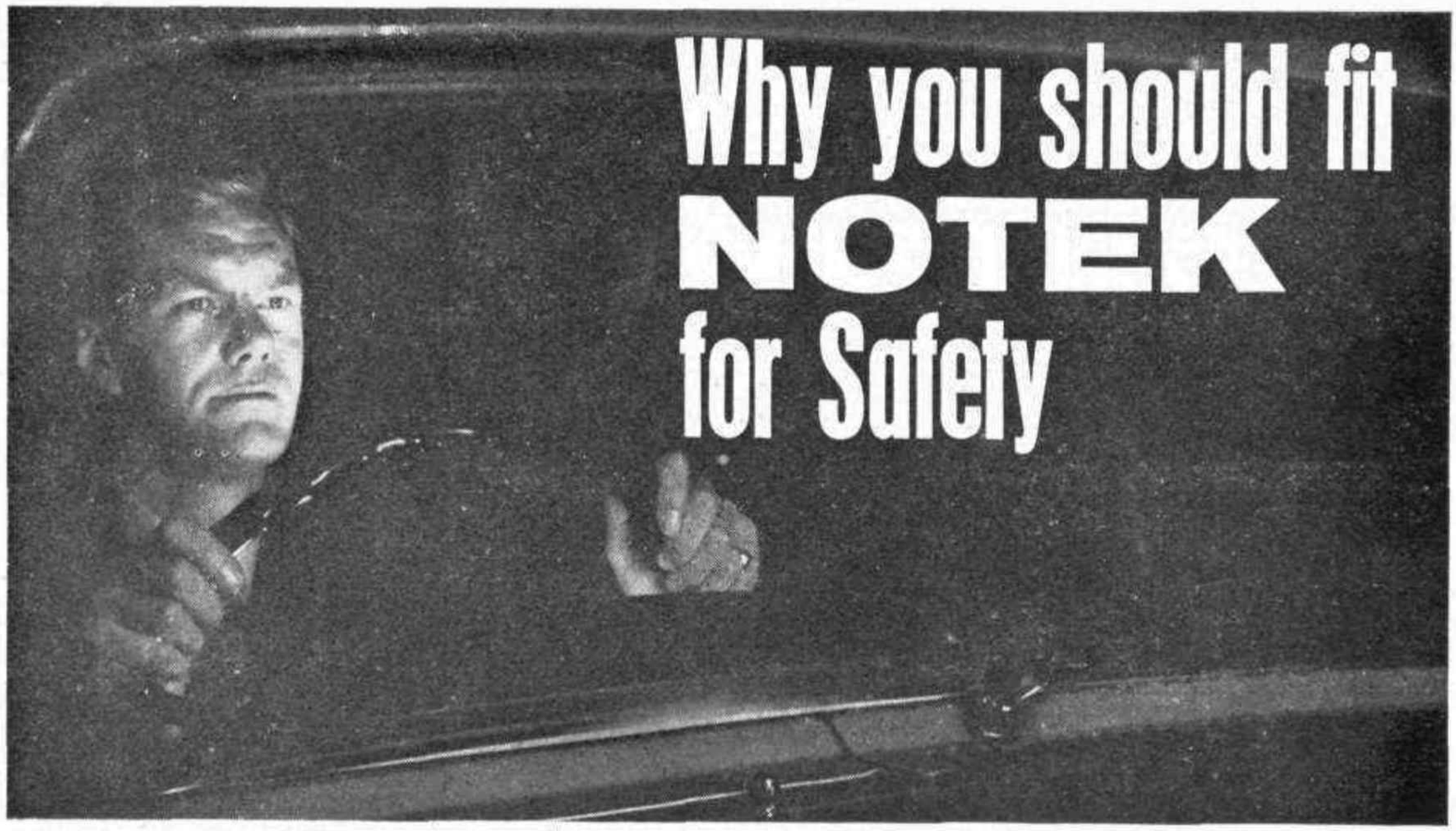
Vol. XL No. 11 TWO SHILLINGS November 1964

# MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR

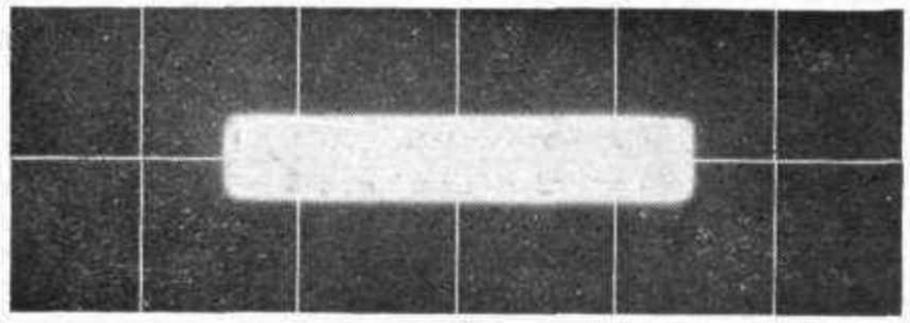




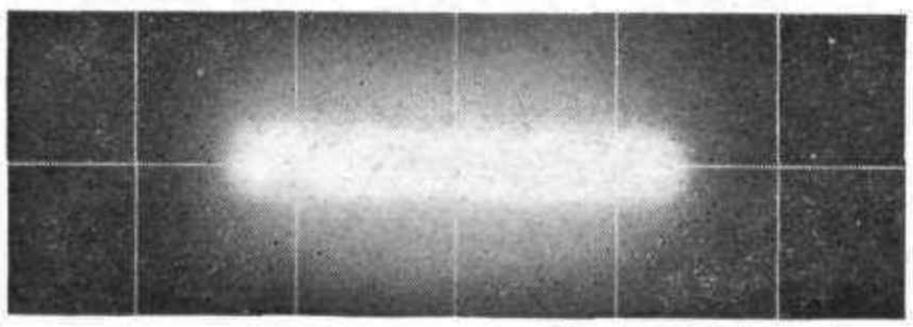
# Why you should fit NOTEK for Safety

The ideal fog light beam, according to Road Research Laboratory findings, should be flat-topped with wide spread. Above a certain candlepower, beam intensity defeats its own object by throwing back-glare into the driver's eyes. The most powerful lamp is therefore not necessarily the most effective, and yellow light has no advantages over white light.

The untouched photograph of a Notek Foglite beam, below, shows the absence of back-glare achieved by perfectly balanced intensity of candlepower with lens and reflector — as near the ideal as possible. The famous Notek 'Blue Spot' is designed to concentrate light rays from the bulb and prevent them straying to waste.



The ideal foglight beam



The NOTEK Foglite beam



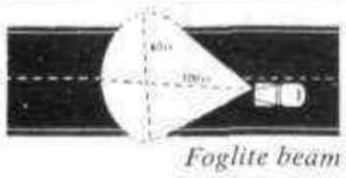
NOTEK put safety first. Your safety. Scientific tests have proved the effectiveness of Notek beam characteristics under every driving condition. In heavy fog or mist, the Notek 23° flat-topped Nearlite, or the 46° Foglite — both with exceptional cut-off and negligible back-glare — enable motorists to drive with maximum possible safety. At night, in poorly lit or unlit areas, the Notek asymmetrically-beamed Passlite gives crystal clear vision up to 400 feet; and for absolute safety at high speed the 700 feet pencil beam of the Farlite is essential. All Notek lamps have positive, precision beam adjustment, and brackets are available for fixing to most makes of vehicle.

*These are the four models:-*

**78/-** each including cable and switch

777 series FOGLITE 46° flat-topped beam
777 series NEARLITE 23° 150 ft. flat-topped beam
777 series PASSLITE 400 ft. asymmetric beam
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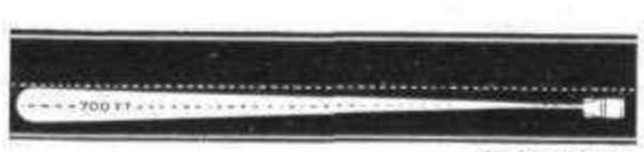
*Foglite beam*




*Nearlite beam*



*Passlite Beam*




*Farlite Beam*

*Notek lamps are available from your usual garage, accessory shop, or any branch of Halfords — get a Notek brochure today.*

**DRIVE SAFELY — WITH NOTEK**

**NOTEK, BROMLEY, KENT.**




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This is the Rover range for 1965. Three magnificent cars which maintain the high standards of Rover engineering. All are powerful and luxurious. All have proven high performance and reliability. Which one is for you ?

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*Zero button gives instant zero setting.*

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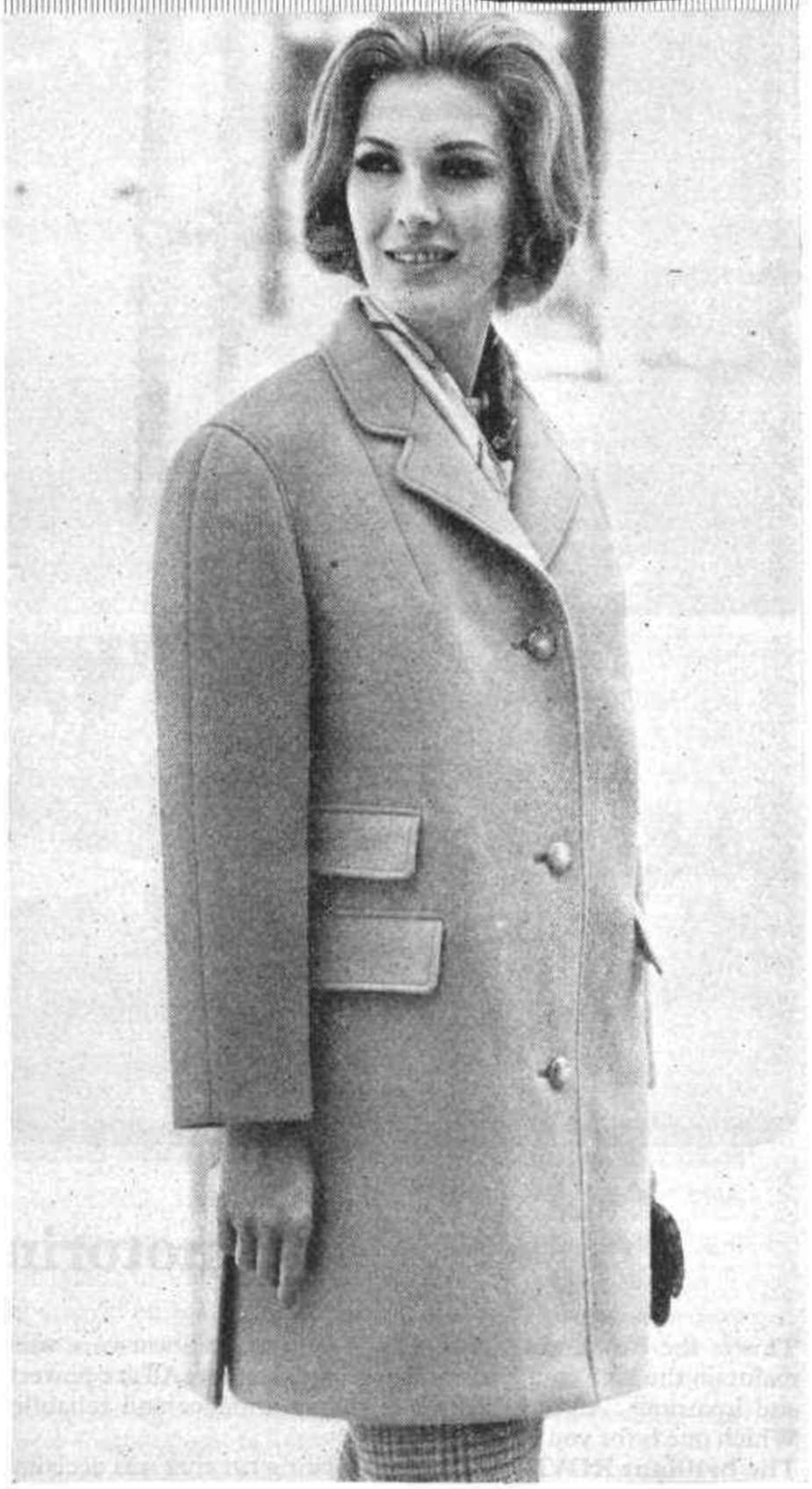
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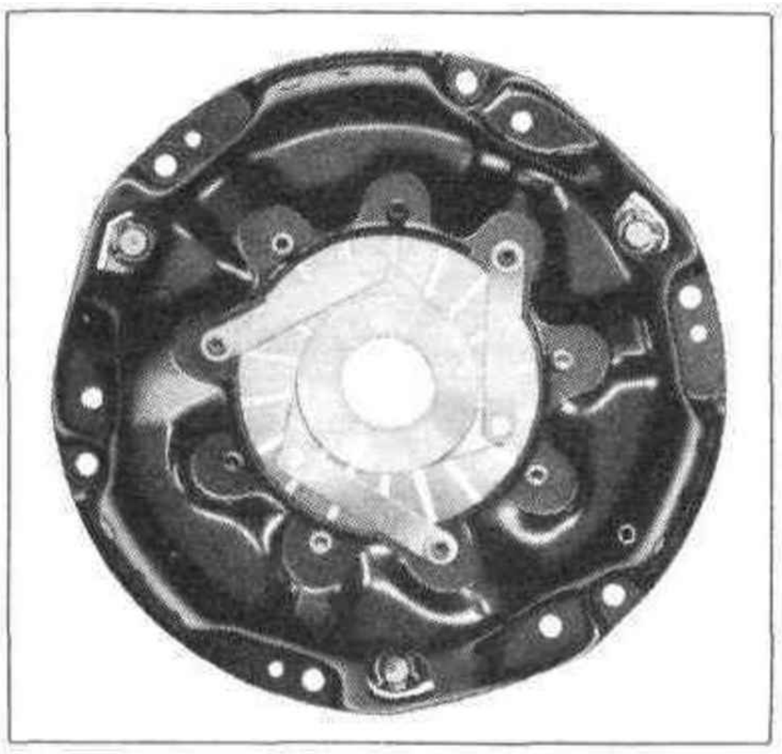
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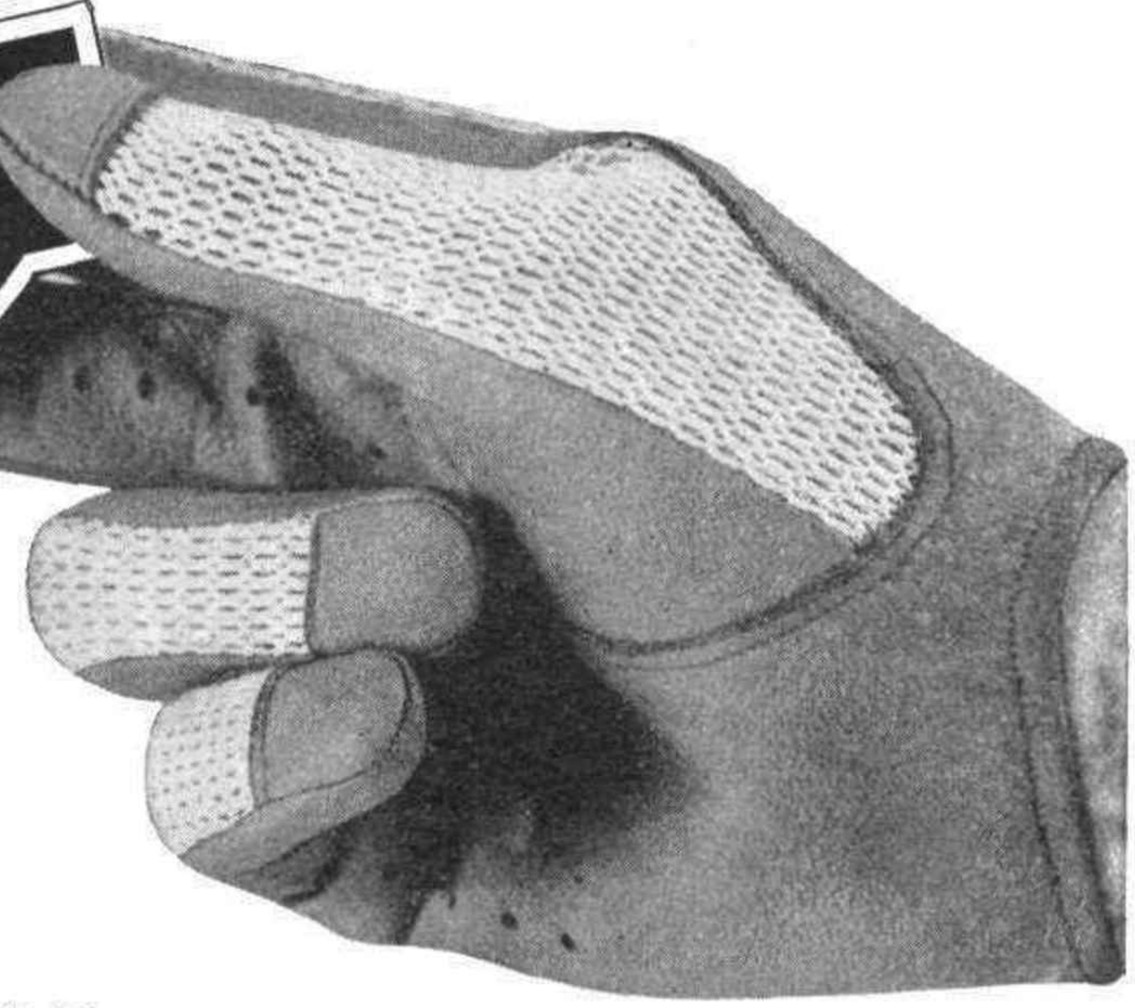
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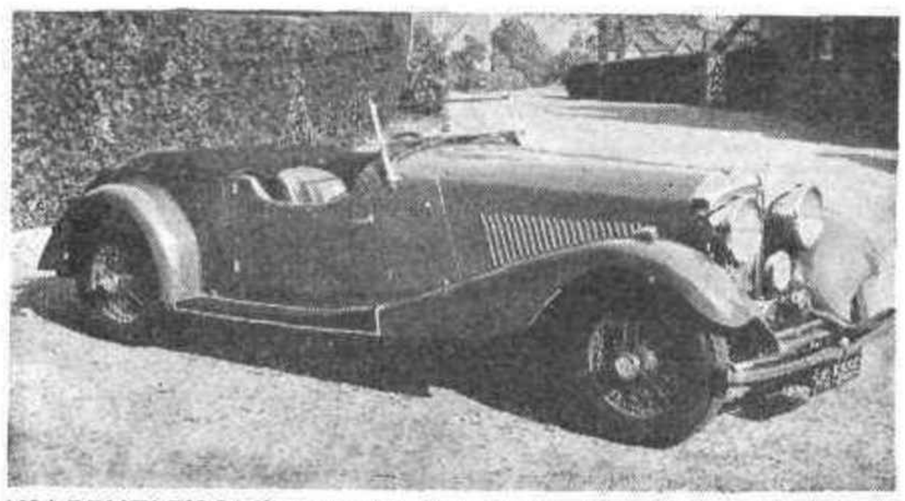
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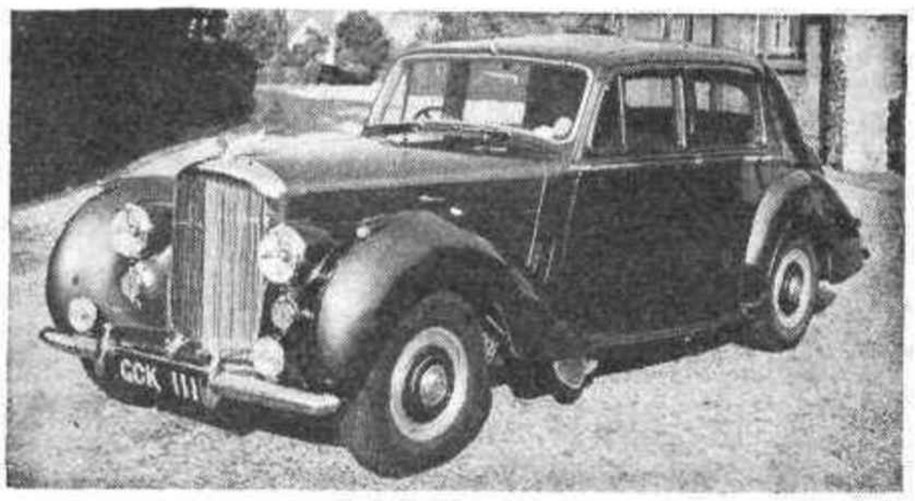
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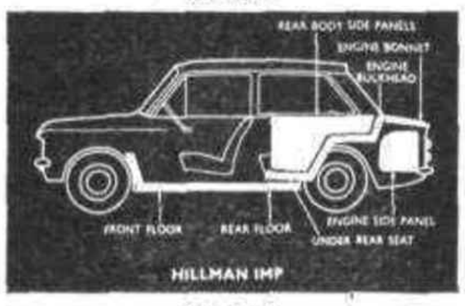
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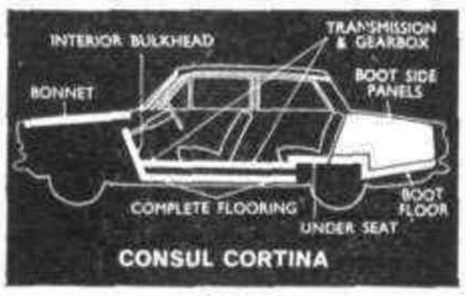




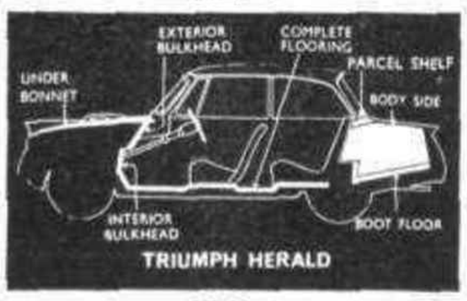

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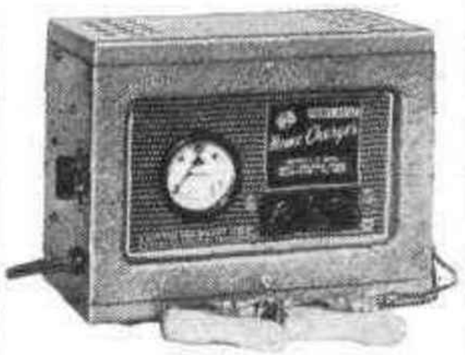
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Graham Hill

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VOL. XL No. 11 **ROAD TESTS: AUSTIN 1800—page 906 JENSEN C-V8—page 920** NOVEMBER 1964

# MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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# MATTERS OF MOMENT

## THE SHOW

Once again autumn saw the London Motor Exhibition of the S.M.M.T. installed in the spacious hall at Earls Court—spacious within, except in the bars, but surrounded without by roads in which it is virtually impossible to park—the Motor Show you cannot visit in a motor car. Which gives rise to the thought that, as once a change was made from Olympia and White City to the new exhibition hall further into the Metropolis, perhaps the time has come for this great International sales-floor of the World's motor vehicles to move again, to more open spaces outside London.

This year no very definite trend seems to have emerged, apart from an upping of engine-power by the simple expedient of increasing swept-volume to meet the demands of the new Motorways of Socialist Britain, and a stealthy advance in automatic transmission, whereby the driver is encouraged to keep both hands on the wheel and forgo the joys of changing his own gears.

It is satisfying to find no diminution in technical variety. The air-cooled twin-cylinder engine and belt-drive, with which cyclecar constructors were involved way back in the mists of motoring antiquity, still find a place on the extremely successful two-pedal DAF, the ideal ladies' runabout and the best car for a beginner to take on his or her driving test, and the same number of cylinders and cooling-by-nature suffice for the useful little Fiat 500D you can buy here for less than £400 in spite of the appreciable chunk of import duty that protects British manufacturers, apart from transferring some more money from the over-taxed car-owner to the Exchequer—even with no more nuclear deterrents to pay for?

In a Motor Show where exhibits ranged from this £399 baby Fiat to a £10,933 Ferrari, with some extremely good bargains in between, everyone should have been able to find a car approximating to their personal ideal, but, if they prefer not to contribute to purchase tax, may we respectfully refer them to the small advertisements at the back of this journal?

It is a source of considerable satisfaction that the small specialist firms continue to survive, and we hope prosper, in an Industry which is continually being narrowed down, with now only five Big Boys, and three of these linked to American finance. The enthusiast can still have his A.C., Alvis, Bond, Bristol, Dove, Elva, Gilbern, Jensen, Lotus, Marcos, Morgan, Reliant, Turner or T.V.R. from one of these brave little British factories, and, who knows, it could be the continuing demand for these small-output enthusiasts' cars that keeps the interest of B.M.C., Standard-Triumph and Rootes in sports cars alive. Which is as well, for otherwise, with a dearth of convertibles, fresh-air has to be taken, ducted, in hermetically-sealed saloons.

Ford and the British Motor Corporation believe in a wide range of models, with the latter better equipped at either end of a wide selection of models, and the Austin 1800—the Car of the Show—is challenged in the family-car field by scientifically-improved Ford cars, the one the brainchild of the designer of an effective pre-war rubber-sprung sprint-car, the latter definitely rally-developed.

In the luxury-car field the Daimler and Rolls-Royce continue in production, British exponents of the American V8 cult, while the galleries of Earls Court contained all the familiar names and sufficient products to assemble a complete car. A word of praise for the tyre exhibits. Once, Continental-sponsored tyres were the ones to have, starting with Michelin "X." Now Dunlop SP41 is an outstanding example.

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*Front Cover Picture: COLOUR BLIND.—The high-speed Ektachrome used by our photographer has not given an inaccurate result. John Surtees was driving a blue and white works Ferrari when he came second in the U.S.A. Grand Prix.*

## INSURANCE

The cost of motor insurance continues to rise, because, we are told, of the increasing accident claims, although a thought might surely be spared for all the new motorists who take to the road, cannot do so without insurance, and who do not all indulge in accidents by any means. Now The Vehicle & General Group has antagonised sports-car owners, who already pay very dearly for their cover, if they can get any at all, by placing in leading daily newspapers the advertisement reproduced on page 947 of this issue, with the offending text underlined by one of our correspondents.

The sentiment behind this advertisement is sound, but why pick on a sports-car driver as the accident-prone culprit. Properly driven, sports cars are essentially safer than normal cars and many of them are scarcely as fast. No-one would condone overtaking on the wrong side of double white lines; who knows, perhaps a helpful policeman has waved the driver over because of a blocked inner lane. We are not in favour of Nationalisation but perhaps the Insurance Industry is becoming ripe for it!

Road Impressions of—

# THE NEW ADO17 AUSTIN 1800

B.M.C.'s new offering for the London Motor Show was their long-awaited ADO17 in the form of the Austin 1800, which is of the same ingenious Issigonis/Moulton layout as their Minis and 1100s but with a five-bearing single-S.U. 80.3 × 88.9 mm. (1,798 c.c.) 84 b.h.p. engine, remote gear lever, Girling disc front/drum rear brakes with the new "g" sensitive limiting valve, a wheelbase of 8 ft. 10 in. and a kerb weight of 22¾ cwt.

I was unable to indulge in one of the Highland holidays laid on to enable journalists to try this car while it was still on the Secret-List, but B.M.C. made one available to me for the weekend before the Motor Show opened; the following are impressions gleaned after I had driven it for 500 hurried miles. As a satisfied user for two years of the Editorial Morris 1100, I looked forward with keen anticipation to a higher performance version of this very safe and comfortable small car. The exceedingly spacious new 1.8-litre front-drive Austin, if not exactly a high-performance car, will go to indicated speeds of 33, 48, and well over 70 m.p.h. in its indirect gears and will very comfortably top 90 m.p.h. in top gear. It is also exceedingly spacious, with leg-stretching room for three people in the rear and three at a pinch on the separate front seats. As to acceleration, it will beat a Citroën DW, of which in some respects it is the English equivalent, right up the range, but nevertheless an M.G. version would be welcome.

If the external appearance of the car has gone somewhat astray (Farina, forgive me!) the "castors" aspect has gone, for the 175 × 13 Dunlop SP41 tyres give the impression of being quite big wheels. If the appearance cannot be described more enthusiastically than functional, the same goes for the interior *decor*, the doors, being heavier, close far better than those of the Morris 1100, there are opening rear quarter-lights but none at the front, the extremities of the facia have fully adjustable fresh-air vents, the customary B.M.C. rigid door pockets are retained, the internal door handles are simple but well-placed pull-out affairs, there are sill door-locks, roof grabs for the rear compartment, automatic illumination of the luggage boot, armrests on the rear doors but no central arm rest to bisect the very wide rear seat nor any armrests on the front doors, the windscreen is a non-wrap-round Triplex zoned type, Britax inertia-reel safety belts were fitted, and there are soft visors (but no vanity mirror, girls!), the rather nasty B.M.C. door-pulls, and very generous-sized leather seats on the de-luxe model.



*THIS PICTURE shows the comfortable leather seats of the de luxe version of the Austin 1800, its neat facia layout, the full-width under-facia parcels' shelf, new remote gear-lever and the functional interior* décor.



*THE CAR OF THE SHOW.—One of the most controversial topics at Earls Court concerned the Austin 1800, which combines remarkable interior space within a wheelbase of 8 ft. 10 in. and all the other notable items of the Issigonis/Moulton designs.*

Instrumentation is as neat as can be. The narrow and accurate Smiths' ribbon-type 100 m.p.h./160 k.p.h. speedometer with total mileometer recording to decimals, has, on its left, the ignition/starter key and lamps flick-switch (foot-dimmer), on its right, four warning lights, the wipers' flick-switch and washers' button. To the left of the speedometer is the thermometer (C,N,H.) and on the right of it a fuel gauge, (E,½,F)—there are no other instruments.

The new cable-coupled remote gear-lever, slender but rigid, is between the front seats, extremely well to hand. It lifts for reverse. Its position has necessitated an awkward location of the hand-brake, which is a pull-out toggle-ended control protruding from the centre of the full-width under-facia parcels' shelf. The various heater controls, which are additional to the elaborate facia fresh-air vents aforementioned, are below the lower edge of the shelf, unilluminated by the panel lighting, which has its own tiny switch under the facia. The usual B.M.C. right-hand stalk controls the turn-indicators and also flashes the headlamps.

I was amused to see that Issigonis has capitulated and now provides crash padding inside the car, although this does not imply that the inherent safety factors of good handling and stability for which the ADO designs are outstanding has been forsaken. He has also provided syncromesh on bottom gear and only occasionally does the gear lever baulk at going into this gear.

First impressions were the good interior styling and comfort of the ADO17, while its luggage boot, which looks small from without, swallowed with consumate ease all the luggage we bought to it in the spacious, but different type, boot of a Ford Cortina GT. The Austin's boot is automatically illuminated. There is courtesy interior lighting, but only from the front doors.

What of the Austin 1800 on the road? Can its critics be answered? Certainly, the steering, which calls for 4½ turns, lock to lock, with no lost motion, is heavy for parking. But once on the move it is very light; indeed the change from the heavy action when parking to the very light steering on corners needs acclimatisation. However, the front wheels do not break away, the Dunlop ST41s hanging on to beyond yelping point. Nevertheless, there is no doubt at all that this dismally low-geared steering is a bad feature of the new car. In conjunction with the rather upright rake of the steering column it becomes an embarrassment on very twisty roads, or when making right-angle turns in towns. To a considerable extent it is overcome by vigorous castor-return action and for normal fast main road motoring I found the steering acceptable. Indeed, the general handling qualities are extremely similar to those of the 1100, and there is no transmission of road shock through the steering wheel.

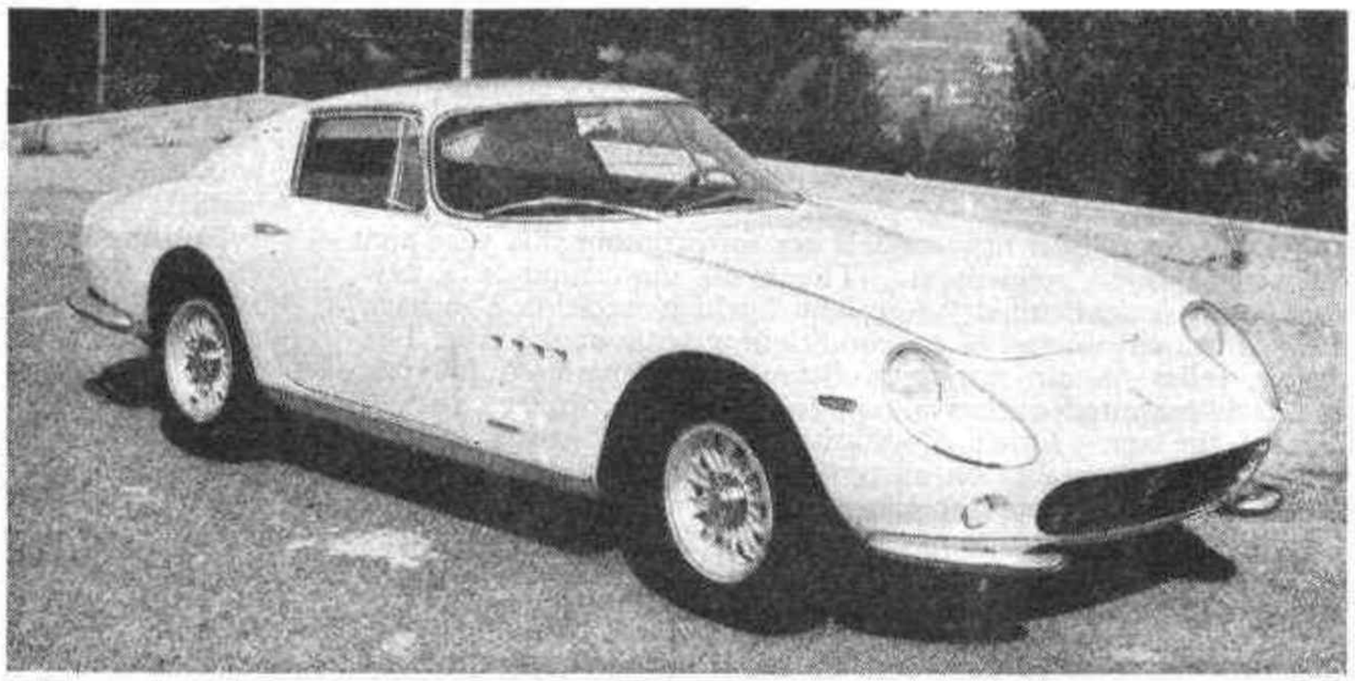
As to the gear change, the lever has long movements, the action is distinctly "notchy," and the lever goes in with audible "clicks," but the change goes through quickly and positively and is as great an improvement over the Morris 1100 gear-change as this was a relief after the original Mini gear-change.

Visibility is extremely good except that the driver sits rather low, but the slight tail-fins are no help when reversing as they are out of sight. The leather seats, generally, are notably comfortable, with good support in the small of the back but rather flat squabs which provide no lateral support when cornering the Austin 1800

*Continued on page 911*

# NEW CARS

## Some more new models introduced at Earls Court



*FERRARI.—Perhaps the most covetable car at Earls Court was the 275B Ferrari with a 280-b.h.p. V12 engine.*

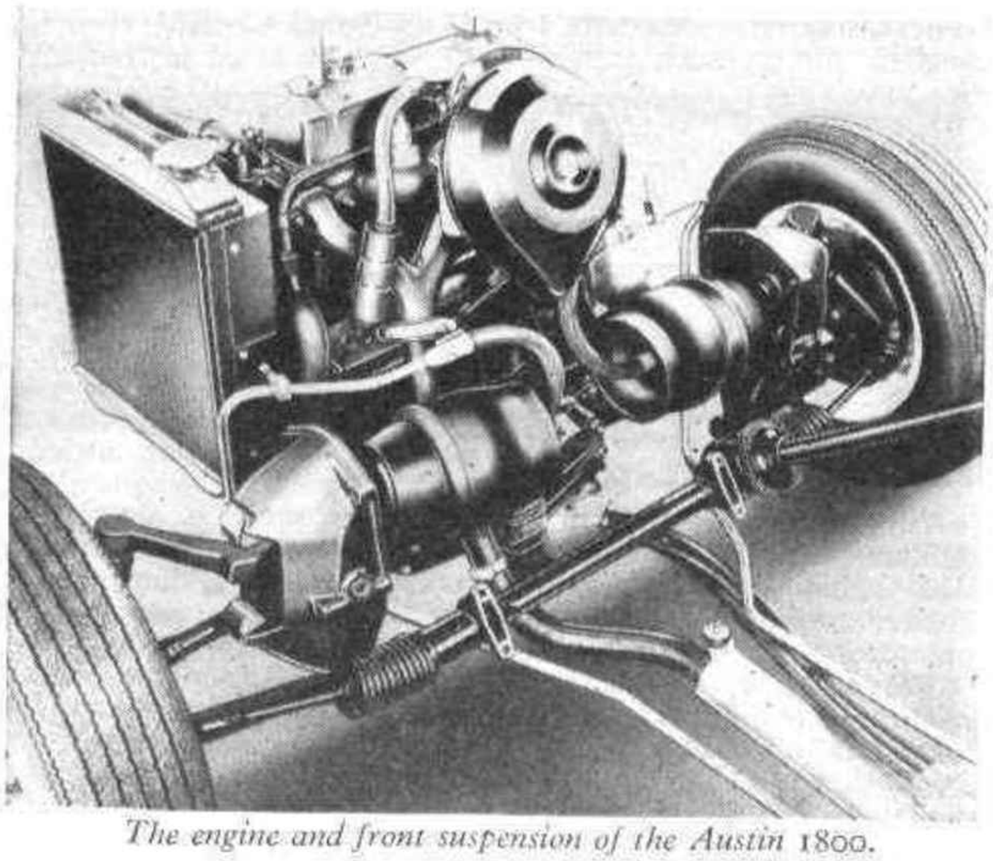
SINCE our Motor Show Preview last month several new and modified cars have been introduced, and in this article we give brief details of these new cars which were not released in time to be included last month.

**Alfa Romeo.**—The Alfa Romeo range is unchanged for 1965 but the British Concessionaires have announced a price reduction of £44 15s. for the Giulia Sprint GT, which is now £1,795 18s. 9d.

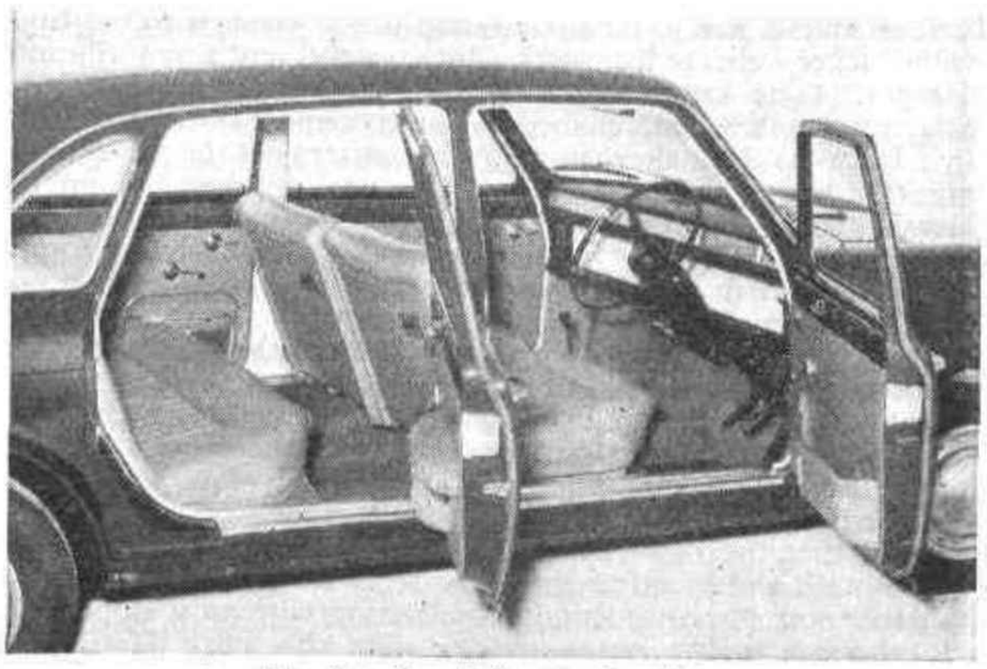
**Aston Martin.**—The DB5 is unchanged for 1965 except that a new engine option will be available. This 4-litre engine gives 325 b.h.p. at 5,750 r.p.m. and has three Weber carburetters, a large-port alloy head, and modified valve timing. No price is yet available.

**Auto Union.**—An addition to the range is the D.K.W. F12 GT, which has a slightly more powerful engine and is fitted with an average-speed indicator, windscreen-mounted spotlight, aluminium flashes on the body and a GT badge on the boot. Price is £850 compared with £801 for the standard model. The F11 is reduced in price to £640 and the F102 to £899.

**B.M.C.**—In addition to the new Austin 1800 (described elsewhere in this issue), B.M.C. have made various modifications to existing models in their range. The A40 has new seats, new trim and a "facsimile wood veneer facia," which incorporates an oil-filter warning light. The Morris 1000 has a restyled interior, including the facia, and the seats are said to be more comfortable. The A60 has a new greaseless propeller shaft and the steering box is re-positioned to give better control. The M.G.-B is fitted with a 5-bearing crankshaft as used on the Austin 1800, and this is claimed to give the car "a new smoothness." Otherwise the car is unchanged. The Morris/Austin and M.G. 1100 series now have diaphragm spring clutches and an improved heating system. All the B.M.C. Mini range are now fitted with the Hydrolastic suspension of the 1100 range and various other minor modifications. The prices of all the Mini range have gone up by about £20, a basic Mini now costing £469 15s. 10d. The Austin Healey 3000 and Sprite remain in the Mk. III form in which they appeared earlier this year, while the Vanden Plas Princess "R" will be making its Show debut.



*The engine and front suspension of the Austin 1800.*



*The interior of the Austin 1800.*

**Citroen.**—Yet another variant on the Citroën self-levelling suspension theme has been announced by the British Concessionaires. This is the ID Super, which is basically an ID with the addition of power-assisted steering and brakes, a revised facia, more powerful engine (75 b.h.p. at 4,500 r.p.m.), reclining front seats and various other luxury items. The new car costs £1,437 compared with £1,298 for the normal ID. Other models in the range are unchanged.

**Daimler.**—The Daimler range now comprises the 2½-litre V8 in the Mk. II Jaguar body and the 4½-litre Majestic Major in saloon and limousine form. The ill-fated SP250 sports car is now out of production, although no official announcement has been made.

**Ferrari.**—A flurry of activity from Ferrari before the Paris Show saw the introduction of an all-independently-sprung road car, the 275GT. This handsome new car with bodywork by Pininfarina is based on the normal GT models but the rear axle is displaced by a double wishbone i.r.s. layout. There are coupé and Spyder versions, both by Pininfarina, although the coupé is built by Scaglietti. The engine is a V12 with bore and stroke of 77 mm. × 58.8 mm. and a capacity of 3,285 c.c. On a 9.2-to-1 compression ratio the engine develops 280 b.h.p. at 7,500 r.p.m. A 5-speed gearbox is fitted and Dunlop disc brakes are fitted all round, with assistance from a Bonaldi servo. Pirelli tyres are standard equipment and are mounted on entirely new cast magnesium road wheels, although the normal Borrani wire wheels can still be obtained. The 275GT replaces the 250GT model and will cost a total of £5,699 4s. 4d. in coupé form; the price of the open car is not yet available. Other models in the Ferrari range

for 1965 are the 400-b.h.p. 5-litre 500 Superfast, costing £10,932 16s. 3d. and the 300-b.h.p. 4-litre 330GT 4-seater costing £6,217 16s. 2d.

**Fiat.**—The new 850 is arriving in Britain in quantity and will sell for a total price of £549 10s. 10d. Only the 850S will be sold in Britain; this has a higher-compression engine and is very fully equipped.

**Ford.**—No radical new models are forthcoming this year and the accent is on refinement. The main innovation is a new ventilation system called "Aeroflow" which is claimed to have most of the advantages of air conditioning without the cost. The system relies on air extraction through rear-mounted louvres, and facia-mounted outlets allow air flow to be directed to any part of the car. Other modifications on the Cortina include front wheel disc brakes on all models, modified seats, new facia and steering wheel, and screen-washers as standard equipment. The power of the engine has been raised slightly by raising the compression ratio, and the GT model has twin radius arms on the rear suspension. The Corsair GT also has the radius arms, and all models in the range have the compression ratios raised to 9 to 1 to give more power. Various other minor alterations have been made to the cars. The Anglia and Zephyr/Zodiac range all have their modifications, mainly in regard to trim, but on the Zephyrs all steering and suspension joints are now lubricated for life. Prices have been raised on most models by an average of around £20 and the Capri no longer appears in the price lists.

**Jaguar.**—Additional versions of the E-type and Mk. X, with 4.2-litre engines and all-syncromesh gearboxes, have been announced. To enlarge the 3.8-litre engine it has been necessary to re-locate the cylinders; bore has gone up from 87 mm. to 92.07 mm., the stroke remaining at 106 mm. The crankshaft has, of course, had to be altered, and this is claimed to be stiffer, with thicker webs, redisposed balance weights and a new vibration damper. The intake manifold has been modified, but three S.U. carburetters are retained. The dynamo has been replaced by a Lucas 11 A.C. alternator and the starter is of the pre-engaged type for better winter starting. The new gearbox has interior lock baulk rings and drives through a Laycock 10-in. diaphragm spring clutch. The E-type also has new seats, designed to give better support in the small of the back. The Mk. X has a new power steering system called "Varamatic" which varies the steering ratio, giving low gearing around the straight ahead position and high gearing towards the end of the lock; there are 2¾ turns lock-to-lock. The 4.2 Mk. X is fitted with the latest Borg-Warner automatic transmission, giving the driver the means to select all three forward ratios manually if required.

We have been able to sample both new models briefly and it can be said that the new gearbox is a great advance, with faultless syncromesh and greatly reduced noise level. It was not possible to detect any improvement in acceleration without a stop-watch, but the 4.2 engine seems quieter than the 3.8. The E-type seats are a vast improvement, although leg room is reduced slightly, while the brakes are also improved due to the use of a new booster. The Mk. X now has much safer steering and the automatic transmission is much more enjoyable. A full road test of the 4.2 E-type is scheduled for an early issue. The 4.2 E-type costs £1,896 4s. 7d. for the open model and £1,992 17s. 11d. for the fixed-head, and the Mk. X costs £2,156 0s. 5d. The rest of the Jaguar range remains unchanged as the 4.2-litre models are additional to their 3.8-litre counterparts.

**Maserati.**—Three new Maseratis came to England for the Show, including the 4-door saloon and the open and coupé versions of the new Mistrale, which replace the long established 3500 models. The straight-six engine is increased in capacity to 3,692 c.c. and develops 245 b.h.p. on Lucas fuel injection, which is standard equipment. The rest of the specification is similar to that of the 3500.



*The Maserati Mistrale.*

**Mercedes-Benz.**—No major changes have been made in the Mercedes line for 1965 but the 220 range is now available with floor gear-change as an optional at no extra charge, and also with the better quality upholstery previously used only on the 300SE. Several other minor modifications have also been made.

**Panhard.**—The Panhard 24 coupé now has a more powerful engine, giving 60 b.h.p., and is capable of a top speed of 100 m.p.h. It has disc brakes on all four wheels, with double calipers on the front discs. A saloon version of the coupé is also introduced, being 10 in. longer and having a 90-m.p.h. top speed. The coupé costs £1,348 and the saloon £1,336.

**Porsche.**—Nothing new from Porsche this year but the Concessionaires have fixed a price on the 901 of £3,750, which should discourage all but the really wealthy. Left-hand drive versions should be available in December and right-hand drive next spring.

**Renault.**—Following on from their Gordini-Dauphine, Renault have introduced the Gordini R8 1100, which has a claimed top speed of 105 m.p.h. Amedee Gordini has tuned the engine by fitting a crossflow light alloy head with 10-to-1 compression-ratio, twin Solex carburetters and a new exhaust system; power output is 95 b.h.p. at 6,500 r.p.m., which is almost double that of the standard R8. The suspension is lowered, the steering ratio is raised and interior modifications have been made, while the big disc brakes have servo assistance. The car is distinguished by two white stripes down the roof.

**Rootes.**—The Rootes group have made alterations to all their complicated range and an additional model, called the Singer Chamois, is announced. The Chamois is really a de luxe Hillman Imp, with improved front seats, a wood-veneered facia, extra instruments and so on. The price is £581 11s. 3d. As yet there is no Sunbeam version of the Imp (except in the U.S.A.) but rumours speak of a larger-engined car for next year. The medium-sized Rootes range, including the Hillman Minx Mk. V, Husky, Super Minx, Singer Gazelle and Vogue, Humber Sceptre, Sunbeam Rapier and Alpine, all have similar modifications, the main one being the adoption of a new all-syncromesh gearbox together with a 7½-in. diaphragm spring clutch. Suspension changes have been made to lighten the steering and soften the ride. New reclining front seats are now standard equipment on all models except the Alpine. The oil change intervals are now increased to 6,000 miles from 3,000. The Singer Vogue now has the 84-b.h.p. 1,600-c.c. engine in place of the 62-b.h.p. version. The Humber Hawk and Super Snipe are also improved and are joined by a luxury version of the Snipe, called the Imperial.

