and Associated Companies, 21, City Road, London, E.C.1. Trade Agents: Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. Agents for Australasia: Gordon & Gotch (Australasia), Ltd. Registered for transmission by Magazine Post to Canada.