**Vauxhall.**—The most highly-modified of the Vauxhall range is the Victor and VX 4/90 series with the bodywork cleverly modified to give a new look, rather like the Viva, with knife-edge wings. Mechanically the cars are much the same as before and modifications are aimed at refinement. Engine power remains unchanged and gearboxes are not altered. Suspension modifications have been made to improve handling and the steering is now higher geared. New duo-servo drum brakes are fitted to the Victors, with the VX 4/90 having front discs. The new Victor costs £678, an increase of £43.



*The 1965 Vauxhall VX 4/90.*

**Volkswagen.**—Although outwardly the same as always, the familiar "beetle" has many minor improvements to its specification, including improved window area, better seats, more efficient heater, improved brake master cylinder to give lower pedal pressures, etc. The 1500 range remains virtually unchanged.

**Volvo.**—A new model from Volvo is something rare and the new 131 is really a 121 with only two doors and more comfortable seats. It is the first Volvo to sell under £1,000 and will cost £998 8s. 9d. The new 131 shares the new seats with all other models in the range, and they also have new wheels, front disc brakes and a new heater.

# BOOK REVIEWS

**"From the Cockpit,"** by Bruce McLaren. 278 pp. 8 in. × 5 in. (*Frederick Muller Ltd.*, 110, *Fleet Street*, *London*, *E.C.*4. 25*s.*)

It has become customary for present-day Grand Prix drivers to write their autobiographies while still at the height of their careers. So it is no surprise to find that Bruce McLaren, the young New Zealander who has come quickly to the top of his chosen profession, has written his, under the title adopted for his articles that appear in a weekly contemporary.

We are aware that Fangio began on stock-cars, Brabham on cinder-track midgets, Clark on fairly tame saloons. Did you know that McLaren nearly didn't start at all, being in hospital for a long time with Perthes Disease—the races he and fellow patients had in wheeled Bradshaw frames and later in bathchairs round the hospital corridors and grounds are *hair-raising*—and that when he did start it was in an Ulster Austin 7 in an Auckland C.C. Speed Hill-Climb ?

After that McLaren commenced circuit racing in the Ulster, now highly tuned and taken about on a trailer, and then with a Ford Ten Special. Those were the days, vividly recalled by this book, of the New Zealand " circus," starring Jones in the 4-litre Maybach Special, Ken Wharton in the V16 B.R.M., Tony Gaze in his H.W.M. and Horace Gould's Cooper-Bristol.

" From the Cockpit " goes on to trace McLaren's rise to fame in uncomplicated terms, through the Hawthorn days, and Bruce's adventures in Europe with Coopers, his determination to follow in Brabham's wheeltracks, sports-car racing in America, the 1961 F.1 season, more racing in America, up to his successful seasons back home. The book commences and terminates with racing accidents, reminder, if any is needed, of the dangerous calling of men like Bruce McLaren. Those who follow G.P. racing seriously will read this book avidly and give it a place in the bookcase beside those autobiographies of Moss, Fangio, Brabham, Clark, Surtees and Ireland—leaving space for books by Graham Hill, Bonnier and the rest, which are sure to come.—W. B.

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**"The Motorist's Miscellany,"** edited by Anthony Harding. 272 pp. 9 in. × 6 in. (*B. T. Batsford, Ltd.*, 4, *Fitzhardinge Street*, *London*, *W.*1. 30*s.*)

Batsford have published two previous books in this series, " The Motorist's Weekend Book " and " The Motorist's Bedside Book." The idea is that well-known writers shall be allowed to write on any subject they choose, lightheartedly, and that the book shall be punctuated by pithy quotations picked up by Harding and illustrated with the best possible pictures.

This definitely adds up to a volume difficult to put down once you have started to read it. In the current one Wilson McComb is extremely good on trying to fit a special camshaft to his car (concluding " I wonder if Karl Benz was married ? Can't have been . . ."!). Joseph Lowrey looks at the men—like Issigonis, John Alden, the Rootes, Harry Webster, Sir William Lyons, Wilks and King, John Cooper and Colin Chapman—behind the cars we drive. Michael Sedgwick does a little amusing public-relations for old-car auction sales. Paul Frere is more serious, in looking at " The Revolution in Racing Car Design," Walkerley thinks about the Phrase-Book Englishman, Eves has erudite information to impart about wine and wheels (how nice to work for a publishing *empire*!), Wike is his old self on the subject of instruments as they were, and are now, while there is some very readable journalism by Michael Brown.

Ronald Barker takes you with him on a road-test while compiling a detailed report on interior fittings, Posthumus remembers The Man Who Crashed Twice (Varzi), Motor-Copers are mercilessly exposed by Alexander Gray, and John Stanford gives us very good and absorbingly interesting reasons why some vintage and Edwardian cars have survived in considerable quantities while others have become virtually extinct. Bolster tells us what it feels like to drive very diverse automobiles, from Lutzmann to Lotus (but, surprisingly, cannot spell Shelsley Special correctly), Jenkinson is concerned with when and for what reasons cars like GT Ferraris, E-type Jaguars and Porsche Super 90s will become obsolete for serious fast motoring, and Boddy gets small car history off his mind in a typically industrious piece he calls " Motoring at Tram Fare."

Pomeroy has a technical chapter to himself, on the birth of the high-speed engine, Bensted-Smith is very honest about readers who write letters to the motoring Press, Tubbs talks of body styling, with de Dion Boutons in mind, and there is lots more besides—not at all a bad 30-bobs' worth!

The prize for something or other must go, though, to Scott-Moncrieff, who will enrage or delight, as the case may be, his fellow authors, by telling them that he returned to the motor trade after the Hitler war because, although success came all too easily to his authorship, writing " is exactly analogous to gold prospecting and prostitution " [what *do* Batsford pay for each valuable contribution in this book!—ED.]. Complaining that the most his pen ever earned him in a year was £1,200, he goes on to advertise quite blatantly his present self-chosen following of Purveyor of Horseless Carriages to the Nobility and Gentry, even to naming the location and contents of his new showrooms, digging ribald comment at some of his more awkward or curious customers whose foibles, one suspects, exist mainly in the mind of the author (sorry, Trader) and does his level-best within the limits of the chapter to sell you an ancient R.-R. or help his son sell you a more mundane form of transport. Only Bunty could get away with it! [I always have maintained that since the war fools part with their money too readily in order to keep the used-car vendors in luxury and here is D. S-M. telling us he was able to turn his back on living in a " semi-detached " and drinking cheap Algerian " Burgundy " with his Sunday luncheon and was able to put his wife's family seat and 400 acres into extremely good condition and paying dividends, merely by buying elderly Silver Ladies (which surely must have been mass-produced anyway, judging by the numbers still being advertised) and getting rid of them at a profit. Which makes me wonder why, when I last encountered the dear old rascal and his charming wife, they were using—a Jaguar ?—ED.]

Oh, and practically all the pictures in " The Motorist's Miscellany " are first-class, including the study of Gurney and Clark at Monza last year, which is by a MOTOR SPORT photographer.

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**"The History of the Vintage Sports Car Club,"** by Peter Hull. 209 pp. 8½ in. × 5⅝ in. (*Cassell & Co. Ltd.*, 35, *Red Lion Square*, *London*, *W.C.*1. 36*s.*)

When a cynical colleague saw this book, latest in the Montagu Motor Book Series, he said: " What a pity the V.S.C.C. has come to an end." He has a personal " thing " that history should not be written until a race, or track, or human or club has had its lifespan.

So I hasten to explain that Peter Hull is dealing with the first thirty years of the Club, which now has over 4,500 members and is flourishing as strongly as ever, catering for most ages and types of historic cars, while generously leaving a few over for the mercifully mythical " Old Car Club." Incidentally, Hull is a prolific author these days and, as he is also a full-time R.A.F. Flying Instructor, one wonders whether this isn't a fine testimony for that piece of aeronautical equipment known as " George". . . .

This big tribute to the V.S.C.C. captures admirably the atmosphere of the Club and the spirit behind it, while painstakingly recording its history from the first season in 1934/35, with the Chilterns Trial, the Surrey Trial, the Buxton Trial and the first Speed Trial at Howard Park, to present-day activities. If there wasn't this insatiable demand for books from the nation's publishers one would question whether the subject merits the long manuscript, especially as bound volumes of MOTOR SPORT bear witness to the Club's active existence and even carry its potted history and accounts of its major developments, like Edwardian racing. But if a book is justified, Peter Hull has done the best possible job of writing it, and even the old-timers in the Club should find the forgotten episodes it recalls quite irresistible.

I am particularly pleased that the account is couched in a reasonably hilarious vein and that, in his Foreword, Cecil Clutton refers to the fact that just as many hilariously funny goings-on happen in the V.S.C.C. now as they did in the pre-war days, clearly regarding this as a Good Thing. This pleases me because I support the view that while vintage cars should be carefully used and certainly mustn't carry comic names or be driven by persons addicted to funny headgear and wearing apparel, they need not be taken with pathetic seriousness, or they will end up prematurely under dust-sheets in morgue-like museums. Peter Hull responds splendidly to the lighthearted aspect of vintage motoring, although inevitably this was a bit more pronounced in the early days of the Club, when a vintage car had only to be half-a-dozen years old and 30/98s could be bought for £25 or less, than today, when history engulfs them and they cost the earth [see Editorial comments in previous book-review!—ED.].

Naturally, there *are* serious aspects of the V.S.C.C.'s work and these Clutton acknowledges and Hull enlarges upon. I am very pleased for example to find my MOTOR SPORT article on the

*Continued on page* 936



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In any case he can't wipe the outside clear of frost, snow and ice.

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# Motoring Sport Events for November

★ **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 |
|---|---|---|---|---|---|
| Nov. 1st .. | Cambridge Univ. A.C. .. .. .. | Snetterton | Thetford | Slalom (*R.*) | 1.30 p.m. |
| Nov. 1st .. | Shenstone & Dist. C.C. .. .. .. | Sinai Park | Burton-on-Trent | Sporting Trial (*R.*)* | 10.30 a.m. |
| Nov. 1st .. | Tavern M.C. .. .. .. .. | Alexandra Motors | Sandford | Production Trial (*C.*) | 11.30 a.m. |
| Nov. 1st .. | E. Surrey M.C. .. .. .. .. | Brands Hatch | Farningham | Sprint | 12 noon |
| Nov. 1st .. | R.A.C. .. .. .. .. .. | Hyde Park | London/Brighton | Veteran Run | 8.00 a.m. |
| Nov. 7th .. | Scottish S.C.C. .. .. .. .. | McIntyre's Garage | Mearnskirk | Anniversary Run (*C.*) | 11.40 p.m. |
| Nov. 7/8th .. | Austin Apprentices' A.C.C. .. .. | Heatherbrae Garage | Leebotwood | Healey Trophy Rally (*R.*) | 10.00 p.m. |
| Nov. 7/8th .. | Northampton & Dist. C.C. .. .. | Burbidge Garage | Blisworth | Rally (*C.*) | 9.30 p.m. |
| Nov. 7/8th .. | Southern C.C. .. .. .. .. | Blue Star Garage | Basingstoke | Rally (*R.*) | 10.00 p.m. |
| **Nov. 7/13th** | **R.A.C.** .. .. .. .. | **Duke of Yorks Barracks** | **Chelsea, S.W.3** | **R.A.C. Rally (INT.)** | **8.00 a.m.** |
| Nov. 8th .. | B.A.R.C. (S.E.)/Circle C.C. .. .. | Brands Hatch | Farningham | Sprint (*C.*) | 12.30 p.m. |
| Nov. 8th .. | Hants & Berks M.C. .. .. .. | "The Little Chef" | Alton | Rally (*C.*) | 10.00 a.m. |
| Nov. 8th .. | Kentish Border C.C. .. .. .. | Vintners Park | Maidstone | Sporting Trial (*R.*)* | 10.30 a.m. |
| Nov. 14/15th | Hampton & Dist. M.C. .. .. .. | Beenham | Beenham, Berks | Rally (*C.*) | 8.00 p.m. |
| Nov. 14/15th | Land-Rover O.C. .. .. .. .. | Woollas Hall | Eckington | Production Trial (*C.*) | 1.30 p.m. |
| Nov. 14/15th | Lancs & Cheshire C.C. .. .. .. | Horsmans Garage | Queensferry | Rally (*R.*) | 11.30 p.m. |
| Nov. 15th .. | Harrow C.C. .. .. .. .. | Brands Hatch | Farningham | Sprint (*R.*) | 12 noon |
| Nov. 15th .. | B.A.R.C. (E. Midlands) .. .. .. | Old Melton Mowbray Airfield | Melton Mowbray | Driving Tests (*C.*) | 2.00 p.m. |
| Nov. 15th .. | Leicestershire C.C. .. .. .. | Burrough Hills | Melton Mowbray | John Bull Trial (*R.*)* | 11.00 a.m. |
| Nov. 21st/22nd | Central Counties S.C.C. .. .. .. | Peacock Hotel | Alfreton | Rally (*C.*) | 11.00 p.m. |
| Nov. 22nd .. | Grimsby M.C. .. .. .. .. | Beelsby | Grimsby | Rally (*R.*) | — |
| Nov. 22nd .. | Bristol M.C. & L.C.C. .. .. .. | Lulsgate Airport | Bristol | Sporting Trial (*R.*)* | 11.00 a.m. |
| Nov. 22nd .. | Sevenoaks & Dist. M.C./Sporting V.W.C. | Canada Heights | Swanley | Co-Promotion Trial (*C.*) | 10.00 a.m. |
| Nov. 28/29th | Stockport M.C. .. .. .. .. | Greco's Garage | Stockport | Rally (*R.*) | 10.30 p.m. |
| Nov. 28/29th | B.A.M.A. .. .. .. .. .. | Tidworth | Andover | Rally (*R.*) | 3.00 p.m. |
| Nov. 28/29th | Hants & Berks M.C. .. .. .. | Penton Corner Café | Andover | Rally (*C.*) | 6.30 p.m. |
| Nov. 29th .. | Seven Fifty M.C. .. .. .. .. | Cross-in-Hand | Heathfield | Trial (*R.*)* | 10.30 a.m. |
| Nov. 29th .. | Rotherham & Dist. M.C. .. .. .. | Listerdale | Rotherham | Sporting Trial (*C.*) | 11.00 a.m. |

* Qualifies for R.A.C. Trials Championship.

*NEW ADO17 AUSTIN 1800—continued from page 906*

as enthusiastic drivers will undoubtedly want to corner it. The new five-bearing engine is smooth but makes about the average amount of noise, particularly when cruising at around 70 m.p.h. Rear-seat passengers complain more of the noise level than those sitting in the front. The very rigid body shell was free from rattles and squeaks except for fretting from the o/s front door-pocket.

It is interesting that although Issigonis is a bachelor he has provided for large families in the Austin 1800, unlike the Rover and Jensen body-stylists, who obviously believe in family planning! When you get to know it, the ADO17 is almost a match for the ADO15 and 16 versions when it comes to fast cornering, and it goes around absolutely "flat," without a trace of roll.

Alex's contribution to Alec's newest mechanical confection shows up well, in the form of this splendid cornering stability and the comfortable and pitch-free ride. As an aside, in this respect I must be careful, because some years ago MOTOR SPORT published a poem to distinguish Alex from Alec but I find that in a B.M.C. hand-out covering the ADO17, the designer of the car appears to have changed his name! Surely this cannot be an admission that the Alex Moulton Hydrolastic suspension has made a greater contribution to the new car than Alec Issigonis' own part in it? The Girling brakes are very powerful for light pedal pressures but a fastish run over the Abergwesyn-Tregaron mountain road made the pedal go down towards the floorboards, but this hint of brake fade soon disappeared. The handbrake needed a strong pull before it would hold the car.

Before condemning the Austin 1800 as being too sluggish it must be remembered that it is a very spacious car selling at a modest price. If it is wound up reasonably in the gears it will reach a cruising speed of 70 m.p.h. along the average British road. There is a strong understeer cornering trend which changes less perceptibly to oversteer when lifting off than is the case with the smaller versions of the ADO cars. At idling r.p.m. odd tappings emanate from beneath the bonnet and a sudden change from drive to over-run causes the air-cleaner to audibly smote the heater. The throttle linkage certainly requires revision, causing the most unfortunate snatch when starting from rest unless great care is taken. The horn button is still in the steering wheel hub, there is a toggle choke control under the facia shelf, and B.M.C.'s dirty-oil-filter warning light is retained.

As for the fresh-air ventilation system, this is hissy and insensitive but does project extremely strong blasts of cool air into the car. However, the fact that the blast varies very noticeably with changes in car speed means that the settings, controlled by three separate levers, require continual adjustment for maximum comfort to be achieved and, as it is necessary to lean forward slightly to reach these controls, the system is a mixed blessing.

The treadle accelerator is quite well placed in relation to the brake pedal for heeling-and-toeing, the bonnet prop now has a release-catch to obviate jamming, and the fuel filler is a locked flap on the nearside rear of the body, while the spare wheel is under the boot floor. And, to answer our own query posed on page 958, the S.U. petrol pump appeared to be somewhat better protected from road muck than it is on the 1100s. The fuel tank has a capacity of 10¾-gallons, or perhaps slightly less, and gave an overall range of 254 miles. The *overall* petrol consumption came out at 25.5 m.p.g. of premium petrol. There are practically no maintenance worries with this car, the cooling system being sealed, no chassis parts needing greasing except for the handbrake cable at 6,000 mile intervals, when the engine/gearbox oil should be changed, while the disc brakes are self-adjusting. Under-bonnet components are fully accessible but there is no starting handle.

In conclusion, the long-awaited Austin 1800 is a very interesting car notable for its carrying capacity in relation to its overall size, its internal luxury, the rigidity of the body shell, and the splendid "Alex qualities" which give it such an outstanding ride and such notable stability on fast corners. It is in the low-geared steering, the effort needed for parking, the about-average noise level, the uncontrolled movement of the engine on its ingenious mountings, and minor inconveniences of handbrake and gearchange, which combine to give rise to a certain amount of disappointment. Nevertheless, this very modern car, selling at the competitive price of £808 14s. 7d., p.t. paid, forecasted as long-lasting, and calling for so little maintenance, will no doubt be received with considerable enthusiasm. I gather that we are still likely to be enthusing over this ADO17 in the year 2001.—W. B.

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**A Peerless Register** is proposed by D. C. Brooke Boulton, 7, Forebury Avenue, Sawbridgeworth, Herts. He asks for details of cars on a p.c. and a s.a.e. for announcement of the first informal meeting.

# PRESS DAY EARLS COURT




*THE CAR OF THE YEAR.—Ford of Dagenham had the Safari Rally-winning Cortina in a place of honour on their Earls Court Stand beside a normal Cortina and a fine display of silverware won by Ford in recent International Rallies.*

EVERY year, due to the exigencies of flat-beds and the MOTOR SPORT print-run, I am given the unenviable task of reporting the London Motor Show before it opens, which means on Press Day, when not all the stands are complete and the best journalists are staggering under the hospitality dispensed by B.M.C.

This year the Star of the Show is unquestionably the Austin 1800, of which the considered opinion is that Alec Issigonis has done it again, even if, except for the car's compact dimensions, Citroën did it, perhaps faintly better, more than ten years ago.

I was glad to see strong emphasis on rally successes in a Show which attracted 30 British, 12 U.S. and Canadian, seven Italian, six French, eight West German, two Swedish, three Israeli, and Russian car exhibits. Ford had the Safari Rally-winning Cortina on a rotating dais with a standard Cortina proudly displayed with it —and more cups than Saab could muster on a similar display proclaiming it as " The most consistent rally-winner of our time." Sunbeam, too, were advertising the Geneva Rally 1, 2, 3 class victory of the Tiger.

Aston Martin refrained from showing their James Bond Special, which is a stunt exhibit unfitted to any serious Motor Show, but it was in their Piccadilly showroom and they could not resist using the 007 registration number on one of their cars. Maybe, as Marples is no longer M.o.T., they felt the full machine-gun treatment to be unnecessary. . . .

The man-sized 45DCOE 12 Webers on the Iso Rivolta GT 5300 were out-done by the very business-like intake side of the Abarth Simca 1300's engine and the low-built Elva GT with Fissore Fiore bodywork and the Zagato Zimp were notable exhibits. The last-named has a 4-seater coupé body of light alloy panels on a space-frame structure, mounted on a virtually standard Hillman Imp chassis with braced platform and altered front-wheel camber. It will be imported to Dorchester-on-Thames from Italy, as a high-class coupé for discerning motorists. Lotus showed an engineless Elan S2 chassis, a sort of wheeled backbone, an Elan rotating on a turntable and flashing its headlamps, while I imagine the enormous Teddy Bear which for a time occupied the driving seat of a Lotus 7 is the sort of sports-car driver a certain insurance company cannot abide. There was probably no significance in the red, blue and green finish of the Ferrari exhibits, Ford were demonstrating their new ventilation system for the Cortina range, in which stale air is changed within the car every 40 seconds by means of rear extractor vents, the control panel within easy reach, which seems to have the Austin 1800's fresh-air arrangements licked, B.M.W. had a sectioned 1800 o.h.c. engine, there were Ford Zodiacs pretending to be hovercrafts above luridly-dazzling roads, the new Fiat 850 could be seen fully-sectioned, and Reliant showed a Rebel chassis. Mercedes-Benz had an open 230SL and r.h.d. 600 amongst their exhibits.

VW listed their latest beetle mods, there was a sectioned Riley Elf in lurid colours, a sectioned Mini to show that Moulton Hydrolastic suspension has been applied to the inimitable minibrics, a standful of sober Rovers, a Singer Chamois with the engine unit separated from it, while the Renault R8 was shown rigged up for foot-control by a polio victim, its flat floor and automatic transmission making it suitable for such conversions, for the disabled or those women drivers who like to wave their arms about while in animated conversation as they drive.

Up in the gallery the clever use of models by Avon to emphasise the grip of their tyres caught my eye.

In short, Earls Court 1964 was much like any other Earls Court, with rather a dearth of new models, and so, without typist or telephone, the Production Manager on his way to Mexico and the Continental Correspondent hibernating in darkest Hampshire, this is the Editor signing off in the chaos of Press Day at the Motor Show.—W. B.

## QUOTE

Mr. G. W. Harriman, C.B.E., Chairman of The British Motor Corporation, speaking at Grosvenor House, London, on Motor Show Press Day :—

" Seeing Paddy Hopkirk in front of me leads me to say a word about rallies. We obviously enter rallies to win and to obtain as much publicity as possible, and this, gentlemen, including you Paddy, is where you have helped us enormously. Basically, we are interested in assessing the car's performance under conditions which are similar to those in which they will operate. In our opinion, pure motor racing does not help to improve the breed of a car, but rallies do, and this is where we learn something of value which eventually leads to improvements of our products."




*THE ELVA-B.M.W. GT.—Surely the lowest car in the Show?*

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**SAFER BRAKING AND CORNERING**
The new multi-slot tread pattern squeegees the road, drains water rapidly, gives safer wet road motoring.

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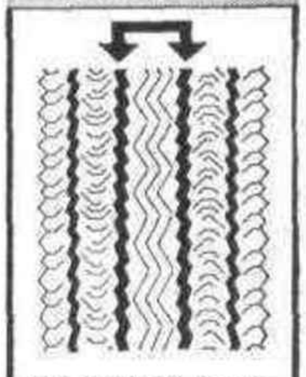
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The unique twofold construction gives cooler running for higher mileage.

**TWOFOLD CONSTRUCTION**




Only Avon's two-fold construction with cool running undertread and sidewalls enables super-cling rubber to be used for the greatest road holding ever.

**BROAD CENTRE RIB**

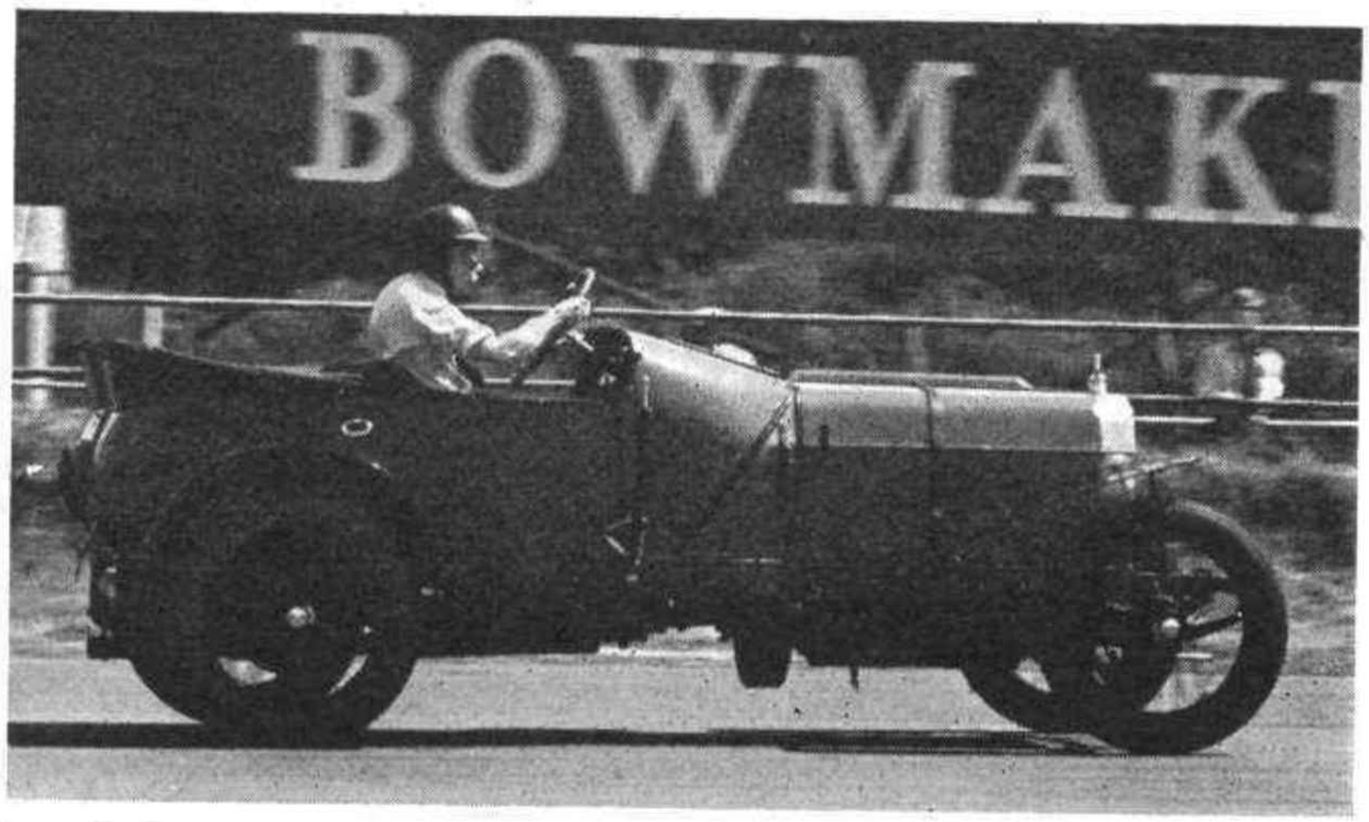


The multi-slot squeegee-action tread has a broad centre rib for maximum water clearance and grip at higher speeds.

**FOR SAFETY'S SAKE ASK YOUR TYRE MAN FOR AVON NEW SAFETY**

# Cars I Have Owned —Continued

## BY CECIL CLUTTON



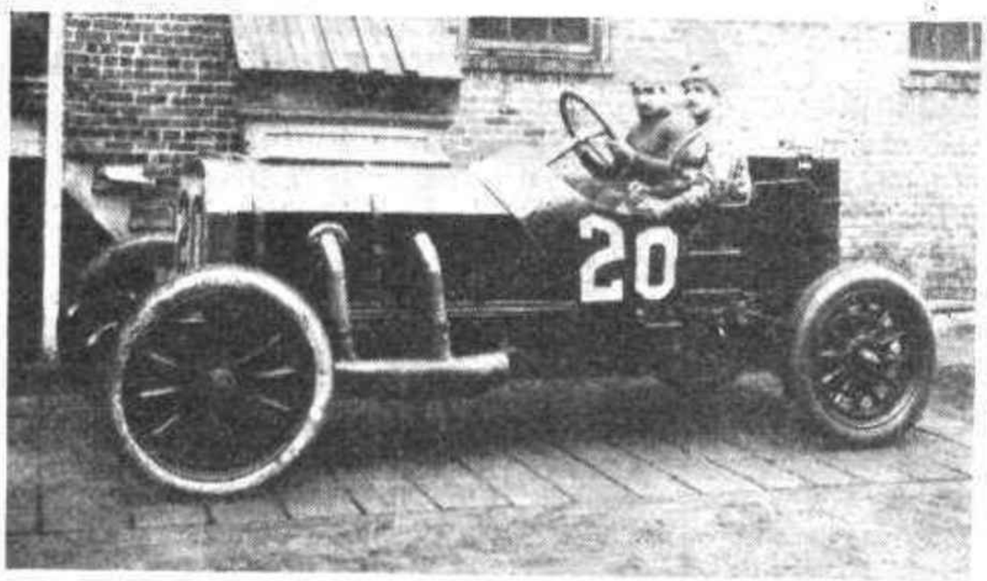

*A FINE Guy Griffiths' action picture of the author racing the 1908 G.P. Itala at a V.S.C.C. Meeting.*

FOR the first part of this article, see MOTOR SPORT for January 1941. At that time, the cars I had owned were as follows.

Like all properly brought up young men I had started my motoring life with a Morris Cowley; unfortunately just too late to have a bull's nose. This was followed by an 8/18 Humber and then one of those curious, 1923, shaft-driven Frazer Nashes. It had an Anzani engine and a beastly three-speed gearbox, and the damage it sustained when it fell over while going round a corner left me with no compunction about scrapping it (after all, it had nearly scrapped me in the process). Today I suppose it would be a "collector's piece." Then came a proper 'Nash, E type 30/98, 2LTS Ballot and Red Label Bentley. In the racing line, the Itala arrived in June 1936 and there was the 1921 G.P. Ballot, now owned by Michael Crowley Milling. The camshafts of this car mysteriously disappeared from where I had laid it up for the war, before going flying.

During the war I bought a T49 Bugatti saloon, the 1923 World-speed-record, V12, 10½-litre Delage, and a 1925 SS-100 Brough bicycle; still, I believe, the oldest SS-100 running. The end of the war therefore found me with this trio and, of course, the Itala.

The Bugatti at once went into service as my maid-of-all-work and although it had 750,000 miles to its credit it did valiant work although naturally, with such a mileage behind it, it needed a lot of maintenance. The last single o.h.c. model to be introduced (3.3-litre), its long narrow chassis, and rather tall, Young saloon, plus, no doubt, rather worn shackle pins, gave it a very abrupt over-steer, and, like a good many vintage cars, the only way of getting it round a corner was to break away the front wheels by a sharp twitch of the steering before the back half of the car found out what was going on. I suspect this was how the early aces first developed the four-wheel drift, which, of course, can only be used effectively if there is enough power to steer by the back wheels after the front ones have been unstuck. I think that Nuvolari alone had such a sense of balance that he could four-wheel drift without this excess of power.




[Photo by Josef Reutershan

*FIFTY-SIX YEARS AGO.—The Itala as it ran in the 1908 French Grand Prix at Dieppe. It finished 11th, subsequently lapped Brooklands at nearly 102 m.p.h. and, today, in touring trim, will do 90 m.p.h.*

In this article, it seems convenient to follow through with the road cars and then come back to racing. I'm afraid I have been rather lazy about keeping notes since the war, and I cannot absolutely guarantee all the dates. Some time after 1950, in my family business of Chartered Surveyors, we started having partners' cars owned by the firm, and within the price-limit which we set ourselves I had no hesitation at that time in settling for a 6-cylinder f.w.d. Citroën. This really was a splendid battleship of a car, housing five people in comfort. The tough 3-litre engine produced, if I remember right, 78 b.h.p. and had an effective limit of 4,000 r.p.m., which gave the car its maximum of 80 m.p.h. This was quite enough in the early 'fifties, with a cruising speed of 70. It would do 90 down a long slope but this made the bearings melt. Unlike the "Light 15," the 6-cylinder had a really useful middle gear (top 3.9, 2nd 5.4) which gave 60 m.p.h. and pulled away powerfully from very low speeds. There was then an emergency bottom which almost trebled the revs and made for a very tricky change from 2nd to bottom. Front braking judder seemed to be a chronic ailment with this model and when I unwisely fitted the Michelin "X" tyres, then becoming fashionable, it made this tendency a great deal worse, and the steering intolerably heavy.

The Citroën relieved me from the necessity of having a daily-breader of my own, and as my finances were being pretty far-stretched by the Delage I was not unduly sorry to part with the Bugatti, which I had never regarded as a particularly good car. By 1955 the parking problem in London was already becoming fairly acute. I cast longing eyes at many useful slots into which the Citroën could not be fitted, because of its considerable length and rather poor lock. It had given me some splendid motoring, and could be forced round corners jolly fast provided you kept pressing on the small pedal, come what might. You did have to be careful going downhill, when the weight transference, coupled with an already hefty front-end-weight-preponderance, could easily turn it into an unguided missile.

Anyway, everything pointed to a Porsche, although I had always inveighed against rear-independent suspension; and still do. My Porsche was the cooking 1500, with the modest output of 56 b.h.p.; maximum 5,000 r.p.m.; maximum cruising 4,500. It certainly cured the parking problem and had many other outstanding qualities. Despite its low b.h.p., the combination of light weight, low frontal area, and good streamlining gave it a more than adequate performance for the mid-fifties. I once saw the 100 m.p.h., but its effective maximum was a little over 90 with cruising what you liked, provided the oil temperature gauge didn't reach a little red mark. The streamlining made considerable demands on the brakes which really weren't very good. A curious feature of the Porsche, which would never have occurred to me, was that with such a low driving position, night driving was absolute hell, because you were in even the dipped beam of on-coming traffic. Conversely, very few fogs come right down to floor level, and when most motorists had their heads in the fog, the Porsche driver was in the clear and could continue at almost unabated speed. In most ways, it was a really wonderful car and beautifully made, but there is no denying that, at that stage in its

design, it was a dramatic over-steerer. Until I realised its limitations, I went backwards almost as much as forwards (to be accurate, sideways, as once it had got sideways, the roll splayed out on the outside rear wheel which spragged into the road, so that one seldom span completely). Even hard braking from high speed generally produced a series of broadsides. In an attempt to cure this I fitted Michelin " X "s at the back, and this was pretty effective, even to the extent of producing understeer on two or three unrehearsed occasions. But in the end, despite the many splendid qualities of the Porsche, I decided that it was undermining my cornering morale. Also, the performance which was more than adequate in 1955 was being effectively challenged by 1960, and the coming of parking meters greatly minimised the merits of small size.

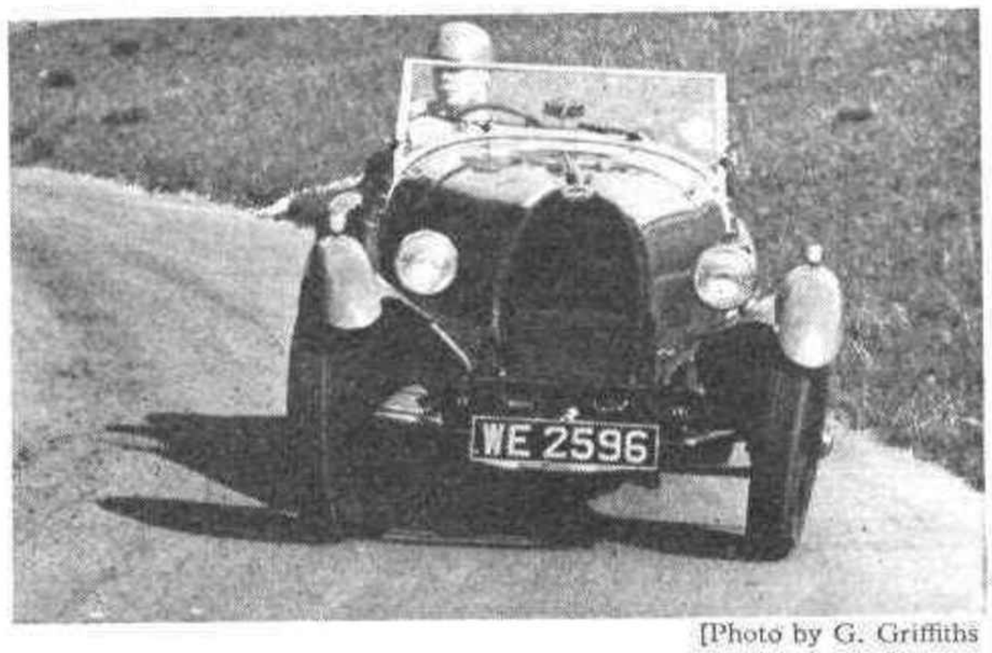
Before passing on, it is only fair to mention that A.F.N.'s recently lent me a modern Porsche " 70 " for a weekend, and this has enormously superior cornering to my old 1500. On a really twisty road it would be very hard to beat, because it has just the right amount of over-steer to get you out of trouble, whereas the 1500 had quite enough to be sure of getting you into it. I know there was a lot of talk about " wischening " which (as far as I could see) was German for flailing your arms around while going round a corner. In effect, this was merely the old business of keeping the front end broken away at least as much as the back; or of chopping up the side-slips and corrections into manageably small helpings. But in the end result, one just cornered rather slowly. The " 70 " certainly got over all or most of this trouble, though I still suspect that once you start to slide, weight distribution is the most deciding factor. I also retain an old-fashioned conviction that the driven wheels should remain vertical to the road. Evidently Rovers think so too, and the superb handling of their 2000 makes me think I am not far wrong either (could easily be my next car, given another 30 b.h.p.).

Having decided that my Porsche days were coming to an end, I thought I had better have one really fast road car before getting senile and, again within the price-limit, the answer was obviously a Jaguar XK150, which duly arrived in August 1960. I knew it would be fast; but I didn't expect it to be a particularly good car in other ways; I couldn't have been more wrong. After four years' experience I am convinced that the XK150 will go down as one of the great cars of motoring history.

Not that there weren't some preliminary shortcomings, which I suspect are of a kind likely to apply to any car as cheap as a Jaguar. To begin with, it took some pretty acid correspondence up to a fairly high level before I could get any sense out of the London area after-sales service. Then every single instrument failed except the ammeter and the fuel gauge and the latter tells such frantic lies as to be little more than the most general indication of how much fuel there is in the tank, which isn't enough anyway. At about 10,000 miles the shock-absorbers were quite worn out and replacement by Konis transformed the handling of the car, and after a further 40,000 miles they have only had to be taken up once. At about 15,000 miles the back springs began breaking; they had always been much too flexible and wound up alarmingly on a rapid take-off. Jaguars rather grudgingly admitted that there were some things called " competition back springs " and these, with the Konis, and the splendid, standard, rack-and-pinion steering, have given the XK a very high level of vintage ride and handling, plus the merits of disc braking.

The Jaguar gearbox seems to come in for a good deal of criticism. It is often difficult to get into gear from rest; it is difficult to change gear on (by vintage standards), has very half-hearted syncromesh, and cannot be hurried. But at any rate it has almost perfectly chosen ratios.

I had almost the lowest form of tune (two carburetters and 8:1 c.r.) which is alleged to produce 210 b.h.p. On this, the car will potter through London traffic all day without a plug even fluffing; pull away from 7 or 800 r.p.m. in top if you ask it; and then go straight up to over 120 m.p.h. and cruise there as long as you want. 5,500 r.p.m. are permitted, but certainly on the low-tune engine there is no merit in using so many and in fact I have never once been over 5,000 r.p.m.; as this gives 100 m.p.h. in top and 130 in overdrive (allowing for tyre-spread over 100 m.p.h.) this is really about good enough. Acceleration from 0-100 m.p.h. takes about 30 seconds. Everything has to be right to see 5,000 in overdrive, but you can always rely on 4,700, and I usually keep to 4,500 as the maximum for motorway cruising, which is about 116 m.p.h. Dunlop Road Speed tyres give excellent wear and general performance. Cornering is extremely good, if not up to racing standards, so that if one slightly overcooks a really fast corner the whole thing seems to get a bit flabby; but perhaps this is only because I have rather limited experience of cornering in




[Photo by G. Griffiths

*BALANCED.—The author's 1928 Type 44 Bugatti using its 85 or so b.h.p. up Prescott.*

the " ton-up " bracket.

While cruising near 120 is perfectly easy, one must confess that fuel and oil then disappear at a quite alarming rate.

I have no hesitation in preferring the XK150 to the E type and I certainly prefer the handling characteristics of the XK. Also, it seemed madness to omit an overdrive from the E type, most of which are aggressively low geared as a result. I have only once been passed by an E type, which was on M1, whereupon it (apparently) blew up right in front of me and the driver quickly changed his air of superiority to one of acute embarrassment.

In short, I can't at the moment think of anything I would exchange for the XK, regardless of price. Incidentally, I should tremendously like a " C " or " D " type for modern fun motoring. The " D " type really is a superlative machine.

One car has kept leading to another, but now back to vintage motoring.

The departure of the T49 left me without a vintage road car (actually even it was p.v.t.) but in 1952 I decided I needed one again to solace myself after a tremendous accident in the Delage (see later) and bought a very early (1920) 30/98 Vauxhall. It arrived in pieces, with two front axles; one the standard, unbraked one and one with enormous brakes, off a Star. Unfortunately I opted for the latter, which was altogether too much for the flimsy Vauxhall chassis, which it endowed with a formidable understeer. This prevented the car from being as enjoyable as it was potentially, and after three years I sold it to Lord Montagu for his museum. In September this year he invited me to drive it to the remarkable rally at Luton of " Pomeroy " Vauxhalls, and I had really forgotten what a splendid car the " E " type is. The tremendous top gear performance from about 25-65 m.p.h. (roughly 800-2,000 r.p.m.) is quite fascinating, and placed it absolutely in a class of its own in the early 'twenties, especially from only 4½-litres. I found that acceleration from 0-60 m.p.h. took 17 seconds without exceeding 2,300 r.p.m. in the gears (the engine was designed to peak at 2,600).

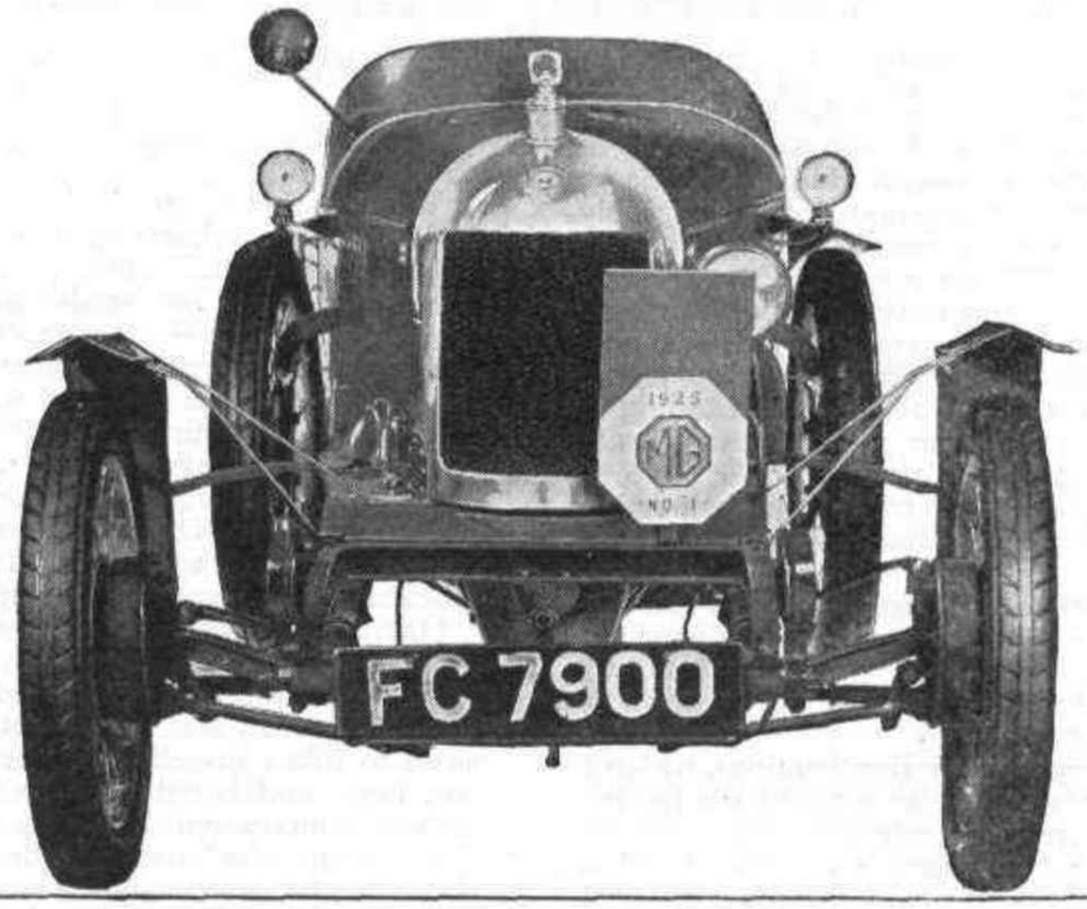
In the meantime I had been feeling the Bugatti itch again so acquired a 1928 T44, with a very pretty two-seater Corsica body which had replaced the original saloon in 1934. This type (single o.h.c., 3-litre, straight eight) probably gave about 85 b.h.p. and was specifically described by Bugatti as a tourer. All the same, it would see off any standard 3-litre Bentley or Sunbeam, was immensely flexible, reasonably smooth and silent, and had good brakes if you pressed hard enough. As an all-round vintage car the 44 would be hard to beat, and mine twice brought me close to winning the Lycett Trophy of the V.S.C.C. But it never revved quite as freely as I think it should have done, and while it cruised comfortably at 70 (3,500 r.p.m.) it simply would not exceed 80 m.p.h., which isn't fast enough to be really amusing at Silverstone. It was also rather long for driving tests, although it collected quite a few such awards.

In about 1958 I found increasingly that there were business occasions when I wished I had something more commodious and vertical than the Porsche; and my elderly mother understandably hated getting in and out of it. (Incidentally, she continued to drive her Austin heavy 12/4 up to her death at the age of 79.) I happened at this juncture to see Jack Lemon Burton's T46 (1934, single o.h.c., 5.3-litre). It had been vaguely for sale for two years, but the very moment I decided I wanted it more than anything else some beastly American had paid a deposit on it. I decided it must

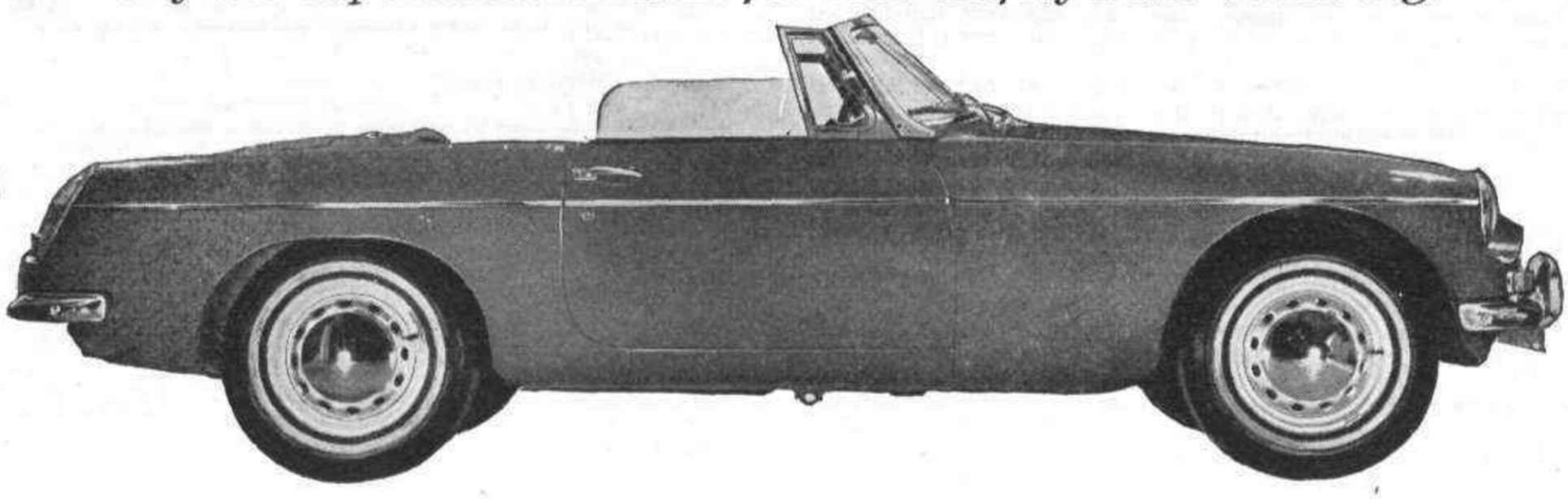
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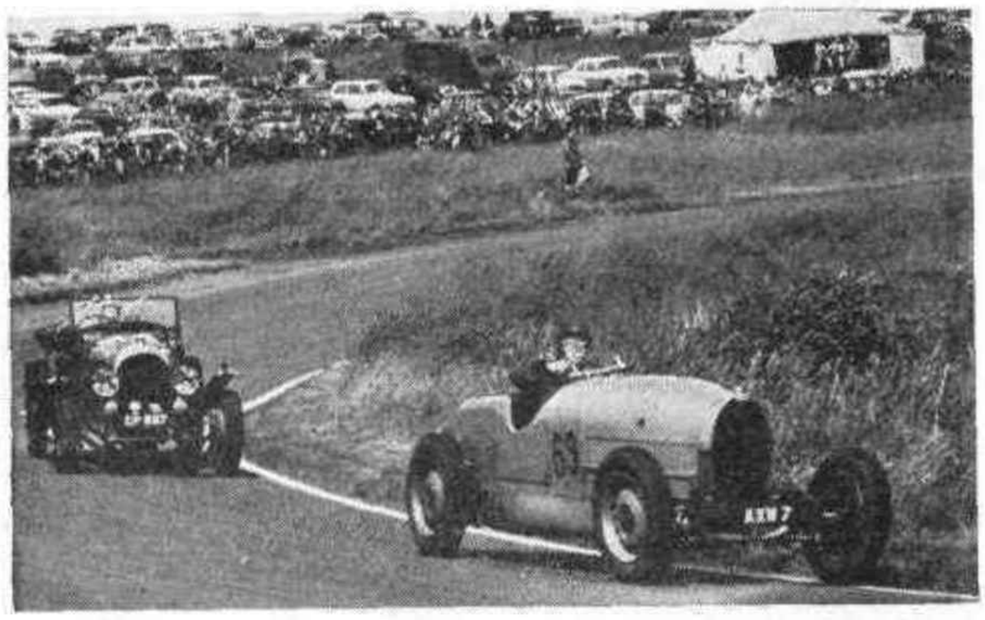
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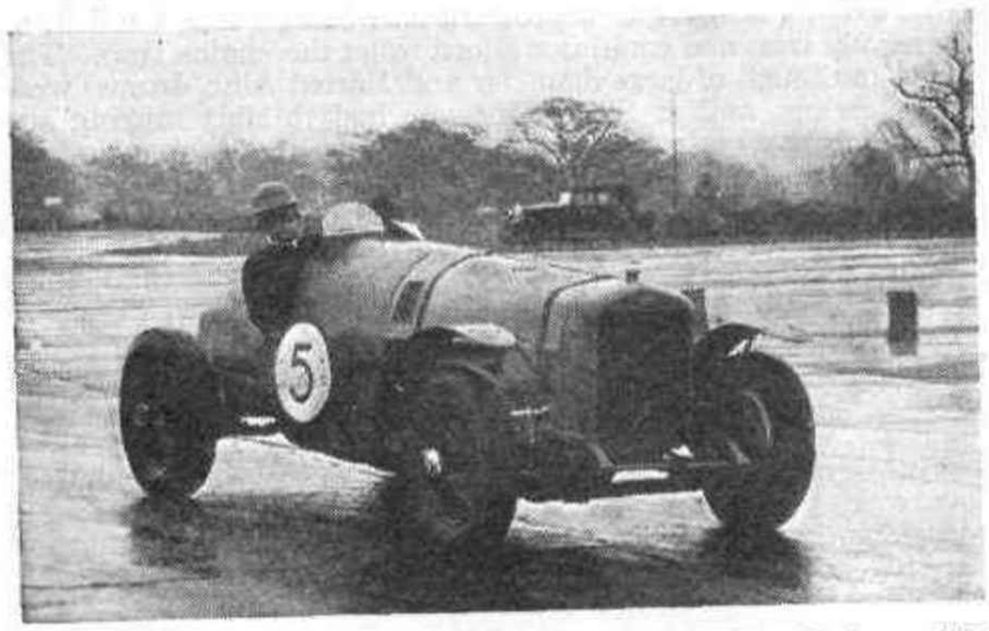



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*TWO MORE CLUTTON CARS.—On the left, his Type 43 Bugatti holds off a Bentley; on the right, the great 10½-litre V12 Delage which he drove in 1951/52 until disaster intervened.*

be rescued from this fate and made Jack's life such a telephonic misery for the next fortnight that he eventually gave in. This car has a large saloon body by the little-known firm of Lancefield, but it was a pretty good effort on their part and has distinguished lines. It is fitted up with all p.v.t. cons such as looking glasses in the back and a couple of bottles, one of which had some very questionable looking pills in it when I bought the car (I'm sure they pre-dated Jack's ownership).

The T46 has far exceeded my expectations in every way and I can quite understand why it was Ettore's favourite model. It is really a scaled-down Royale, which puts the design date, in effect, back to about 1925 although the 46 was not actually introduced until 1930. It continued in production until 1939 (I imagine the last one was built about 1935 or '36 but I believe there were still four unsold chassis at the outbreak of war). Considering the weight (37 cwt.) and the steering-box ratio (2¾ turns from lock to lock) the steering is wonderfully light. It is also perfectly responsive and accurate and, of course, has no play at all. The engine has no vibration and will pull evenly and strongly from a walking speed in top (probably 150 or 200 r.p.m.). Despite this, the power curve shows no signs of falling off, right up to 3,500 r.p.m., which I regard as the sensible limit for this 80 × 130 engine, although I have seen 4,000 mentioned. I imagine maximum power output is about 140 b.h.p. With such a useful power curve three speeds are ample, and they are kept in a tiny box on the back axle. Obviously, this is about the worst possible place to put a gearbox and I am sure Bugatti did it for no better reason than to get as far as possible from the noise. In effect, in such a big car, the extra unsprung weight seems no disadvantage. The ratios are 3.91, 5.45 and 9.8 which, as always in a Bugatti, are perfectly chosen. Top gives 23½ m.p.h. per 1,000 r.p.m. and, on this, 75 seems a perfectly happy cruising speed and once, under great stress, I put 75 motorway miles into an hour. I have never tried for maximum but 90 should come up fairly easily. This type has two shortcomings. The very long prop.-shaft is extremely difficult to maintain in balance, but this can be done if Hardy-Spicer universal joints are fitted. The other is that the brakes, while both powerful and anti-fade, are somewhat unpredictable at the moment of first application, while the compensation arrangements are getting their priorities sorted out. The engine gives no trouble at all, which is just as well, seeing that the crankshaft has to be removed before the valves can be reground. As it is, after 30,000 miles not even the tappets of mine have had to be adjusted. Fuel consumption is between 15 and 16 m.p.g. almost regardless of speed or traffic. All in all, this car gives me as much pleasure as any I have ever had and I hope I shall never have to get rid of it. I certainly think it is in almost every way superior to a Phantom II with which it is contemporary and, presumably, comparable.

The arrival of the 46 made the 44 rather supernumerary and I thought I wanted something faster, and vintage, as a pair to the 46. A 43 (blown, roller bearing, 2.3-litre) seemed the obvious requisite and I eventually secured one, like the 30/98, in pieces. The T44 was then bought by Guy Griffiths. The T43 had been picked apart into the smallest imaginable pieces in preparation for a really super rebuild which, as so often in such cases, had never happened. However, Robert Patrick, delving back into his Papworth memories, said all the bits were there and I could buy it, which I accordingly did, and he started to fix it. Hugh Conway got the crank re-rollered in Belfast and after endless delays it was finally ready for the road. From the start, it has given endless ignition and/or carburation troubles from which we are only emerging after more than a year of frustrating experiment. In the intervals, the 43 has given every indication of being a splendid car, and with performance up to scratch (100 m.p.h.) I feel pretty confident that by next season it will come up to Laurence Pomeroy's verdict as the best standard vintage sports car. The engine is, of course, the same as the T35 grand prix cars, but with the smaller and more reliable valves I imagine the power output is only around 115 b.h.p. 5,500 r.p.m. was permitted, but failures have been known and I intend to keep to 4,700 (actually, at the moment, it is the top-end performance that is missing and there is no point in going even as high). The car has all the thrill of a vintage era GP engine, Bugatti road-holding and cornering and superb brakes. In the latter connection, I found that the GP type aluminium wheels were a mass of cracks, so I replaced them by a set of T49 cast-aluminium bolt-on wheels which are, I think, equally handsome, very strong, and give very powerful brakes.

Despite all the trials and tribulations to date, I don't at all regret the T43 and am looking forward to getting a lot of fun out of it in 1965.

All through the post-war period the Brough had been in fitful use, including a tour of the Lake District soon after the war. But it gave a lot of trouble, especially as to the gearbox, until I was lucky enough to pick up one of the heavyweight, 3-speed close-ratio Sturmey boxes, which give roughly 50, 75 and 100 m.p.h. at 5,000 r.p.m. There is nothing quite like the thrill of a big V-twin and the acceleration of the Brough is really formidable. Last year I rode it to Rugby for a Brough rally, attended by George Brough himself (he arrived in an E type Jaguar). It rained all the way there and on the M1 (luckily at only about 60 m.p.h.) the engine seized up (to which it was always prone) and in the series of ensuing slides I have no idea why I didn't fall off. It rained all the time there and all the way back, and, as seems to happen to most Broughs in heavy rain, it ran mostly on one cylinder. When I got home I was quite exhausted so that when I got off I wasn't strong enough to support the 400 lb. of Brough and it fell on top of me, where I had to remain until someone came and picked it off me. So I decided that my bicycling days were over and the Brough has gone on indefinite loan to "Tich" Allen, who is smaller than me, and can't be much younger, and wheels a Brough about like a push-bike.

I should really like a vintage aircraft, but running an aeroplane is so expensive that I count myself very privileged to have been elected to the famous Tiger Club, where I can spend what little time I can devote to flying in a Tiger Moth, which has all the merits and characteristics of a very good vintage motor car (but of course, cars don't handle so well in the inverted position).

Finally, my post-war racing, first in the Delage and throughout, of course, in the Itala.

I bought the Delage with a load of spares in 1940, and after the war Alan Southon put it together with great thoroughness and skill. He also fitted it with quickly detachable wings for road use, as I always drove it to meetings, more than once attaining over 130 m.p.h. (3,200 r.p.m.) between Oxford and Bicester, on the way from Hartley Wintney to Silverstone. As is well known, the Delage took the World speed record in 1923 at 143 m.p.h. I used the next lower axle ratio to the record gearing, giving 40 m.p.h. per 1,000 in top. It would not run happily below 1,200 r.p.m. so

traffic driving was rather a problem and being single-handed, as I generally was, one could not afford to let the engine stop. The brakes (although of large diameter and I fitted Alfin drums) were really terrible, and at Silverstone one had to start braking 400 yards before Woodcote. Having regard to this, a lap time of 1 min. 21 secs. shows what a tremendously fast car the Delage is. Cornering speeds were about the same as the Itala. In 1951 I won the vintage class of the Seaman Trophy race, but at the vintage meeting at Silverstone in July 1952, while changing into top after Becket's, at 100 m.p.h., there was a sudden woof and we were very much on fire—subsequent investigation showed that one of the separate cylinders had broken loose and sheared the petrol supply pipe. The flames in the cockpit drove me very quickly to sit on the back of the car, so there we were, at 100 m.p.h., in neutral, with no means of stopping (the handbrake was useless anyway) and burning brightly. I contemplated putting the car into the outfield and rolling it, but from my remote position I had not the strength; also my hands were already in a bit of a mess. So I continued brooding on the matter and came to the conclusion that the best thing would be to drive head on into the Woodcote ditch which, I calculated, would stop the car and catapult me into cooler air, and so it turned out, and not a moment too soon, either. I was in hospital for two months and my hands have never fully recovered from their roasting. Jack Williamson now has the Delage and if he ever finishes rebuilding it, I must say I have always longed to drive it up Shelsley (hint). Curiously enough, the car was not desperately damaged and the main problem is, as it was in my day, the almost-rusted-through cylinder walls, which are very thin turned steel barrels with welded-on water jackets.

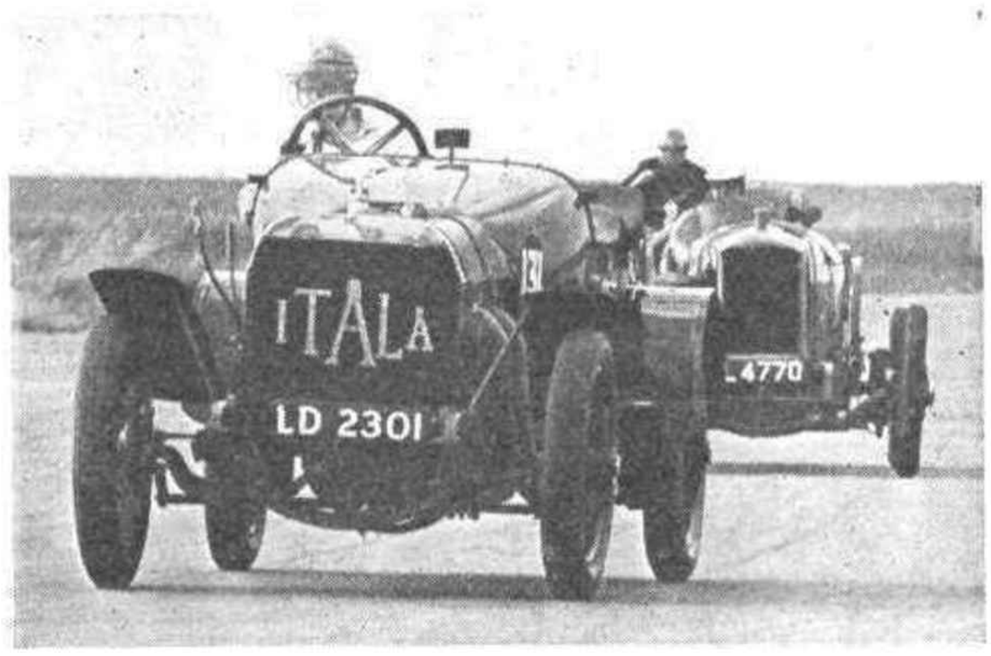
The Delage is a really wonderful car and I hugely enjoyed my two seasons of racing with it. With improved braking it would still be a formidable contestant in the vintage field.

The Itala had already made its mark before the war and surely no racing car can ever have given more noble service over such a long life. It won its first award for me at the vintage Bramshill speed trials in July 1936. To pick out two outstanding pre-war performances, on April 10th 1938 it was present at the opening of Prescott Hill. Craig made f.t.d. on a blown 4.9 Bugatti; Ronnie Symondson was second with his 57S Bugatti with 57.83 sec. and the Itala was third, with 59.03, ahead of some very formidable machinery and drivers—I simply can't imagine why we were all so slow, as it was a fine day, unless it was that no-one had been up the hill before and there was no practice. Of all the people running on that historic day, hardly anyone is still competing and only Ronnie Symondson and I are still competing on the same cars (but Tom Rolt still has, and uses daily, the same 12/50 Alvis). The Itala was awarded the prize for the "most meritorious performance."

I entered for the May Shelsley meeting in 1938 and this was the first time the modern general public had seen a big Edwardian in action. It caused quite a stir and, I think, was the beginning of the public enthusiasm for such cars. I clocked 50.98 sec. which I have never been able to equal since the war. This shows what a bad thing it is to have a rev.-counter; before the war I just went on in a gear until it didn't seem to get any faster. Now I treat 1,650 r.p.m. as the normal maximum.

In 1954 Bob Ewen, with whom I shared the car, most unhappily died, and his share was taken over by Jack Williamson and now that Jack seems to have given up racing himself (what a sight he and his Bentley used to be, thundering down to and round Woodcote at impossible speeds) I hope his son Johnty will take an increasing share in driving the Itala.

Subsequently, its performances are too recent to need recording, but I had long had a firm conviction that, if everything was absolutely right, it should be possible to get up the old course at Prescott (which the V.S.C.C. continues to use at its meeting) in under 55 sec. This, however, I never succeeded in doing in over 10 years of concentrated effort, so that by 1962, with the combined age of car and driver already totalling 105, it began to look as though we never should. So when, on August 19th, at the vintage meeting, the course was perfect and the car on top of its form, I decided it was then if ever. Clutch in at 800 r.p.m., bash through to 2nd just past the commentator's hut, under the bridge and start braking just past the apple tree. Toe and heel into bottom for orchard and to hell with the rev.-counter up to Pardon (nearly 2,000 r.p.m. but don't tell Jack). Check spin, back into 2nd, pump up pressure; resist the temptation to brake until well past the half-way hut, and give a sharp twitch on the steering wheel to bring the back round and break away the front wheels. With luck this sets the car up to go through the esses in one continuous sweep without any embarrassing broadsides and corrections. Then up to the semi-circle, slow to 1,200 r.p.m.




[Photo by M. Cooper

*EDWARDIAN CONCENTRATION!—Clutton on the Itala leads Neve* (1914 *T.T. Humber*) *and another driver at Silverstone—all apparently in deadly earnest.*

(30 m.p.h.; sure I could do this bit faster if I was braver) and 1,650 over the finish line, still in 2nd. And it was 54.85 sec., my ambition achieved and a new Edwardian record. It is extraordinary how slowly one goes at Prescott, as at no point is the Itala doing more than 45 m.p.h. I think the 10½-litre Fiat, or "Vieux Charles III" or a 1914 GP Mercedes could take this Edwardian record from us, and no doubt someone eventually will, but I think he will have to try fairly hard.

**Postscript :**

For the benefit of new readers of MOTOR SPORT, the Itala was built for the 1908 Grand Prix, in which it finished 11th. It came to Brooklands in 1910 and had a best lap speed of 101.8 m.p.h. The present light touring body was fitted in 1911 and limits the maximum speed to 90 m.p.h. The engine has 4 cylinders, 155 × 160, giving a capacity of 12 litres. The pistons are cast iron; valves inlet over exhaust; low-tension magneto ignition. Top gear ratio is 1.65 to 1, giving a speed of 60 m.p.h. at 1,000 r.p.m.

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## THE DESIGN OF SMALL CAR ENGINES

MOTOR SPORT has been summarising a series of papers on this subject which were read at a Symposium arranged by the Automotive Division of the Institution of Mechanical Engineers, the last of these articles appearing in the September issue. It was our intention to continue them but, in fairness to the I.M.E., which has now published the entire series, with the subsequent discussion and authors' replies, we have decided not to do so.

This book, "Design of Small Car Engines for Mass-Produced Cars," contains the illustrated papers delivered by W. V. Appleby (B.M.C.), D. C. Eley (Standard-Triumph), R. A. S. Worters (Ford), R. Bachex (Renault), Messrs. L. Kuzmicki, A. C. Miller and P. G. Ware (Hillman), Dr. D. Giacosa (Fiat), Prof. A. Fessia (Lancia) and R. M. Strobel (N.S.U.). The discussion is highly informative and even touches on vintage history, because Georges Roesch, claiming to have pioneered the silent and reliable, low-cost, high-performance car in 1930, in the form of the Talbot 105, which gave 105 h.p. at 4,500 r.p.m. on a c.r. of 6.6 to 1, and 140 h.p. at this crankshaft speed on a c.r. of 10.2 to 1. Roesch claims 56½ h.p. at 6,000 r.p.m. on a c.r. of 8.5 to 1 from the 1,070-c.c. engine he evolved from the basic 10/23 Talbot design in 1922, and a maximum speed for this engine of no less than 7,650 r.p.m. He says Segrave lapped Brooklands in the car at over 90 m.p.h. but found the ride too rough for his liking, so interest was lost and, this single-seater sold, "never to be heard of again." Surely *someone* else must remember a 1922 push-rod-o.h.v. light car capable of revving to over 7,600 r.p.m.? Could it have been the 10/23 converted into a 2-seater and driven in speed hill-climbs by Mr. F. W. Shorland, Clement-Talbot's Sales Manager? Perhaps someone can tell us?

All of which rather departs from the I.M.E. book, which is of great interest to engineers and designers, especially as the diacussion takes in such matters as whether it is more meritorious to vary the bore or the stroke, whether 5-bearing crankshafts are justified, Saab's admission that the two-stroke engine "isn't satisfactory for the future," and indeed, on all major aspects of engine design, as leading designers tilt and spar with one another!

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*EFFORTLESS HIGH-SPEED RUNNING, and phenomenal acceleration, are the outstanding impressions left after testing the Jensen C-V8 for more than 1,600 miles.*

IN MOTOR SPORT last September we reported on a visit to the Jensen factory and it is now possible to give impressions of how this powerful Chrysler-powered car behaves on the road, after a test of some 1,600 miles.

At first sight, the life of the Jensen's passengers, like that of Gilbert and Sullivan's policeman, would appear to be an unhappy one, because there is not overmuch leg-room in the back compartment of this two-door saloon and as the rear seats are entirely separate, rather more so than those in a Rover 2000, a single passenger cannot sit sideways to secure more leg stowage. On the other hand, foot space below the front seats is provided and unless the driver has his seat at full arms-stretch position or the squabs are reclining, persons of small stature contrive to make do with this rear compartment.

Continuing with the seating arrangements, the owner of a Jensen C-V8 will be accepted as a man of high moral principals, for not only is the back seat of his car no place on which to recline but the lower extremities of his front-seat passenger are effectively isolated from him because the transmission tunnel is topped by a tall stowage box, with padded hinged lid. The fact is, of course, that the latest Jensen is a car for motoring in, not for parking. . . .

The seats themselves are extremely comfortable, although the close proximity of the back seat precludes horizontal reclining of the front squabs, which have Widney Lyback action.

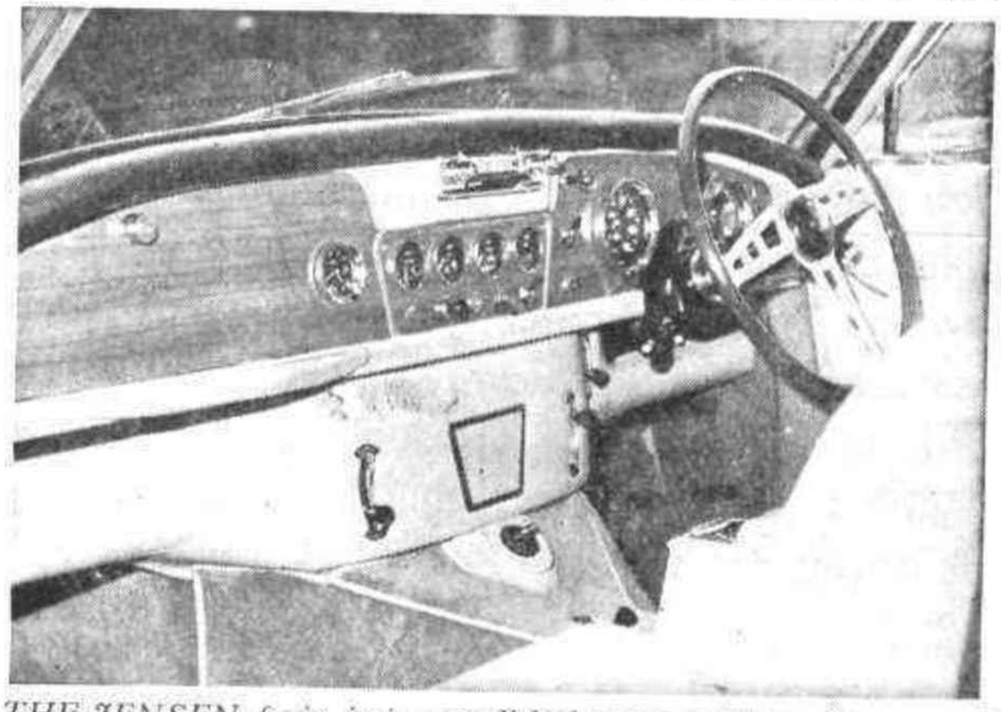
In external appearance the Jensen is well balanced and imposing, if rather aggressive when viewed head on, while I feel that in winter it is likely to suffer from snow in its eye-brows. The doors and boot-lid of the fibre-glass body shut very nicely but the doors lack "keeps." The interior is tastefully upholstered, largely in good-quality hide, with carpeting on the floor, transmission tunnel and along the lower part of the doors. The facia is of unpolished wood, with a central panel picked out by plated beading.

There is a really commodius cubby hole on the left, with lockable wooden lid. The centre panel contains four small dials—ammeter, oil gauge, fuel gauge and thermometer—with cigar-lighter, ignition key, panel-lighting switch and flick-switch for the 2-speed heater-fan below them. A clock occupies a place to the left, and to the right of the panel, convenient to the driver's left hand in vertical array, are the 2-speed wipers-cum-washers knob, flick-switch for the lamps (the foot-dimmer is a treadle-pedal with pleasantly light action) and the map-light button. Before the driver are the matching Jaeger 160-m.p.h. speedometer and 6,000-r.p.m. tachometer. The former has trip and total mileometers, the latter incorporates a fuel low-level light which comes on with petrol for some 65 miles still in the tank. On the extreme right of the facia another flick-switch (they all have labels) releases the petrol-filler flap on the n/s rear wing.

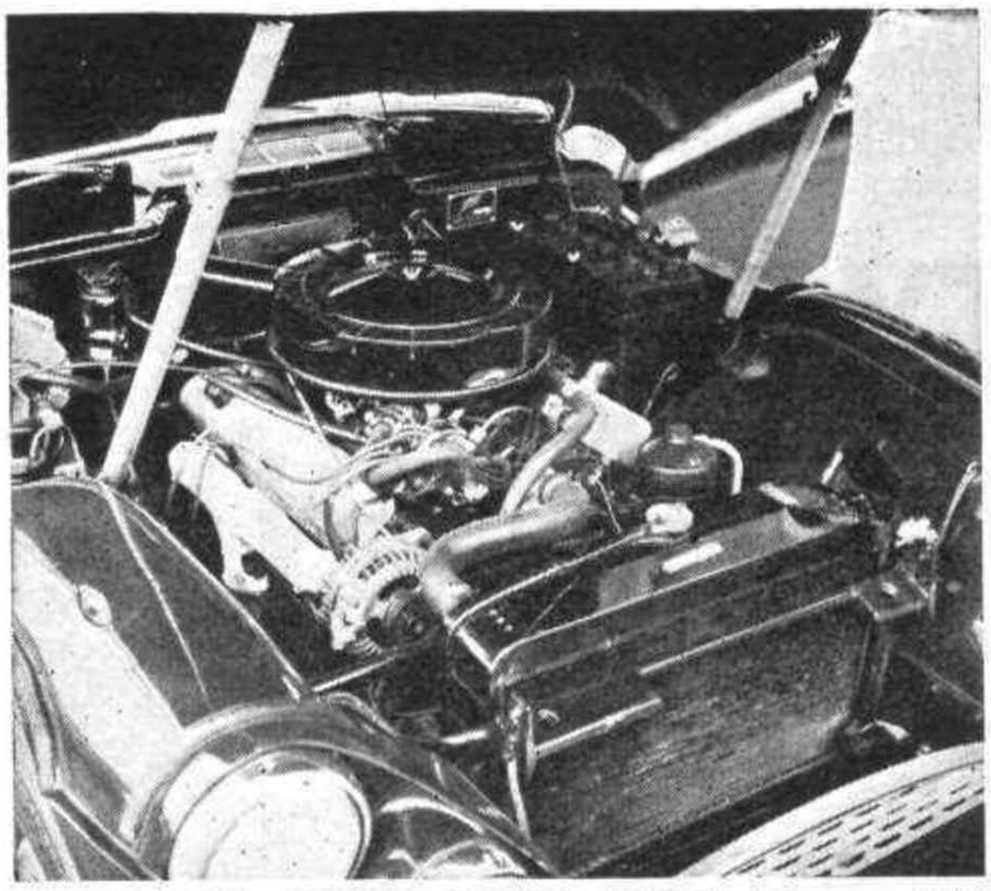
Heating and ventilation are dealt with by two controls on the upright wall of the console that depends from the facia, and on its horizontal surface are found a swivelling knob for rear window de-misting and the 4-position knob for setting the Armstrong "Selectaride" rear shock-absorbers. There is an ash-tray ahead of the aforesaid stowage box between the front seats, another for back-seat smokers.

The wide doors are neatly recessed at the front to accommodate the interior handles, which go up to open them, and the window winders, which ask only 1¼-turns to lower the glasses. A small detail of styling thoroughness is the presence of tiny glass triangles ahead of the ¼-lights, while the rear-side windows open as extractor vents on firm toggles.

The carpeted luggage boot is of moderate capacity, has rather half-hearted automatic illumination of the interior, and its lid is self-propping. The bonnet is opened by first unlocking a flap which conceals the big locking handle, turning this, and pulling on the safety-catch cable. There are self-releasing dual struts to hold the bonnet lid up but on one occasion, just after I had told an admiring garage attendant the price of the car, these contrived to jam.



*THE JENSEN facia is in unpolished wood, with neatly grouped dials. The lid of the very commodious cubby-hole, the ride-control-knob on the console, and the forward end of the useful oddments stowage box which divides the front compartment, can be seen in this picture. Note, too, the drilled steering-wheel spokes and tiny glass panel ahead of the quarter-lights.*



*WHERE THE POWER COMES FROM.—The 330-b.h.p. 6¼-litre Chrysler engine of the Jensen C-V8. Note the alternator on the front o/s.*

Under-bonnet electrical equipment is a combination of Lucas and Autolite, the dip-stick in its tube on the n/s is extremely accessible, and the Lucas battery, charged by an alternator, is well isolated on this side of the engine.

The driving position is rather low but the wood-rimmed wheel with its wide, drilled spokes, is out of one's line of vision, which is somewhat cut off, however, by the big air-intake hump on the bonnet top, although the n/s wing is visible. The steering column is adjustable. The hand brake lever is set close to the driver's seat squab and transmission tunnel but is easy to apply, the wide rear-view mirror has an anti-dazzle setting, and there are soft vizors, with a vanity mirror. The front-seat passenger has a grab bar, and plated vertical struts behind the doors serve to anchor the seat-belts. There is courtesy action for the single roof lamp (that on the n/s door was inoperative) and the door-pulls-cum-arm-rests incorporate shallow pockets. Further stowage is provided by lidded wells each side of the back seats and the deep shelf behind them.

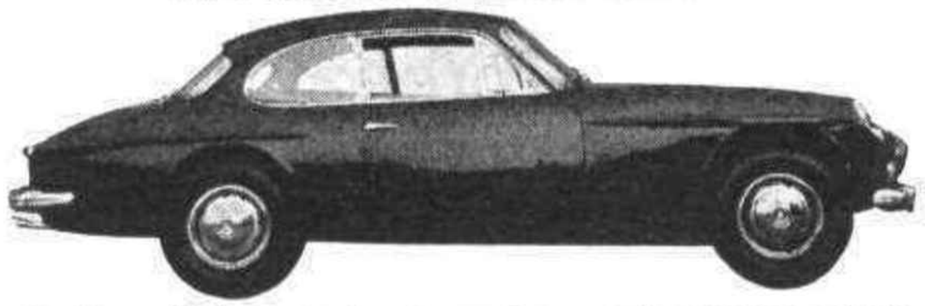
### The Jensen In Action

I have said that the Jensen C-V8 is a car to go motoring in. And how it motors! The test car had the 108 × 86 mm. (6,276 c.c.) Chrysler vee-eight power unit which replaced the former 5.9-litre engine after chassis No. 104/2119. It develops 330 b.h.p. (S.A.E.) at 4,800 r.p.m. on a c.r. of 10 to 1, and is mated to a fully-automatic gearbox having ratios of 7.5, 4.4 and 3.07 to 1. There is provision for selecting and holding the two lower gears and this produces some of the most vivid acceleration it is possible to extract from a production four-seater saloon, the Jensen being half way to becoming a dragster! Due to the non-availability of certain MOTOR SPORT test equipment and the worn state of the tyres on the test car, we did not take performance figures but as the 5.9-litre version would do 0-50 m.p.h. in under six seconds and the s.s. ¼-mile in 16 seconds, and could exceed 136 m.p.h., the potential of the bigger-engined car needs no embellishment.

Indeed, it is possible to spin the wheels on a dry road without using kick-down, and so potent is the take-off when using full throttle in low gear that the instruction book contains a warning to the effect that caution must then be observed, " in view of the sudden surge of power engendered." Because such acceleration is enjoyed without any fuss or sound from the engine, it is the most impressive aspect of the Jensen C-V8.

The gear lever extends on the left of the steering column and its quadrant has 1, 2, D, N and R positions, with no parking slot. A button on the lever's tip has to be depressed before it can be moved, and the quadrant is illuminated when the panel lighting is on. With the lower gear hold in use the engine can be taken to between 5,000 and 6,000 r.p.m., modern big vee-eights being notably high-revving. The lever moves delightfully smoothly and is matched by a convenient r.h. turn indicator and lamps-flasher stalk.

### THE JENSEN C-V8 GT SALOON



*Engine :* Eight cylinders in 90 deg. vee formation, 108 × 86 mm. (6,276 c.c.). Push-rod-operated overhead valves. 10-to-1 compression ratio. 330 b.h.p. (S.A.E.) at 4,800 r.p.m.
*Gear ratios :* Automatic transmission. Low, 7.5 to 1; Middle, 4.4 to 1; Top, 3.07 to 1.
*Tyres :* Dunlop 6.70 × 15 Road Speed RS5 on bolt-on steel disc wheels.
*Weight :* 29 cwt. 1 qr. 28 lb. (dry).
*Steering ratio :* 3½ turns, lock-to-lock.
*Fuel capacity :* 16 gallons (maker's figure). Range : 277 miles.
*Wheelbase :* 8 ft. 9 in.
*Track :* Front, 4 ft. 7⅛ in.; Rear, 4 ft. 8⅛ in.
*Dimensions :* 15 ft. 4½ in. × 5 ft. 7½ in. × 4 ft. 7 in. (high).
*Price :* £2,888 (£3,490 inclusive of purchase tax).
*Makers :* Jensen Motors Ltd., West Bromwich, England.

Normally, full automation suffices, kick-down giving maxima of 48 and 82 m.p.h. in the lower gears; the Chrysler transmission functions very smoothly, changing up at 11 and 15 m.p.h. respectively, at light throttle openings.

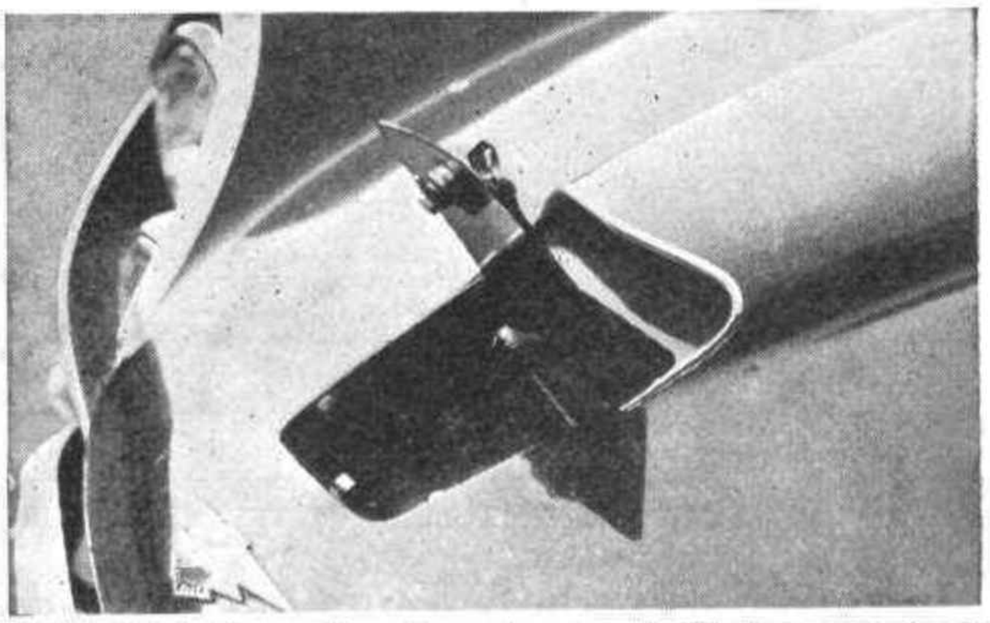
This outstanding acceleration is maintained to 100 m.p.h. and beyond. The engine turns at 1,000 r.p.m. at 26 m.p.h. in top, so there is little need to consult the tachometer in ordinary driving.

This C-V8 is a splendid Motorway car, cruising at 130 m.p.h. with very little wind noise, although I could have done with more cool air in the interior when the windows were shut. Road noise, too, is low and the body free from rattles except for a drumming glass in the n/s door when the window was partly open. There is some whine while running in Low gear. The very high performance, achieved with no more sound than the slight hiss of air passing through the big air cleaner above the Carter carburetter, renders the Jensen, to borrow someone else's slogan, an excellent " businessman's express."

But he needs to be a fairly muscular businessman, because the steering is heavy and, in spite of servo assistance, the Dunlop disc brakes require heavy pedal pressures to stop the Jensen effectively from high speeds, when one is conscious of having to retard a heavy and very fast car.

Certainly, this Jensen wants power-steering. As it is, the wheel calls for 3½-turns, lock-to-lock, transmits some pretty severe shocks when the big front wheels hit bad pot-holes, but had

*Continued on page 928*



*BEFORE the Jensen bonnet can be opened, this flap covering its release handle has to be unlocked. The idea is that a garage-hand can drive the car but cannot tamper with the engine, and also, as the flap will not drop until the lever is in the locked position, and it can be seen from the driving seat, there is little likelihood of driving off with the bonnet unsecured.*

Good news for family men who miss
the breezy days of sports car motoring!

# NEW STYLING AND NEW EQUIPMENT SHARPEN UP THE '65 VX4/90




In three years, the VX4/90 has achieved remarkable popularity in a new class of British motor car—high performance family transport.
Now, the second-generation VX makes an even bigger promise to the man who wants a safe, comfortable and roomy family car—with all the power and controllability he remembers from sportier days.

### Now—More Space

Biggest change in the '65 VX is the one that means most to your family—more room inside. This is a direct benefit from the dramatic new styling you see in the pictures: curved windows and doors add no less than 4 inches to the interior width of the car—more space to *enjoy* the relaxing room of a family car.

### Now—Better Instrumentation

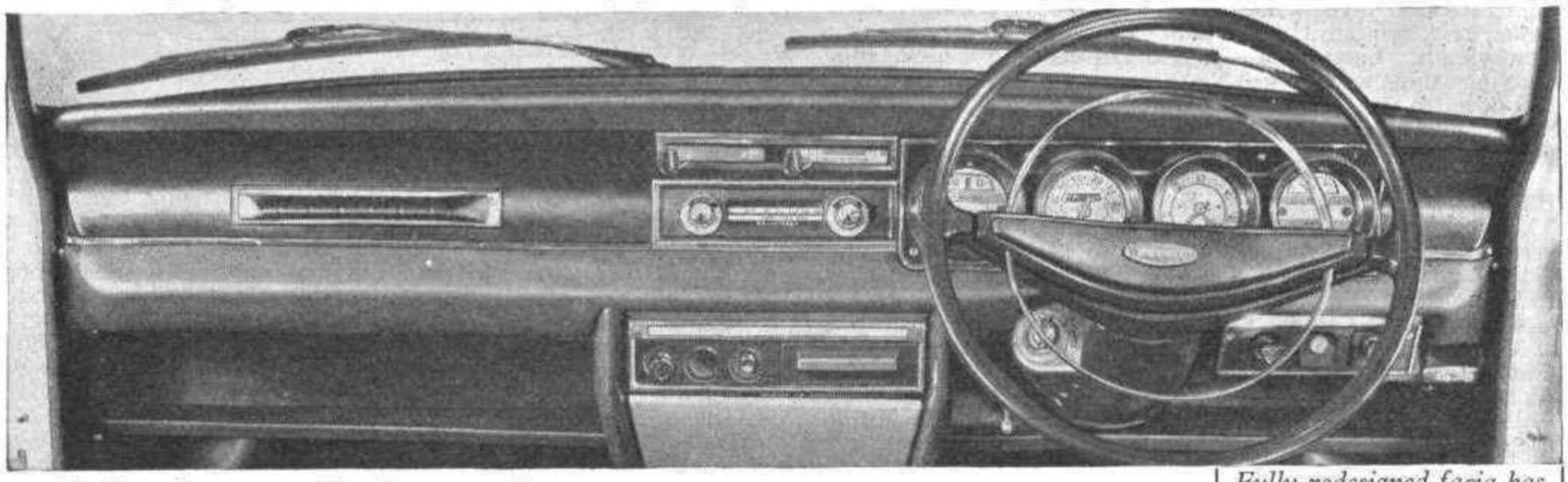
Vauxhall have really gone to town on the dials. The VX always had full instrumentation; now the panel is a coolly rationalised group of four hooded dials, covering speed (mph and kph), mileometer with trip, revs, oil pressure, ammeter, water temperature and fuel. The dials face the driver and are unobscured by steering wheel or horn ring.

### Safe as Houses

As befits a family car that is designed for speed, the VX is fitted with child-proof locks. Seat belt anchor points are standard, and the toughened windscreen has a safety zone.

### Gilt-edged Investment

The VX covers your investment with the hardness of Magic Mirror finish—Vauxhall's unique acrylic lacquer that keeps its shine for years without polishing, resists the deterioration you see in the finish of other cars. And the VX also has standard underbody seal.

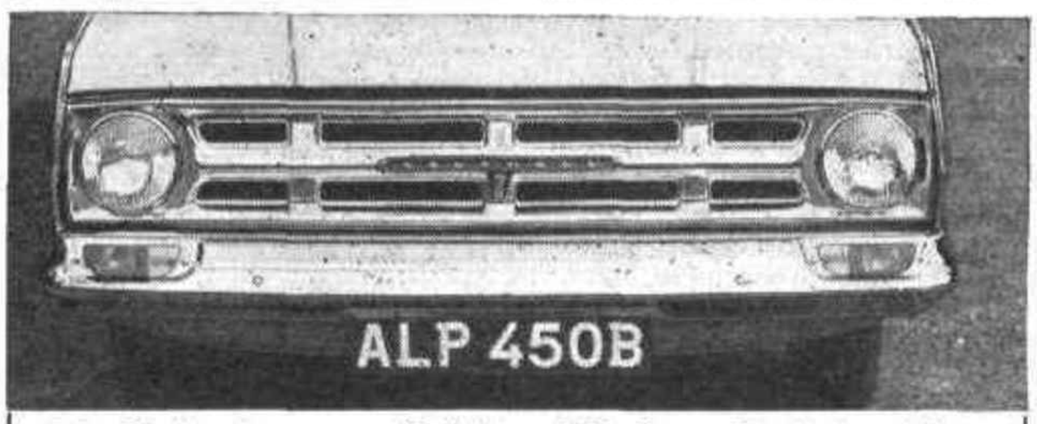


*Fully-redesigned facia has instruments grouped horizontally in circular cowlings. Controls are shaped for touch identification.*

### Smoother Performance

Using the same engine and transmission components as its forebear, the new VX manages to cruise faster with no extra consumption, by virtue of the improved aerodynamics of the new body. The 1595 cc twin-carb high compression (9.3 to 1) engine turns out 81 bhp—enough to move the VX from rest to 50 mph in 11 seconds flat.

Third gear will take you over 70 mph, and maximum is an unflurried 90. Maximum torque is reached as low as 3,200 rpm and makes the VX a comfortable 'top gear' car in sluggish traffic conditions. (Wives will appreciate this tractability.)




*The distinctive new grille is in polished, anodised aluminium.*



*New door outline adds 4 inches extra elbow room to the car's interior.*

### Steering, Road-holding, Stopping

The VX uses recirculating ball steering—precise and sure at high speed and light at low speeds, too. Parking is particularly easy, because turning effort actually lessens as the lock increases.

Rigid-welded body-chassis and suspension specially tuned for fast, tough driving give superb roadholding.

To stop the VX you have disc brakes at front, drums at rear; vacuum servo-assisted to give reassuring stopping power with an exceptionally light touch on the pedal.

### A Driver's Car

Here, in brief, is what the new VX offers you and your family: the thrill of having a lusty, safe-handling sporting car; all the surety and stopping power of vacuum servo-assisted brakes; a delightful 4-speed all-synchromesh gearbox with short-throw lever; the comfort and luxury of a full-size family car, fitted with a superb heater, rear-seat arm-rest, screen-clean, parcel shelf. A combination of what you *need* and what you can *enjoy*.

VIVID MOTORING—VELVET TOUCH

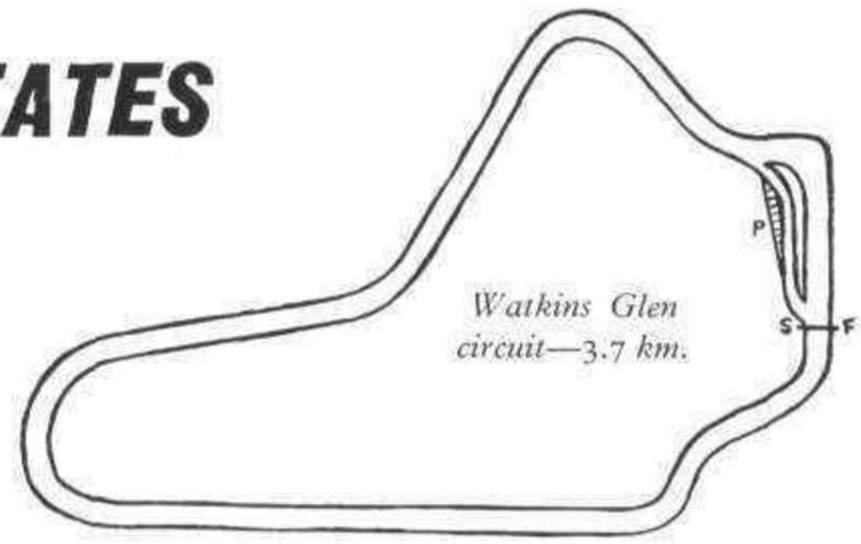
You can see the new VX4/90 at your Vauxhall dealer's now. But do the sensible thing and take one out for a test-drive. You'll find plenty of good reasons for buying the sharpest thing in family motoring.

VAUXHALL

VX4/90

Vauxhall Motors Limited, Luton, Bedfordshire.

# GRAND PRIX OF UNITED STATES



*Watkins Glen circuit—3.7 km.*

WATKINS GLEN, *Sunday October 4th.*

WATKINS GLEN was once again the venue for the U.S. Grand Prix, the ninth in the 1964 World Championship series. In this, one of the most beautiful settings for any Grand Prix, the sixth United States Grand Prix was scheduled for October 4th. Last year the World Drivers' and Constructors' Championships were settled by the time the Grand Prix circus had flown to the U.S.A.; this year, however, it was a different matter and certain drivers were more worried about losing points than trying all out as they did last year.

Twenty care were to have been invited and although the third B.R.M. was available for A. J. Foyt he decided not to take part. The other nineteen cars and drivers were all present for the first practice on Friday. Brabham had two cars for himself and Gurney, the new car as raced at Monza for Jack and the older car which Gurney has driven for so long. B.R.M. had three cars for Graham Hill and Ginther. The new car which broke on the line at Monza was for Hill while another car with new engine was for Ginther, the engineers had not found enough time to prepare a completely new car so adapted an older monocoque. The third B.R.M. was an old car with the old engine which was for Hill to use as a training car.

Lotus arrived with three cars for Clark, Spence and American driver Walt Hansgen. Clark had the old car which he first drove in South Africa in 1962 when a small bolt lost him the Championship for 1962. The other two cars were the 33s used at Monza. Clark felt that the older car would be more suitable on this 3.7-kilometre circuit than the newer cars. The Cooper team were here with their two cars and, once again, McLaren had Phil Hill as his No. 2 driver, the differences which kept Hill from the Italian Grand Prix having been patched up by this time. Since the Italian G.P. adjustable shock-absorbers had been fitted and slight alterations had been made to the rear suspension geometry.

The Ferrari team were there in force; they had two V8 cars for Surtees and the new flat-twelve for Bandini with a V6 for the Italian as a spare. The great surprise as far as this famous Italian firm were concerned was that all the cars were painted blue and white, the colours of the U.S.A., and were entered by the North American Racing Team. The reason for this surprising situation can be found in the statement made by Enzo Ferrari at Monza, where he said that he would never race on Italian soil again and handed in his competitions licence.

Rob Walker had three cars, his Brabham-B.R.M. for Hap Sharp, the American driver who normally drives Chaparall sports cars, the ex-Brabham car with Climax engine for Bonnier and painted Walker blue, and also entered by him was Siffert's Brabham-B.R.M. to be driven by its owner, Jo Siffert. The Parnell team brought two Lotus-B.R.M.s for Amon and Hailwood, Amon's being the car Hailwood drove at Monza and Hailwood was to drive the car he put into the lake at Enna, and which had now been rebuilt.

B.R.P. had two cars for Ireland and Taylor. Ireland had his Monza car with new strengthened mounting points on the monocoque for the lower rear radius arms, while Taylor's car was the one he crashed at Brands Hatch before the British G.P. This was rebuilt with stronger radius arm mounting points, but as two different mechanics had made up the brackets they were both very different, but did the same job. Last, but by no means least, came the Honda V12. This was virtually as raced at Monza but a new nose was keeping temperatures down by 10° C. and the brakes had been improved. Although not right by a very long way, Bucknum was happier than he had been in Italy.

So the nineteen cars were ready to start practice as soon as the track was opened. Since last year the whole track has been completely re-laid with a smooth but good-grip surface, which the organisers were optimistically hoping would considerably speed up the lap times. When the track was opened, Clark was off like a shot. The Lotus driver is the holder of the lap record of 1 min. 14.5 sec., while G. Hill did the fastest practice lap last year at 1 min. 13.4 sec.

Spence, Bandini in the flat-twelve and Sharp in the Walker car went out in a bunch with Surtees a few seconds behind. Surtees came in after one lap to take out a foam cushion which was getting in his way. In the first half of practice everyone had been out, lapping to start with at around 1 min. 20 sec., while they tried the new surface and remembered the way round from last year.

Gurney started to bring the times down when he got down to 1 min. 16.4 sec., but after the first hour it was Surtees setting the pace with 1 min. 14.6 sec., with G. Hill and Bandini one second behind. Troubles were beginning to appear and Taylor's B.R.P. was losing power due to faulty battery connections. Phil Hill had trouble from the first lap. There was obviously a fuel blockage somewhere as he could get no power from the Climax engine at all, and though the mechanics and the Lucas expert changed all sorts of things he was unable to better 1 min. 20 sec. However, his team-mate, McLaren, was suffering from none of these difficulties and was soon down to 1 min. 14 sec.

Ferrari still went on setting the pace, Surtees doing 1 min. 13.8 sec. in one V8 and 1 min. 13.9 sec. in the other, showing there wasn't much to choose between them. Bandini was having some troubles with fuel pressure at speed and to check the pressure in the fuel line a length of tube with a gauge was attached to the left-hand mirror, so the Italian could report to the Lucas boffins what was happening at the point of lost power. Lotus began to sort things out and anyone who thought they were down on speed after having to slipstream the leaders at Monza were in for a surprise for Clark was soon under 1 min. 14 sec. with a sizzling best time of 1 min. 13.23 sec., the fastest for the first day.

B.R.M. were putting in a lot of laps but were unable to break 1 min. 14 sec., Hill saying he was " slower than last year " while Ginther had his ratio changed during practice. Both Brabhams were in difficulty as far as speed was concerned. There seemed to be nothing particularly wrong except their times were down, Gurney being unable to get below 1 min. 14.4 sec., a whole second slower than the Lotus. B.R.P. were having a quiet time, the cars were behaving but weren't getting below 1 min. 15 sec. Both drivers seemed happy but said the cars were losing at least a second somewhere. Ireland had been told practice started early in the morning, so without checking, got up and went to the circuit, to find it inhabited at that time by a few " cotton tails " and the first of the army of campers who descend on the Glen. The enlarged Walker Team were fairly happy, Siffert and Bonnier having almost equal times of 1 min. 14.65 sec. and 1 min. 14.60 sec., respectively.

The Parnell team were not quite so happy as Amon was having fuel troubles and they were not getting the best from their B.R.M. engine, while Hailwood had a right-hand drive shaft break on the wheel side of rubber flexible drive. All through practice Bucknum was consistently bettering his times and an army of Japanese mechanics was sorting out the problems as he found them, and by the end of the day he had the very creditable time of 1 min. 14.9 sec. about half-way through the field. Practice finished sharp at 5 p.m. and the cars were wheeled back to the technical building for preparation for the next day.

The Club had put up a prize of 120 bottles of champagne for the first driver to lap at 120 m.p.h., a time of 1 min. 8.9 sec., an improvement similar to those made in other types of racing which have taken place here since the track was re-surfaced. The reason for the seeming lack of improvement in the F.1. field was that the new 13 in. tyres being used here for the first time slowed the cars on the straights due to the increased section in contact with the road, and with an improved surface adhesion this held maximum speeds down even more.

The first practice had been cool, cloudy and windy, but Saturday was brilliant, warm without being too hot, with a light breeze. G. Hill and Ginther were out as soon as practice started to try certain minor modifications which, in fact, improved their times by half a second. Parnell's trouble on Amon's car turned out to be a fuel pipe in the trap tank which had broken, so restricting the flow of fuel. P. Hill's Cooper was still in trouble with a very dead engine, and although Lucas engineers and Climax and Cooper engineers worked all day on the fuel system the engine didn't improve and sounded horrible. In the end all concerned suggested just throwing it away!

The excitement on this second day was the four-cornered fight to get pole position. Clark, G. Hill, Gurney and Surtees were doing everything they could to improve their times. Clark was now able to lap consistently at under 1 min. 13 sec. without much trouble, but he tried Spence's Lotus 33 and also did a very fast time, so much so that Chapman had the numbers changed on the two cars and set the car up for Clark. However, before he could get going properly practice finished, so he decided to keep the old car which he had used for most of practice. Surtees used both V8 cars and the V6. To his surprise, the V6 was faster down the straights than the V8, which was just off edge compared with its Monza performance. Still his time of 1 min. 12.78 sec. was only 0.12 sec. slower than Clark. G. Hill, who had been improving slowly, also managed to get under 13 sec. with a 1 min. 12.92 sec. The only other car in the 12-second bracket was that of Gurney, who was third fastest with 1 min. 12.90 sec., two-hundredths of a second faster than Hill.

The Honda, which had been improving slowly, suddenly spun off on the hairpin, damaging the right front suspension as it went over a buried rubber tyre. Also damaged was the new nose cowl. Bucknum drove slowly back to the pits and telephones began to buzz to get the parts required flown in from California. The Brabhams still seemed to be unable to improve as much as their previous day's performance, although Gurney did slip in a 1 min. 12.90 sec. amongst some slower laps. Taylor and Ireland were going smoothly with no great troubles, although a bearing in Ireland's gearbox did go before practice finished.

Bonnier had a balance weight come off a wheel which sheared the brake pipe; this meant re-balancing and bleeding, which held his practice up for some time, but when he did get going he got ninth fastest with a time of 1 min. 14.07 sec. So as practice ended the front row of the grid was Clark and Surtees, with Gurney and G. Hill immediately behind.

**PRACTICE TIMES**

| Car No. | Driver | Car | Times 1st Practice Day | Times 2nd Practice Day |
|---|---|---|---|---|
| 1 | J. Clark | Lotus-Climax | 1. 13.23 | 1. 12.65 |
| 2 | M. Spence | Lotus-Climax | 1. 14.3 | 1. 13.33 |
| 3 | G. Hill | B.R.M. | 1. 14.1 | 1. 12.92 |
| 4 | R. Ginther | B.R.M. | 1. 15.0 | 1. 14.67 |
| 5 | J. Brabham | Brabham-Climax | 1. 14.2 | 1. 13.63 |
| 6 | D. Gurney | Brabham-Climax | 1. 14.4 | 1. 12.9 |
| 7 | J. Surtees | Ferrari V8 | 1. 13.63 | 1. 12.78 |
| 8 | L. Bandini | Ferrari Flat-12 | 1. 14.15 | 1. 13.83 |
| 9 | B. McLaren | Cooper-Climax | 1. 14.2 | 1. 13.1 |
| 10 | P. Hill | Cooper-Climax | 1. 20.1 | 1. 19.63 |
| 11 | I. Ireland | B.R.P.-B.R.M. | 1. 15.3 | 1. 14.35 |
| 12 | T. Taylor | B.R.P.-B.R.M. | 1. 15.45 | 1. 15.3 |
| 14 | M. Hailwood | Lotus-B.R.M. | 1. 17.7 | 1. 15.65 |
| 15 | C. Amon | Lotus-B.R.M. | 1. 16.4 | 1. 14.43 |
| 16 | J. Bonnier | Brabham-Climax | 1. 14.6 | 1. 14.07 |
| 17 | W. Hansgen | Lotus-Climax | 1. 17.2 | 1. 15.9 |
| 22 | J. Siffert | Brabham-B.R.M. | 1. 14.65 | 1. 14.65 |
| 23 | H. Sharp | Brabham-B.R.M. | 1. 19.2 | 1. 18.23 |
| 25 | R. Bucknum | Honda V12 | 1. 14.9 | 1. 16.1 |
| 3T | G. Hill | B.R.M. | 1. 14.75 | 1. 13.63 |
| 7T | J. Surtees | Ferrari V8 | 1. 13.8 | — |
| 8T | L. Bandini | Ferrari V6 | 1. 15.8 | 1. 13.83 |
| 8T | J. Surtees | Ferrari V6 | — | 1. 13.23 |
| 5 | D. Gurney | Brabham V8 | — | 1. 14.63 |
| 2 | J. Clark | Lotus-Climax | — | 1. 13.0 |

The overnight camping crowd was tremendous and on race morning the weather was warm and sunny with some high haze. Two hours before the start, Honda and Cooper had a short practice to ascertain whether the overnight work had been any good. The Honda had the old nose on again, so could expect high temperatures, while Coopers had stripped the fuel supply and the electrics, replaced the battery, and hoped to have got the bug out of P. Hill's engine. The cars lined up on the dummy grid after a warming-up lap. Surtees was driving the training car he had used in practice. At 2 p.m. the cars rolled forward to the proper grid and the flag dropped. Clark shot off first but was

**STARTING GRID**

↑

7 J. Surtees (*Ferrari V8*) 1 min. 12.78 sec.

1 J. Clark (*Lotus-Climax*) 1 min. 12.65 sec.

3 G. Hill (*B.R.M. V8*) 1 min. 12.92 sec.

6 D. Gurney (*Brabham-Climax*) 1 min. 12.9 sec.

2 M. Spence (*Lotus-Climax*) 1 min. 13.33 sec.

9 B. McLaren (*Cooper-Climax*) 1 min. 13.1 sec.

8 L. Bandini (*Ferrari Flat-12*) 1 min. 13.83 sec.

5 J. Brabham (*Brabham-Climax*) 1 min. 13.63 sec.

11 I. Ireland (*B.R.P.-B.R.M.*) 1 min. 14.35 sec.

16 J. Bonnier (*Brabham-Climax*) 1 min. 14.07 sec.

22 J. Siffert (*Brabham-B.R.M.*) 1 min. 14.65 sec.

15 C. Amon (*Lotus-B.R.M.*) 1 min. 14.43 sec.

25 R. Bucknum (*Honda V12*) 1 min. 14.9 sec.

4 R. Ginther (*B.R.M. V8*) 1 min. 14.67 sec.

14 M. Hailwood (*Lotus-B.R.M.*) 1 min. 15.65 sec.

12 T. Taylor (*B.R.P.-B.R.M.*) 1 min. 15.3 sec.

23 H. Sharp (*Brabham-B.R.M.*) 1 min. 18.23 sec.

17 W. Hansgen (*Lotus-Climax*) 1 min. 15.9 sec.

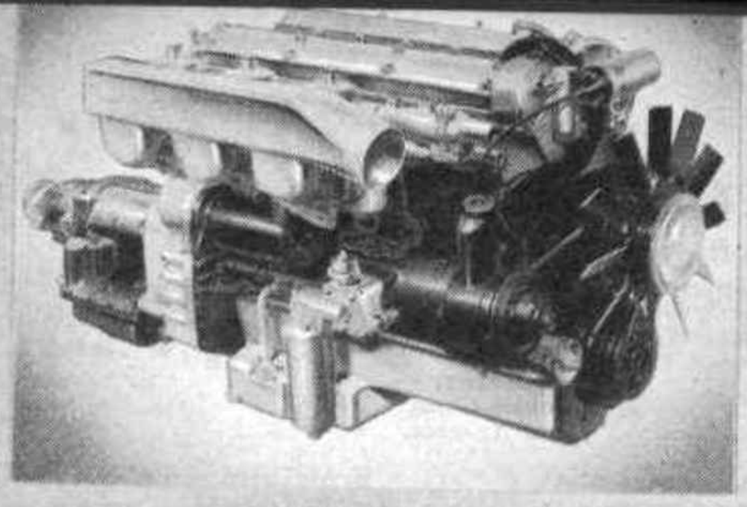
10 P. Hill (*Cooper-Climax*) 1 min. 19.63 sec.

passed by Surtees and Spence, who came through from the third row, before he reached the top of the hill. As the first lap finished Surtees led Spence, Clark, Hill and Brabham past the pits. The rest of the field swept through in the following order : Ireland, Gurney, McLaren, Bonnier, Bandini, Amon, Siffert, Bucknum, Hailwood, P. Hill, Ginther, Taylor, Hansgen and Sharp.

The pace was terrific and the next two laps remained the same as far as the first four cars were concerned. Behind, however, Gurney, lying seventh on the first lap, moved past Ireland and Brabham into fifth place as he tried to make up for a poor start. Ireland completed his second lap and then went to change gear and the lever came off in his hand, having broken just below the gate, which put him out of the race after only three laps. Hansgen passed Ginther and Taylor on the second lap into 16th place, otherwise positions were unaltered. On the fifth lap Hansgen had just passed P. Hill when the Cooper died very suddenly and for no apparent reason. It was an electrical fault, either affecting the fuel injection or the ignition. Hill tried the starter several times and then gave up in disgust.

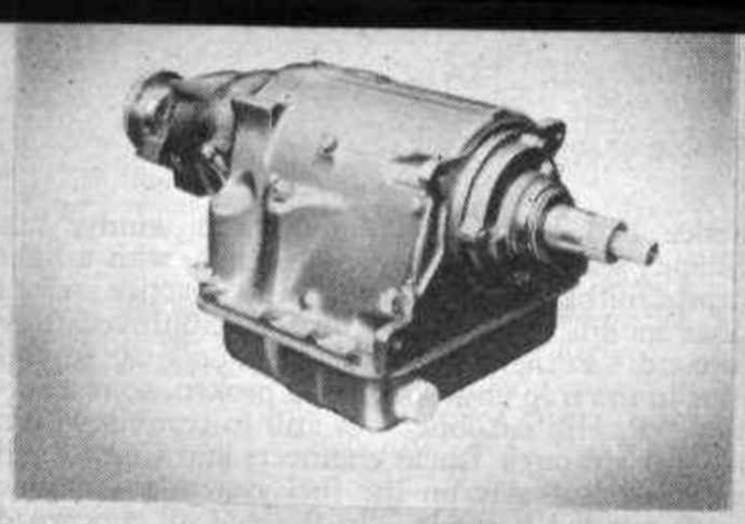
The lead remained unchanged for the next few laps but Hill pressed his B.R.M. past Spence's Lotus, and he took second place on the fifth lap. Clark, who was now getting into his stride, went past both Hill and Spence into second place. The Lotus driver had now set his sights on the leading Ferrari and in six laps reduced the short gap and got past Surtees with a piece of brilliant driving. Gurney moved ahead of Spence on the seventh lap and closed up to Hill's B.R.M. For the next eighteen laps the order of the first four remained the same, the gap between Clark and Surtees opening up considerably while the other three kept together. Behind the leaders Spence was on his own, while behind him came McLaren, who moved up one when Brabham retired on lap 15 with a broken piston. The next group was engaged in a nose-to-tail scrap. Bandini led Bonnier, Amon and Siffert. Hailwood was going quite well and kept ahead of the Honda, which was already boiling well. Other than the old nose, a part of the fibreglass was closing up on the air intake, which was making the car run hotter than ever. Hansgen closed on Bucknum and passed him on lap 17, and on lap 30 he also caught and passed Hailwood's Lotus-B.R.M. Ginther, who was well down, passed the Honda on the 27th lap, putting himself into 12th place. The last car, Walker's Brabham-B.R.M. driven by Hap Sharp, had selector trouble and he came into the pits on lap 17 and stayed for a long time, while the leaders completed another forty laps.

On the next lap McLaren came into the pits firing on seven cylinders; the plugs were changed and it was noticed that two were very wet. However, the new plugs put it back on to eight cylinders and out he went again, only to retire on lap 27 when the



*New*

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# JAGUAR ANNOUNCE TW

*TO JOIN THE CURRENT RANGE OF MARK TEN, 'E' TYPE, 'S'*

To meet a world wide demand for Jaguar cars which, whilst retaining all the refinements synonymous with the marque, offer even greater performance, Jaguar proudly announce the new 4·2 litre Mark Ten and 'E' Type models. Many new features are incorporated, all of which are designed to bring increased comfort and safety to "a special kind of motoring which no other car in the world can offer."

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This new, more powerful model retains all the luxury of spacious seating for five, fine leather upholstery, folding arm rests, reclining front seats, folding tables, deep pile carpets, all-round independent suspension, self-adjusting disc brakes on all wheels and incorporates many NEW features including NEW 4.2 litre XK Engine, NEW Automatic or Manual gearbox, NEW 'Varamatic'. Power Steering, (available on no other production car in the world), NEW Hydraulic Brake Servo, NEW variable fresh air heating with independent control for each side of the car. Pre-engaged starter. Alternator to provide higher charge at lower engine RPM. New "increased circulation" cooling system.

**FROM £2156.0.5 (INC. P.T.)**

THE 3.8 LITRE MARK TEN CONTINUES UNCHANGED.
*From £2023.2.1 (inc. P.T.)*

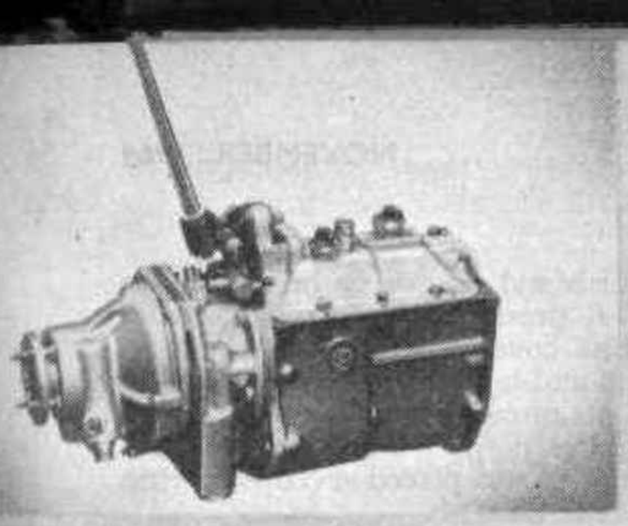
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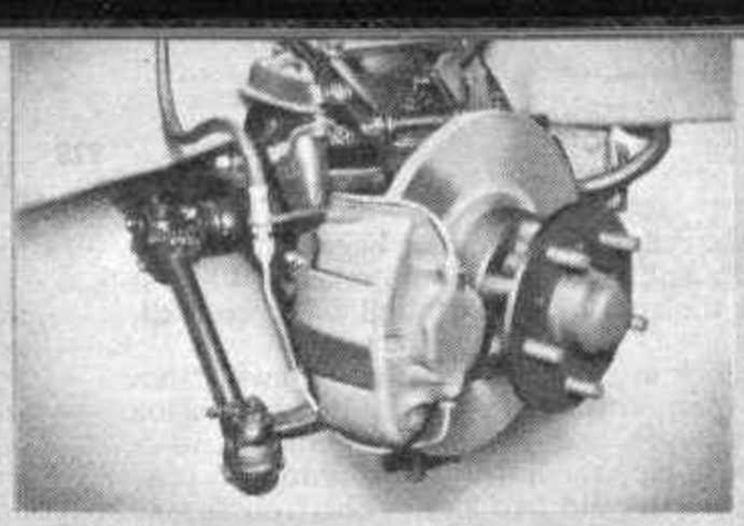
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## The 3·4 & 3·8 litre 'S' Models

With impeccable body styling and spacious interior the 'S' model incorporates fully independent suspension, self-adjusting disc brakes on all wheels, reclining front seats, 19 cu. ft. luggage boot, twin petrol tanks. Automatic or manual transmission.

3.4 LITRE FROM £1670.5.5 • 3.8 LITRE FROM £1759.13.9 (INC. P.T.)



## The 2·4, 3·4 & 3·8 litre Mark 2 Models

As the 'Motor' says "A car of brilliant versatility." Docile in town traffic with the most exhilarating open road performance. Supreme safety and road holding. Disc brakes on all wheels. Available with automatic or manual transmission.

2.4 LITRE FROM £1348.17.1 • 3.4 LITRE FROM £1463.12.11 • 3.8 LITRE FROM £1557.17.11 (INC. P.T.)

engine went back on to six cylinders. Bonnier began to find his car handling slightly oddly and then it lost its brakes. When it was examined in the pits the stub axle was found to be cracked, and the car was retired.

For a time it began to look as if Clark was running away from the rest of the field, and then on the 40th lap the increase in the gap was smaller instead of larger, and on lap 44 he came round in fourth place. On the next lap, the Lotus came into the pits, where it stayed while the leaders did two laps. The trouble was that the fuel injection was playing up and the car was down on power and running roughly. The three-cornered fight that had been behind Clark had been swapping places quite frequently. Hansgen was a bad baulker and as he was passed by Clark, Surtees, Hill and Gurney he was soundly cursed and fists were shaken. Surtees found it so difficult getting past that Hill's B.R.M. had slipped past both of them before Surtees could stop him. With Clark out, Surtees lead for one lap and then Hill wrested the lead from him and made sure he didn't get to grips again. Clark went out again, now in last-but-one place, but came in again after only six laps.

While this was going on Amon had a bolt from the starter come out, which caused his engine to seize up at the top of the straight, and although he managed to stop all right he was somewhat shaken. Also at this stage, Bucknum came into the pits when his high water temperature suddenly started to drop and the engine tightened. At this stage he felt sure some plugs were out as the power was well down.

After examining the Clark Lotus closely, Chapman called in Spence, now lying fourth, and handed the car to Clark while Spence went out in Clark's car, only to retire five laps later. This change of driver would not have helped Clark in his bid for Championship points, but by his superior driving it was hoped to get a good place, so pushing other contenders some points down. Bandini, who was going quite well in the flat-12, came into the pits on lap 54 and after a short while he continued for a further four laps before retiring with a "flat battery," although one side of the exhaust was smoking badly.

With Bandini's retirement on lap 59 things settled down a bit. The lead was firmly in Hill's hands, while Surtees and Gurney were scrapping behind. On lap 61 Hill lapped his team-mate for the second time, and one lap later Gurney and Surtees were still trying to get past Ginther, while Hill, using his "take ten" tactics, pulled out 50 yards. Whether Surtees was cross or not will never be known, but two laps later, when passing someone else, he spun, trying to avoid the slower car when it pulled into his path.

Gurney's race was soon to finish and on lap 70 he came into the pits when he noticed his oil pressure go down suddenly, and found the back of the engine covered with oil. Clark, in Spence's car, was going quite well and lay third when a ball valve stuck and didn't allow the fuel to pump from one tank to the other. He made a quick pit stop but nothing could be done and after a few laps he retired, although he was placed seventh, having finished more than two-thirds of the race.

Drama was not all over yet. Hailwood, who was lying fourth, pulled up suddenly before the start-finish line to coast over after the chequered flag, with oil pouring from the bottom. A pipe had broken, pumping most of the engine oil over the circuit. On the sharp corner before the pits where the oil was very bad, the normally very efficient Communications Marshals did nothing, and Bandini and Ireland ran up to put dirt into the oil, which nearly caused a "punch-up."

Tex Hopkins, the lavender-suited starter, went through his finishing repertoire to bring an interesting race to an end. Hill and Surtees were on the same lap but that was all. Siffert, one lap behind, was third, having driven a very good race to take up positions as they fell vacant. He finished with only one gear.

There were eight cars running at the end and one of them, Hap Sharp's, had not completed two-thirds of the race. Fastest lap went to Clark in Spence's Lotus 33 at 1 min. 12.7 sec. (183.25 k.p.h.).—M. J. T.

**Results :**

**GRAND PRIX OF THE U.S.A.—Formula One—110 Laps**
**407 Kilometres—Warm and Dry**

| | | | |
|---|---|---|---|
| **1st** : | G. Hill (B.R.M. V8) .. .. | 2 hr. 16 min. 38.0 sec. | —178.760 k.p.h. |
| **2nd** : | J. Surtees (Ferrari V8) .. .. | 2 hr. 17 min. 08.5 sec. | |
| **3rd** : | J. Siffert (Brabham-B.R.M.) .. .. .. | 109 laps | |
| **4th** : | R. Ginther (B.R.M. V8) .. .. .. | 107 laps | |
| **5th** : | W. Hansgen (Lotus-Climax) .. .. .. | 107 laps | |
| **6th** : | T. Taylor (B.R.P.-B.R.M.) .. .. .. | 106 laps | |
| ***7th** : | Spence/Clark (Lotus-Climax) .. .. .. | 102 laps | |
| ***8th** : | M. Hailwood (Lotus-B.R.M.) .. .. .. | 101 laps | |
| ****H.** Sharp (Brabham-B.R.M.) .. .. .. | 65 laps | | |

*Fastest lap :* J. Clark (Lotus-Climax), 1 min. 12.7 sec. —183.25 k.p.h.

*Retired :* I. Ireland (B.R.P.-B.R.M.), broken gear-lever, lap 2; P. Hill (Cooper-Climax), ignition trouble, lap 4; J. Brabham (Brabham-Climax), broken piston, lap 14; B. McLaren (Cooper-Climax), engine trouble, lap 27; J. Bonnier (Brabham-Climax), broken stub axle, lap 37; C. Amon (Lotus-B.R.M.), seized, lap 47; R. Bucknum (Honda V12), overheating, lap 50; Clark/Spence (Lotus-Climax), fuel injection, lap 54; L. Bandini (Ferrari flat-12), engine trouble, lap 58; D. Gurney (Brabham-Climax), engine trouble, lap 69; M. Hailwood (Lotus-B.R.M.), broken oil pipe, lap 101; Spence/Clark (Lotus-Climax), fuel system, lap 102.

* *Not running at the end.*
** *Running but not qualifying.*

*THE JENSEN C-V8—continued from page 921*

subdued castor-return action transmitted somewhat jerkily, perhaps because there are three universal joints in the steering column. There is no free-play but control is inclined to be vague, and is heavy as soon as any real lock is put on.

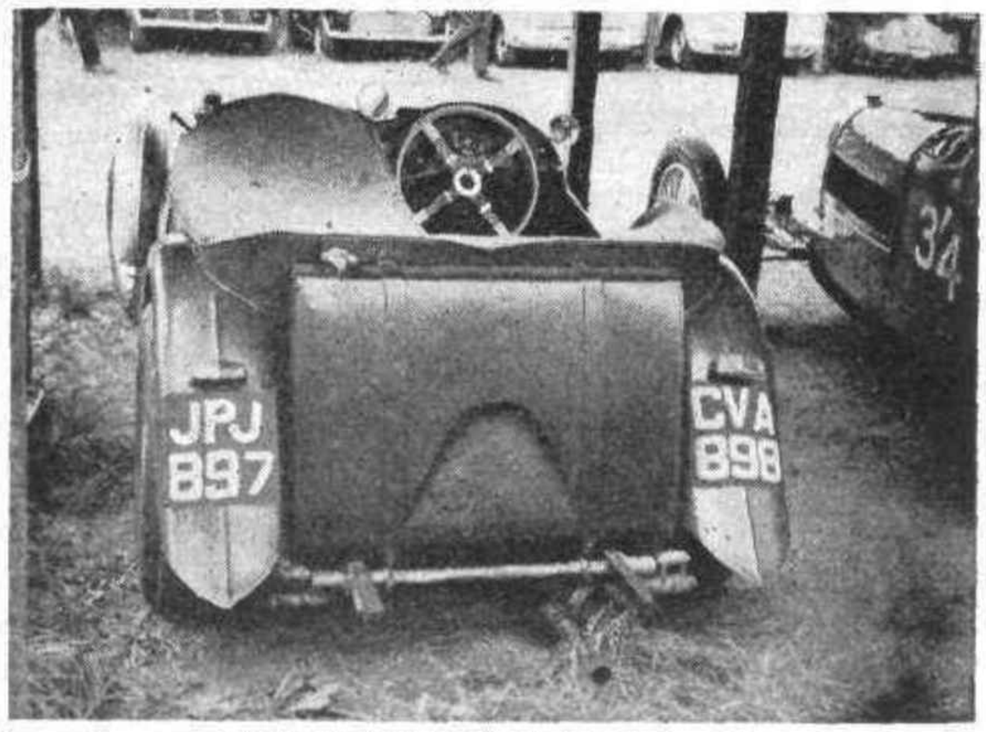
The suspension benefits noticeably from the ride-control and is well damped, any tendency to pitching being quickly discouraged. The Jensen is a heavy car to throw round corners but it rolls very little and the ride is comfortable.

The main appeal of the C-V8 is that its American engine and transmission deliver real power effortlessly and with a sense of endurance while, if the brakes are not outstanding, they certainly function far better than those on most American automobiles. So, while the Jensen may not be such fun to own as, say, a 5-speed Alfa Romeo or a Jaguar-E type, it is the most comfortable and undemanding car imaginable for covering long distances in a minimum of elapsed time.

Nor is it heavy on fuel. The consumption, checked in very varied running which embraced high speed cruising up and down M6, pottering about the Potteries, and fast driving over normal roads, averaged 16.5 m.p.g., nor was 100-octane petrol necessary. The range, full to dry, was 277 miles, so the tank will accept rather more than the claimed 16 gallons. Petrol thirst varied hardly at all between motorway cruising at a comparatively steady throttle opening and ordinary driving with considerable employment of kick-down, suggesting that power absorbed by the gearbox is about equal to that required for "ton-plus" running in high gear. After about 1,000 miles I consulted the dip-stick and the level was at danger. Three pints of Castrolite restored it. How long the back tyres will last is a matter for conjecture. The test car had a Motorola radio which suffered from electrical interference to a mild extent; there is no visible aerial. A characteristic feature of the Jensen is the noise of the twin cooling fans, which continue to run for a time after the engine has been switched off.

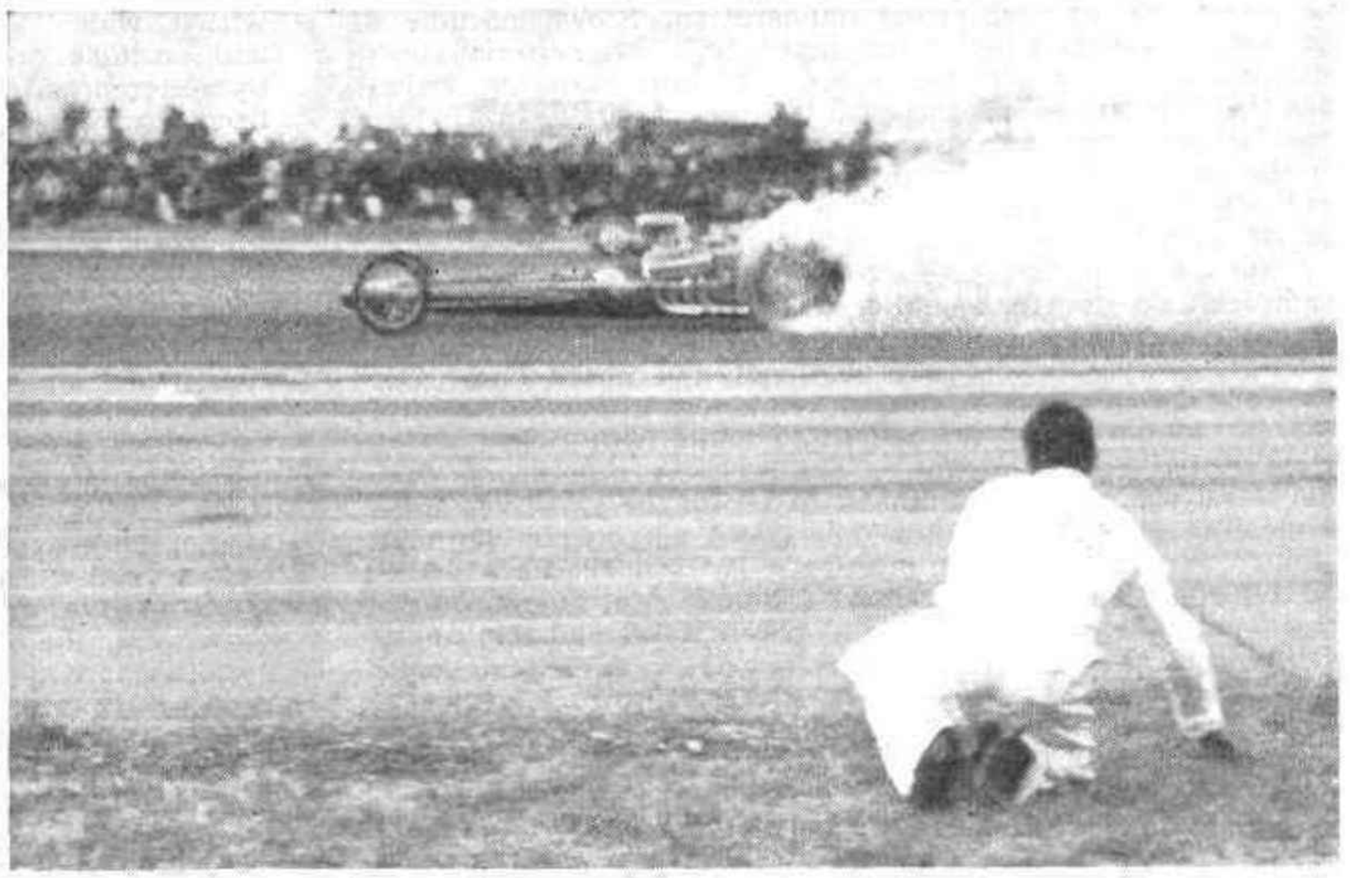
For buyers less concerned with "character" than in obtaining the most effortless and restful available form of land travel, the Jensen C-V8 is a worthwhile proposition for those with £3,490 to spend.—W. B.

## IT'S A QUEER WORLD. . . .




*Your guess is as good as ours. . . .!*

# ON THE STANDING-START ¼-MILE AND THE DRAG FESTIVAL



*QUARTER-MILE DRAG.—The sound and fury of a top-class dragster leaving the line is typified in this picture of Garlits at Blackbushe and tends to make onlookers crouch in anticipation, or stand on tip-toe with excitement.*

DUE to the efforts of the Committee of the British Drag Racing Association, headed by Sydney Allard, a great number of people were able to watch the s.s. ¼-mile being covered in the shortest time ever recorded in this country. I refer, of course, to the runs made by Don Garlits with his Dodge-powered dragster during the highly successful British Drag Festival.

The business of covering a quarter-mile in the shortest possible time, from a standing start, is nothing new to this country, for sprint meetings have been taking place for years, and while the car events have been supported in the main by hill-climb exponents, in the motorcycle world, thanks to the encouragement of the National Sprint Association, the development of special machines for the sole purpose of accelerating has gone ahead with leaps and bounds. The result of this is, that in the motorcycle world, our bikes and riders can match anything that the Americans can produce. In the car world it is a different story, for there has been no concentration on pure acceleration, a sprint event being anything from a s.s. ¼-mile to three laps of Brands Hatch. In consequence our "special" builders have used cars that were very versatile and could be driven up hills and round corners, as well as in a straight line. The R.A.C. did not give any encouragement in this matter either, for the "use and construction" rules were always the same whether you built a car for a straight ¼-mile or to go up Shelsley Walsh, so naturally everyone built hill-climb specials that could also be used in sprints.

Our sprint events always had but one objective, to cover the ¼-mile in the shortest possible time, so that competitors invariably ran one at a time, against the clock. To add interest, providing there was space available, competitors would sometimes run in pairs, as at Brighton, but time was still the important factor and merely winning your pair did not mean you would do well in your class. Many years ago, on some of the Northern beaches, there used to be sprints on the sand, often as long as one mile, and with a dozen or more competitors going off together; but over the years the name "sprint" has come to mean individually-timed runs against the stop-watch, and while courses still vary from ¼-mile to 1 kilometre in length, they have all had the accent on elapsed time, the number of seconds for the s.s. ¼-mile being a convenient yardstick of performance.

The Americans took sprint racing and developed it in many ways, the resultant drag racing varying from sprinting in one vital factor, namely that speed in m.p.h. was more important than time in seconds. The American drag courses have timing clocks to measure the time, and thus the speed, over a distance of 132 feet spread equally on each side of the finishing line. The speed recorded through these "traps" is their yardstick of performance, rather than the elapsed time for the ¼-mile, though this was recorded as well. As far as the results of the meeting were concerned the entry was run through in pairs, on a knock-out basis, the finalist being the overall winner or "top eliminator." The British way of running meetings, as far as motorcycles are concerned, has been to concentrate on individual runs, the lowest elapsed time being awarded F.T.D. prize, and, if there was time in hand, a knock-out competition at the end of the day as a sort of bonus event for those interested.

Both types of meeting have much to commend them and both have their followers, the National Sprint Association being more interested in individual timed runs, and the British Drag Racing Association following in the footsteps, or wheeltracks, of the Americans. As the names of the two associations imply, the two forms of sport can be viewed as sprinting or drag racing, and undoubtedly sprints are for the purist engine tuner or designer, drags are for the competitive-minded, and while sprints are essentially a competitor sport, of limited appeal to spectators, drags can be stage-managed into a sport with great spectator appeal. One thing that drag racing has brought about is the development of more sensitive timing apparatus, for whereas a good 1/100th second stop-watch, with light beam actuation, will suffice for the 10- or 12-second interval of a ¼-mile, it would not be accurate enough over the 132 feet of the speed traps. In consequence electronic-crystal time recorders have been developed that the National Physical Laboratory have certified as accurate to a milli-second. If you are going to put on a drag meeting to appeal to the masses of the public, who are not particularly interested in cars, motorcycles or engines, but merely want a spectacle at which to pass time, then they are not going to make any effort to form an appreciation of time and distance, which is why the terminal speeds of drag racing are given so much prominence, for miles-per-hour is something that anyone can understand. As the drag figures are "flash readings" of maximum, and nothing complicated like average speeds they appeal to the masses.

An example of the possible falsity of putting too much stress on terminal speeds was clearly shown during the Festival when Hagon (1,000-c.c. J.A.P. unsupercharged) and Brown (1,000-c.c. Vincent supercharged) had a match race on their motorcycles. Hagon clocked 10.85 sec. and Brown 10.88 sec., but the terminal speeds read Hagon 123 m.p.h. and Brown 132 m.p.h. On e.t. Hagon was the winner, but on terminal speed Brown was the winner. Now if you are going to appeal to the lay public with speed rather than time you are bound to give the impression that Brown won, even though he arrived at the end of the ¼-mile 0.03 sec. after Hagon! If the "race" is to be over the ¼-mile then it should be on time alone, otherwise we might as well save our timing apparatus and merely aim for the finishing "traps." To the initiated the terminal speeds in this particular match race were most enlightening, providing they were co-related to time, for they indicated that these two men had different ways of achieving the same e.t., Hagon having the advantage over the first half of the course and Brown over the second half. A technical study of these two motorcycles shows this to be so, for Hagon builds for ultra-light weight with just sufficient power, and Brown has more than enough power and can carry the weight imposition of supercharger, 4-speed gearbox, streamlining and rigidity. If the race had been over a ½-mile or a kilometre the Vincent would have won easily, but we are discussing the ¼-mile. Technically, the Hagon machine is superior for the job of covering

the ¼-mile, but by drag racing standards the Brown machine is the best, as it gives a higher terminal speed. My personal views on this matter side with the N.S.A. and pure sprinting, rather than the " spectacle " of American-type drag racing. Just before Don Garlits came over to the Festival he had recorded 7.72 sec. for the s.s. ¼-mile, with a terminal speed of 201.34 m.p.h., with his Dodge V8-powered car, and to me the 7.72 sec. is phenomenal, the 201.34 m.p.h. being purely incidental.

At the Chelveston meeting of the Drag Festival there was a good example of the drag as a public spectacle, rather than the sprint as a competitor-sport. There was a strong cross-wind blowing which affected the fast dragsters very badly and caused some hectic moments, and due to this one of the American drivers lost control at over 140 m.p.h. and crashed through the light beams in the centre of the terminal " traps." The B.D.R.A. timekeepers were able to salvage enough equipment to set up the two lanes again to measure elapsed time, but they could not operate terminal " traps " for the rest of the meeting. To close the day, Garlits and Ivo sportingly agreed to make a double run, in spite of the cross-wind, but said " they would play it cool, and not smoke their tyres for the whole run." This they did, with the remarkable times of 8.74 sec. and 8.98 sec., respectively, but the commentator, who is one of those self-opinionated people who consider themselves " the voice of the public," gave out the results as 187 m.p.h. and 184 m.p.h., and gave neither driver any credit for breaking 9 sec. in a strong cross-wind, even though Tommy Ivo went over the line in a full-lock slide that he only got under control by using his braking parachute. The commentator quoted these speeds out of his own head, unbeknown to the timekeepers, because " I have to keep faith with the public, old boy." If that is the attitude that drag racing engenders, then I would rather stick to sprinting.

Now do not get the impression that I am against drag racing, for I think it is a lot of fun and the out-and-out dragster is a machine that really appeals to me, but what I am against is messing about with a sport merely to appease the appetite of a " business man " or " showman " in order to give the public what he thinks they want, when they would probably be quite happy with the unvarnished truth. It is too much like television and film scriptwriters who unashamedly re-write history in order to fit it into their idea of what the public wants. These sort of people get very hot under the collar if you suggest that " they must be the public," or how else would they know their tastes!

To return to drag racing, and in particular the Drag Festival, the mere fact that ten first-class American car drivers and two good motorcycle riders were able to come to England and put on a show, with a wide variety of machines, was something of an achievement by the newly formed British band of enthusiasts who did all the spade work, and a landmark in the history of British motoring sport. The American car entry consisted of a good cross-section of the classes of vehicle built for drag racing. Dave Strickler and Ron Sox drove factory experimental cars that outwardly looked like 1964 standard saloons, but both were using lots of non-optional extras in the engine/gearbox department and the front suspensions were jacked up and held there by chains in order to give a tail-down attitude and as much weight-transfer to the rear wheels as possible. These two saloons, a 7-litre unblown Dodge for Strickler and a 7-litre Comet/Mercury by Ford for Sox, were almost to saloon-car-racing standards as regards fittings, and had starter motors and reverse gears, so that they were quite tractable and manageable vehicles, but the engines exhausted out of great big open pipes behind each front wheel, and they not only made an impressive noise but they went quickly as well, the gear-changes of these two " specialists " giving the impression of automatic transmissions, whereas they had orthodox floor levers operating 4-speed gearboxes. Throughout the Festival they were very evenly matched, Strickler making 11.54 sec. (126 m.p.h.) and Sox making 11.72 sec. (126 m.p.h.) as their best runs of the series. At the final Blackbushe meeting Strickler broke his gearbox on one run and in 40 minutes he had whipped it out and whipped in a new one.

Then there were the two competitors who outwardly appeared to be comedians, but in reality were very clever and brave. They had cars built to the " modified coupé " category, in which you take a basic production body/chassis unit and, providing the main components are kept in the original positions, you have a free hand. The two that ran in the Festival were Ken Pittman and George Montgomery, and they both started out with 1933 Willys coupés, the former using a supercharged 7½-litre Chrysler V8 engine and the latter a supercharged 6-litre Chevrolet V8 engine, both being power units often seen in pure dragsters. Light alloy wheels, wide " slick " tyres on the back, fibreglass body panels and suchlike are used, while the driving compartments are upholstered and immaculate. These old-fashioned looking, high, fixed-head coupés look like a joke until they are started up, and then things start happening. Balanced on spindly half-elliptic springs they prance away from the line with a shattering noise and furious wheelspin, and clock times in the mid-10-sec. bracket. Pittman's best was 10.52 sec. (144 m.p.h.) and Montgomery's 10.37 sec. (139 m.p.h.), which is fast travelling on chromium-plated " cart-springs " with a frontal area like a London bus.

Two singleton entries were Dante Duce with a " modified sports car," and Doug Church with a " baby-dragster." Duce's car, known as Moonbeam, was an all-enveloping 2-seater with a supercharged 6-litre Chevrolet V8 engine and automatic transmission, laid out like an old-fashioned sports car such as a Testa Rossa Ferrari or C-type Jaguar; it put in a best time of 11.15 sec. (140 m.p.h.). The car of Doug Church was more understandable to European eyes both as regards construction and performance. It was built on dragster principles but with the driver in front of the engine, the power unit being a 1600 Porsche engine, with oversize barrels and pistons to bring the capacity to nearly 2-litres, and it drove through a Porsche gearbox and final drive, the swing axles being locked by bracing struts. Porsche rear hubs and wheels were used, the rims being widened to take fatter tyres. A spindly tubular chassis frame ran forwards to a rudimentary front axle and motorcycle size front wheels. This little car was most beautifully engineered and had a lot of direct opposition from British competitors, in particular the Allard Dragon, Tony Marsh's 2-litre Climax hill-climb car, the 4-w-d Ferguson P99 with 2½-litre Climax engine, and Tony Densham's Worden Dragster. Church and Allan Allard had a very consistent needle-match throughout the series of six meetings, with the others joining in at some of the meetings. Peter Westbury with the Ferguson P99 made best time of all, with 11.01 sec. (127 m.p.h.), followed by Allard in the supercharged Cortina-engined Dragon with 11.26 sec. (129 m.p.h.), Densham in his supercharged Cortina-engined Worden with 11.32 sec. (121 m.p.h.), then Church with 11.36 sec. (118 m.p.h.) and Marsh in his little hill-climb car with 11.79 sec. (119 m.p.h.).

The real cream of the American entry was naturally the unlimited class dragsters and these were in two categories, those running on pump petrol and those on special fuel. Bob Keith and Duce had cars running on petrol, both built on conventional dragster lines, while Tony Nancy had a brand new conception of dragster that was in a class of its own. The present-day accepted layout is to have a V8 engine with a G.M.C. rotor-type supercharger bolted in the vee of the block, with a fuel-injection unit mounted on top. The blower is driven by an internal-toothed belt from the front of the crankshaft, and the power unit is bolted direct to the final drive, there only being a clutch between the two. The narrowed rear axle is bolted to the chassis frame and the engine is mounted in a nose-down position to keep the weight as low as possible; the driver sits behind and below the rear axle with his legs over it, the differential housing being between his knees. The tubular chassis forms a cage around the cockpit and the side rails then run forward to a simple tubular front axle carrying tiny motorcycle wheels. The rear wheels carry huge wide tyres and there are disc brakes on the back axle only, usually operated by a hand lever, while the accelerator pedal is a large plate-affair with a strap to keep the driver's foot in place. Steering is very high-geared by simple linkages and control is by means of an aircraft-type " spectacle " wheel, often having the ends bent backwards to save space. At first these machines were naked and unashamed, but since speeds have been over 180 m.p.h. sleek bodywork has been the order of the day, the tail forming a housing for the braking parachute. This type of dragster was labelled the " slingshot," for obvious reasons, and has become universal among the winners, with variations as regards engines, fuels, dimensions, gear ratios and so on. With these fast dragsters each builder has his own ideas and experiments with various things, such as aero-foils on the nose to keep the front down at high speed, exaggerated king-pin angles on the front axle to provide instant correction in case a slide develops at high speed, as well as chassis length and strength to give the right amount of flexibility for riding over bumps.

Of the conventional dragsters running on petrol, the car of Bob Keith was remarkably consistent and reliable, always running under 10 sec. It was a well-finished car using a supercharged 6-litre Chevrolet V8 engine, and it did more runs throughout the Festival than any of the fast cars. His best run was 9.06 sec. (171 m.p.h.) and on his final run of the whole Festival the rear axle broke. His partner in the petrol dragster class should have

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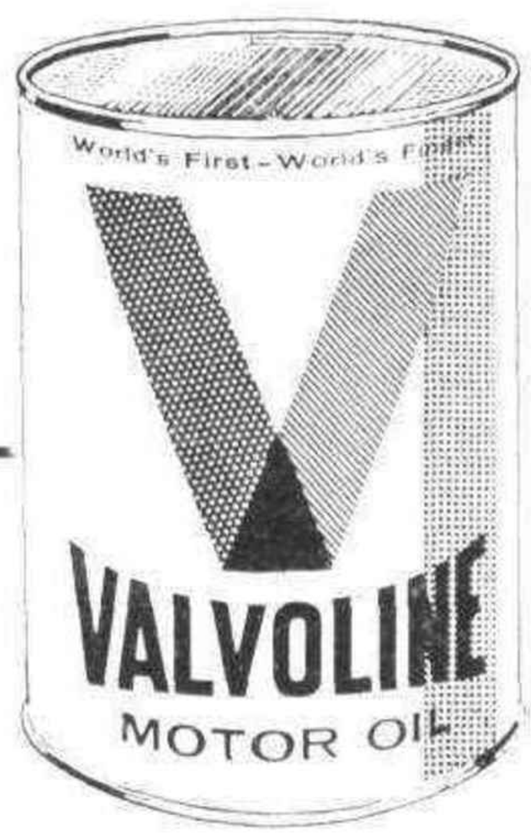
K. S. Pittman's
1933 Willys Coupe

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K. S. PITTMAN in his Chrysler-powered WILLYS COUPE — top speed 151 m.p.h. in 9 secs.

**BRITISH DRAGSTER WINS 'VALVOLINE' TROPHY**

Alan Allard in his 'Dragon' Dragster was awarded the VALVOLINE TROPHY together with a cash prize of £100 for the best British aggregate score.




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*PACKED WITH POWER.—The 7½-litre Chrysler V8 engine, with G.M.C. supercharger, can be seen protruding from the engine room of Ken Pittman's drag coupé built around a 1933 Willys coupé. In spite of a "built-in headwing" it turned 10.52 sec. and went through the traps at 144 m.p.h.*

been Duce, driving a car he borrowed from Tony Nancy, a conventional slingshot using a supercharged 8-litre Plymouth V8 engine, but unfortunately it got out of hand in the cross-wind at Chelveston and Duce crashed into the timing gear, smashing the car beyond repair.

Nancy himself was running a brand new petrol class dragster, powered by a supercharged 8-litre Plymouth V8 engine, but this machine was built along new lines. The engine was still in front of the rear axle and bolted directly to it, but instead of the driver being in the "slingshot" position, he was in front of the engine, like in a modern Grand Prix car. There were a number of reasons which led up to this new layout, firstly the problem of visibility, for when sitting low behind the rear axle the view up-front is very limited, and when under way, with smoke pouring from the rear tyres, it is even less. Added to this is the risk of fuel spray and oil if anything goes wrong, the matter of having a flywheel and clutch doing 7,500 r.p.m. between your feet, and the crown-wheel and pinion between your knees. There have been instances of rear axles seizing, which tears the whole thing from the frame and rotates it smartly round, so that the nosepiece of the axle comes up through the seat. Taken all round, the "slingshot" driving position is not the most healthy of places to be, even if nothing goes wrong. All these problems caused some serious thinking, and by putting the driver in front there was an added bonus, in that the rear wheels could be brought closer together. It is reckoned that the 3-wheeler layout is the ideal for stability, and the shorter the half-shafts the better they can cope with the whirling mass of a large "slick" tyre at 200 m.p.h.

Another line of thought on the new Nancy car was to use a sprung engine/axle unit, but the first time out the car went end-over-end at 180 m.p.h. and destroyed itself. Such is the safety factor built into the tubular structure round the cockpit of dragsters, and the use of a proper seat harness, that Nancy stepped out unscathed, and his team set to work and built a second car, this time fixing the engine/axle unit solidly to the chassis in accepted fashion. It was this brand new car that ran for the first time in the British Festival, and with its all-enveloping body it was named "The Wedge." On the first few runs it appeared to be very unstable as speed went up, and it took the team quite a while to find the trouble. Due to engine bothers it kept losing all the water from the cylinder blocks, either through burst hose connections, faulty filler caps and so on, and each time this happened the water sprayed onto the spinning rear tyres, with obvious results. As the whole of the rear of a dragster is enveloped in tyre smoke as it accelerates, nobody could see the water, and with the driver up front he was oblivious of the trouble, apart from the frightening slides that developed. When switched off at the end of the run everything seemed to be in order, apart from trouble where the water had escaped, but there was nothing to indicate that the tyres had been "water lubricated." It was not until all the engine faults had been remedied and it held its water that the car went dead straight, as planned. Then it recorded 8.98 sec. (176 m.p.h.) running on pump petrol, which must prove something or the other.

Finally there were the two "slingshot rail fuelers," as American slang would describe them. These were the conventional dragsters of Champion Don Garlits and Tommy Ivo, the former using a supercharged 6-litre Dodge V8 engine and the latter a supercharged 6-litre Chrysler V8 engine, both extremely highly tuned, blowing at around 20 lb./sq. in. and burning a nitro-methane-based fuel, using as much as 80% nitro. These open class cars do not run very often, or for very long, but there is no arguing their performance when they do go, nor the skill of their drivers. The principle of these big dragsters is that they are geared to reach a maximum of 7,500 r.p.m. at 195 m.p.h., so that the wheels must be spun when starting off or else the engine will stall. With 900 b.h.p. available it is a simple matter to provoke wheelspin, even on a gear ratio of the order of 3.4 to 1. Equally, it is simple to provoke too much spin and just stand still while the tyres melt! Garlits and Ivo are real masters at the art of handling these powerful cars, as are many more Americans, such as Hampshire, Kalitta, Thompson and Prudhomme, and it is a joy to watch them dissipate the wheelspin from a maximum to a desired minimum by the time they reach the end of the ¼-mile, with the engine r.p.m. almost constant for the whole run. By skilful throttle control and judgement they use the huge Goodyear "slicks" to act as a torque-converter, or infinitely-variable gearbox, so that the engine is at its working maximum the whole time. Garlits' best performance was 8.09 sec. (195 m.p.h.) and Ivo 8.21 sec. (194 m.p.h.), which are the best standing-start ¼-mile runs we in Britain are likely to see until another Drag Festival is organised.

In the motorcycle category only two Americans came over, Bill Wood with his unblown V-twin Harley Davidson, running on methanol, and Don Hyland with his "special" driven by two 650-c.c. Triumph vertical twin engines, they being coupled together by chains and running together as twin twins. Using pump petrol, Hyland was very fast and serious competition for the British motorcycles, but we had the advantage of numbers, with Brown, Higgins and Ashwell on supercharged 1,000-c.c. Vincent vee-twins and Hagon and Woods on V-twin 1,000-c.c. J.A.P.-engined machines, as well as a lot of fast 650-c.c. machines. George Brown, the undisputed champion of motorcycle sprinters, was the best overall with 10.30 sec. (146 m.p.h.).

In the car category Britain could produce nothing to challenge the top Americans and the fastest British car was first of all Allan Allard with his Dragon, in 11.42 sec. (125 m.p.h.), and then Westbury with the 4-w-d Ferguson, but Allard got down to 11.26 and Westbury replied with 11.01 sec. However, at the final meeting Allan Allard drove his father's blown Dodge V8-powered dragster, that is now a bit "dated" and outclassed, and in a "do-or-die" attempt recorded 10.28 sec., the best ever by a British driver. Although the British entry could not put up much of a show compared with the Americans there were some interesting lessons to be learned, such as the 11.01 sec. of the 4-w-d Ferguson, the 11.76 sec. of Wilson's 2½-litre 4-cylinder B.R.M. Grand Prix car, the 12.62 sec. of the twinny-Mini Deep Sanderson single-seater, the 12.79 sec. of Ropner's production A.C. Cobra, the 13.07 sec. of a Lister-Jaguar, and the 14.17 sec. of an Iso-Rivolta A3 Grifo.

The obvious question at the end of the Festival was "Where do we go from here?". The whole project of putting on the six drag meetings was a gamble that only paid off by reason of the glorious sunny weather that accompanied the three weekends, and the thousands of spectators who paid rather high prices to witness the meetings. To bring 12 teams of drivers and mechanics, with all their cars and equipment, the 6,000 miles from California, keep them here for nearly a month, pay for their return and also pay them for their performances, for most of them are professionals, cost about £31,000. Add to this the £2,000 for the timing equipment, R.A.C. timekeepers, insurance, transport and running costs, and replacements for the timing gear, the £1,000 in prize money, and a similar amount for expenses for British competitors, the cost of contracting-out the building of stands, provision of crowd barriers, race circuit services, rental for the aerodromes, and the total outlay becomes pretty staggering. It all had to be recovered from admission charges, car park fees, programmes and advertising, and it was not until lunch-time at the last meeting that the B.D.R.C. felt certain that they had broken even. As the whole Festival had been organised as a non-profit-making attempt to establish American-type Drag Racing in England, such small profit that did accrue was given

*Continued on page 936*

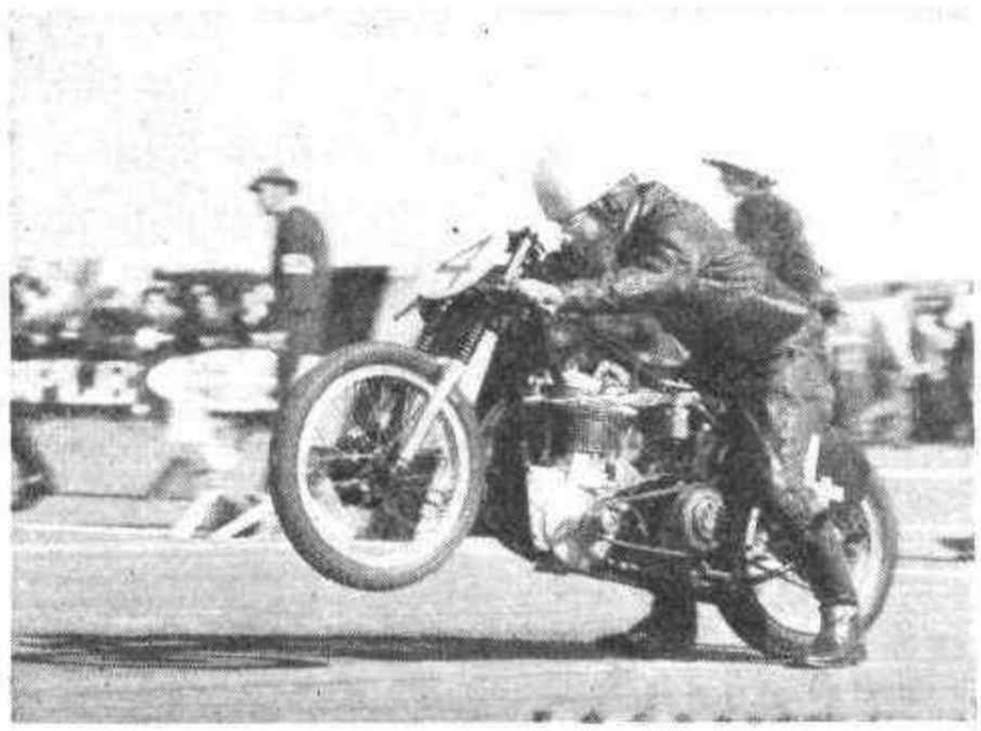
# CONTINENTAL NOTES

BACK in the spring I warned the Editor that the November Continental Notes would not have much about the Continent in them, for " come Formula Two or high water " I was going to attend the 1st British Drag Festival. The newly-formed British Drag Racing Association had announced their intention of bringing to this country some of the top American Drag Racing Teams, and we were promised the sounds and sights of cars covering the standing-start ¼-mile in close on 8 sec., with terminal speeds of over 190 m.p.h., and this I had to see. I was more than prepared to go as a spectator, but shortly before the Festival began I received an invitation to take part with my sprint motorcycle and then, even closer to the event, I had the opportunity of taking part in the car classes as well. Gerry Belton, who is Secretary of the Drag Association, was much too busy on the organising side to contemplate driving his own Allard Dragon, so he kindly offered me the loan of the car, this being a standard production Cortina-engined dragster built by the Allard Company, and the subject of a personal bet in which I became involved back in the summer, as regular readers will remember.

The week before the Festival began saw the flap really beginning, with R.A.C. and A.C.U. " red-tape " having to be satisfied and arrangements made to collect the Dragon, fortunately self-contained on its own trailer. Friends rallied round and the Editor used his influence, with the result that Vauxhall Motors loaned a Victor estate car with a towing hitch, the trailer-king Don Parker produced a 50-mm. ball attachment, the Editorial Morris 1100 was used to get up to London from Hampshire, and by late on the evening before the first meeting I had the Vauxhall Victor and the Dragon and trailer outside my home. More friends came over at a moment's notice to assist with painting numbers on the " racer," cleaning it, fixing the battery on, assembling the blower drive, and generally having a look round the car, as well as helping to load my racing motorcycle and all the paraphernalia that one takes to a race meeting, into my Morris Traveller. For the first time in many years of sprinting I had a meeting taking place on my own doorstep, so that instead of the usual 100-150 miles' journey to a sprint venue, I had a mere five miles to cover to get to Blackbushe aerodrome where " the world and his wife " had arrived to get their first taste of drag racing. Of the organisation the less said the better, and being a competitor on two wheels as well as four wheels I had double the complaints and frustrations. But as the whole object of the meeting was to see Don Garlits and Tommy Ivo demonstrate their big dragster machines, and we were merely meant to " fill-in " between the American runs, one just had to suffer. The demonstration runs were everything that one could hope for and the advance publicity was more than justified, with times approaching 8 sec. for the standing-start ¼-mile and terminal speeds of 191 m.p.h.

Garlits and Ivo were running open class machines, using supercharged 6-litre V8 engines burning nitro-methane fuel, and the noise and smoke as they shot down the course was well worth waiting a long time to see. Their dual run, which was the finale of the meeting, was terrific, and ended the day on a splendid note. My own efforts ended on a much lower note, for the Dragon stretched its flywheel bolts and I crossed the line on my fourth run, in company with Allan Allard in his Dragon, making a " clonking " noise which caused me to switch off hastily and wait for the tow car to come and fetch me. The following day my friends who had offered to act as mechanics for me, took the Dragon apart while I competed at the Chelveston meeting on my motorcycle, and before we ran the Dragon again we gave the engine a good check-over.

By the end of the Festival I had had some good solo runs with the Dragon, and some even better match races, the best being against Jack Terry on his 500-c.c. nitro-burning J.A.P. Special. In this race we were very evenly matched, his time being 12.07 sec. with a terminal of 114 m.p.h. and mine being 12.19 sec. with a terminal speed of 115 m.p.h. On my 500-c.c. B.S.A. motorcycle, running on Esso Golden petrol, my best match-race was with Dave Lecoq on his methanol-burning 7R A.J.S. Special, in which we crossed the line almost side-by-side, his time being 13.43 sec., with a terminal speed of 97 m.p.h., and mine being 13.47 sec. with a terminal of 92 m.p.h. These two runs were to me the real essence of drag racing, where paired machines were very evenly matched, and if this form of sport is to flourish the B.D.R.A. will have to pay much more attention to the pairings.

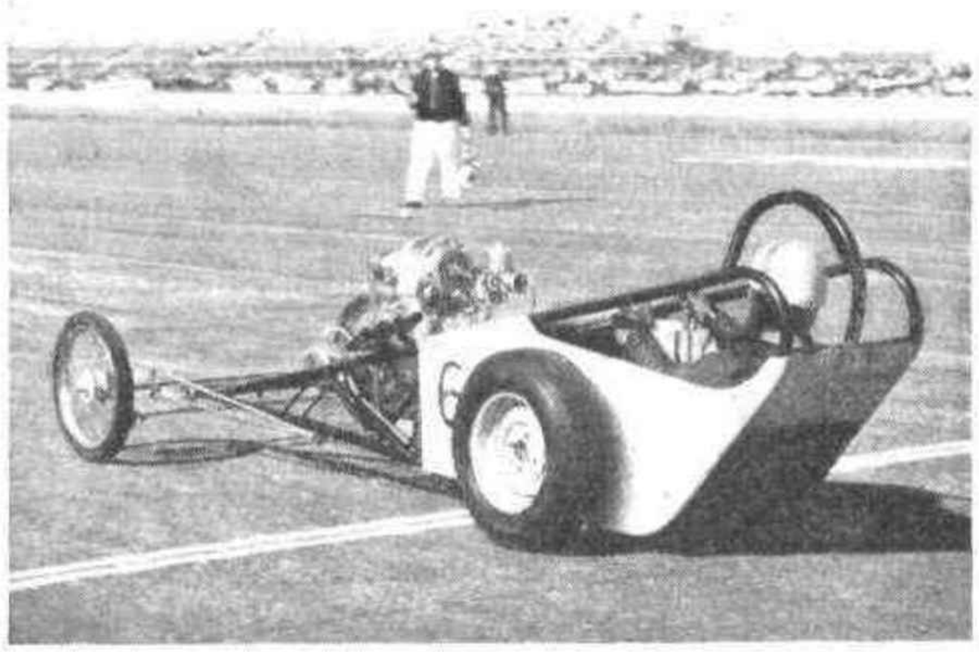


*FUN AT THE FESTIVAL (1).—Too much grip at the start with a motorcycle will make it " climb round the back sprocket " and D. S. J. is seen at Blackbushe with his 500-c.c. B.S.A. sprint bike getting a bit frisky.*

Both the runs I have mentioned were most satisfying for the contestants, and presumably were interesting for the spectators, but both were " arranged " by the riders themselves, while the officials of the meetings were flapping about and perpetrating unnecessarily long delays. Officially my motorcycle match races should all have been against Jack Terry on his J.A.P. machine, the results of which were a foregone conclusion, from practice times.

With the six-meeting Festival over and done with, I returned all the borrowed machinery and reflected on the fact that thanks to the Committee of the British Drag Racing Association we had had a lot of fun, and many thousands of people had been able to see some of the stars of American drag racing in action. Don Garlits made the best performance overall, with a time of 8.09 sec. for the ¼-mile and a best terminal speed of 197 m.p.h. Nobody will deny that drag racing, American style, is a lot of fun, and in these days of cut-throat rat-races in circuit racing some uninhibited

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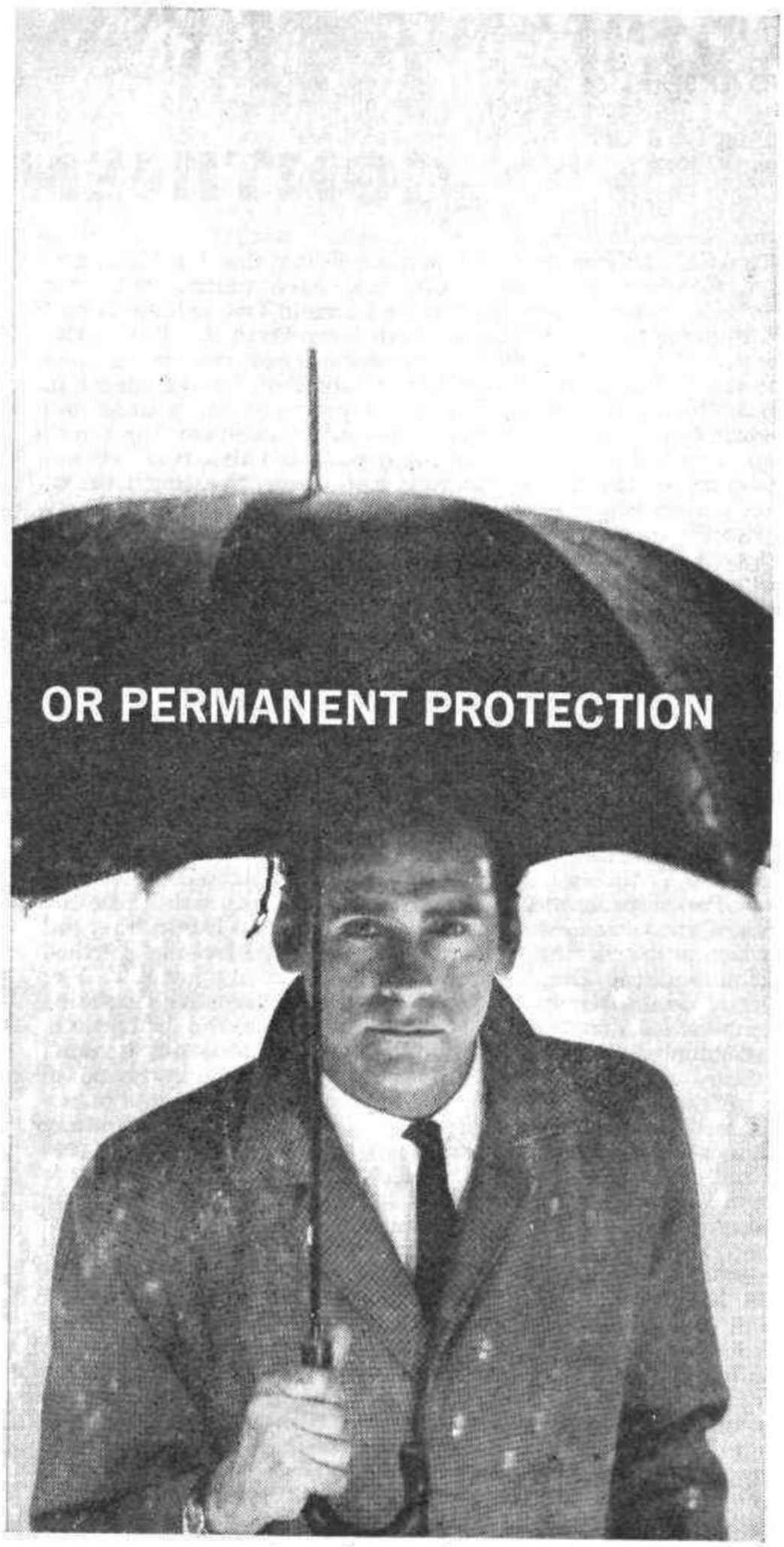


*FUN AT THE FESTIVAL (2).—With a " baby dragster " there are few problems and the start is just a case of " left foot up, right foot down." With a big dragster and 900 b.h.p. it would be a different story. The standard Allard Dragon and D. S. J. leave the line during the Festival.*

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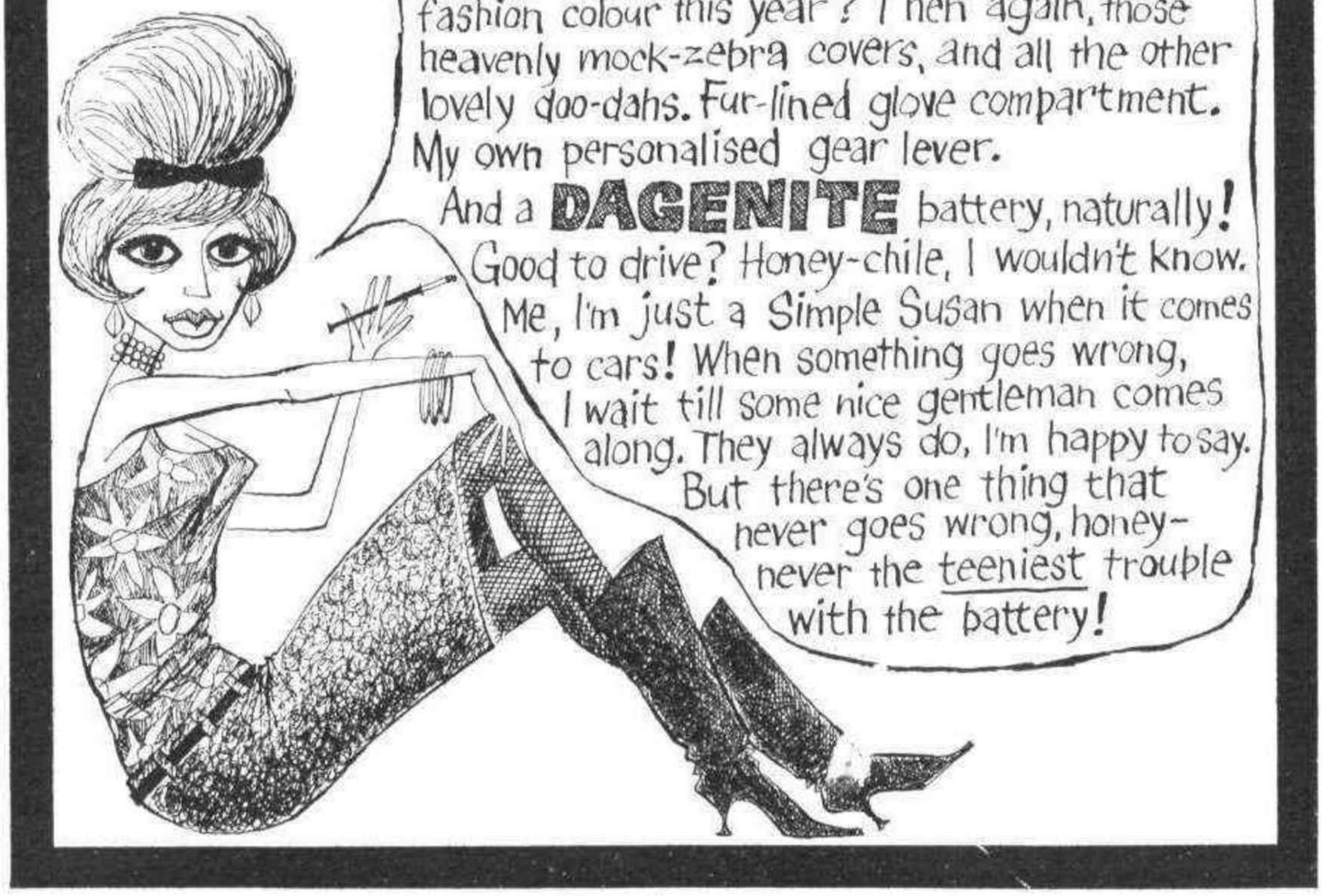
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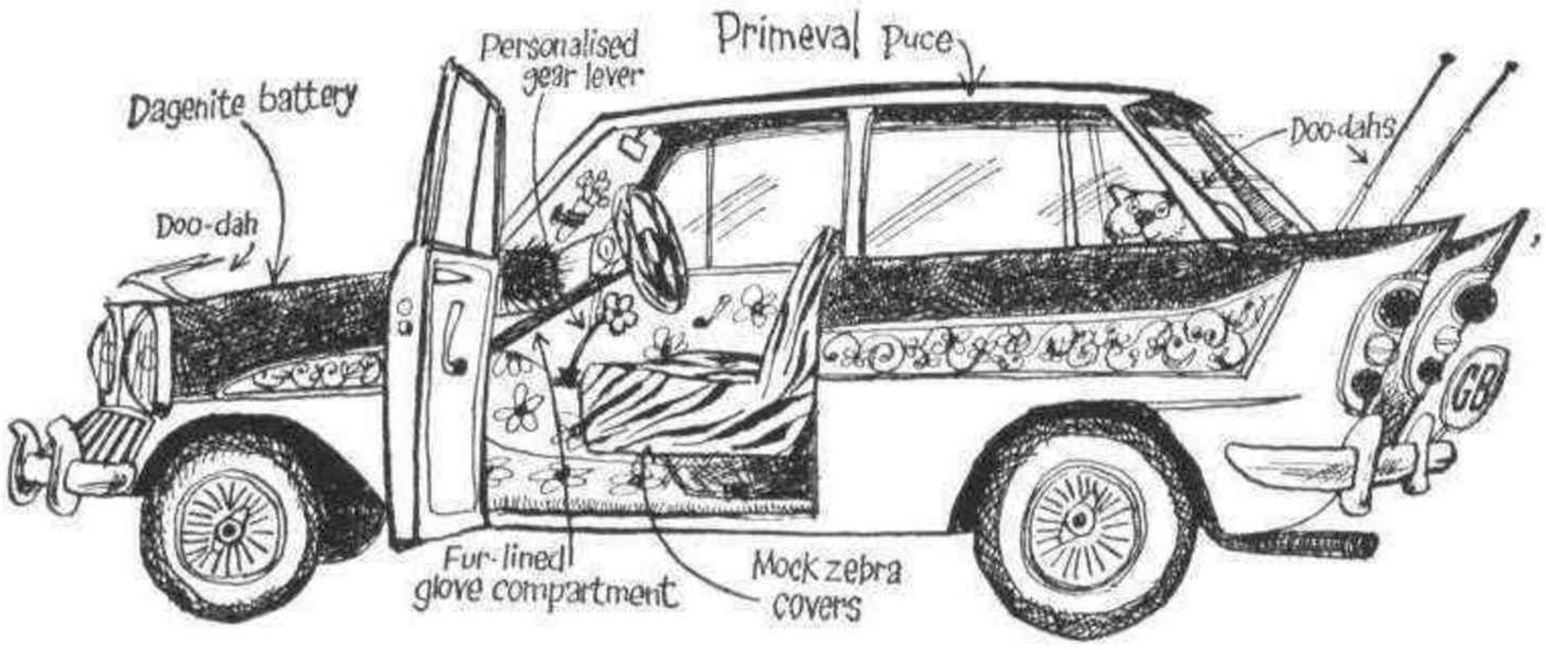
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*BOOK REVIEWS—continued from page 906*
late Forrest Lycett's 8-litre Bentley reprinted in full, because it serves as a tribute, both the Club's and my own, to a great vintage exponent and a great car—the highest form of sports motoring before the advent of things like Jaguar E-types and Cobras.

Naturally, a lot of the material for this history has come from back numbers of the *V.S.C.C. Bulletin* and those members who have kept their copies may think the book somewhat repetitive. There are many entertaining extracts from old *Bulletins*, although some readers may think the inclusion of the libellous ones an unnecessary dragging up of old feuds, and I would have welcomed more of Wike's Motor Show Reviews and "Steady" Barker's verse. But I am glad that Hull is sufficiently honest to note that whereas Anglo-American Bastards and S.S.100s were scorned by the V.S.C.C. pre-war, they are now eligible for membership, and that he questions the inclusion of the F.W.D. Citroën, a mass-produced family car, as a post-vintage thoroughbred. Moreover, there are no obvious errors, apart from Alec Issigonis rendered as Alex.

It is interesting to be reminded that MOTOR SPORT seems to have anticipated the Club's change of name from Veteran Sports Car Club to Vintage Sports Car Club, and perhaps significant that Clutton soon abbreviates this to Vintage Club in his Foreword! Incidentally, Bentleys figure in seven of the pictures, 30/98 Vauxhalls in only three.

This is a book for V.S.C.C. members rather than the great motoring public. As such, it is an excellently written record, so that the compression of the Club's last ten years into a single chapter, as if Hull was developing writer's cramp, is a little disappointing. But this is one of the year's better motoring books; no doubt its publishers are heavily insured against libel actions.—W. B.

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## CARS IN BOOKS

From "Summoned By Bells," by John Betjemann (John Murray, 1960) we discover that Betjemann remembers a Delaunay-Belleville crawling up West Hill, Highgate in its noisy bottom gear, prior to World War One, that a school fellow of his at Marlborough read *The Autocar*, so that Fords, Lancias, a 6-ton Sentinel and a Frazer Nash (which Betjemann hyphenates, risking the wrath of Thirlby!) were noted with pleasure, and that his father took him to Cornwall in an Arrol-Johnston. And, finally, so far as we materialists are concerned, that he borrowed an aunt's Talbot-Darracq to drive a girl-friend to a dance :

> "The Talbot-Darracq, with its leather seats
> And Biddy in beside me now! I could show
> Double-declutching to perfection now."

Betjemann even remembers, from his Oxford days, " . . . sports Bugattis roaring in my ears."

There is not much of motoring in "Murgatroyd Started It!" by Baroness Elizabeth Beck (Country Life Ltd., 1964. 25s.), except for descriptions of animal transport problems in the family Rover 100 and how a pet Sloth (or Beck) bear took for granted rides in a Land-Rover ("Bear had the same feeling for cars as a 17-year-old —if she had to swap me for something it would surely have been for a car."); the Rover, incidentally, contributes an awful warning about carbon monoxide fumes, which killed a white rat and a bush baby travelling across France in it when it developed a defect in its exhaust system. But I mention this very enjoyable animal book, written with brisk feminine logic and delightfully illustrated, because the authoress is the wife of Baron Rolf Beck, Chairman of the Slip Group of Companies, well-known to the Motor Industry and Donald Campbell is mentioned in it.

Finally, for this month, Mr. Tallett of Abingdon contributes the following from "The Crown of Night" by Pierre Audemars (John Long) : . . . They stopped by an open outhouse.

"What on earth," said M. Pinaud, staring in amazement, "would that be?"

"That" was a vintage Panhard, as huge and as massive as a hearse, covered with wickerwork scroll and gleaming brass, resplendent with leather straps and enormous headlights. The paintwork shone with generations of loving care, the brasswork glittered even in the grey twilight, for by now the day was dying, and the oiled and waxed straps glistened as soft and supple as the day they had been stitched. M. Pinaud stared in open-mouthed wonder. "This is the father and mother of all motor cars," he declared reverently.

Robert laughed.

"This is the family automobile," he replied. "It is older than I am and has never gone wrong, thanks to the man we had when I was a boy, who spent most of his time adjusting and tuning it on the bench, so that it was hardly ever used. You have to turn great brass cups every month to lubricate the chassis, but it can still pass most cars on the road."

"I never knew they made an engine this size."

"It was an experimental model—eight cylinders in line."

"This I must drive," declared M. Pinaud with conviction.

"Go on, get in."

"No—no. Not now. You go home. I will see you tomorrow."

Robert turned a huge tap, pumped the hand-lubricator, adjusted the ignition and set the hand-throttle, released the starting handle from its strap and gave it a quick and skilful pull. The huge engine whispered quietly and throbbed into life.

M. Pinaud waved good-bye and watched them go. Then he went back thoughtfully into the garden of the inn.

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From the Montagu Motor Museum comes a booklet illustrating fifty old vehicles in colour, entitled : "Veteran and Vintage Cars at Beaulieu, Brighton and Measham." The pictures are rather "postage stamp" in size but the accompanying descriptions of the cars contain much fascinating *individual* history of the cars depicted. The book retails at 3s. 6d. There is a number of printing errors which do no credit to the compositors and the publishers' readers.

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"The Design of Small-Car Engines," referred to on page 919, is obtainable for 50s. from the Institution of Mechanical Engineers, 1, Birdcage Walk, London, S.W.1.

* * *

**The American Classic Jaguar Association,** which caters for pre-war S.S. and S.S.-Jaguar owners, wishes to make contact with owners of these cars in England and Europe. They are asked to contact R. T. Trenk, Technical Editor of the Association's monthly journal, whose address is : 1450, Boeger Av., Westchester, Illinois, U.S.A.

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*DRAG FESTIVAL—continued from page 932*
to the American teams as a bonus, for some of them had experienced expensive damage to machinery and they had all contributed to the success of the whole venture in no small way.

Whether American-style drag racing is going to spread in this country the next few months will show, but already plans are forming to hold a three-day Festival next summer, with as many as 20 top Americans taking part. Whether British enthusiasts for the sport will have any competitive machinery by then is not known, but the B.D.R.C. will give every encouragement to its members. Meanwhile the National Sprint Association continues with the fostering of motorcycle sprints, and at its final Club Meeting at Duxford aerodrome over 500 individual timed runs were recorded and George Brown set up a new course record with a time of 10.32 sec. for the standing-start ¼-mile, riding Super-Nero, his blown 998-c.c. Vincent.—D. S. J.

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*CONTINENTAL NOTES—continued from page 933*
wholesome fun makes a great change, while a full-throttle blast down a runway on two wheels or four is always satisfying. Although my motorcycle was slower in time and speed than the little Allard dragster, I actually found the 2-wheeler much more satisfying, for whereas in a car you merely sit back and press the accelerator pedal as far as it will go, on a motorcycle there is always that little bit more to be gained. After the twistgrip is up against the stop you can help by really flattening yourself along the tank, pulling your elbows in, pressing your knees inwards, tucking your toes in, and even holding your breath; it all seems to help and you become so much a part of the high-revving engine that is under your chest that you tend to grit your teeth and try as hard as possible to reduce frontal area and wind drag, in your efforts to screw another r.p.m. or two out of the engine. To get the same exhilaration and satisfaction from a car you would have to be somewhere near the 10-sec. mark for the ¼-mile, while runs in the 8 sec., as we all witnessed during the Festival, must feel fantastic and take quite a bit of practice with slower machines first of all.—D. S. J.

# THE PRIVATE TEAMS

## Part 4

**Ecurie Ecosse**

Probably the best known of all private teams, ranking with the Rob Walker Team in winning major International races ahead of works teams. The team has specialised mostly in sports cars but has also raced single-seaters and GT cars. The team has been associated with Jaguar Cars in most of their successes, first with the C-type and later with the D-type which won for them the Le Mans 24 hour race in 1956 and 1957 and also did so well in the Monza Race of Two Worlds in 1957 when the Ecurie Ecosse cars finished fourth, fifth and sixth against the American Indianapolis cars. Less success has come the way of the team in recent years and for the last couple of years they have been racing two rear-engined Tojeiro coupés, firstly with four-cylinder Climax engines, later with Buick engines and one car was converted to a Cobra-Ford engine for the 1964 season.

The team was originally sponsored by David Murray but when the financial drain became too great a group of supporters formed the Ecurie Ecosse Association and contributed money to the team and also supplied their present transporter. More recently the financial obligations of the team have been taken over by an organisation called The Friends of Scotland.

No assistance is received from the manufacturer of the car but Esso, Dunlop, Lodge and Ferodo of the accessory suppliers give help of one sort or another.

The team has three mechanics who work on a part-time basis as does David Murray who acts as Team Manager. No plans have been finalised for next season's racing but it is to be hoped that Ecurie Ecosse will soon reappear in the entry lists and on the winner's dais of many International races.

**Delta Motor Racing Equipe**

Maurice Phillippe started racing in 1955 with a car built by himself and called the M.P.S., which featured the now popular monocoque principle, having a riveted light alloy fully enveloping body/chassis unit. The inspiration for this was gained while working for an aircraft firm, the same firm which lost such people as Mike and Frank Costin, Alan Stacey, Peter Ross, Brian Hart and Ian Macintosh to the motor racing world.

The M.P.S. was built to the 1172 Formula but never ran in any 1172 events and was raced with some success in other sports car events. The team as such was not formed until 1959 after a spell of National Service and construction began on a front-engined Formula Junior car. The car did not appear until the Poxing Day Brands Hatch meeting but it was already obvious that the rear-engined cars would sweep the Formula. The car was severely damaged in 1960 and after that it was only used in sprints and hill-climbs.

For 1963 Cosworth were disposing of a Lotus 7 which they had been using as a development car and this was acquired and raced with some success. This car will be retained next year and development will continue during the winter.

The team is purely a spare time occupation and all work is carried out by the driver and friends. Assistance from the trade is limited to trade terms on certain accessories.

Maurice Phillippe makes the point that the safety of certain circuits is open to doubt, citing the case of Mallory Park's pit position and feels that the safety of marshals and drivers should be given more consideration. In Club racing he doesn't expect starting money but he would like to see some assistance to competitors who suffer damage at a meeting. He would also like to see some form of guidance for novice drivers taking up the sport; there are a number of excellent books for marshals but nothing for drivers.

**Ramsay Racing**

The team was formed by a group of Cambridge University students consisting of Robbie Gordon, David Wansborough and the Hon. John Fellowes. Originally they had an Elva and a couple of Austin Healey 3000s, joined later by Ron Collings with another Healey. Two of these were ex-works Sebring cars and the other was the ex-David Dixon car. This season they have been running the ex-Rob Beck XK120 and one of the Healeys. The team has been run purely for pleasure, but next season some of the team will link up with the Hon. Richard Wrottersley and form Anglia Racing Developments and it is hoped to publicise this organisation through racing successes. The team should not lack publicity for they are planning to race two Lotus 30s and a GT prototype based on the A.C. Cobra but lowered and more streamlined. The teams activities will be considerably expanded with participation in National and International racing envisaged, together with several Continental sorties. Ramsay Racing will continue with two Healeys to be driven by J. Hasler and R. Collings.

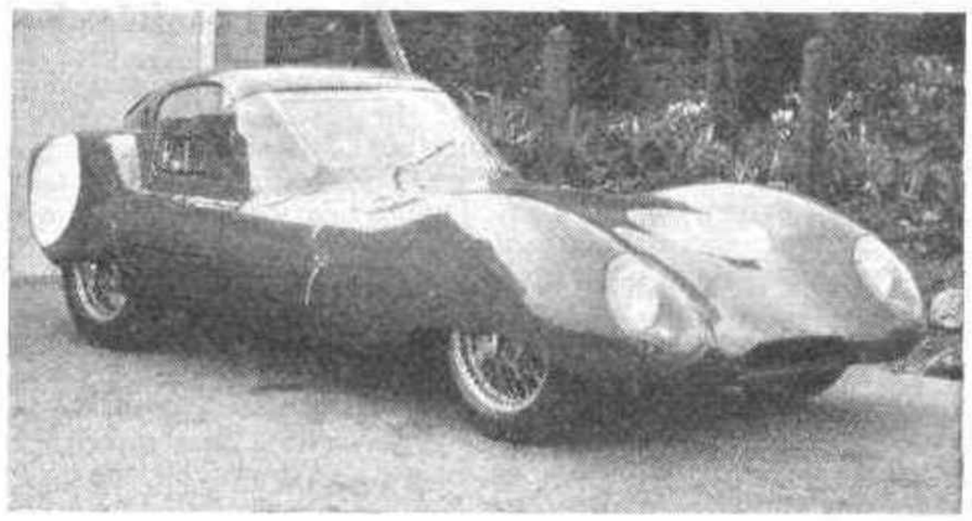
At present the team receives no assistance of any kind either from manufacturers or the Trade and all work is carried out in the team's spare time. Three mechanics are employed and the team is managed by Mr. V. Bumstead.

The team feels that what the public miss in the modern F.1 cars is being satisfied more and more by the hairy GT and large engined sports cars. They enjoy this branch more and feel they can contribute more in that direction.

**Team Garnett**

The team commenced racing in 1957 (although not under its present name) with a Ford Zodiac, followed the next year by a Lotus Eleven powered by a side-valve Ford engine. This car was retained throughout 1959 and 1960 scoring various wins at Northern circuits. A TVR was added to the team in 1961 but this car never got going well and was disposed of.

In 1962 the team acquired a new Lotus Eleven from the works in GT form with high screen and hood and some successes were gained with this car until it was wrecked in the Spa Grand Prix after the driver hit a stream of water; only the engine was saved. For 1963 another Lotus Eleven, with a proper hard-top, was acquired and used with some success, gaining a class win in the Snetterton Three Hour race and sixth in class at the Spa G.P. The car was retained for this season and it gained a class second at the Goodwood International but was rather badly damaged at Oulton Park. However it was repaired and gained successes at Ouston and Aintree.



*PRETTY.—A car which is not seen a lot in motor racing today is the Lotus XI. This pretty coupé version is run by Team Garnett and raced by John Dickinson.*

The team is a part-time organisation and derives its name from Henry Garnett & Co. Ltd., publishers of the South Yorkshire and Rotherham Advertiser, for whom the team's driver John Dickinson is the motoring correspondent. No assistance is received from the car's manufacturer but Esso, Dunlop, Ferodo and Armstrongs do give some assistance. John Coldwell manages the team and the mechanical work is done by Harold Wingfield and John Clover.

For next season the Lotus will probably be retained but discussions are going on with a view to building a prototype GT car as well. It is also hoped to take in another driver with a car to race under the team's banner.

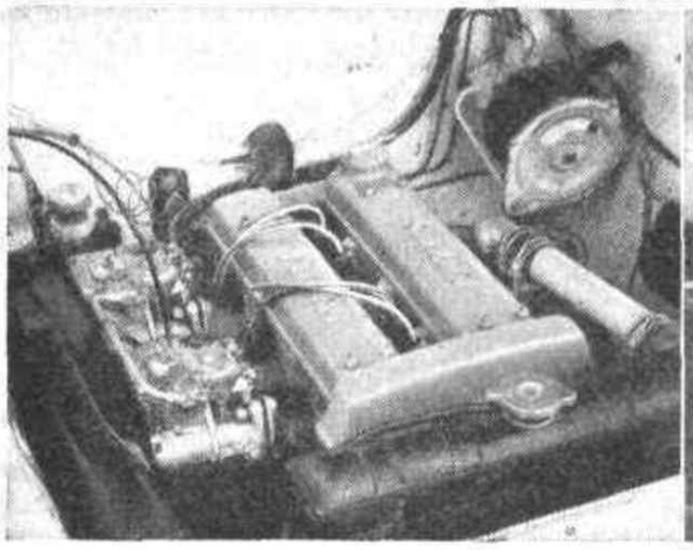
Like most other small teams the Garnett Team feel that too much of the money goes to too few teams and they would like to see a little more consideration for the private teams, without whom the sport would collapse.

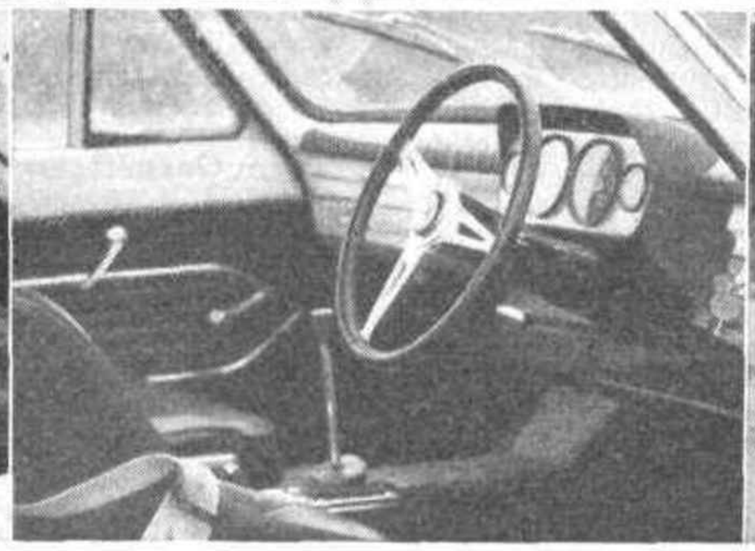


# HOT

## The Assistant Editor Cortina, a Willment and a Taurus

*TRYING HARD in the wet, our man at Aintree lifts a wheel on the Longbacon Lotus-Cortina.*








*Left : The twin-cam head of the Longbacon Lotus-Cortina. Centre : Driving compartment of the Lotus, showing the driver's bucket seat. Right : The Taurus Austin 1100 looks very standard from the outside.*

HOT cars are usually fun to drive and three hot cars of very different types have come my way in the last month or so. The first was so hot that it was virtually undrivable on the road and it was necessary to go to the wastes of industrial Liverpool to try the car on the deserted Aintree circuit, which seems fated to be lost to motor racing before long. The car in question was a racing Lotus-Cortina in Group 2 trim, owned by Longbacon Engineering, which had the distinction of finishing ninth overall in the Spa 24-Hour race out of 58 starters, was third in its class of 15 entrants, was the first Ford to finish, and, in fact, was the first British car to finish. Due to heavy business commitments the team was unable to do any more racing after the Spa race on July 25/26th, and when I tried the car last month it had not been touched since the race except to give it a wash.

The car was bought " over the counter " from Lotus and came in standard Group 2 trim, costing around £1,700. Various modifications were made by Longbacon mechanic Paul Kelly, including boring out by 1 mm. to 1,594 c.c., raising the compression ratio to 11 to 1, regrinding the camshafts and modifying the valve gear. The engine was also completely balanced, the oil pressure increased from the rather low standard pressure of around 30 p.s.i. to about 50 p.s.i., the carburetters were re-jetted, the fuel pumps were changed for Bendix pumps, and larger-bore fuel lines were fitted. The exhaust system was modified to protrude from the side of the car, an oil cooler was fitted, and a large amber oil-pressure warning light was fitted on the facia. The plugs were changed to Champion N58R and a spare Lucas sports coil and a spare condenser were also fitted.

Chassis modifications were also numerous and several suspension changes were made to improve the handling. These included modified springs all round, with adjustable dampers at the rear, a thicker front anti-roll bar, and a higher-geared steering box. The mountings of the rear " A "-bracket were also strengthened. The shields were removed from the brakes and Ferodo front pads and rear linings were fitted and the master cylinder was changed. One of the Hewland limited-slip differentials specially made for the Cortina was also fitted.

All this work brought the cost of the car over the £2,000 mark, but for the 24-hour race a good deal more work was necessary. A 22-gallon long-range fuel tank was fitted in the boot and supplied with a reserve switch so that one gallon remained in reserve should the car run out of fuel on the course. A special racing bucket seat was fitted, together with Irvin full safety harness, and a leather-covered steering wheel replaced the wooden one. A high-capacity 2-speed wiper motor was fitted and Trico supplied a set of their special racing wiper blades, while a 1-gallon screen-washer tank was fitted inside the car behind the front seats. A pair of Lund long-range lamps were supplied by Ted Lund, who was to be one of the drivers, and a pair of identification lamps were fitted at the front so that the car could be easily identified as it passed the pits at night.

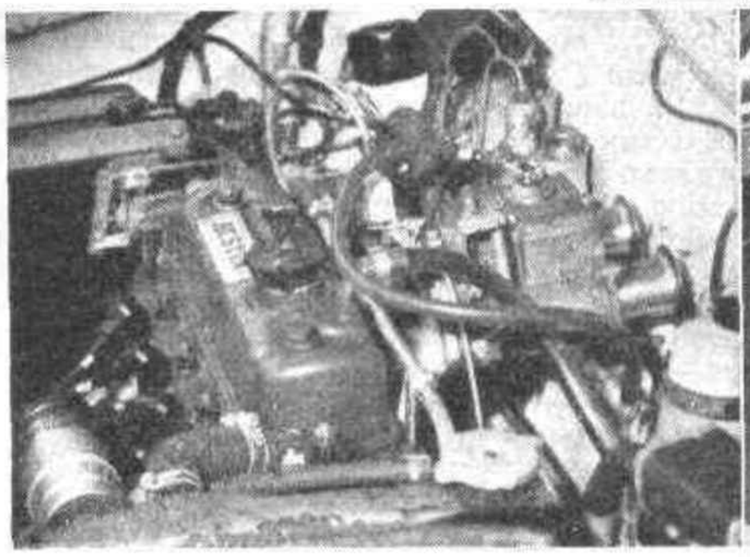
With the 3.9 axle and 5.50 × 13 in. Dunlop R6 tyres (£10 10s. each!) the car would reach 128.1 m.p.h. at 7,000 r.p.m., which would have been very useful on the straights at Spa, but the drivers, Paul Kelly, Bill Allen (of Team Elite fame) and Ted Lund (the Le Mans M.G. exponent) decided on a 6,200-r.p.m. rev.-limit. In the race they were soon left behind by many cars but, despite temptations, they kept to their limit except for the occasional indiscretion. This wise decision paid off eventually, for other cars began to drop out at regular intervals and number 305 moved up the lap chart. The Achilles' heel of the Lotus Cortina is the differential, which often lets its oil out under the strain put on it from the " A "-bracket, but the oil level and bolt tightness was checked at every pit stop and the axle gave no trouble at all. Two dynamos gave up under the strain and the first one drained the battery, so a new battery had to be fitted, but apart from this the car needed no attention at all, although as a precautionary measure the near-side rear wheel was changed and the gearbox oil level was checked. They need not have changed the wheel as it turned out, and at the end of the race the other three tyres had tread depths of 1.5 mm. and 1 mm. at the front and 2 mm. on the off-side rear, having started out with 5 mm. of tread. The car ran with 50 p.s.i. in the front tyres and 55 in the rears. The car ran on Esso Golden fuel and got through 145.83 gallons for a fuel consumption of approximately 14.5 m.p.g., and the engine used two gallons of Esso 40/50 oil. The car covered 242 laps of the Spa circuit, a distance of 2,119.92 miles, at an average speed of 88.11 m.p.h.

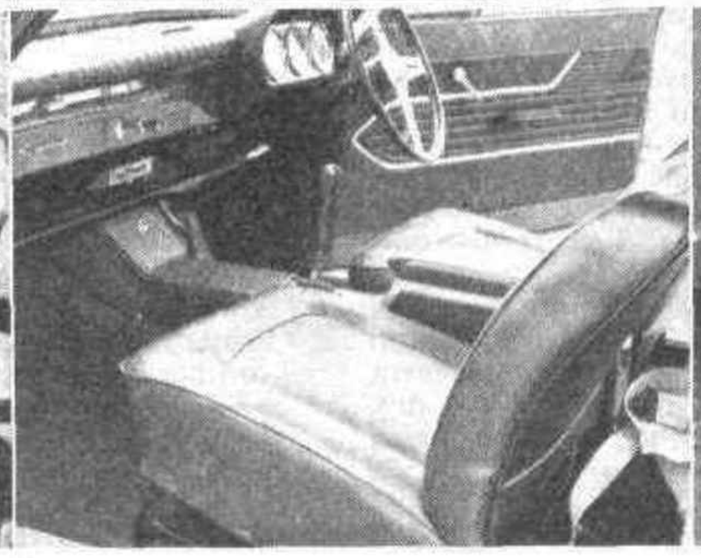
# HEADS

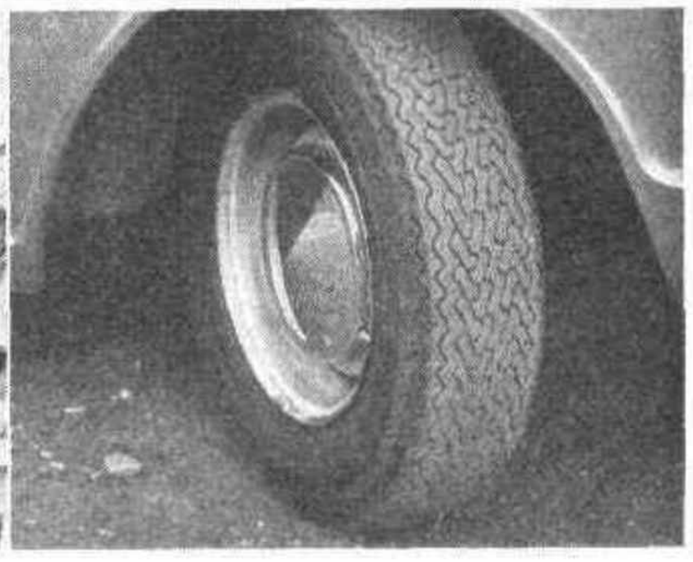
## *tries a Racing Lotus-tuned Ford Cortina GT tuned Austin 1100*



*LOOKING OUTWARDLY like an ordinary Cortina GT, the Willment Sprint is a real wolf in sheep's clothing.*







*Left : The 42DCOE Weber sits comfortably behind the Taurus-converted Austin 1100 engine. Centre : New seats transform the driving position of the Willment Sprint. Right : Wide-base wheels and Dunlop SP tyres help the Willment Sprint to corner extremely well.*

The team was encouraged by its first venture into International saloon-car racing as a change from GT racing, and plan to do a full season next year, but they felt that the reaction from the Press and from potential Trade sponsors was lukewarm in the extreme, both groups seeming to prefer the hares who didn't finish to the tortoises who did. And in long-distance racing it is usually the tortoises who get in the money.

The glorious summer failed us at Aintree and the circuit was drenched in torrential rain squalls every few minutes, but I got in a few laps during the odd dry spells. The bucket seat fits you like a glove and with the safety harness done up I felt almost as if I was screwed to the floor, which is most reassuring in a competition car; being a six-footer I would have preferred more rearwards movement on the seat runners to give me more leg room, but I was still able to heel-and-toe adequately.

The engine is the acme of intractability, which the extraordinarily high 1st gear does nothing to alleviate; the car will stall if there is less than 3,000 r.p.m. on the tachometer, and it really prefers something like 5,000 r.p.m. plus a good deal of clutch slipping to get away cleanly. Full-blooded racing starts with 6,000 r.p.m. on the clock resulted in a drop to 2,000 r.p.m. and a sort of kangaroo hopping before the engine picked up revs. When we took some performance figures, I found it best to use 5,000 r.p.m. and slip the clutch gently. There is precious little power below 4,000 r.p.m. and not much until 5,000 r.p.m. is reached, and one begins to wonder how Lotus-Cortinas go so quickly round circuits, until suddenly there is a noticeable kick in the back and the tachometer needle streaks round to 7,000 r.p.m., and the next gear has to be snatched very quickly indeed to avoid over-revving. As long as the revs are kept well up the car fairly streaks along, the close ratios helping the driver nicely in this respect, while the gearbox is delightful to use, having the same action as that of the normal Cortina. Using 6,500 r.p.m. as a change point the Group 2 car has speeds in the lower gears of 50, 72 and 95 m.p.h., while top would give a theoretical 120 m.p.h. at six-five. However, only the Club circuit was in use at Aintree, which left us not much more than two-thirds of the Railway straight, meaning that we could only reach 90 m.p.h. from a standstill, or a little over 100 m.p.h. while lapping. With a hastily corrected speedometer we got performance figures from a standstill of 0-50 m.p.h. in 5.0 sec.; 0-60, 8.1 sec.; 0-70, 10.3 sec.; 0-80, 15.0 sec.; and 0-90, 19.5 sec.; still restricting ourselves to 6,500 r.p.m. and on a soaking-wet track!

My first introduction to the handling of a Lotus-Cortina was as shattering as it has been to most racing drivers, for (to use the kindest adjective I can think of) it feels atrocious. The car skitters about on the bumps, lacks directional stability, wanders in a side wind, and when cornering hard the inside front wheel lifts (as the picture shows), leaving the car poised on a few square inches of rubber on the off-side front wheel, at which point the steering feels decidedly odd to say the least. Despite all this the car can be cornered faster than any other saloon car you can name and even when skating through deep puddles with 50 p.s.i. in the tyres it sticks like a leech. It will break away of course, but juggling with throttle and steering soon saves the situation. In fact the car felt worse on the straights, when it would suddenly aquaplane through a puddle and the steering could be moved from lock to lock without causing the car to deviate appreciably from a straight line. Drivers tell me you soon learn to live with these odd characteristics, and since the Lotus-Cortina has virtually turned saloon-car racing into a one-model domination it can't be that bad. I'm no Jim Clark but a lap time of around 1 min. 23 sec. against the normal time of 1 min. 12.0 sec. or so in the dry shows that the handling must be pretty good in the wet. The brakes are first class and the steering would be a revelation to the driver of a normal Cortina for it is incredibly light.

I enjoyed my drive immensely and look forward to seeing this car in action next season, when, if it is driven as sensibly as it was at Spa, it should do well in the European Championship.

### Willment Cortina GT Sprint

The next hot car I tried was a Willment Sprint GT, a considerably modified version of the Ford Cortina GT. The name of Willment needs no introduction to racing enthusiasts and they have been converting and racing Ford cars for 15 years or more, long before their current racing team hit the headlines. They have been tuning Cortinas for some time but these have invariably been on a one-off basis, according to the requirements of the

customer, and already this year over 100 cars have been tuned. However, they have decided to market a standardised car called the Sprint GT which will sell as a new car for £910, although used cars can also be converted to this specification. The modifications are pretty extensive and cover most of the more criticised aspects of the Cortina GT. The list in the data panel gives the details and prices of the various modifications. The engine is only lightly modified, with re-worked cylinder head, inlet manifold and carburetter, and a new camshaft which raise the power output to over 90 b.h.p. The major part of the work concerns the suspension, which is lowered by the use of different springs, and shock-absorbers, and also uses a heavy-duty anti-roll bar and a set of 5½J wide-based wheels. The brakes have hard pads and linings and a Girling servo is fitted. A wooden steering wheel and a gear-lever knob are supplied, and extras above the cost of the Sprint kit are new seats, Britax reel-type safety belts, racing wing mirrors and a brake fluid level indicator.

The three most criticised features of the Cortina as far as the enthusiast is concerned are the road-holding (especially in the wet), the seating position (especially for the six-footer) and the gear ratios. Willment have sorted out the handling and the seating, but there is little they can do about the gear ratios at a reasonable price; the Lotus-Cortina gearbox is expensive and has a high 1st gear and other proprietary gear sets are meant for racing and rather noisy. What they may do in the future is to offer a 4.1-to-1 axle ratio instead of the present 3.9 to 1, which will make the car more tractable in 3rd and top gears, but still allow a 100 m.p.h. plus top speed.

On the road the ride is a revelation, for gone is the sloppy ride, axle hop and general untidiness that the Cortina is prone to over rough surfaces. The ride becomes firm and there is some bounciness at low speeds but once in the upper 80s, where the needle seems to spend most of its time, the Cortina covers rough roads most impressively. The test car was shod with Dunlop SPs (although Pirelli Cinturatos are offered as standard equipment on the Sprint GT) and it stuck to the road like a postage stamp, with none of the tail-happy tendencies which the normal Cortina develops. Roll is reduced and the car can really be flung around; the seats contribute to this for the tall driver can get away from the wheel and has plenty of room to play tunes on the pedals and to stretch his arms. These seats resemble the Lotus-Cortina seats but are made for Willments specially and are most comfortable to use, with a soft cushion and a back-rest which gives some lateral support. At £23 a pair on exchange they are excellent value.

The engine modifications only give themselves away at idling revs when the engine tends to be lumpy, but once the revs rise the engine becomes clean and from then on it will whistle straight off the clock, which is red-lined at 6,000 r.p.m. to 7,000 r.p.m. The noise level is no higher than standard as the exhaust system is unmodified. When taking performance figures we restrained ourselves to 6,000 r.p.m., but even so the figures in the data panel are more than satisfying and much better than those we obtained for the standard GT Cortina. From standstill to 60 m.p.h. in 10 sec. is excellent, while 80 m.p.h. can be achieved in 17.5 sec. Acceleration tails off a little after that but 100 m.p.h. will come up far more quickly than one has any right to expect from a 1½-litre family saloon, and at 6,000 r.p.m. in top the speed is 105 m.p.h. Willment's competitions manager Jeff Uren has seen 6,600 r.p.m. on the rev.-counter during development testing, which is around 117 m.p.h. At the lower end of the speed scale it is necessary to drop down through the gears to cope with traffic conditions otherwise there is considerable judder from the transmission; this is of course encountered on the standard GT Cortina. There is also some "hunting" when trickling through traffic at speeds under 15 m.p.h., even in 1st gear, and the clutch has to be dabbed to avoid jerky progress.

All in all, I thoroughly approve of Willment's mods to the Cortina and quite frankly if I were in the market for a car of this type and price I would by-pass the Lotus-Cortina with its fussy handling, vague steering, and its trick of spilling its rear axle oil, and go for the Willment car. I'm talking about road use, of course—racing is a different proposition.

### Taurus Austin 1100

Taurus are one of the newest and smallest of the mushrooming band of tuning specialists but already they have garnered a lucrative corner of this booming market. Like so many others, they specialise in tuning B.M.C. products, and the car I recently tried was one of their versions of the Austin 1100. Perhaps the main criticism laid at the door of the Morris and Austin 1100 is lack of performance, although the M.G. 1100 is available for the more affluent, who have an extra £120 to spend.

The Taurus conversion is simple, but incorporates the fairly expensive Weber 42DCOE carburetter, thus accounting for much of the £74 9s. cost of the conversion on our test car. The cylinder head is modified to stage 1 tune for an exchange price of £24, the single twin-choke Weber is mounted on a suitable manifold and supplied with the necessary linkages, and an exhaust manifold is supplied by the R. J. V. company, who specialise in this commodity. A Servais silencer and large-bore pipe completes the ensemble.

As the performance figures in the data panel indicate, the Taurus 1100 makes the normal 1100 look extremely slow, knocking some 10 sec. off the 0-60 m.p.h. time of 25.6 sec., and is still comfortably 4 sec. quicker than the M.G. 1100 to the same speed. As far as top speed is concerned the car will just about hold 90 m.p.h. on a level road but it is best regarded as a happy 80-85-m.p.h. cruiser as the engine is turning over rather rapidly at 90 m.p.h. At the lower end of the scale the choke area of the Weber is obviously a little too much for the Austin engine and it is getting more petrol than it needs; this results in some gobbling noises from the engine, accompanied by occasional "hunting" if high gears are held onto at low speeds. It also helps the fuel consumption to depreciate to something like 25 m.p.g. if all the performance is used most of the time, but 28 m.p.g. can be had in exchange for a lighter throttle foot.

Having saved £120 by buying an Austin 1100 instead of an M.G. 1100 we have spent £75 of that on the Taurus conversion, still leaving us £45 in hand. I would spend some of that on assisting the brakes to stop the car a little better and a little more on a decent driver's seat. This would still leave some in hand to buy a wooden steering wheel, electric rev.-counter and all those other goodies so beloved by the performance enthusiasts.

Looked at in this light the Taurus conversion is astonishingly good value for money, which makes one wonder just how the factory can charge so much for the M.G. version of these extraordinarily fine cars.—M.L.T.

**PERFORMANCE COMPARISONS**

| | Ford Cortina GT | Lotus-Cortina | Willment Sprint GT | Morris 1100 | M.G. 1100 | Taurus Austin 1100 |
|---|---|---|---|---|---|---|
| 0-30 m.p.h. | 3.8 sec. | 4.0 sec. | 3.0 sec. | 6.4 sec. | 5.7 sec. | 4.8 sec. |
| 0-40 m.p.h. | 6.4 ,, | 5.4 ,, | 5.2 ,, | 10.3 ,, | 8.8 ,, | 7.0 ,, |
| 0-50 m.p.h. | 10.4 ,, | 8.8 ,, | 7.0 ,, | 16.5 ,, | 14.5 ,, | 11.0 ,, |
| 0-60 m.p.h. | 14.0 ,, | 11.0 ,, | 10.0 ,, | 25.6 ,, | 19.2 ,, | 15.5 ,, |
| 0-70 m.p.h. | 19.0 ,, | 15.0 ,, | 13.4 ,, | – | 28.0 ,, | 23.0 ,, |
| 0-80 m.p.h. | 27.6 ,, | 21.0 ,, | 17.5 ,, | – | – | – |
| 0-90 m.p.h. | – | – | 26.4 ,, | – | – | – |
| Date tested | July 1963 | Jan. 1964 | – | Dec. 1962 | Dec. 1962 | – |

**EQUIPMENT FITTED TO WILLMENT SPRINT GT**

| Modified Parts | Non-Exchange £ s. d. | Exchange £ s. d. | Labour Charges £ s. d. |
|---|---|---|---|
| Cylinder head | — | 35 0 0 | 27 0 0 |
| Inlet manifold | — | 6 0 0 | |
| G.T.4 camshaft | — | 11 0 0 | |
| Carburetter modifications | 1 10 0 | — | |
| Heavy-duty anti-roll bar | 5 0 0 | — | |
| Front suspension struts | — | 6 0 0 | 9 0 0 |
| Rear shock-absorbers | — | 8 8 0 | |
| Modified rear springs | — | 8 0 0 | |
| Modified front coil-springs | — | 3 0 0 | |
| Anti-fade brake pads | 3 12 0 | — | 10 0 0 |
| Anti-fade rear linings | — | 3 6 0 | |
| Girling brake servo | 13 0 0 | — | |
| Wood-rim steering wheel | 5 17 6 | — | |
| Wooden gear-lever knob | 10 6 | — | |
| Set (5) 5½J rims, wide base | 17 17 6 | — | 3 0 0 |
| Set (5) Cinturato 165 × 13 tyres and tubes | 43 5 0 | — | |

(Allowance on existing tyres and wheels, £25 0s. 0d.)

**Extras to Sprint Specification**

| | | | |
|---|---|---|---|
| Modified front seats | — | 23 0 0 | |
| Britax reel-type safety belts | 12 12 0 | — | 3 0 0 |
| Racing-type wing mirrors | 2 11 6 | — | 1 10 0 |
| Sovy brake fluid level indicator | 17 6 | — | 1 10 0 |

Complete car supplied new for £910 inc. purchase tax.

**EQUIPMENT FITTED TO TAURUS AUSTIN 1100**

| | £ s. d. |
|---|---|
| Taurus Stage 1 cylinder head | 24 0 0 |
| 42DCOE Weber carburetter, inlet manifold, linkages, etc. | 35 0 0 |
| R. J. V. exhaust manifold | 9 9 0 |
| Servais silencer and large-bore pipe | 6 0 0 |



# who's the man in the volkswagen?

He's an individualist. A man of ideas. Revolutionary ideas they are too.

Like an air-cooled engine. Commonsense really. Air doesn't boil or freeze and you can't run out of it. Or an engine at the rear, over the driving wheels. Makes driving possible in impossible conditions. Try it on snow—or mud—or sand.

Then he has this thing about finish and workmanship and reliability. The kind that makes his car so airtight that he can't slam the door without first opening a window.

So now he's got a car built for him, on his principles. Is he satisfied? No! Neither are Volkswagen. Which is why Volkswagens keep on improving. Change not for fashion's sake but to make them better and better.

Like the VW 1200 this year—more space, bigger windows, better luggage room. Twenty improvements in all—made for this man, and the 8 million like him all over the world. People to whom a Volkswagen makes a lot of sense. How about you?

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

# THE OILS OF THE WORLD

In the course of our road-test report on the Mercedes-Benz 300SE in the August issue we remarked on the great number of oils (367) which Daimler-Benz, with Teutonic thoroughness, have tested and approved for their cars. It occurs to us that readers may be interested in the list of engine lubricants for the 300SE, which is representative of most of the best of the World's lubricating oils. It is as follows :—

Adrumol HD
Aerolene HD
Aero-Line Super HD
Aerol-Rotura HD-Motorenöl
Agronil HD Motorenöl
Aixol Super HD
Allianz-HD Super
Amalie HD Nr. 1
Amolub HD
Ampol Motor Oil HD
*Antar Double SZ 10 W/30
Aquiloil HD
Aquiloil HSD
Aral Spezial Motor Oe. (HD)
Aral Diesel Motor Oel HD
*Aral Super Motor Oe' (HD)
Argon HD
Aristol HD
AS Super-HD-Motorenöl
Ascol-Perla Motor Oil (HD)
Audac-Motoroel Super HD
Autol-Extra-HD
*Autol-Extra-Spezial HD
*Avia-Motor-Oel HD
Aviatic HD
*Aviation HD
Axoil HD
Bavaria-Penna-Motorenöl HD
Bechem-Auto-Staroi HD
Benissimol (HD)
Bergol-Motor Oil HD
Beverol Gold HD Motorenöl
Bikalin Stella HD
Bison-Motorenöl M-HD
Boie-Terra HD
Brenntag Testa HD
Brey-Super-HD-Oel
Buloxol HD Super
Burgol-HD
*Caltex Five Star Motor Oil Multigrade (HD)
Caltex Five Star Motor Oil Extra HD
Caltex RPM Delo Special (HD)
Cariol Super HD
Castrol CR HD-Oil
*Castrolite (HD)
*Castrol XL (HD)
Centlube H.D.A.
Cidisol HD
CL HD Motorenöl
Condor HD Motorenoel
Co-op H.D. Oil Incomil
Cordiol-HD
Deaplus HD
*Dea-Record HD
Deltinol HD Extra
*Delvac Oil 900 (HD)
Demoxol HD
Desolvent-HD
Deusol CR (HD)
Deuzin HD-Motorenöl
Diamond HD-Motorenöl
Dierol HD
Dieselgold Super HD
Dieselmozol HD
Dimotol HD
Distol HD
Divinol Spezial HD
Dual HD Oil
Duplexol HD
Dural Heavy Duty
Duxobil-Primol-HD-Motor Oil
Dynamic HD
Dyserol Ultra I HD
Eberol HD
Ebol HD Extra
Ecubsol Hchlst. Mot. Ol HD
Effektol Hchlst. Mot. Ol HD
Egosol HD
Elbé Motor Oil Royal '58 HD
Elektrion-Motorenoel HD
Elite HD Hchlst. Mot. Ol
Ellmotol HD
Elvoline Hchlst. Mot. Ol HD
Elwo Hchlst. Mot. Ol HD
Emhagol HD Motorenöl
Emol-Silber (HD)
Energol Diesel D (HD)
Energol Motoroel HD
*Energol Visco-Static Motoroel (HD)
Esa Super Oil HD
*Esa Multigrade HD
Esemol HD
Esslin-Motoröl HD
*Esso Extra Motoroil (HD)
Esso Motoroil (HD)
Europol Super HD
*Exaktol HD
Extra HD Motorenöl
Extrol HD
Falken Hochlst. Mot. Ol HD
Fanto-Spezial-Motorenöl HD
*Filtrate HD
Fimitol-HD
Fina Motortonic Delta HD
*Fina Multigrade Motortonic 10 W/30 (HD)
Finger Super HD-Motorenöl
Firezone Special Super (HD)
Förstol Diamant HD
Frankoline HD
Freitagol Motorenöl HD
Garant HD Motorenoel
*Gasolin Record (HD)
Gasolin HD
Gasolin Super Motorenöl (HD)
GSG Record Motorenöl HD
Gulflube Motor Oil HD
Gulfpride Motor (HD)
*Gulfpride Select "Single G"
Gyrantol HD
Habanol-HD-Ol
Haco Hchlst. Mot. Ol HD
Hacol Extra HD
Hähnel-Motorenöl HD
Hafa Detergente HD
Haltermann-Motorenöl HD
Hawi HD
HD-Motorenöl-ZRL
Hennol HD-Ol
Heskolin HD
Hessol HD Motorenöl
H.o.B.-Motoröl HD
Hoesch-HD-Ol
Homberg Motorenöl Autix-HD-extra
Homrich-HD-Hchlst. Mot. Ol
Houghton Vital de Luxe HD
Hyperol Hchlst. Mot. Ol HD.
*Hyperol V3 (HD)
Importol HD Motor Oil
Import-Motorenöl Superlube HD
Inco H.D.
Inco H.D. S1
Interlube HD
Internol-HD
Ira-Motoren-Ol HD
Irokal-HD-Motorenöl
Isarol Motorenöl HD
Itanal-HD-Super
Jostolin HD
KaGo-Motorenöl HD
Keith Motorenoel HD
Kendall F-L Motor Oil (HD)
Kompressol-HD-Ol "05"
Kubinol-Spezial-HD-Motorenöl
Lanol-Motorenöl Spezial HD
Lenzol-HD
Leprinxol-HD
Lokoil HD
Lubrosol HD
Lumünol HD
Mabanaft Heavy Duty Motor Oil II.
Mafusol Extra HD
Mancol Milol HD Motoroil
Marcol-HD-Motorenöl
Marol HD
Mengol Motorenöl HD
Meroil Penn Motor Oil S1
Meteor Ultra Motor Oil HD
Metrol HD
Mexolin Diesel Oil HD "S"
Minerol-HD
Miranol HD
Mobiloil (HD)
*Mobiloil Special (HD)
Mollinol-Record-HD
Motorenöl Spezial HD
Motul Century L (HD)
Motul DS1 HD
Mu-HD-Motorenöl "Silber"
Mütol HD
Navirol
Neo-HD-Extra-Motorenöl
New Ace Diesel Engine Oil HD
New Process Motoroil Special HD
Noga-HD-Ol
Norip HD S1
Novatol HD Extra
Oelkolin
Oestol-Gigant-HD
Oilzum Motor Oil HD
Optimol HD
Ozo-Motoröl HD
Pam Heavy Duty
Parasol HD-Motoroil
*Pena Pura HD Super
Penaxoline HD
Penn-O-Lene HD
Pennasol Hchlst. Mot. Ol HD
Pennsolin HD
Pennstate Heavy Duty
Pennzoil HDM with Z7
Pentosin Motoröl HD
Penytol HD
Permit-Penn (HD)
Petrol Motorol HD
*Phillips Sixty-Six Motor Oil
Phillips 66 Trop-Artic Motor Oil
Primanol HD
Primor Mil-HD
Progressol Motorenöl HD
Purex Motoroil HH (HD)
Quaker State HD Motor Oil
*Quaker State Super Blend Motor Oil
Ravoil-HD
Real Oil-HD
Recin Hchlst. Mot. Ol
Reginol HD
Rektol HD-Motorenöl
Renault Oil H.D.
Restorol H.D. Motorenöl
Rheinpreuben "HD 55"
Rheinpreuben-Motoröl-HD
Ritzol HD
RMV-HD-Extra-Spezial
Ruburol HD Diesel-Spezialöl
Rotorline
RPM Delo Special Lubricating Oil (HD)
Rückwarth-HD
Rumanol Super HD
Sagerol Super HD
Santestol M HD
Selectol HD
Shell Rotella Ol (HD)
Shell X-100 Motoröl (HD)
*Shell X-100 Multigrad (HD)
Sinclair Extra Duty Motor Oil (HD)
Sinclair Tenol HD
Sollupin HD Motorenöl
Speedwell HD
Spezial-Motorenöl HD Extra
Startol-Aristokrat HD
Startosoil HD
Stinnes Fanal HD Mot. Oel
Stratos Sup HD
Südöl HD-Motorenöl
Südramol HD Extra
Südwestöl HD Motorenöl
Sun Solvent Refined HD Motor Oil
Sunoco HD Dynalube Motor Oil
Sunoco Ocnus HD (MIL) Oil
Super Merkol HD
SVG-Motorenöl HD Gelb
SVG-Motorenöl HD Grün
T 5 X (HD)
1000-Meilen Ol HD
Taxol-HD
Tekno Extra Motor Oil HD
Texaco Five Star Oil (HD)
*Texaco Havoline Motor Oil Special
Total HD 0
*Total Altigrade (HD)
Trabant-Hchlst. Mot. Ol HD
Trading Detergent S1
Truck Record Motor Oil HD
Unitol HD
Uranol HD
US Heavy Duty Motor Oil
Usol-Excello HD No. 1
Valvoline Super HPO (HD)
*Valvoline All Climate (HD)
Varnolin (HD)
Veedol High Detergency HD 900
*Veedol 10-30 Motor Oil HD
Verol-HD
Viscobil HD
*Viscobil 10 W-30 (HD)
Vitolin HD
Wagranol-Extra HD
Waverly-H.D.-Motornoel
Wecoline HD
Wegetol HD
Westfalen-HD-Ol
Westol-Motorenöl HD Super M
Wevagol Extra HD
White Rose Ultra Mot. Oil HD
Wiolin HD
Wisura-Dimol HD
WMA-Motorenöl-Super-HD

* *Multigrade oil.*

## US!

*The Publisher* for September carried an article by Ian MacLennan on "Motor Magazines Mustered" in which occurred the following: "The danger is that with so much dependence on advertising revenue—and with manufacturers' highly efficient P.R.O.s so ready to snap back at criticism—the motoring press can find it very hard to resist advertising pressures. In many instances, it must be admitted, intellectual honesty is sadly harassed, but on the whole this danger is probably more fanciful than real: there is always somewhere a Bill Boddy and a MOTOR SPORT that won't toe the line, that will remain brash and critical, and no doubt extravagant in criticism on occasion, but nevertheless a sympton of healthy virility."

The article quotes circulation figures of 136,884 for MOTOR SPORT, 136,623 for *Autocar*, 107,044 for *Motor*.

## THE B.R.M.C. DINNER

The British Racing Mechanics' Club are holding their Annual Dinner on November 27th, at the Criterion Restaurant, Piccadilly. Tickets at £2 each are available from the Hon. Sec., E. Bowler, 1A, Douglas Avenue, Wembley, Middlesex.

## LONG-LIFE KEY TORCH



Claimed to be one of the smallest torches manufactured, the "Key Beam" is lighter than a penny and yet it is claimed that it requires no batteries or recharging. The torch is fixed over the end of the key as is shown in the photograph, and is operated by pressing the metal plate on the side. In two months' hard use the torch has lost none of its brilliance. Available from The Admiral's Eye, 32, St. Martin's Lane, London, W.C.2, at the price of 30s., plus 1s. 9d. postage.

# PICTORIAL REVIEW

## U.S.A. GRAND PRIX — DRAG FESTIVAL

*SECOND.—John Surtees V8 Ferrari about to pass Hansgen in the spare Lotus works car. In front is Gurney, only two laps before his Brabham retired with lost oil pressure. Out of the picture, 40 yards up the hill, G. Hill pulls out a lead from which he was not challenged in the last few laps.*



# UNITED STATES GRAND PRIX



*WINNER.—G. Hill driving a very cool race winning at Watkins Glen.*

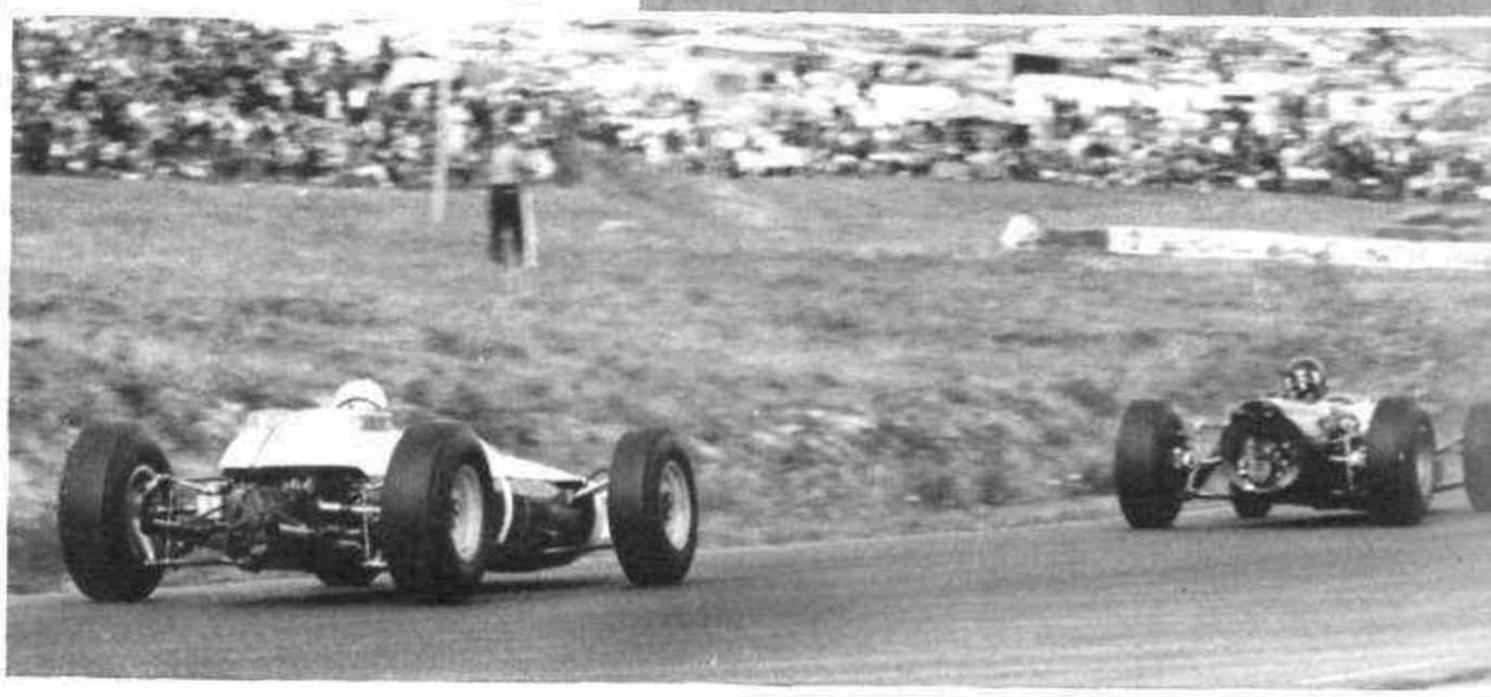
*RUNNER-UP.—John Surtees driving a V8 Ferrari came second after losing 24 sec. when he spun.*



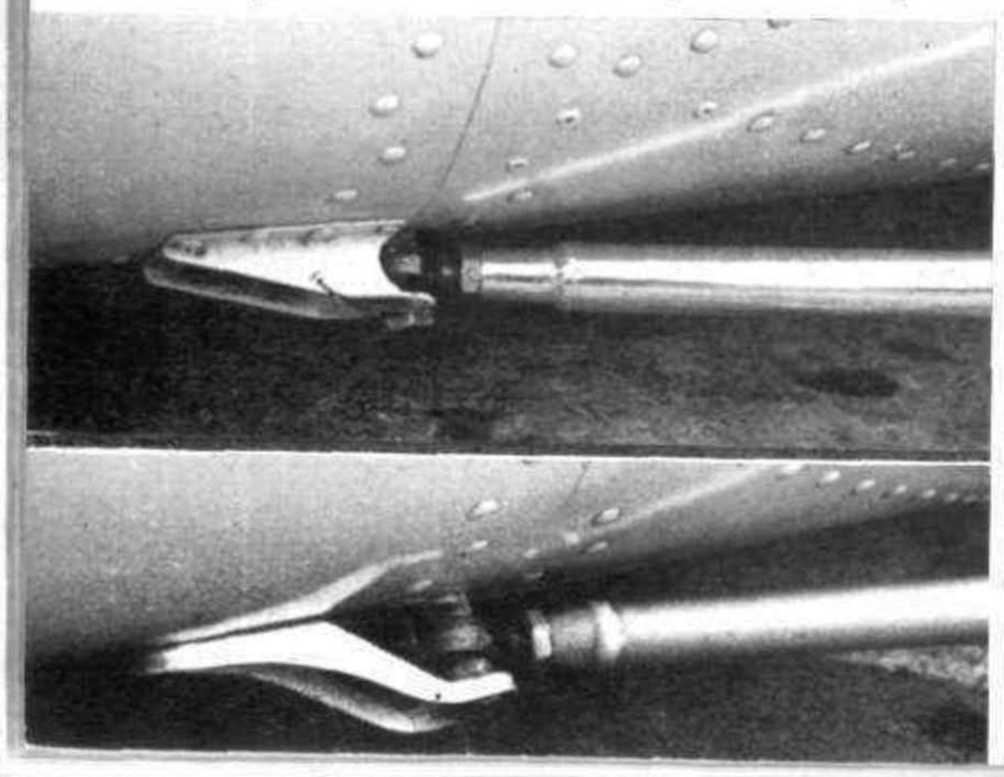
*BOILING.—R. Bucknum, driving the V16 Honda, had heating troubles from the start of the race. Steam from the overflow can be seen by the rear left-hand wheel.*



*SHADOW.—Before spinning Surtees shadowed G. Hill, never letting him get more than a few lengths ahead.*

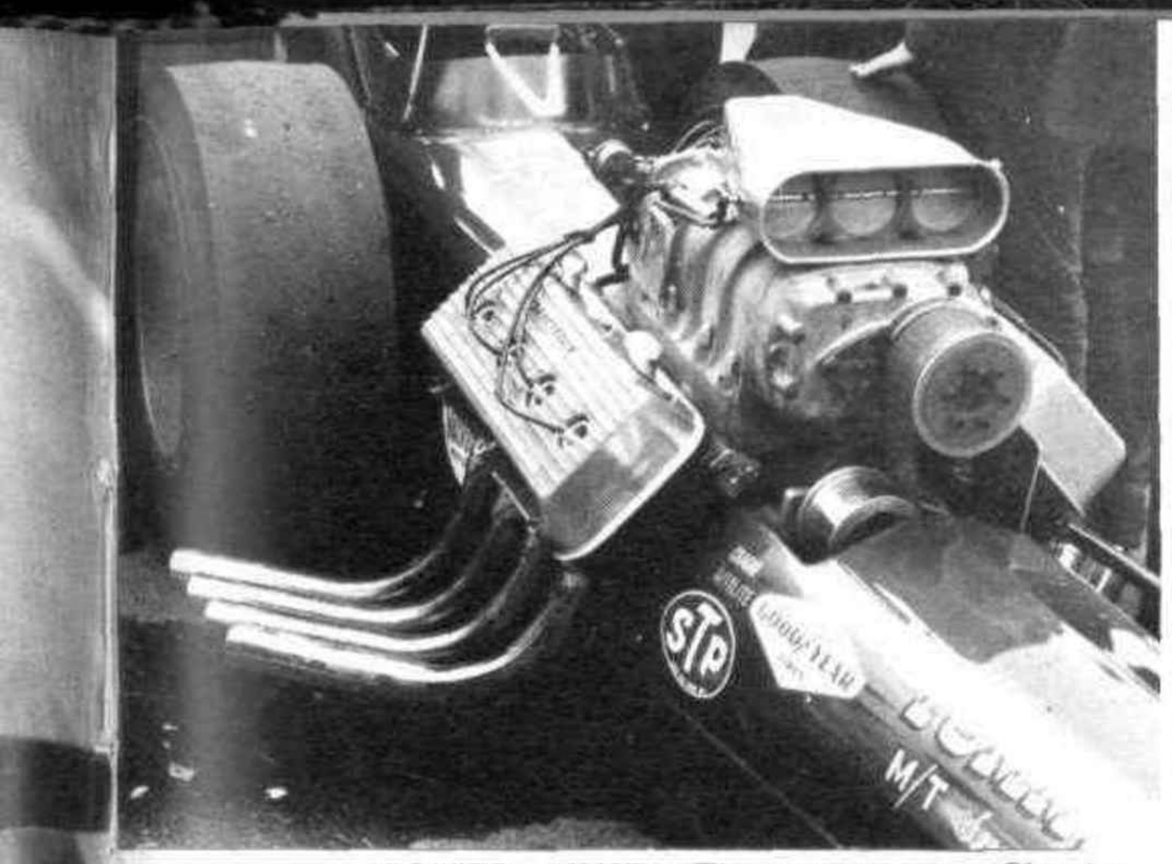


*B.R.P. FREEDOM.—Engineer's individuality could be seen in the strengthening brackets where the lower rear shock-absorbers join the monocoque.*



*NEW NOSE.—The new Honda nose which reduced water temperature by 10° was damaged during practice and not used during the race.*






*POWER UNIT.—The supercharged Chrysler engine in Tommy Ivo's car, showing the vast air intake to the G.M.C. supercharger, the belt drive and the profiled rear tyres that become flat at high speed.*




*PUSH-START.—With a single high gear dragsters need to be doing about 20 m.p.h. before the engine can be started, and the system is to push them from the rear; Don Garlits is about to be started. Note the wind-deflector on the front axle.*

*EXPERIMENTAL.—The Ford V8-powered Comet of Ronnie Sox spins its wheels away from the line to record 11.72 sec. for the ¼-mile. The front suspension has been jacked up to give more rearward weight transfer.*

*NO JOKE.—The incredible supercharged Chevrolet 6-litre V8-powered coupé of George Montgomery that made a best time of 10.37 sec. The finish of this car suggested "show, not go," but the performance was equally impressive.*

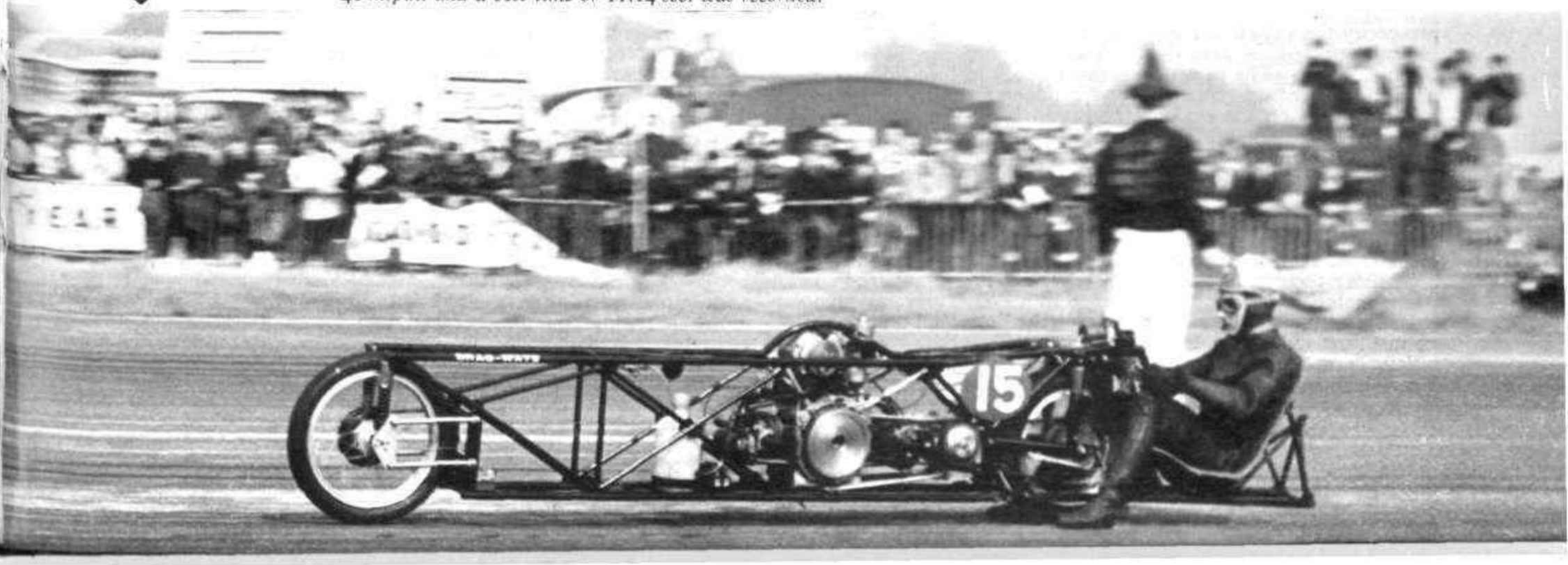






*BRITISH MOTORCYCLE?—The ingenious Drag-Waye built by Clive Waye and ridden by Howard German is designed on "slingshot" principles and uses a Shorrock supercharged 1,500-c.c. Volkswagen engine, devoid of cooling fan. Motorcycles of over 1,000-c.c. were allowed for the Drag Festival. The rider picks his feet up at about 40 m.p.h. and a best time of 11.14 sec. was recorded.*

## INTERNATIONAL DRAG FESTIVAL



## The Editor's Annual

# Showtime Soliloquy



THE picture at the top of this page shows pre-war German Grand Prix Mercedes-Benz cars being driven along the Charlottenburgh Strasse, with the Brandenburger Gate in the background, for the opening of a Berlin Motor Show. This was Hitler's way of emphasising to the German Nation that their racing cars ruled supreme.

Since motor racing began, the important Grand Prix contests had been dominated by the French and Italians, until Germany built cars for political propaganda; incidentally giving the World some of the most exciting racing ever seen, and thereby thrashed the opposition so thoroughly that she dominated the scene. After she had lost a war won largely because of the superiority of the Rolls-Royce Merlin aero-engine, which was in effect race-bred (giving rise to the couplet " If the Battle of Waterloo was won on the playing fields of Eton, the Battle of Britain was decided above Calshot Water "), Italy and then Germany again dominated the Grand Prix scene. Not until Tony Vandervell took things seriously and brought in his all-conquering green Vanwalls did Britain get a grip on winning G.P. races.

Today, and for some years, we have beaten the rest of the World at this form of mechanical activity, in spite of Ferrari, and come Honda. So it is supremely fitting that this year's Lord Mayor's Show, which you can watch in the City of London on November 14th, should take as one of its main themes motor-racing and record-breaking. Famous fast cars out of the past will go by on floats but modern Grand Prix cars will be let loose in the hands of their customary drivers through the streets (or at all events along one bit of one street) in London-town. Thus, after all these years, the Lord Mayor has done what Hitler caused to be done in Berlin and the year 1964 will see due recognition given to British racing cars, supreme " wearers of the green," which at one time failed to receive recognition at the S.M.M.T. Motor Show at Earls Court.

To the Lord Mayor grateful thanks for showing proper appreciation of the prestige British racing cars and drivers have earned for this country, and I hope our successful rally Fords and Mini-Coopers will be allowed to run as well. And, before leaving this heartening subject, I think credit should be given to John Eason Gibson of the B.R.D.C. who, if the grapevine is correct, was the enthusiastic instigator of this quite splendid idea.

So, with happenings as diverse as this motor-racing Lord Mayor's Show, the London Motor Exhibition and the Veteran Car Run to Brighton, another year rolls to a close. A quite remarkable year, during which not only did the bulk of the money stolen in the Great Train Robbery remain unrecovered, but, one of its ring-leaders having been apprehended and put in prison, he had only to sit patiently in his cell until his buddies had time to nip over the wall, unlock some doors and lead him to freedom.

Indeed, his fate has been comparatively less severe than that of many would-be-lawful car drivers who have fallen foul of the Law and come under the vicious disqualification clauses of Marplism. Writing this on the day of the General Election, I hope sincerely that whichever Party is elected to power by the evening, its Minister of Transport will take a more lenient look at motoring than has been the case to date. It is high time that the image of the motor-car as a status symbol of the irresponsible rich be obliterated and politicians and magistrates made to realise that in an age of general prosperity the private car has become a universal transport and pleasure possession and that two-car families are becoming common-place. The heavy fines and periods of disqualification now all too frequently meted out for minor technical or traffic offences, often on the evidence of biased and unknowledgeable non-drivers, has antagonised the Public against the Police. This is the greatest misfortune, because most of our British bobbies are still wonderful, and I must place on record the fact that in the only serious motoring accident I have been involved in, in a Morgan Plus Four on black ice, and when the Morris 1100 my eldest daughter was driving was savaged by " ton-up " motor-cyclists, the Constables who dealt with these cases could not have been more thoughtful, courteous and fair. The black feelings which motorists now have for anyone in a Police uniform stem from the attitude of those in authority in the Force and those who sit in Court judging motoring cases. It is they who are doing serious harm to a fine Force and the sooner they are prepared to blame inadequate roads, accident black-spots and the growing traffic congestion for the mounting motoring offences and put away their dubious radar traps on empty stretches of safe straight roads (traps which the new Earl Howe has repeatedly condemned as inaccurate and which the more honest Police Chiefs view with suspicion), the happier will be the lot of those drivers, be they lorry driver, taxi driver, family motorist or sports-car user, who do their level best to keep out of trouble and leave accidents to others. If motorists are easier to apprehend than criminals, it must be remembered that whereas the latter are given a number after they have been arrested, every motorist carries permanent identification numbers!

So, then, another year is coming to a close, a year of harmless Beatles and less harmless near-pornography published by once-reputable publishing houses, a year of fine new Motorways like M6 and traffic stagnation on most other roads, a year in which those ugly tools of modern civilisation, the cement-mixer and bull-dozer, have encroached a bit further on the countryside, a time of increasing uniformity and the American way of life, in which Presidents are still assassinated and people still starve, for all the superiority man claims over the animal kingdom. The latest manifestation of Americanism is drag-racing, about which the Continental Correspondent has a great deal to tell you in this issue, which is not to imply that it takes place on the Continent. On the question of American encroachment, apart from the Chrysler link-up with Rootes five so-called British cars now have power units from the other side of the Atlantic.

It has been a year in which high-performance is still the aim of most car design-teams, so that Vauxhall and Jaguar have increased the size of their engines and the emphasis, in an era when 3.8-litres of Jaguar are challenged by a litre-or-so of Mini-Cooper, is on increased power. Small cars have become really small, only Reliant reviving the idea of a utility vehicle with a small engine but a big body; I have long maintained that 60 m.p.h./60 m.p.g. should be the target of small-car designers, and I challenge the makers of the new Rebel to prove to me that they have accomplished this elusive ideal. If they have, over day-in-day-out motoring, praise be theirs. . . .!

It is a year in which the shadow American finance cast ages ago over Dagenham and Luton has drifted towards Coventry and in which some very invidious propaganda by an Insurance Group against sports-car drivers, in the form of an advertisement reproduced on page 947, has shocked many of our readers. Insurance, of course, long ago ceased to be a gentlemanly pursuit, a sporting gamble between the Company and the Policy-Holder. It has become Big Business and, like Banking, has forfeited much of its former dignity. The aim now is to make the biggest possible profit for the minimum acceptable risk—my car policy excludes any claim " directly or indirectly caused by or contributed to by or arising from ionising radiations or contamination by radio-activity from any irradiated nuclear fuel or any nuclear waste

from the combustion of nuclear fuel." There's nothing like looking ahead, in your own interests!

Last year, on the eve of the London Motor Show, I drove a Chrysler gas-turbine car. This year it was the turn of the Wankel rotary-engined N.S.U. Spider. Both are convincingly smooth and foolproof but I do not think you will be able to buy either off the stand at Earls Court. Indeed, crankshafts and pistons seem likely to withstand the challenge of rotary and turbine engines as effectively as poppet valves have in the past weathered the onslaught of sleeve and rotary valves.

Last year the Rover 2000 was generally regarded as the Car-of-the-Show. This year it is the turn of the ADO17 Austin 1800. I hope to be able to give my own impressions of this controversial car elsewhere in this issue. Meanwhile, looking at the performance figures currently available, it appears to out-accelerate the smaller-capacity Ford Corsair (but is left well behind by the Ford Cortina GT) at the expense of greater petrol thirst. B.M.C. have refrained from making it a high-performance version of the Morris 1100, perhaps because, with the Mini-Cooper S, they have covered this market pretty effectively, and the slogan "The 1.8-litre with the accommodation of a 3-litre, performance of a 2-litre and fuel consumption of a 1½-litre" seems appropriate, until you remember that a 1¼-litre Ford Cortina GT will outperform it and is far more economical. But the excellence of the Moulton suspension is not to be denied, while compaction of the mechanical components still has some merit, for instance if your garage is small, your town congested, or you are mean over air and shipping freight charges. The stiff structure of the ADO17 has introduced a weight penalty and a heavier engine appears to have necessitated unduly low-geared steering, so that Mr. Average Motorist, let loose in the new car by a contemporary, was lukewarm in its praise. And it was rather daunting to find Issigonis himself saying he is disappointed in the ADO17, in an interview in the same contemporary. Even the nine handsome pictures of him, published with the article, did not quite compensate for the shock. . . .

Elsewhere I read that the ADO17 design emphasises that, I quote, "it is hard today to justify the introduction of a new model with a front engine and rear drive, especially if a rigid rear axle is retained." This appears in an official B.M.C. publication, so presumably the 4-litre Vanden Plas Princess R is regarded as a compromise. Yet this Rolls-Royce-powered car was proclaimed as a great new model, with just as big a flourish of trumpets, only a few weeks before the ADO17 was announced. Mark you, the installation of the Best Engine in the World in a car selling for under £2,000 is a notable achievement, although it is interesting to remember that these Best Engines are also found in things like excavators, railcars, cranes and suchlike, as well as in some of the finest aircraft and hovercraft in the World. . . .

All in all, I think 1965 will continue to witness keen competition between the unconventional designs of anti-American Alec Issigonis and the conservative cars from American-owned Ford of Dagenham. If you have not driven the former you do not know what decent road-holding and comfort applied to family saloons is, while the latter contrive to offer some of the most reliable land transport available, backed by GT acceleration and notable improvements to ride and air-conditioning in the latest versions. My ideal would be a car embodying the best of both these makes, and I should be interested to know if this can be found in any car selling at £1,738, the combined price of the two I have been driving with considerable satisfaction for the past twelve months?

At Earls Court every attempt was made to influence you in your choice of a new car and salesmen, publicity writers and journalists will now exert every effort to continue to put over the merits of the 1965 models, with British products protected by Import Duty from the dastardly foreigners. Yet, when all is said and done, I am not sure that it isn't the women who influence sales of the World's automobiles, by just looking at the style and colour of the body and trying the comfort of the seats in the showroom of the local agent. Woman's influence on the motor car reaches back far before the time when Wolseley fitted a stumpy umbrella in their saloons with the feminine buyer in mind. Today, as a very eminent Chief Engineer has reminded me, it extends to such significant engineering problems as ensuring that the glove-locker lid opens in a manner which will not endanger long, pointed finger-nails. . . .

What with the insurance war against sports cars, the precarious position of the small firms, and the voice of the motoring wife or girl friend, we should give thanks to St. Christopher that there are still sports and GT cars on the market for discerning enthusiasts, who buy cars for the manner in which they go, handle and stop, and not because the two-tone finish matches the curtains or the best hand-bag fits so nicely in the door pocket.

Whichever type you drive, may motoring continue to be your all-absorbing passion and may you miss the radar beams in 1965. And may motoring sport continue to flourish, all the way from veterans of a few wheezing horse-power to jet-propelled monsters intended to out-Bluebird Bluebird. Or, to be topical, out-Breedlove Breedlove!—W. B.


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*This is a reproduction of a tactless advertisement to which many readers have taken great exception, as being a vicious indictment against fast drivers, young drivers and sports cars. We feel obliged to refer to this in the Editorial.*

# CASTROL WINS

## TOURING CAR CATEGORY IN TOUR DE FRANCE

**1st PETER PROCTOR/ANDREW COWAN (FORD MUSTANG)**

**2nd. PETER HARPER/DAVID POLLARD (FORD MUSTANG)**

*(Both cars entered by **Alan Mann Racing Ltd**)*

**WINNER OF TOURING CAR CATEGORY HANDICAP**

**Vic Elford/David Seigle-Morris (FORD LOTUS CORTINA)**

*(Subject to official confirmation)*

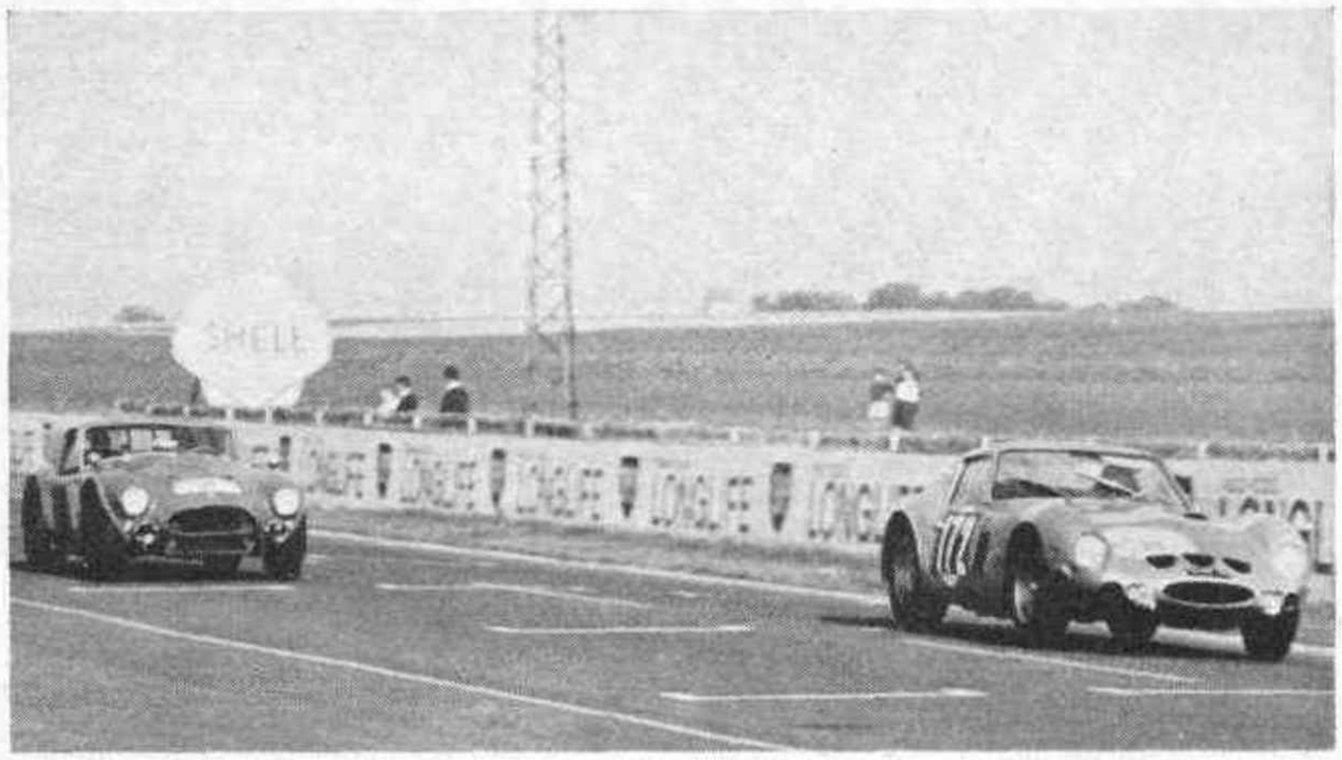
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RALLY REVIEW

# THE TOUR DE FRANCE AUTOMOBILE



*BEING CHASED by a Cobra in the early stages of the race at Reims is the eventual winner of the GT category, Lucien Bianchi, driving an Ecurie National Belge Ferrari GTO.*

TO be truthful, there is nothing else quite like it in the whole wide world except perhaps its two-wheeled forerunner. The event is, of course, the Tour de France Automobile or, more simply, the Tour Auto, which although it is classified this year by the F.I.A. as a race meeting is still closer to a rally than, say, the 24-hour race at Le Mans, which is why it is being considered in this column.

For those of you who still think I am talking about a bicycle race, I should explain that the Tour Auto is organised annually by the Automobile Club of Nice with the very active participation of the French Shell Oil Company, the sporting paper *L'Équipe*, and many other firms including Dunlop. The idea of the event is very simple; a large number of French racing circuits are selected, together with an equal number of hill-climbs, and then ten days or so are taken up driving around between them, with every other night being spent in a hotel at one of the selected towns. This may sound like a very relaxing way to go rallying but anyone who has competed in this event will be quick to disabuse you of that fallacy. The actual amount of rest that the drivers get is very small and, by the end of the ten days, their physical resources are being strained to the maximum.

It goes without saying that the Tour Auto is no less of a strain on the cars that take part, and one feature of the event is the very high proportion of retirements. As an example of this, between 1960 and 1962 the number of starters remained constant at 116 while the number of finishers fell from 48 to 46, and in 1963 only 31 survived from 122 starters. It was thought that this year there would be a much larger entry than usual as the organisers had accepted getting on for 180 cars, but it was evident that they were used to receiving optimistic entries that never materialised as the final number that actually rolled off the ramp in Lille was only 117. A big disappointment to the club must have been the non-appearance of the three works Ferraris, for Enzo had retired to Modena with his three 275LMs to lick the wounds inflicted on him by unsympathetic officialdom. Rootes had decided to retire the three Tigers for which they had reserved entries, so that the main attraction for the crowds that line the route was the sight of "old" Ferrari GTOs in the hands of Lucien Bianchi, Jean Guichet, David Piper, Fernand Tavano, Claude Dubois, Annie Soisbault, and A.C. Shelby Cobras driven by Maurice Trintignant, Bob Bondurant and André Simon. The other points of interest in the GT category were a string of works Porsche GTSs, some very noisy Alfa Romeo GTZs, a works M.G.-B for Andrew Hedges, three works Spitfires from Standard Triumph, and any number of screaming little Renault Alpines and René Bonnet Djets.

American Ford V8 engines formed the power plants for the big attractions in the Touring category where the Ford Galaxie of Sir Gawaine Baillie weighed in at 7-litres and was closely followed by four Ford Mustangs, one entered by Ford France for Henri Greder and the other three by Alan Mann Racing for Peter Harper, Peter Procter and the Swedish ace, Bo Ljungfeldt. As might have been expected, Jaguars had a powerful entry headed by Bernard Consten, who has won the Touring category for the past four years. Alfa Romeo Giulias and two works Lotus Cortinas were the cars expected to do well on handicap, although the 1300 Cooper S of Rauno Aaltonen and the 970 Cooper Ss of Paddy Hopkirk, Timo Makinen and Pauline Mayman were expected to do well as Hopkirk won the Touring handicap in a 997-c.c. Cooper last year.

The opening stages of the Tour went very much as expected for, as the only tests were the very fast circuits of Reims, Rouen and Le Mans, with just a very short hill-climb at the Col du Bramont on the first night, the big A.C. Shelby Cobras held the lead in the GT category from the Ferraris of Bianchi and Guichet, while the Ford Mustangs were in a comfortable lead over the Jaguars. One disappointment for Fords was the very early retirement of the Galaxie, which had blown up at the end of the racing at Reims, and Ford hopes in the GT category were soon to fail with the retirement of the Cobras, three of which retired at Le Mans with engine trouble and the leading car of Trintignant dropped out very shortly afterwards with a wheel bearing gone. Just after Le Mans, too, the Lotus Cortina of Henry Taylor retired with a seized engine and left the Vic Elford/David Seigle-Morris car to continue the chase of Fernand Masoero in the Alfa Romeo, who was leading the Touring category handicap. When the twisty circuits and hills of the south were reached, even the Alfa's 5-speed gearbox could not cancel out the Lotus Cortina's superior handling, and a stop for the Alfa on the circuit at Clermont Ferrand to replace a water hose finally gave the Lotus Cortina a safe lead.

The other challengers for the Touring handicap were the Mini-Coopers but by the half-way stage the 1300S of Aaltonen was out with the oil filter fallen off at Le Mans, and the 1071S of Geoff Mabbs had retired with a very sick engine. This left the three works 970Ss, but at Clermont, Pauline Mayman went off and only completed two laps, while Timo Makinen had a drive-shaft break, jury-rigged it on the circuit and limped into the pits for the mechanics to fix it, and was able to continue but well down on the Cortina. Thus only Paddy Hopkirk was left to challenge the Ford, but on the crossing of the Alps on the way to Monza, his drive-shaft broke as well and this time there were no mechanics handy. To complete the disaster for B.M.C., Timo Makinen failed to make the finish after being in collision with a non-competing car in Turin. This had been a very hard event for the Minis, which, for tactical reasons, had often negotiated long portions of the road section on racing tyres whose firmer wall construction and higher working pressures had resulted in a lot of the unevenness of the road surfaces being transferred to the suspension and drive components.

The Mustangs did not have an entirely trouble-free run and only two of them finished as Greder blew up his engine making back service time on the road section and Ljungfeldt was excluded on some rather dubious pretext at one of the time controls after the race at Pau. The two surviving Alan Mann cars were never seriously challenged by the Jaguar of Consten, and although they did have trouble with the chassis starting to crack, they finished the event literally touring round the circuits, with the two Peters coming past the pits making sleeping signs.

After the disappearance of the Cobras from the fray, the Ferraris turned on one another, and when Tavano retired with two blown pistons the battle between Bianchi in his silver GTO and Guichet in his red car with which he won last year was

*Continued on page* 956




# Here's how to win rallies

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28/3

# VETERAN—EDWARDIAN—VINTAGE

## A Section Devoted to Old-Car Matters

*INTO THE SNOWLINE.—Old cars go further and further afield these days. Here is an unusual camera shot of C. W. Morton driving McGregor Dick's 1905 3-cylinder Rolls-Royce, believed to be the second oldest Rolls-Royce in the World, on its way to the Annual Spring Rally of the European Federation of Veteran Car Clubs in Venice last spring. Restoration of the car was begun in 1959; it is lubricated throughout, incidentally, with Castrol oils and greases.*

### S.T.D. REGISTER SANDHURST RALLY (Sept. 27th)

THE traditional splendid autumn weather enhanced the beautiful setting in which this annual end-of-season fixture is held, by courtesy of the Commandant and Adjutant of the Royal Military Academy. The tests were distinctly pedestrian, in order to preserve the surface of New Building Square on which they took place, and included an elaborate blindfold driving test and towing in reverse a tray on which stood two skittles, the skittles having to be set up again by the driver if they fell over. There was also a regularity test without any watches or clocks to consult, in which Whiting in his very presentable 1929 Sunbeam Sixteen tourer was exactly on time, others within a second, but in which one competitor took 127 sec. too long. In a test involving driving as close as possible to an invisible oil drum, Whiting was best, with 2½ in. to spare.

As the cars lined up for the Pride-of-Ownership contest, the oldest car present was seen to be Peter Moores' lofty and immaculate 1921 Sunbeam limousine, while Fidgen had his very smart 1923 Sunbeam Fourteen tourer and Cookson a 1924 14/40 Sunbeam tourer on oversize tyres. Spring's 1925 14/40 2-seater was bright yellow and, like Rich's very nice 1926 14/40 2-seater, had its hood erect, as did several of the tourers. As the weather was entirely dry one wonders if vintage hoods, once up, are better left that way?

The India-shod 1925 Sunbeam 25 tourer of Carnegie and Charlton seemed anxious that its radiator should not suffer an assault, as it was guarded by a sort of out-size fireguard, Grammer came in a very original Sunbeam Sixteen saloon which, even as late as 1928, was equipped with a bulb horn, and whereas Pearce-Boby's 1933 18.2-h.p. saloon awaits paint, Stone's 1934 23.8-h.p. saloon was in fine condition.

An open sun-roof helped Rodger Carter to help Collis in his 1935 Sunbeam 25 during the blindfold caper. Among the Talbots were a fine 1933 105 tourer driven by Rishton, Gray's "Speed Model" coupé 90, and Brooking's noisy 105/90 team-car.

At lunch the S.T.D. assembly was joined by an Austin Six hearse with the early wide shell radiator but ball-gate gear-change, and at Sandhurst another Wolverhampton product, in the form of an A.J.S. saloon, arrived to watch the performing Sunbeams.

After much deliberation the judges, Georges Roesch, Sir Frederick Philipson-Stowe (a one-time Talbot agent) and the President, Mrs. Winifred Boddy, decided that the best car was I. Foulkes' 1933 Talbot 90 Vanden Plas tourer, next best Talbot being E. H. Studley's 1932 Talbot 75, and the best Sunbeam F. W. Joyce's 1934 Speed 20 saloon. The Col. d'Arey Clarke Memorial Award, in memory of a gentleman who had owned Sunbeams all his life from pre-1914 until he died recently, also went to Mr. Foulkes, for the best under-bonnet presentation. V. Rawlings (1929 Talbot 14/45 tourer) won the driving tests, the runner-up being A. Barker's 1931 Talbot 75 saloon. With many new members present and the high standard of the competing cars, this meeting was a very satisfactory one from every point of view.—W. B.



### ANOTHER V.S.C.C. WELSH RALLY (Oct. 3rd/4th)

The Welsh Rally is one of the V.S.C.C.'s best fixtures, even if the adventure factor may not be quite so apparent as it was way back in 1939, when to travel from Far Places to Presteigne, even if this fine old Welsh town *is* only about a couple of miles over the border from England, was a considerable accomplishment, especially in a newly-discovered Edwardian car, as Peter Hull's new book about the Vintage Sports Car Club vividly recalls. Somehow, the old cars seem more thoroughly resuscitated, these days. . . .

Nevertheless, this Welsh Rally is the greatest possible fun, quite apart from the social aspect at the Radnorshire Arms. This time it wasn't a pilgrimage to wild, wet Welsh Wales at all; the October sun shone from a cloudless sky. But it is nice to find a town where parking presents no real problem in spite of narrow streets, and where the Constabulary take a real interest in old cars, in the friendly sense of that term.

And one in which the *Concours d'Elegance* is allowed to take place on the Saturday afternoon in the Station Approach road, although this time, admittedly, no driving tests could be held in the Station yard itself for fear of damaging the surface; which seems strange, because the railway here has already been extinguished by the Beeching axe.

This did not stop 83 competitors entering for the *Concours* and/or the sterner trial on the Sunday, so that when the Jensen C-V8 I was driving woffled into Presteigne Tony Bird was already sorting-out piles of telegrams telling the organisers where and how the rally bods were progressing.

Meanwhile, the more presentable cars assembled for the beauty show, judged by Cecil Clutton, who had driven down in his Jaguar XK150, Peter Hull, John Stanford and Ben Walker. As we walked to the venue we encountered a stately Sunbeam Twenty saloon in charge of a caravan it had been towing, which just shows how useful vintage cars can be. Then there was Riddle driving the Dudley Johns' G.N., an exceedingly smart turn-out with the flat-fronted "radiator" and i.o.e. engine, to see how it compared with his own vee-"radiator" model. A pity the film had jammed in the Editorial Rolleiflex, or I could have taken a fine period picture of both these spidery cyclecars reversing across Presteigne's main street!

In the "beauty-park" Condon's 1923 A.C. Anzani 2-seater had obviously come straight out of the Thames Ditton showroom, while Baxter's Alvis of the same vintage attracted much attention, being an unusual 2-door saloon on 760 × 90 b.e. tyres with glass rain-vents above its windows, which I had thought to be an innovation of the nineteen-thirties. It made fine vintage-gear growls as it came up to take its place. The Bendall 1912 Sunbeam driven by Gurney was boiling as it arrived, but discreetly from its radiator overflow, and it sounded to have metal-to-metal brakes. Bendall's own 1911 Rolls-Royce had foresaken its stripes for basketwork—would that Kipling were alive to tell us how!

Col. Gresham's sporting open 1912 Silver Ghost Rolls-Royce, converted to London-Edinburgh specification in 1915 after serving as a Staff Car during the First World War, had simply enormous C. A. Vandervell electric headlamps.

One of the least obtrusive but most pleasant cars present was

Waring's 1924 30/98 Vauxhall Velox on its 820×120 tyres, whereas Milner had 7.00×21 Dunlop 90 Forts on the back wheels of *his* 30/98, which would no doubt be useful on the morrow. . . .

Macmillan was cleaning his 1928 Twenty Rolls for the first time in four years (if we overheard correctly). It has the shuttered radiator, a lazy-tongs sunshine roof and a plate on the engine saying DO NOT ADJUST TAPPETS until you are certain there is clearance on the valves. Lakin-Smith's 1927 2-litre Lagonda, a fine fabric tourer with the long Bentley-like mudguards, was slightly spoilt by a copper exhaust pipe and filler but is nevertheless a very creditable re-build, the fascinating engine of Charity's 1923 Fiat 501 was topped by that row of compression-taps which puzzle motorists of 1964, Green's red 1925 O.M. proclaimed on its radiator that it was *Superba*, Meyers had a neat 1929 fabric Riley Nine Monaco saloon, and Woodhouse a very smart 1923 9.8-h.p. Lea-Francis 2-seater, a quite delightful early small car, with wooden grip to its starting handle and a Pyrene under the bonnet.

Comber's blown 1500 Alfa Romeo was in trouble with a broken battery bridge piece. Turner's 1930 Lancia Lambda saloon was quite immaculate and uses its lengthy chassis to accommodate two delightful occasional seats (but shouldn't its Dome of St. Paul's be painted?). A non-competing 9/20 Humber swept in among the beauty contestants with a vintage Citroën back axle tied to its luggage grid, and when we went back into the town it was full of Bentleys, 30/98s and Frazer Nashes, while one of the original Triumph Super Seven tourers was apparently leaving in haste. A sporting Lea-Francis had its valve cover off, work being in progress, down a side street. Another Welsh Rally was in progress. . . .

Sunday was also fine, after a wet mist had cleared, and after a false map reference had sent us, in company with a fine 3-litre Bentley, to a hot-bed of North Country hikers instead of to our marshalling duties and, the error retrieved, the V.S.C.C. discovered belatedly that the farmer at Lower Hall Farm doesn't like their trials, causing this section to be cut out, we reverted rather late from marshals to reporters and followed a VW to a piece of Welsh commonland up which various vintage cars were scrabbling. Watching a stop-and-restart on a dry but steep track, we observed extremely neat ascents by Wickham's Alvis, Bowyer's Lancia Lambda, Kirkby's big Humber, May's Frazer Nash, Arnold-Forster's Anzani Frazer Nash which thought it was doing a speed hill-climb, and Jones' 30/98 Vauxhall. Millar's Lea-Francis was untroubled, Mrs. Ure's Lancia Lambda fast, and both Bowler's 4½-litre Bentley and Spence's Lea-Francis *very* fast. Mills' Trojan treated the test with disdain, as did Conway's very nice Brescia Bugatti on b.c. "boots." Milner's 30/98 proved very lusty, likewise Southall's 30/98, carrying the V.S.C.C. President in the tonneau.

Grainger proved that a coupé bull-nose Morris can do this kind of climb, Moore's shortened Lancia Lambda was o.k., Cartwright's metal-bodied Riley Nine 2-seater performed well.

The Whitehouse Ballot was a bit steamed-up, Winder's Chummy Austin sported a J.C.C. badge and small rear wheels, Footit's 1930 Jowett went up with two bouncing girls in the dickey, which Bromley-Johnson's very superior car of this make (it has wire wheels) countered by having a small dog holding onto the side before take-off. Winder in the tourer Humber used lots of revs., which are such useful things on dry gradients, Samson's 1919 E-type 30/98 had a very attenuated exhaust system, Kain's Type 40 Bugatti a home-made body in natural wood. He went up on the clutch in a series of re-starts, which the axle didn't approve of. Jones' 12/25 Humber refused to leave the line, dire maladies developing in its cone clutch, Bowman's Frazer Nash got off at nearly zero revs., and Weeks' 1927 Austin Seven coachbuilt saloon, slightly spoilt by brass lamps and an F.1 exhaust, also refused to go, from lack of power. In contrast, lowered tyre pressures and furious bouncing, to which Austin Seven ¾-elliptic back springs are particularly amenable, got Lock's very neat 1927 saloon to the top.

Hill's Bugatti, on seven cylinders (well, how many has *your* car got?) and binding brakes, decided not to try, Burnell's Alvis went up steadily, Bell's 10/23 Talbot jibbed (no real power), Stretton's Frazer Nash made it look easy, and Lilley *just* made it by a great effort of bouncing and urging, in his 1927 Jowett 7/17. Then Riddle's G.N., using its o.h.v. heads, actually accelerated. . . . Whereas Burn's Hillman 14, anonymous without radiator badge, only just got away. Griffin's 1930 sun-roof o.h.c. Morris Minor saloon was successful, Davie's 8/18 Talbot didn't try (clutch), and Wood's 1928 Triumph Super Seven (its registration letters, VV, should appeal to Lord Montagu, Editor!) wouldn't look at it and then fell over coming down, when its n/s. stub-axle broke off like barley sugar. Stevens' Austin Seven got all hot and bothered and stalled, but as any number of re-starts were permissible if the driver didn't lose height (*i.e.*, go backwards), all was well.

After that there were still several "sections," including "The Smatcher," but I'll spare you those. And if this report seems rather long, don't forget that a complete *book* has been written about the V.S.C.C.—and this Welsh Rally *is* one of its best fixtures!—W. B.

**Results :**
**Presteigne Trophy :** H. F. Moffat (1923 Brescia Bugatti).
**Class 1 (Road Section and Trial) :**
*First Class Awards :* D. P. Harris (1926 Frazer Nash), M. J. Croome (1928 Trojan), H. Spence (1930 Lea-Francis), W. S. May (1926 Frazer Nash), C. R. Southall (1927 30/98 Vauxhall), J. K. Milner (1922 30/98 Vauxhall).
*Second Class Awards :* R. G. Winder (1928 Austin Seven), C. A. Winder (1923/8 Humber), G. R. Footit (1930 Jowett), J. S. Mills (1927 Trojan), M. Bromley-Johnson (1930 Jowett), H. P. Bowler (1929 4½ Bentley), J. M. Cartwright (1930 Riley), A. C. M. Millar (1930 Lea-Francis).
*Third Class Awards:* J. Malyan (1928/30 Frazer Nash), L. J. Stretton (1929 Frazer Nash), W. L. T. Winder (1924 Humber), H. R. G. Conway (1921 Brescia Bugatti), G. Moore (1925/8 Lancia Lambda), R. F. Griffin (1930 Morris Minor), R. A. Danaher (1929 Austin 12/4), N. Arnold-Forster (1925 Frazer Nash).
**Class 2 (Road Section and Concours—Vintage) :**
*First Class Award :* J. Turner (1930 Lancia Lambda).
*Second Class Award :* A. W. K. Condon (1923 A.C.).
*Third Class Awards :* D. Macmillan (1928 Rolls-Royce), W. F. Lakin-Smith (1927 Lagonda).
**Class 2 (Road Section and Concours—Edwardian) :**
*First Class Award :* J. F. Gresham (1912 Rolls-Royce).

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**Vintage Miscellany.**—The Alvis driven by C. M. Harvey in the 1924 200-Mile Race at Brooklands has turned up in Middlesex and is to be rebuilt. The ex-H. G. Dobbs 1½-litre Riley, driven in Ceylon by Cox, is now owned by J. P. Obeyesekere of Colombo. It is original except for the front dampers and still competes in hill-climbs. A 1915 non-sporting Stutz is in daily use in Spain, where a bull-fighter uses a 40/50 Rolls-Royce as his professional transport. Rose Bros. (Gainsborough) Ltd., who built over fifty National cars between 1898 and 1912, are collecting information and photographs for an illustrated calendar; unfortunately the few surviving Nationals in Gainsborough were scrapped at the outbreak of the Second World War. E. Vaughan, A.M.I.MECH.E., A.F.R.AE.S., of The De Havilland Technical School, is engaged in building a flying replica of a D.H. 1 or 1A and seeks drawings, a 120 Beardmore or 80 Renault engine, and a suitable propeller. Campbell's "Bluebird" and an 1896 Simms car will figure in this year's Lord Mayor's Show. A reader is rebuilding a 1935 Rytecraft Scootacar last registered in 1951 and requires data.

* * *

**Discoveries.**—A German lady in Yugoslavia is said to own a very fine 1928 6-cylinder Itala which she would exchange for a VW or similar car. An old Morris Six, flat-rad. Cowley and a 1934 Ford V8 lie dereiict outside Rugby.

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## BULLNOSE MORRIS CLUB'S OXFORD RALLY (Sept. 27th)

Thirty-one bullnoses (out of 362 known to exist) and six flat-rads. attended. In 1926 Morris Motors Ltd. announced that they would concentrate on closed cars but few survive, although Chew's 1926 Oxford cabriolet and Pettifer's Cowley saloon of this vintage were present. The rally was led by the Club President, B.M.C.'s blind Ken Revis, M.B.E., driven by Mrs. Revis in the 1923 13.9-h.p. Oxford tourer, from St. Giles' Square to the Cowley factory for lunch, after which driving tests (Mr. Revis riding in Knox's Oxford) and a *Concours d'Elegance* took place. Oldest competing car was Oakley's 1921 2-seater, with dynamotor encroaching on the passenger's leg-space.

**Results :**
**Tests :** Tie between Wilkinson (1929 "hot" Cowley) and Fuller (1923 "as found" Cowley).
**Concours (Revis Challenge Cup) :** D. A. Bason (1923 Cowley 2-seater).
*Runner-up :* Knox (Oxford).
**Mrs. Revis' Award :** Margaret Thomas (1925 Oxford d.h. coupé).
**Best Flat-nose :** G. H. Wilson (1927 Cowley 2-seater).

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## STANDARD REGISTER BRIGHTON CONCOURS D'ELEGANCE (Sept. 27th)

There were 20 entries, from the Register's 1907 30-h.p. Standard to a 1936 Standard Ten saloon.

**Results :**
**Concours d'Elegance :** J. A. Butterworth (1913 9.5-h.p. Rhyl).
**Distance Award :** J. Reader (1936 10-h.p. saloon), 208 miles.

# FRAGMENTS ON FORGOTTEN MAKES

## No. 29—THE DEEMSTER

THE Deemster was one of the many makes of light car which was in production for some years after the First World War but which faded away through no fault of its own. I am indebted to V.S.C.C. member Malcolm Jeal, who runs an Austin Seven Chummy, for an introduction to Mr. G. E. Hester, who was Works Manager of the Ogston Motor Company (1918) Ltd., which made Deemster cars, and who kindly told me something about them.

Mr. Hester drove his first motor vehicle, a 2½-h.p. Quadrant, more than sixty years ago. He was with Napier for fourteen years, being second-fitter in the racing and experimental department at Acton in the great days of S. F. Edge, Earp, Macdonald and the 60-h.p. and 90-h.p. Napier racers. He recalls "Samson" and other racing Napiers at the Brighton Speed Trials and was at Brooklands during Edge's successful 24-hour record bid in 1907.

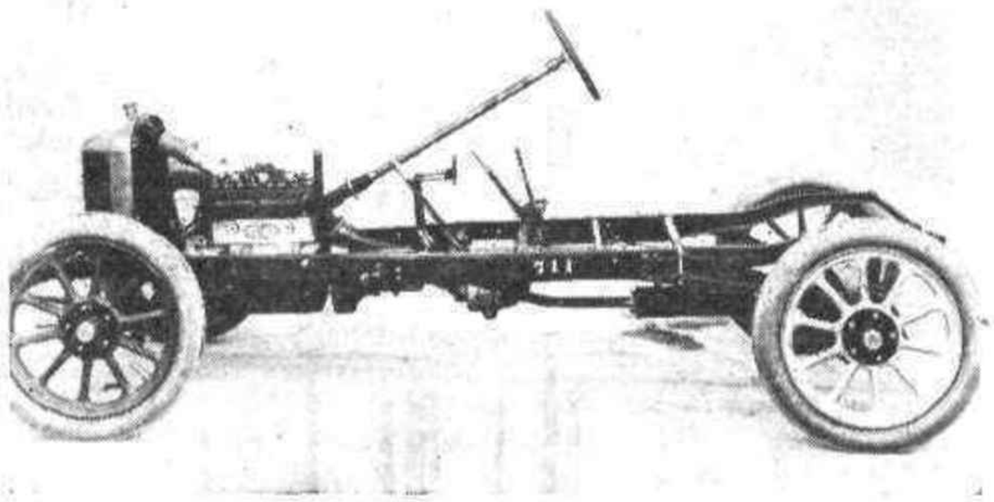
Mr. Hester stayed with Napier until just after the advent of the Lion aero-engine as mechanic, charge-hand and foreman, then went to Hendon with the Aircraft Manufacturing Company under Capt. Wilkinson, who had been with Napier and returned to them subsequently as Chief Designer. In the Hendon days this gentleman ran a Peugeot car.

Just after the Armistice the Ogston Motor Company was a "ship full of holes," having introduced the Deemster small car just prior to the outbreak of war. Mr. Hester was offered the task of supervising the post-war fortunes of the company. It was owned by two Joint Managing Directors, H. C. Scofield, who looked after the business side, and J. N. Ogston, a Scot, who coped with design and engineering. In 1919 they leased part of a factory in Southfield Road, Acton, from the Wilkinson Sword Co. and a little later took over a factory on the corner of Victoria Road. Here they built a 9.5-h.p. small car with water-cooled 4-cylinder engine (62 × 90 mm.) of their own design, doing all their own machining, Qualcast supplying the cylinder block castings—this firm, better-known for lawn-mowers, had a very good reputation for quality castings; Georges Roesch told me only the other day that he went to them for castings for the 14/45 Talbot.

Mr. Hester ran over the car from radiator to tail-lamp, finding the biggest shortcoming in the dippers of the lubricating system, which were of copper and used to break off and fall in the sump, with dire effects. When these were re-designed in a good quality high-tensile steel, the trouble was overcome.

Finance was extremely restricted; the Deemster was a first-class little car, "full of life," and might otherwise have been a very great success. As it was, production in the early 'twenties was only about 15 to 20 a week. An unusual feature was a mechanical starter, consisting of a hand lever operating on the gearbox layshaft.

In 1922 an Anzani 69 × 100-mm. engine replaced Deemster's own power unit, these being brought to the factory by the engine maker. Bodies, both 2- and 4-seater, were supplied by Auto Sheet Metal Co. of Shepherd's Bush, but were painted in the factory under the supervision of a foreman called Cowlin.



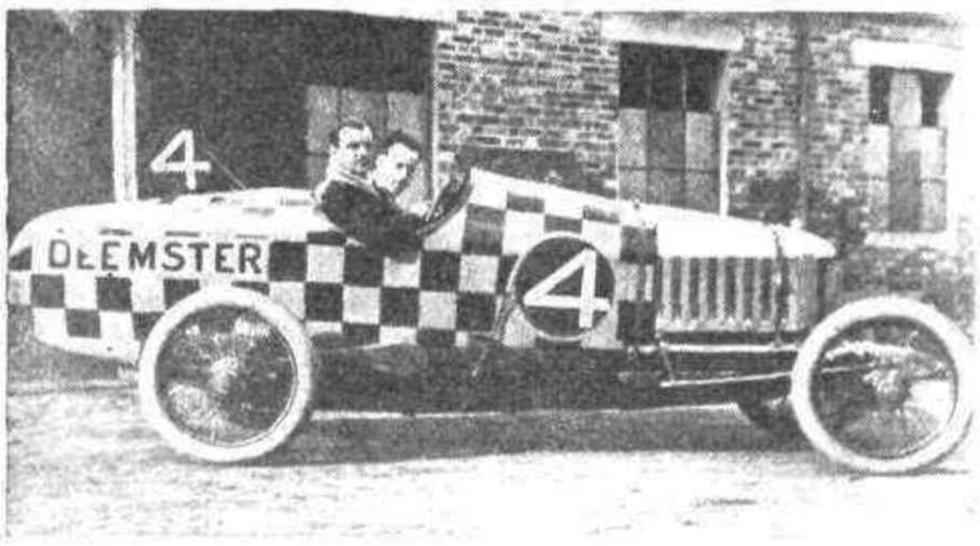
*A 9.4-h.p. Deemster chassis. The engine was the maker's own and the cockpit hand starter lever can be seen in the photograph.*

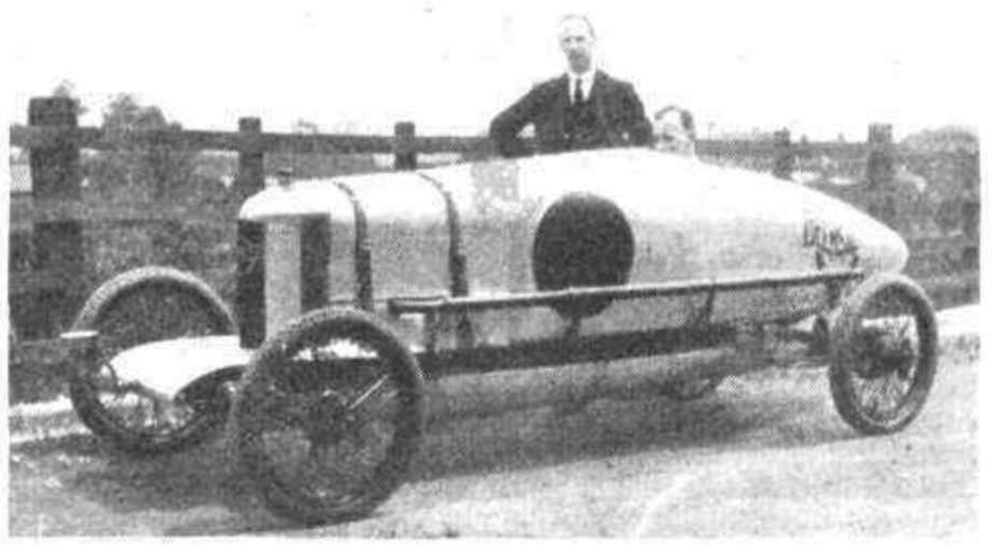
At first the Deemster Directors were big-car men, Mr. Scofield having a Sunbeam and Mr. Ogston a Daimler, but it wasn't long before they were running about in Deemsters of their own, while Mr. Hester had one as well, in which he undertook some strenuous journeys, such as a holiday trip with his wife and daughter to Llandudno, as a means of discovering any defects in the cars. (He is, incidentally, still a keen motorist, at the age of 80, owning, after a long line of Morris and Standard cars, a Ford Anglia, in which he and his brother drove to Scotland and back last summer.)

When the Directors mentioned that something like 50 m.p.h. and 50 m.p.g. would be excellent publicity, the Deemster being notably economical, Mr. Hester set to and evolved cars with h.c. heads, everything absolutely free and in balance, in one of which he tied with Mundy's G.N. with a figure of 90.8 m.p.g. in the Second J.C.C. Fuel Consumption Trial in 1920.

Thus encouraged, later that year a 9.5-h.p. Deemster was submitted to an R.A.C.-observed trial of speed and economy. It was a 2-seater weighing 11.9 cwt. empty, 15.28 cwt. with driver and passenger, pulling gear ratios of 13.5, 8.0 and 4.5 to 1. At Brooklands, on aviation petrol, it covered the flying ½-mile at 45.98 m.p.h. and climbed the test hill at 13.71 m.p.h., although the wrong plugs caused it to mis-fire at speeds over 40 m.p.h. Then, with no alteration except to substitute benzol fuel, it was driven from London to Beckhampton and back, averaging 76.65 m.p.g. Coasting downhill was allowed and a special extra air valve devised by Mr. Hester was used, while he also raised the compression-ratio from 5 to 1 to over 6 to 1 by machining the head, omitting the head gasket, and making a "face" joint between block and head. He also fitted a special external fuel tank to ensure that no petrol was trapped in the system. Even normal Deemsters were doing badly if they did not achieve 45 m.p.g., and two agents, one in Barrow-in-Furness, the other in Church Stretton, claimed 50 and 64 m.p.g., respectively.

When the J.C.C. 200-Mile Race was mooted in 1921 the Directors asked Mr. Hester to enter, although there was absolutely no money to spend on a special car. So Mr. Hester set to work to prepare a standard chassis, which was fitted with a racing body finished in chequerboard. (Details appear on page 83 of "The History of Brooklands Motor Course," by W. Boddy—Grenville, 1950.)



*The Deemster Company took an active interest in racing, achieving useful publicity at Brooklands with these two cars. That on the left finished third in the 1,100-c.c. class of the 1921 J.C.C. 200-Mile Race driven by W. H. J. Phillips, seen in the driving seat, while that on the right is the single-seater driven by K. Don and A. Noble. Both had Anzani engines.*

At the time, Mr. Hester's brother, Short, and Phillips were testers under Mr. Watson, and W. H. J. Phillips was chosen to drive the 200-Mile Race Deemster. He made a non-stop run, finishing third in the 1,100-c.c. class, at 67.07 m.p.h. I asked Mr. Hester if competition successes paid dividends, and he replied : " I don't know about dividends but the publicity was thoroughly worthwhile, especially as all the cups and medals were displayed in the showroom window. I used to give drivers £5 for a gold, £3 for a silver, and £1 for their bronze medals, so that we could put them on display." And victories the Deemster certainly had: at S. Harting Hill-Climb, in the 1920 J.C.C. General Efficiency Trial in which a team of three won the Westall Cup for best performance, in the Axe Edge, Staxton, Aston Clinton and Kop Speed Hill-Climbs of 1921, as well as in trials like the Southampton-Exeter, Colmore Cup, London-Manchester, A.C.U. Two-Days, London-Barnstaple, etc., and, naturally, in the M.C.C. classics, while Don made f.t.d. in the Eastbourne Speed Trials of 1923.

Kaye Don was later signed on, starting with a stripped 2-seater which won the 1923 President's Gold Plate Race at Brooklands, lapping at 82.59 m.p.h., and then driving a very handsome single-seater Deemster at Brooklands, which lapped at 92.23 m.p.h. These cars were still virtually standard internally, except for polished ports, high-lift camshafts, etc. " We hadn't a shed at the Track—couldn't afford one," says Mr. Hester. But these racing Deemsters were driven to Weybridge from the " Deemster Works " in Victoria Road, Acton.

From 1922 to 1925 the Anzani-powered Deemster gave virtually no trouble and was a good-looking and excellent little car. Unfortunately finance ran out and the factory closed down in the latter year—it no longer exists in its old form, incidentally.

The Directors had other interests, including the Tolworth Brick Works, but for Mr. Hester it meant resignation. He had the choice of jobs with Sunbeam, Ruston Hornsby or Smith and Sons. Reasoning that while Sunbeam were well established, Ruston Hornsby were new to cars and might go under, but Smiths supplied the whole industry, he went to the last-named firm, at Cricklewood. His task was to organise an efficient production department for Smiths carburetters, then used by Morris, Bean, Bentley and others.

This successfully accomplished, he took the position of Service and Repairs Manager, and on the outbreak of the Second World War took charge of the Government scheme for repairing all aircraft instruments (a total of 30 different makes) in the Smiths factories, surviving complete loss of the works by enemy action and being responsible for handling half-a-million instruments by the time of his retirement at the end of the war.—W. B.

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Other articles in this series have been :—

1. The Star.
2. The Cluley.
3. The Day-Leeds.
4. The Gibbons.
5. The Cubitt.
6. The Adams.
7. The Arab.
8. The Straker-Squire.
9. The Calthorpe.
10. The Warren-Lambert.
11. The A.V.
12. The H.E.
13. The Brocklebank Six.
14. The Belsize Bradshaw.
15. The Castle Three.
16. The Argus-Sanderson.
17. The Craig-Dörwald.
18. The Pilgrim.
19. The Tamplin.
20. The Minerva.
21. The Rothwell.
22. The Silver Hawk.
23. Hudson-Essex.
24. The Bleriot-Whippet.
25. The J.M.B.
26. The De Dion Bouton.
27. The Autovia.
28. The Imperial.

For copies, apply to the Back Numbers or Photostat Departments.

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# VINTAGE POSTBAG

### Touché!

Sir,

Thanks indeed for giving us a little space, even though you haven't been very charitable towards us. I suppose one must accept the fact that adverse publicity is perhaps better than no publicity at all!

The McLaughton Buick (your description, not mine) would be rare indeed—the only one, in fact!

What perturbs me, and no doubt may well cause some eyebrow lifting among many of your readers, is your totally irrelevant and quite unnecessary remark about Burt's Eyston-Chrysler being untaxed. The first reaction most people will have, I imagine, is simply what does it have to do with you?—and how is this relevant in simply reporting a *Concours d'Elegance*? Second one is, the car need not be taxed since it was standing on private property—or could you prove the car was not towed or trailered to the event? Third reaction is simply, the car was taxed under the provisions of the Road Traffic Act, since it was covered by currently-taxed General Trade Plates.

In the same issue of your magazine you deplore the Hitlerites, as you aptly describe that small minority of people who will inform on their fellow motorists, but in view of your own public remarks on the above, can you honestly say you subscribe to this, without having your tongue in cheek?

HARRY C. G. SHELL,
Hunsdon. *Hon. Sec.*, Classic American Auto Club of G.B.

[It is very true that while you may please all the readers some of the time and some of the readers all the time, it is impossible to please all the readers all the time! I remarked that the Eyston-bodied Chrysler wasn't taxed as this seemed a reasonable explanation for its rather sad condition. A car not in regular use, perhaps newly dug out of retirement, has every excuse to be less pristine than one which has had a Road Fund Licence purchased for it.—ED.]

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Sir,

I am most annoyed to find that someone as disinterested in American cars as Mr. W. Boddy should report on the 2nd American Car Rally at Beaulieu; it appears that his sole object in attending was to remark on the vices and forget the virtues of the cars there.

Of course, I admit it must be difficult to write about motor cars all the time without treading on someone's toes, in this case mine—why " Disreputable McLaughlin Buick "?

To my knowledge the only McLaughlin Buick competing was mine, and to make my appearance at Beaulieu on September 13th, 1964, meant a round trip of nearly 500 miles—and at 10 m.p.g. that's no joke (would that be the reason why they are inexpensive to buy?), only to see your car referred to as " disreputable " is enough to annoy anyone.

Many hours of sweat and labour had gone into cleaning that body (coachbuilt by Thrupp and Maberly) and into polishing the P.100 headlamps. However, I enjoyed the rally very much, regardless of the adverse remarks expressed by the reporter, and this will not deter me from enjoying future, and present, issues of MOTOR SPORT.

Liverpool. R. MAGUIRE.

* * *

### Broken Bulldog

Sir,

This morning my husband received his copy of MOTOR SPORT with his usual enthusiasm, but was rather staggered to read your remarks with regard to the accident with the Bulldog which happened when he was flying at Farnborough on September 13th. It is quite obvious that you and your reader have completely the wrong impression, and have things out of perspective as usual.

Firstly, my husband is a very experienced pilot, having 21 years' flying behind him, and for a good many of these he has been a test pilot, which, as you should realise, requires skill and knowledge of aircraft.

I can assure you and your reader that the Bulldog was greatly loved by my husband, and he was the very last person to take risks or do it damage in any way. He has given a great many people pleasure with the many flying displays, and also given great deal of time, too.

As for his joking, perhaps your reader would be interested to know that my husband was in a state of shock, which persisted for days, and he was in great pain, and still is even now. I really can't think how some people can be so stupid.

Incidentally, perhaps you might be interested to know that the accident was caused by an engine failure, and *not* by pilot error.

Also, if it hadn't been for the flying skill on my husband's part, a great many people would not be alive today. In fact, this was my husband's only concern, and the very first words to me were : " I did get the aircraft back onto the airfield." He, of course, realised the dreadful consequences of landing amongst the spectators, and his own life at the time wasn't considered.

I might add that I watched these dreadful scenes myself, and I still feel horrified whenever I think of them.

As you must realise, I feel very angry that you should have printed such rubbish; perhaps in future you will check a little and maybe discover the truth.

I wonder if, today, a rather rare and perhaps precious piece of machinery is worth more than a human life; it seems to me some people seem to think it does.

Bristol. BERYL WILLIAMSON.

[Mrs. Williamson's indignation is misplaced. We published nothing derogatory about her husband's experience as a pilot. We merely remarked that to write off such an historic aeroplane is no laughing matter—and Mr. Williamson was reported, over the p.a. and in the daily Press, as sitting up in bed laughing soon after the prang, which seemed disrespectful to the departed Bulldog.

We know more about steering wheels than joy-sticks, but quite why the machine was looping over the crowd when there is so much space at Farnborough, and quite why a dead-stick landing wasn't possible on one of the runways, from which we watched the Brabazon take off and land some years ago, we must leave to someone more knowledgeable in these matters, perhaps our good friends in the Tiger Club, to explain to us.

To a layman it smacked of looping too low for the benefit of the rubbernecks. And while we approve of old aeroplanes taking occasional exercise instead of hibernating in museums or the corners of dark hangars, there is a difference between flying moderately for the benefit of nostalgic aviation enthusiasts and turning the thing inside out to thrill the public. Mrs. Beryl Williamson surely rather commits herself by admitting that her husband's *only* thought was that he missed hitting anyone in the spectators' enclosures; having pulled that off a tear should have been shed for the aeroplane, which was the point, the only point, we set out to make.

However, with so many marriages on the rocks and 30,000 divorces taking place every year, Mr. Williamson clearly has nothing to worry about with a wife who is so ready to defend him, with a logic that is so very feminine.—ED.]

* * *

## The "O.C.C." Replies

Sir,

With reference to your paragraph concerning the "O.C.C." at Hartley Wintney, I would like, on behalf of my friend and myself, to offer our apologies for "pinching the spaces nearest the bar" at the V.S.C.C. meeting in question. However, we do object strongly to the rather pointed comments about the "O.C.C.," as you put it, attending.

We, like all the people that go to the meetings, are enthusiasts, and just because our resources do not allow more splendid motor cars than, quote, "Scruffy Singer sports cars," there is no need to mock us.

We all know it's not vintage, nor is it at all rare, but I still feel it's good enough for an evening at Hartley Wintney.

Lastly, when next referring to my car, please give it the full title "Le Mans," after all the forerunner did earn it.

"ENTHUSIASTIC TEENAGER."

[It is the non-vintage and sometimes non-original aspects of the cars, not their condition, to which we referred.—ED.]

* * *

## The G.P. Delage Cars

Sir,

I enjoyed reading Mr. W. B. Scott's comments re the four 1½-litre Delage racing cars and would like to make some additions which—I am sorry to say—will bring more confusion in connection with the ownership of these machines after they left the factory. Frankly, Louis Chiron was *not* the possessor of car number three in 1928 and also not in 1929. He was in these years under contract with Ettore Bugatti and when, in 1929, "Le Patron" refused to supply him with a car for Indianapolis, the old enemy Louis Delage was only too willing to supply Chiron with a 1.5-litre machine, which then was still in the factory and which was for this event officially entered by Delage.

So far I know, this was the only race Chiron ever drove for Delage in this car and, needless to say, Ettore Bugatti was not very pleased when his top driver returned after gaining seventh position at Indy. As to Robert Senechal, he drove such a Delage for the first time at San Sebastian in 1926, when Bourlier could not—as a result of the heat generated by the engine and exhaust position—carry on and had to be superseded by another driver. Senechal was then closely connected with the Chenard & Walcker factory where they produced his Senechal cars and became in later years a leading man in the A.C.F., and I am going so far as to say, that he too never owned the Delage, which was actually in the factory until Earl Howe bought it after he pranged his own car at Monza in 1932. Senechal drove in these years as a semi-professional for Chenard & Walcker (also on his own R. Senechal 1,100 c.c. racing cars), Excelsior (Belgium) and owned a 1,500 c.c. 37A Bugatti and it was during this Bugatti period (1930/1931) that he got the loan of the Delage from the Courbevoie factory . . . mainly for a few G.P. events. If he would have owned the Delage, he surely would not have driven the much slower 37A and a borrowed 35B in all other races.

As to the fourth, the De Rovin, car, I wonder if this Delage was not originally the No. 1. Robert Benoist car, which was severely damaged in the 1927 G.P. de Provence, when careless organisers arranged the other cars on the start although Benoist was still out on the Circuit on a tour de recognaissance. Benoist could not avoid running into Albert Divo (Talbot) and damaged his Delage and the Talbot. In my humble opinion, the factory sold in 1928 two cars only; both to Campbell. The No. 3. car and the now-rebuilt No. 4. car stayed in the factory.

This point of view is strengthened by the fact, that one was, in 1928, on loan to the Italian Aymini, who finished seventh in the Kings Price at Roma; and also in the 1930 Circuit Pont a Marcq when two 1½-litre Delages, disguised as sports cars and driven by factory driver Ogez and by R. Senechal, finished first and second. Both Ogez and Senechal drove on other occasions—including the

*Continued on page* 995

*RALLY REVIEW—continued from page* 949

really on. At the circuits, Guichet was invariably the faster driver, but he was fully extended and at Pau, for instance, he took to the flower beds on more than one occasion to keep ahead of the Belgian driver. He had had an initial set-back at Reims where he had had to make a pit stop to change plugs which he had omitted to do on the way to the circuit as had Bianchi. The same story was repeated throughout the event, with Bianchi out-thinking the French driver at every stage; not extending himself on the circuits, and thus risking the car, and being quickest up the hills as he had a very experienced co-driver, Georges Berger, to read him his pace notes. A triumph of brain over brawn.

In the GT handicap, the works Porsches of Robert Buchet and Gunther Klass were never seriously challenged, though it is certain that if the Triumph Spitfire of Rob Slotemaker and Terry Hunter had had a trouble-free run on the road they would have been very close behind Klass. The Spitfire had the misfortune to run out of petrol through a miscalculation on the tightest of the road sections in the Pyrenees and was penalised for lateness, which its subsequent performance of best on handicap at Clermont Ferrand could not alter. On the whole, the Alfa Romeo GTZs did not have a very successful time for Ganpiero Biscaldi and Edgar Berney went out at Rouen when the mechanical rev.-counter stuck and the engine blew up, while the Targa Florio expert, "Kim," and Bruno Deserti flew off in the Pyrenees. At the finish there was only the GTZ of Jean Rolland and Gabriel Augias left, and in this car, which had already won the Alpine Rally for Alfas, the reliable French pair finished third to the two Porsches on handicap after a very successful last night of climbing in the Alps. B.M.C.'s only hope in the GT category had been the M.G.-B of Andrew Hedges and John Sprinzel which had retired with a blown gasket in the Pyrenees.

The thirteenth Tour Auto thus ended in a double triumph for Ford in the Touring category and a win for Ferrari and Porsche in the GT category. A not-altogether surprising result perhaps, but one that was fully deserved, as I think the other participants would agree.—J. D. F. D.

**Results :**

**Grand Touring :**

**Scratch :**

| | | | |
|---|---|---|---|
| **1st** : | L. Bianchi/G. Berger (Ferrari GTO) .. .. | 2,212.053 | km. |
| **2nd** : | J. Guichet/M. de Bourbon (Ferrari GTO) .. .. | 2,180.155 | ,, |
| **3rd** : | R. Buchet/H. Linge (Porsche GTS) .. .. | 2,170.217 | ,, |
| **4th** : | G. Klass/R. Wuetherich (Porsche GTS) .. .. | 2,162.923 | ,, |
| **5th** : | C. Poirot/C. Marbaque (Porsche GTS) .. .. | 2,134.679 | ,, |
| **6th** : | E. Meert/W. de Jonhe (Porsche GTS) .. .. | 2,074.952 | ,, |

**Handicap :**

| | | | |
|---|---|---|---|
| **1st** : | R. Buchet/H. Linge (Porsche GTS) .. .. | 2,335.767 | km. |
| **2nd** : | G. Klass/R. Wuetherich (Porsche GTS) .. .. | 2,328.473 | ,, |
| **3rd** : | J. Rolland/G. Augias (Alfa Romeo GTZ) .. .. | 2,307.249 | ,, |

**Touring :**

**Scratch :**

| | | | |
|---|---|---|---|
| **1st** : | P. Procter/A. Cowan (Ford Mustang) .. .. | 2,045.051 | km. |
| **2nd** : | P. Harper/V. Pollard (Ford Mustang) .. .. | 2,035.446 | ,, |
| **3rd** : | B. Consten/C. Le Guezec (Jaguar 3.8) .. .. | 1,993.279 | ,, |
| **4th** : | V. Elford/D. Seigle-Morris (Ford Lotus Cortina) .. | 1,961.267 | ,, |
| **5th** : | F. Masoero/J. Maurin (Alfa Romeo TI Super) .. | 1,930.972 | ,, |
| **6th** : | Mme. L. Texier/Mlle. M. L. Mermod (Jaguar 3.8) .. | 1,879.674 | ,, |

**Handicap :**

| | | | |
|---|---|---|---|
| **1st** : | V. Elford/D. Seigle-Morris (Ford Lotus Cortina) .. | 2,155.057 | km. |
| **2nd** : | F. Masoero/J. Maurin (Alfa Romeo TI Super) .. | 2,124.762 | ,, |
| **3rd** : | P. Procter/A. Cowan (Ford Mustang) .. .. | 2,056.571 | ,, |

# LETTERS FROM READERS

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

## VALUES

Sir,

I observed the photograph of a 1934 Aston Martin short-chassis Mk. II advertised for sale at £435 and described as being in "excellent condition."

In view of the comments which have been published in your magazine about the inflated prices of vintage sports cars, it may interest you to know that I sold this car in August for £260 to a man calling himself a dentist.

I considered £260 to be a reasonable price for this car, which I reconditioned shortly before I sold it. I would have said that £435 was unreasonable.

Lee-on-Solent. I. A. CAMPBELL.

* * *

## THE LAW —

Sir,

Your correspondent Kenneth H. Ross ("The Law," September issue) would appear to have a short circuit, regarding permissible rear lights.

Before any readers decide to adopt Mr. Ross suggestions I would suggest they refer to the following legislation: The Road Vehicles Lighting Regulations 1964, IV (Reversing Lights), R.16: "No vehicle shall carry more than two reversing lights." R.17: Every reversing light shall comply with certain conditions. (*c*) The rated wattage of the electric bulb or the total rated wattage of all such bulbs with which it is fitted shall *not exceed* 24 *watts*, and (*d*) it shall be so constructed, fitted and maintained that the light emitted thereby is at all times incapable of dazzling any person who is standing in the same horizontal plane as the vehicle at a greater distance than 25 ft. from the light, and where eye-level is not less than 3 ft. 6 in. above that plane. R.19: No reversing light on a vehicle shall be illuminated except in so far as is necessary for the process of reversing the vehicle.

Road Transport Lighting Act 1957: No vehicle shall show (*a*) a red light to the front, or (*b*) light except red light or white reversing light to the rear. Exceptions (*b*) internal illumination, number-plate, signalling device to overtake traffic. (Section 2.)

There are exceptions to the above, but I should not think it likely that any of your readers use fire engines, police cars, etc., for general transportation.

Should Mr. Ross suggestions be put into practice, and ever reach the High Court of Justice, I feel certain Lord Parker, C.J., or any of the Judges of the High Court, would interpret the above sections and regulations quite differently from Mr. Ross.

Knaresborough. T. G. STOKER.

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Sir,

It is my unfortunate task to write and tell you that, although reader Kenneth H. Ross of Dundee has done a great deal of dredging through the Road Traffic Act 1964 to prove his theory, he is still wrong. Should he use his lamp of unlimited watts and coloured amber to quell the full beam of the following motorist, he will be immune under the Lighting Regulations 1964, but not to a charge of driving without due consideration for other road users.

This charge has been levelled, successfully, at a motorist opening his door over a pavement to get out and accidentally catching a lady's shopping basket!

Anyway, Mr. Ross, you tried hard; well done!

Burnley. W. B. SIMPSON.

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## —AND THE SEQUEL

Sir,

You were kind enough recently to publish a letter of mine concerning the narrow-minded attitude of a young fellow motorist who reported me to the police for "causing a vehicle to have an illuminated reversing lamp whilst proceeding in a forward direction."

The hearing before the Magistrates' Court, took place last Thursday, September 23rd, where I was fined the sum of £1 10s.—three offences concerning the legalities of reversing lamps at 10s. each.

I felt therefore, in the light of above fine, that I should write a few lines about the fair-minded attitude of both the magistrates and the police in the above action; being technically guilty of all charges, I was fined the minimum amount.

My anger, however, was not appeased by this fine. I am still annoyed by the attitude of my fellow sufferer on the road; perhaps during the period which has lapsed he has also been confounded by some legality. Also—last word—I hope he feels a sense of pride, having fulfilled his moral obligation to both police and society in reporting criminals.

Praise to your excellent journal for your fair-mindedness and channel for expression. Long may you publish the printed voice of the downtrodden motorist.

Poynton. R. W. POWELL.

* * *

## THE MOTORIST'S LIFE . . .

Sir,

I know you are always keen to learn of injustices meted out to suffering motorists in the courts. You might like to hear about this one.

A neighbour of mine—a retired commercial traveller, who for 40 years daily travelled to London and back to his home in Surrey, and who never as much as even received a caution for any infringement of the law whatsoever—was recently summoned at Richmond for disobeying a traffic sign. The facts were these. He was driving across Richmond Bridge from the Twickenham side behind a large pantechnicon, and as he had been in the habit of doing for many years past—although he had not come this way since his retirement—commenced to turn right in order to proceed up Richmond Hill and on into the Park. He was completely unaware that a sign recently installed now forbad a right turn. In addition, of course, his vision was obstructed by the presence at the lights junction of the pantechnicon. He was "booked" as he made his right turn. No-one was inconvenienced, and no "situation" was created. He merely inadvertently turned right, and this he freely admitted in court. For this "heinous" crime he was fined £20, plus £1 1s. costs. As he had also briefed a solicitor to speak for him, as he is very deaf, this business cost him a total of £45.

Observations?

London, S.W.20. S. R. DAVIDGE.

---

Sir,

I have another unfortunate case to add to your long list of injustices to the motorist. Please bear with me and read the following account which will surely make your blood boil as it did mine.

My sister-in-law, with her daughter were returning home from my house some weeks ago. Travelling well within the speed limit when a schoolgirl dashed out onto a pedestrian crossing and hit the side of the car. The girl hurriedly picked herself up and ran off to join her friends.

Having no chance to ask the girl if she was all right she drove home and called at the nearest police station and reported the accident. She was informed by the police that she would probably hear no more about it.

Now, a school teacher travelling behind at the time of the accident also reported it to a police patrolman, vigilante? Ten weeks later a summons for careless driving arrived. Sister-in-law was told at this time that neither the child nor her parents wished to bring a case but the police felt they had to.

In court the defendant's solicitor put up a very good case, the witness said the defendant was travelling well within the speed limit, the girl admitted it was her fault, the parents said nothing, and the dear old white-haired lady magistrate imposed a fine of £36 with two endorsements, one for careless driving and one for failing to exchange names and addresses.

What can we do about this appalling situation?

Hadleigh P. R. BLOWER.

[What indeed!—ED.]

* * *

## CONVERTIBLES

Sir,

The recent announcement by the Rootes Group that they are discontinuing production of convertible versions of their models prompts me to refer to this trend among British car manufacturers.

With the exception of the Morris Minor and the Triumph Herald and Vitesse, one must venture into the £2,000 plus class for a convertible version of a saloon car, or else make-do with the "two seats plus a shelf" offered by most sports cars.

As a fresh-air fan myself, and presently the owner of a Ford Consul convertible, I am firmly convinced that motoring with the roof down is one of the few pleasures left to motorists in this crowded Isle. It seems a shame that it should be left to the Americans and the Continentals to satisfy this need.

Norton Canes. A. DAVID PAGE.

* * *

## TV SADISM

Sir,

Your correspondent Lieutenant Comber need not go to modern B.B.C.-2 for sadism. He can get it on vintage 405-line I.T.V. any Saturday evening on the newscast after a meeting at Brands Hatch.

There seems to be a permanent film camera at Paddock Bend, and he can get five or six spin-offs on average. The motor-bike boys provide an even better display.

The funniest bit is the look of feigned horror on the newscaster's face afterwards.

Grantham. J. H. D'ANDRADE.

* * *

## ROLLS-ROYCE SALES

Sir,

The shortage of orders which Rolls-Royce has experienced over the past few years may be due to lack of informative advertising.

Rolls-Royce is now in the same position in the public imagination as the high altar in a cathedral, revered, worshipped, but quite untouchable except to the Lord's appointed, and there are very few of those, and they have no money.

Is the best car in the world only for the best people, and if so, what are the qualifications for ownership, assuming we have the money?

Perhaps a more evangelical approach would convince that ownership is just a question of money, and that chauffeurs, titles, high office, directorships, or coats of arms are unnecessary.

Oswestry. E. Fox.

* * *

## A PROBLEM FOR ALEC

Sir,

Your correspondent Mr. H. J. Oldroyd, and possibly yourself, should know that when an S.U. petrol pump fails, it can invariably be induced to show further interest by a good thump. My M.G. 1100 suffered this defect at almost the exact mileage as the Editorial Morris, but was persuaded to carry on for a few miles by thumping it. On examination the points were found to be coated with a brown glaze, quite unlike any contamination of S.U. points that I have previously seen. This may be due to the fact that the cover on the 1100 models is hermetically sealed by a strip of adhesive plastic tape. I am considering fitting a ventilation pipe to the cover, but this will have to be screened from the mud and filth thrown on to the pump.

A simple precaution against complete let-down by the pump would be to fit a push-button on the facia, with points connected in parallel with those of the pump. Should the pump fail, a few quick operations of the push-button would get the car going again.

This expedient is based on the reasonable assumption that failure of an S.U. pump, for a reason other than dirty points, is quite rare.

Having tempted providence with that last statement, I fully expect to run into a series of leaking diaphragms, warped valves, burnt-out coils and broken contact springs.

Woodford. F. E. GREAVES.

[I kicked mine, moderately gently, and it recovered for about 100 miles. I then kicked it gently, kicked it nearly to pieces, but to no avail. Is the fuel pump in a better position on the Austin 1800?—ED.]

---

Sir,

The letter from Mr. H. J. Oldroyd in your October issue interests me because I, too, have suffered from faulty petrol pumps fitted to B.M.C. cars. Two Austin A55 Farinas both let me down with pump failure, one of them on two occasions. A friend who had a Morris Oxford Farina had three replacements under guarantee, including two of a so-called improved model. This was his first B.M.C. car and naturally his last.

After these experiences and on learning where the pump is sited on the 1100, I cancelled my order. It is bad enough grovelling in the boot, but under the car, in all the muck and dirt, is not for me.

What a pity such a well-thought-out design should be ruined for what is a very bad detail in design.

How do the types in out-back countries get on? I should think the first bit of rough stuff would wipe it right off.

I am not surprised Mr. Oldroyd has not received a reply. The correspondence must be monumental on this subject!

Longhope. J. T. JONES.

* * *

## FLASHY

Sir,

May I, through your correspondence columns, point out to the less discerning owners of modern Rolls-Royce and Bentley cars that although Lucas fog-lamps may be suitably ostentatious and expensive, their performance as flashing trafficators is for the most part inferior to lamps designed for the purpose and built into most modern mass-produced cars?

Eynsham. R. G. EDWARDS.

* * *

## TROUBLES!

Sir,

From time to time you have published letters from disgruntled purchasers of the latest products of our Motor Industry, listing the defects they have experienced. We are ten engineers working in the Sales Department of a well-known company and have individually purchased twelve cars in the last two years. Six are from Ford, five from B.M.C., and one from Standard Triumph. We list below the faults found on delivery or in service (unless otherwise stated these have only occurred once).

**Ford:** Four Cortina 1500s, one Classic 1500, one Anglia 997.
*Engine and gearbox:* One cylinder had no top compression ring fitted. Cylinder head casting so porous that it crumbled to powder when tightened down at the 500-mile service. Fault in column gear-change due to omission and mal-assembly (two cars). Gearboxes changed for modified ones (all Cortinas). Rubber "O" rings holding rear expansion chamber of exhaust failed (two cars).
*Chassis and Bodywork:* Structural failure at centre door pillar/roof joint. Rubber bushes at top of front suspension struts not adhering to the struts. Boot lid twisted (two cars). Paintwork minutely scratched all over (three cars). Battery tray all corroded within one month of delivery. Defective boot lock. Doors required adjustment. Front-wheel arches leak. Boot filled with water from underside.
*Electrical:* Water thermometer not working (three cars). Petrol gauge failed.
**B.M.C.:** Three Morris 1100s, two Minis.
*Engine:* Distributor failure caused camshaft driving gear failure. Clutch centre plate failed. Engine runs on for one minute—this after 1,600 miles only. Exhaust pipe failure at manifold joint.
*Chassis and Bodywork:* Failure of brakes due to pipe mal-assembly. Steering rack leaking on delivery. Defect in constant velocity joint. Universal drive couplings on 1100 replaced at 25,000 miles ("Normal life," says B.M.C.). Underbody water leak. Doors need adjusting (three cars).
*Electrical:* Starter motor failure resulting in battery replacement. Indicator switch failure (three cars). Three fuel pumps replaced (one early 1100). Persistent dynamo bearing squeak. Water thermometer inoperative.
**Triumph:** One Herald 1200.
*Chassis:* Two front-wheel bearings failed. Two differentials failed and replaced under guarantee; third failed outside guarantee mileage but within 12 months from delivery. Petrol tank has a 2-gallon reserve tank which cannot be operated; this appears to be a design fault.

In addition to the above faults there have been a host of small irritating failures, *e.g.*, on one of the 1100s the gear-lever gaiter failed.

To be fair to these manufacturers, many of the faults have been corrected under warranty, our experience indicating B.M.C. to be the most generous in their interpretation. However, even where faults have been accepted on warranty, there have been very long delays before the necessary spares have been obtained. In some cases we are still waiting for the parts, *e.g.*, Cortina exhaust system rear mounting brackets are virtually unobtainable.

This is an appalling record of reliability and, since we all use our cars for business, these faults cause serious inconvenience. It is very apparent to us that reliability bears no relation to the type of design.

Whether one buys rugged conventiality, advanced engineering, or a compromise between the two, faults arise and, until a U.K. manufacturer is prepared to equal VW's development expenditure and produce a reliable car with a performance suited to our roads, we must continue to suffer. Or are our twelve cars exceptional?

One last point on the length of warranties. These now generally run for 12,000 miles or 12 months, but at an average speed of 20 m.p.h. this only represents 600 hours. One well-known light bulb manufacturer offers a longer guarantee than this! Does anyone consider this sufficient?

Acton. TEN SALES ENGINEERS,

[Names supplied.—ED.]

## A "SMALLS" CENSUS

Sir,

Commander Dunhill hit the adjectival nail right on the head with his census of Classified Advertisements. Before supplying some translations, may I just add that the dealers are at least as guilty as the private sellers of using the Nelson touch when describing their wares.

| | |
|---|---|
| As new : | As new as we can make it look. |
| Unusual : | Hideous. |
| Exhilarating : | No brakes. |
| Excellent : | Just salable. |
| Sound : | Just drivable. |
| Tested : | Driven round the block. |
| Overhauled : | Engine steam cleaned. |
| Guaranteed : | That we'll fight you to the House of Lords. |
| Needs slight attention : | Suitable for scrap. |
| Immaculate : | Dusted. |
| Clean : | Rusted. |
| Nice condition : | Nasty condition. |
| Original condition : | Uncared for since new. |
| 1958 series : | Registered January 1st, 1957. |
| Snip : | Something will snap. |
| Enthusiast owned : | Clapped out. |
| Very fast : | Very noisy. |
| Good tyres : | Otherwise rotten to the core. |
| Director's car : | Full of cigar ash and smelling of Scotch. |

Sydenham. PETER MADGE.

* * *

## YOUR BRITISH DRIVERS ARE WONDERFUL

Sir,

They say "You never appreciate a good thing until you lose it." This applies wholeheartedly to the standard of British driving.

I have the misfortune to be a commuter here in Brussels and the standard of driving can only be described as appalling by British standards. The average Belgian considers himself to be a budding racing driver and endeavours to get in a few laps round the *boulevard* on the way home. The only rule he knows is "Priorité a droit," and this he applies in such a manner as to make the roads the most lethal arteries of transport in Europe.

If only some of the people who criticise the British driver would come and walk down the Rue de la Loi during office hours, the sights they would see would shock them so much that they would not try to improve the British standard of driving but be thankful that it is at such a high standard already.

Oh, I do long to be back among those safe, careful, thoughtful British drivers, but the gross injustice in the Magistrates' Courts and the persecution of the motorist by the *Marples Gestapo* are a greater evil than the Belgian driver. I abstained (by proxy) on October 15th.

Brussels. C. A. FUCHTER.

* * *

## HE LIKED THEM

Sir,

I took Mr. Jenkinson's advice and made the pilgrimage from Guildford to Blackbushe to watch the finals of the British Drag Festival, and I certainly wasn't "disappointed by Garlits and Ivo in action." I have never seen anything quite like the sight of these two projectiles hurtling side by side down the runway. It really was a fantastic ending to a superb day's sport.

Heartiest congratulations should go to Alan Allard who upheld British prestige by clocking his fastest ever run in the Allard Dragster. This certainly was a sprint meeting with a difference, and judging by the vast crowd at Blackbushe it bids fair to becoming one of the most popular features of the motoring sport scene.

Guildford. DAVID E. HAWKINS.

* * *

## A WINTER TOPIC

Sir,

I was interested to read Mr. K. W. Toon's letter but was somewhat surprised to have his comments that he had never known of a battery to last as long as four years. Probably other readers have had better experience than this, and I must say I am still using the original battery (Tudor) fitted to my 1959 122S Volvo. This car was purchased in August 1959, so that the battery has now lasted for more than five years and is still giving perfectly satisfactory service. I do not know whether there is any difference between 6- and 12-volt batteries but I can go back to a previous car, namely a Volkswagen which I ran just under four years before selling and the original Exide battery which was fitted was still in first-class condition. Surely battery life to a large extent is governed almost entirely by regular attention.

On the subject of long life from consumable items, it will probably interest your readers to know that I have just discarded a set of Michelin "X" tyres after 40,000 miles and, even so, they have still sufficient tread on them to have warranted retaining them for a few thousand miles more, although the tyre people suggested that it was better to change them now in view of winter approaching and the fact that the car is used for fairly high-speed motoring. Probably readers can quote even higher mileages on Michelin "X" tyres, as they are famed for this.

As mentioned above, the Volvo was purchased in August 1959 and was probably one of the earliest sold in Scotland. At that time I was popular with the distributors, but I fear that some of this popularity has worn off as I have retained the car over such a long period and am still thoroughly satisfied with it as, during these five years, it has never given me cause for concern, and the only noticeable repairs have been two sets of brake linings and one clutch plate. On its present performance I should imagine it could reach the 100,000 miles without an engine overhaul.

Glasgow. G. D. W. ORGAN.

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*VINTAGE POSTBAG—continued from page* 956

Tour de France—also big Delage sports cars; a proof that Senechal was no "independent" but drove for the factory on a semi-official basis.

Like Robert Senechal, Roul de Rovin was also a semi-professional driver who, when not driving in sporting events, was the boss of a motorcycle and cyclecar factory. He gained many successes on his own 500 c.c. and 1,000 c.c. J.A.P.-engined cyclecars but did not compete in bigger classes until the late 'twenties, when he drove on a few occasions Bugattis and the 1.5 Delage, which I am sure, was just on loan from the factory for the 1929 Monaco G.P. . . . soon afterwards he drove, like Robert Senechal, Bugattis in the French G.P.

My view that the 1½-litre Delage Nos. 3 and 4 were not actually owned by Messrs. Chiron, Senechal and De Rovin is strengthened by the fact that each of them drove the car only on very few occasions and all had during the period concerned Bugattis in most races in which they competed. It is also difficult to believe that they bought expensive racing cars which had great chances to win most races (like the 1½-litre Delage) and left it unused in the garage while competing with less suitable cars!

As to the older 2-litre Delages, I remember that one driven by the German driver Albert Broschek, crashed at San Sebastian in 1929.

Mr. Scott is, of course, correct by stating that the 1927 version of the 1½-litre had the exhaust pipe on the left side and in addition I would like to say that it also had the Roots supercharger repositioned which was now high up between the front of the engine and the back of the radiator. It had a better protection of the driver from the engine heat and a new brake arrangement . . . entirely different from the one used in 1926. In addition, the Cozette carburetters were now fitted directly on the superchargers and for the 1927 French G.P. the cars got five-speed gearboxes.

I am sorry that I had to complicate matters re the two remaining Delage and wonder if we could not get the final gen from the men who were directly involved with Delage affairs and who are still with us, i.e. Louis Chiron, Albert Divo or Mestivier.

Hemel Hempstead. E. TRAGATSCH.

## TAILPIECE



*The English picnic in the strangest places . . . .*

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## FOR SALE

**M.G.-B, PURCHASED NEW** in June 1964, unmarked. Anti-roll bar, tonneau. B.R.G. Mileage 3,461. Must sell, £780. Tel.: Sheffield 60650. [6016

**JENSEN 541, 1954,** but genuine 47,000 miles (second car). Two owners. In present owner's loving care nine years. Recent grey respray, overdrive, most 1955/56 modifications. Never raced, rallied or caned, almost unique condition. Offers near £600. Wagner, Toat Farm, Itchingfield, Horsham. Tel.: Slinfold 213. [6017

**1934 ASTON MARTIN,** l/c., Mk. II. Excellent condition. £425. Hind, 77, Westhill Road, King's Norton, Birmingham, 30. Tel.: KIN 2559. [6018

**SPRAY PLANT.** B.E.N. ¼ h.p., 80 lb. sq. in. 2½-litre P.M. reservoir tank on wheels. Swedish gun. Supply of cellulose. Little used. Cost £60, accept £25. 31, Rydal Gardens, Wembley. [6019

**BRAND NEW 1955/56** twin o.h.c. H.R.G./Singer. Experimental tubular chassis (see *Motor*, *Autocar*, *Autosport*, etc., Feb. 1955). Independent front and rear suspension, wishbones and transverse leaf-springs (three leaves 5 in. wide). Woodhead-Monroe teles. with supplementary coil-springs. Pendant arm steering from "recirculating ball" box. Wheelbase: 8 ft. Track: 4 ft. 7 in. front, 4 ft. 5 in. rear. Spare chassis, transverse springs, etc.; also Leaf twin-cam engine, 1,750 c.c., with 2½ Riley gearbox and 2-seat speedboat. Sell or exchange all for Riley Nine Imp or Brooklands. Box No. 0385. [6022

**M.G., 7,000 MILES** only, 2.6-litre drophead coupé, 1939. Apply Tel.: FLA 7322. [6025

**ALVIS, 1938, 4.3-LITRE,** short-chassis 2-seater tourer. Special hood, Perspex sidescreens. Silver grey, red wheels, leather. Good boot, two spare wheels. Beautiful specimen. Mechanically perfect, stiff box-section chassis, no body distortion on rough roads. Many spares: 25 engine; gearbox; complete 3.8 axle, hubs; front hubs, suspension assemblies; six wheels and tyres; springs; steering wheel, column, box; four brake drums and complete assemblies. Offers. Grocott, 207, Queens Road, Penkhull, Stoke-on-Trent. Tel.: 48967. [6027

**BRISTOL 401.** Engine A.1. Body badly damaged. Offers, R. A. Creamer, Drayson Mews, Holland Street, W.8. Tel.: WES 1275. [6028

**LEA-FRANCIS SPORTS,** 1949, 1,769 c.c. Condition excellent, recent new engine and front suspension. M.O.T. tested; any examination welcomed. £95, will haggle with enthusiast. Froggatt, 30, Stump Cross Road, Wath, Rotherham, Yorks. [6029

**£30 O.N.O. FRAZER NASH-B.M.W.** Type 319, less body. Ideal basis for V.S.C.C. racing special. Partially prepared. Five unused tyres. Box No. 0386. [6030

**RILEY 1.5.** Two-tone grey, red interior; 1,600-c.c. unit, Stage II; lowered suspension, Koni shockers, extra instruments, 18,000 miles only. £525 or offer. Bennett, 42, Welbeck Avenue, Highfield, Southampton. [6031

**DELAGE D6/70 CRANKSHAFT,** £10; cylinder head, £12 camshaft, £5; con.-rods, £1 each; oil pump, £2; etc. Delahaye half-shafts, £10. 10, Park Avenue, Rogerstone, Mon. [6033

**£185. IMMACULATE** pale green 1953 Lanchester 14-h.p. saloon. Genuine 34,000 miles, one previous owner. Five good tyres, new battery. Worth, High Street, Navenby, Lincoln. Tel.: Navenby 275. [6034

**1960 LOTUS SEVEN,** immaculate, B.M.C. unit, new tyres, B.R.G. Fast. Tel.: Nottingham 267137 (evenings). [6036

**1960 AUSTIN HEALEY** 3000, ivory white with red upholstery. Wire wheels, heater, overdrive. 19,000 miles. £475. M. J. Calney, 210, Corsham Road, Whitley, Melksham, Wilts. [6037

**RILEY 1½-LITRE RME** series, Dec. 1952. Black with tan leather. Low mileage, whole car virtually as new. Price £275. E. Smailes, Fieldgate, Sidlesham, Nr. Chichester, Sussex. Tel.: Sidlesham 263. [6038

**M.G.-A, 1957.** Extras. Exceptional condition. £266. 8, Stevenson Crescent, Lower Parkstone, Poole, Dorset. Tel. Parkstone 5717. [6040

**A.C. BRISTOL, 2-LITRE.** Immaculate, in British Racing Green, white upholstery. Oil cooler, twin spots, screen-washers, "X" tyres, tonneau cover, etc. Two owners; genuine mileage, 35,000. Not raced. Recent check-over by works. No reasonable offer refused. Tel.: Brierley Hill 77732. [6041

**SHORROCK SUPERCHARGER KIT** for T/Y series M.G., almost new, £50. Webster, 53, Priory Avenue, Chingford, or C.P.O.'s Mess, H.M.S. Dolphin, Gosport. [6042

**TORNADO TEMPEST.** Fast, economical, very fully equipped GT. Superspeed 105E, 5,000 miles. Only £285. Write: 179, Dudden Hill Lane, N.W.10. [6045

**RARE 1939 M.G.** Tickford TB. Reliable, good condition. Taxed, tested. Many new parts; rewired; new p.v.c. tonneau, heater. £120. Tel.: Worksop (Notts) 3688. [6046

**ROCHDALE OLYMPIC.** Phase 1, 1964, tuned "A" series. Fast, economical. £320 o.n.o. Tel.: Emberbrook 5443 (Surrey). [6047

**NEW TYRES, OLD** car; 12/70 Alvis coupé; mechanically good; body, ouch! £15, or swap A40 p.u. or something. Tel.: Paul Ryan, Tel.: Charing (Kent) 570. [6049

**RILEY 1½-LITRE, 1955,** RME series, 55,000 miles only, original maroon. Bodywork, chrome, roof and interior maroon leather all in most beautiful condition. Everything in perfect working order. Good battery and tyres. Serviced every 1,000 miles since new. All accounts available. One of the last of the coachwork models, it arouses admiring glances wherever it goes. £345. 39, Cavendish Road, Heaton Mersey, Stockport, Cheshire. Tel.: Heaton Moor 2160 (after 8 p.m.). [6051

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**1963 1,098-c.c.,** white M.G. Balanced engine parts, 3-branch, ZF axle, eight wire wheels, etc. Extremely fast. £625. Demonstrations by appointment. Box No. 0389. [6050

**VINTAGE ALFA ROMEO,** 1929 1½-litre 6C Turismo single-cam, with 2-seater drophead coupé James Young body. An attractive, sound and original car, recently repainted, re-hooded and retrimmed with black leather. M.O.T. Spares and instruction book. See article "Veteran and Vintage," April 1964. £240. J. McLellan, 12, Golders Manor Drive, London, N.W.11. Tel.: MEA 4700. [6052

**1961 FOUR-WHEEL 105-M.P.H.** Berkeley, 50 m.p.g. Low mileage and immaculate. £250. Terms and insurance available. Tel.: Tunbridge Wells 29421. [6053

**FORD CAPRI,** Nov. 1962. Low mileage. Blue/white top. Looked after regardless of cost. Bicker at £565. Miles, 33, Melton Road, Leamington Spa. Tel.: 21766. [6054

**MORGAN +4** 4-seater, 1953, black. M.O.T. £130. 10, Broadenyt Road, Orpington. Tel.: 27861. [6055

**FRAZER NASH T.T. REPLICA,** 4ED Meadows. Eight-year rebuild to highest engineering standards regardless of time or expense. Now considerably better than new and ideally suited as V.S.C.C. *Concours* entry. This car cannot be faulted in any way and will not be sold unless offers exceed £650, which represents a fraction of costs incurred. Peter Sweet, Lloyd's, E.C.3. Tel.: Avenue 3444. [6057

**1934 S.S.1 2½.** Rare 4-seater sports. Plus spares, £300 o.n.o. Eastwood, 16, Link Road, Datchett, Bucks. Tel.: Slough 43061. [6058

**1935 3½-LITRE HUMBER** Pullman landaulette. Just passed annual medical check. Used week-ends only. 77,000 miles. £225 o.n.o. C. Norris, 25, Cambridge Drive, London, S.E.12. [6059

**ALVIS TA14, 1948.** Very good condition. Maroon. Reconditioned engine. £85 o.n.o. R. Adlem, 81, Northgate Street, Colchester. [6060

**LEA-FRANCIS SPORTS,** 1948. Taxed/M.O.T. November. New engine 1956. Excellent condition. Details, Barton, Brora, Hawsdown, Walmer, Kent. [6061

**WOLSELEY HORNET SPECIAL,** 1933, 6-cylinder. Green. £115 o.n.o. Carlile, 7, Greenlea Court, Swaythling, Southampton. [6063

**A.C. GREYHOUND 2-LITRE** saloon, 1953, well maintained. £200 o.n.o. 22, Castle Avenue, London, E.4. Tel.: LAR 2667 (evenings). [6064

**M.G./J2/FORD.** Fantastic condition. New: interior, instrumentation, spots, hydraulics. Complete rebuild. £130 o.n.o. Tel.: KNO (Warwicks.) 2412. [6065

**ALVIS, 1930, TOURER**—Silver Eagle sports, in truly faultless condition, one previous owner for many years. Tools and all equipment still intact. Inspection invited. Box No. 0390. [6066

**D.K.W. SONDERKLASSE, 1956.** Overhauled and maker's recond. engine; exceptional condition; L.H.D. £230. Whitaker, 15, Grosvenor Gardens, Huby, Leeds. Tel.: Huby 373. [6067

**TR2, 1956.** Fitted with special GT hard-top similar to Harrington, fully upholstered. Overhauled engine, gearbox, 3-speed overdrive, and 3.7 axle. Competition springs, Variflos, anti-roll bar. Fibreglass wings and 3A front, resprayed indigo blue. Oil cooler, competition brakes, Cinturatos. Heater, oil temp. gauge, 3A sliding sidescreens, safety belts, cold air intake. Many other extras. Never fails to arouse considerable interest in excellent condition. Further addition to family forces sale. £295 o.n.o. Brown, "Rocklands," 2nd Avenue, Porthill, Newcastle, Staffs. [6068

**1927 2-LITRE LAGONDA** saloon. Original, excellent condition. £175 or near offer. Jones, Tel.: Alcester (Warwickshire) 2884. [6069

**SUPERCHARGERS FOR SALE,** two, both as new. One suitable for Austin, Morris, M.G. 1100s; one suitable for Renault Dauphine, Gordini, 4L saloon and estate, R8. Both in first-class order. Full fitting kit and fitting instructions. Very cheap, £30 each. Apply J. E. Handley, "Lansdowne," Saltfleetby, Louth, Lincs. Tel.: Saltfleetby 278. [6070

**BERKELEY B95,** immaculate car in excellent mechanical condition, many improvements. £190. Miles, Plowsters, Ashford Carbonel, Ludlow. [6071

**M.G., 1935, PA.** Excellent all-round condition. £100 o.v.n.o. Fisher, 18, Warwick Road, Olton, Solihull, Warwickshire. Tel.: ACO 3968. [6072

**1929 FORD.** Good condition. £75 or offer. Morison, "Glyndedale," Chandlers Cross, Rickmansworth, Herts. [6075


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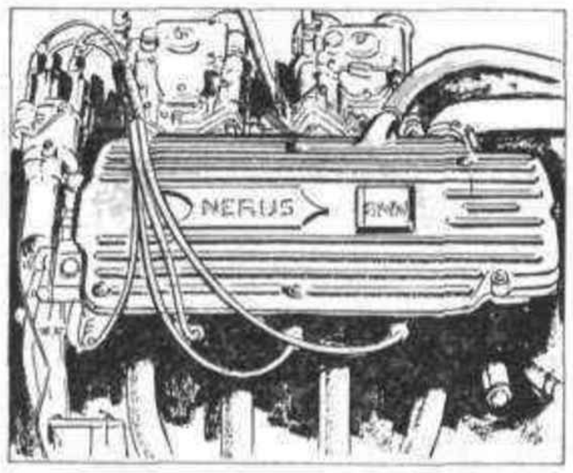
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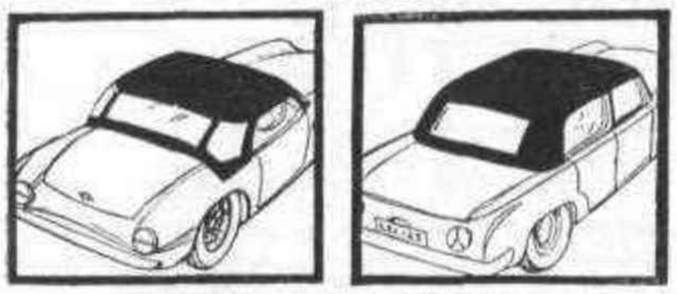
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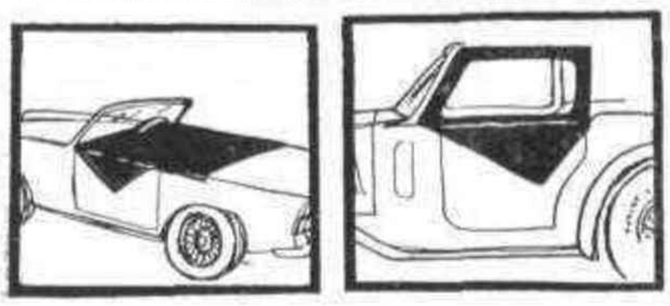
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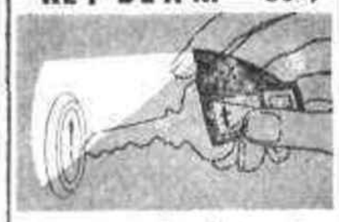
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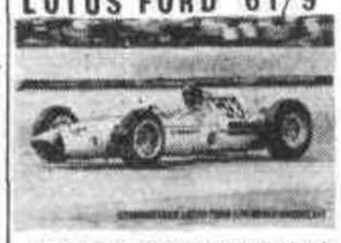
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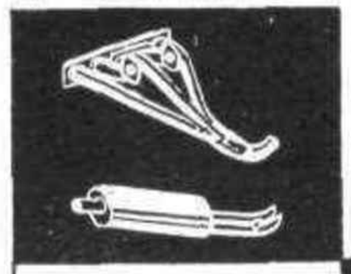
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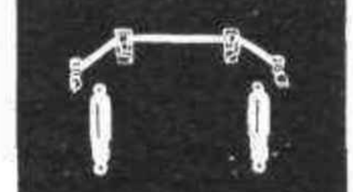
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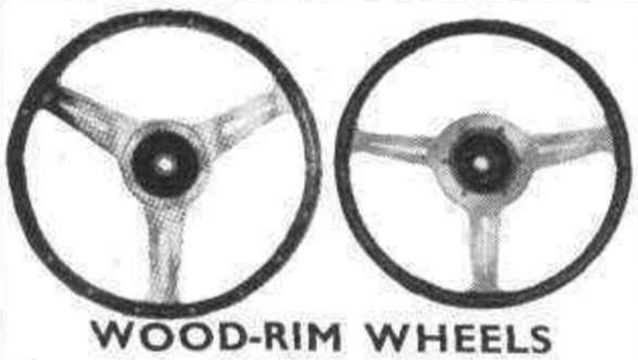
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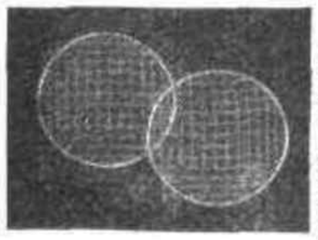
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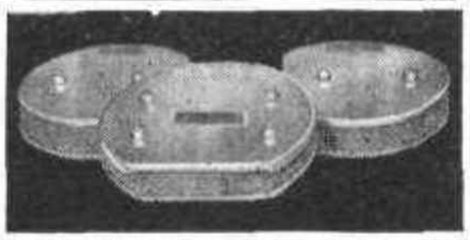


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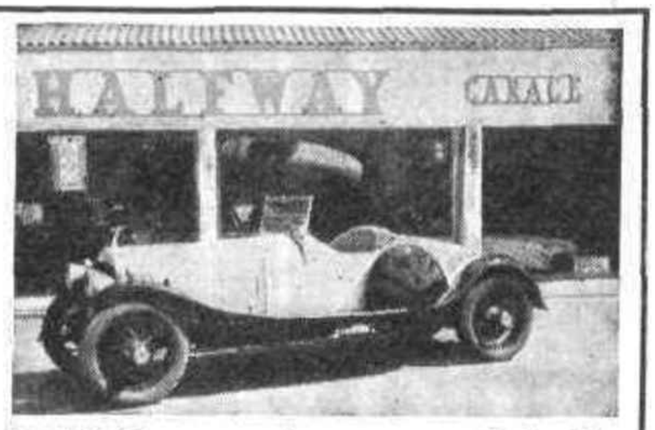
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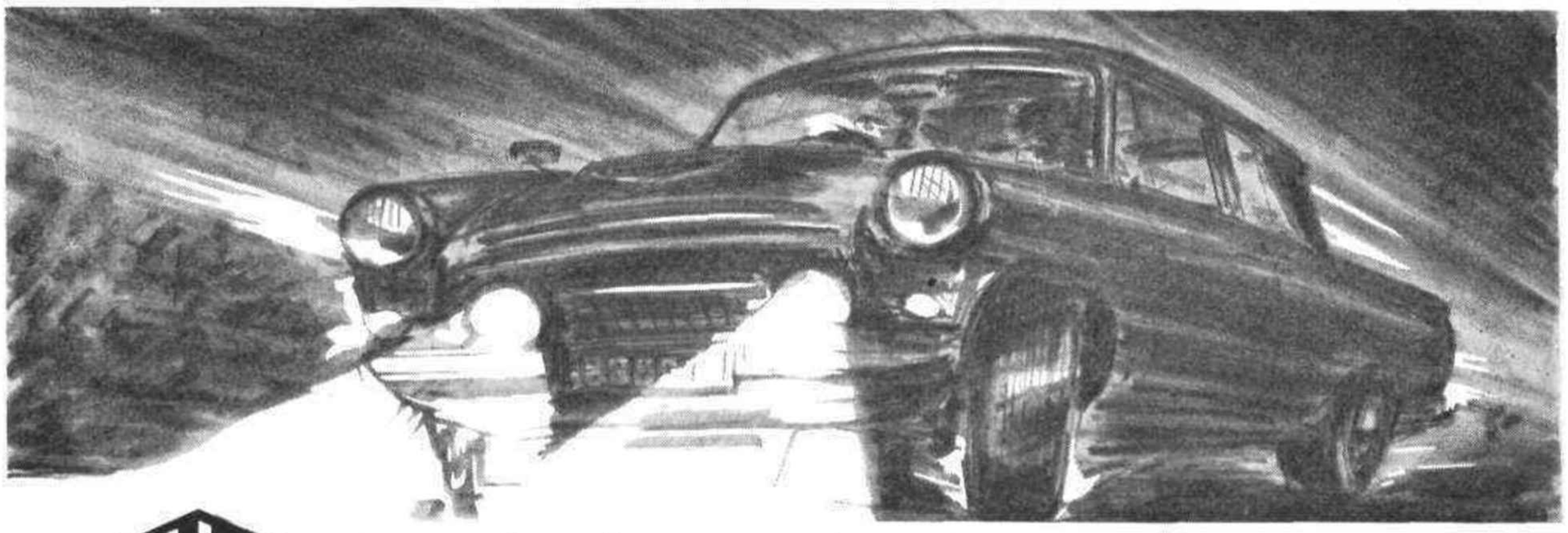
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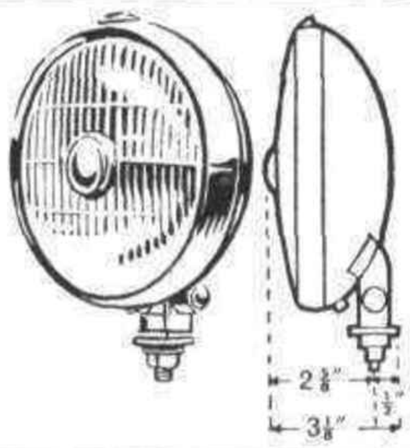
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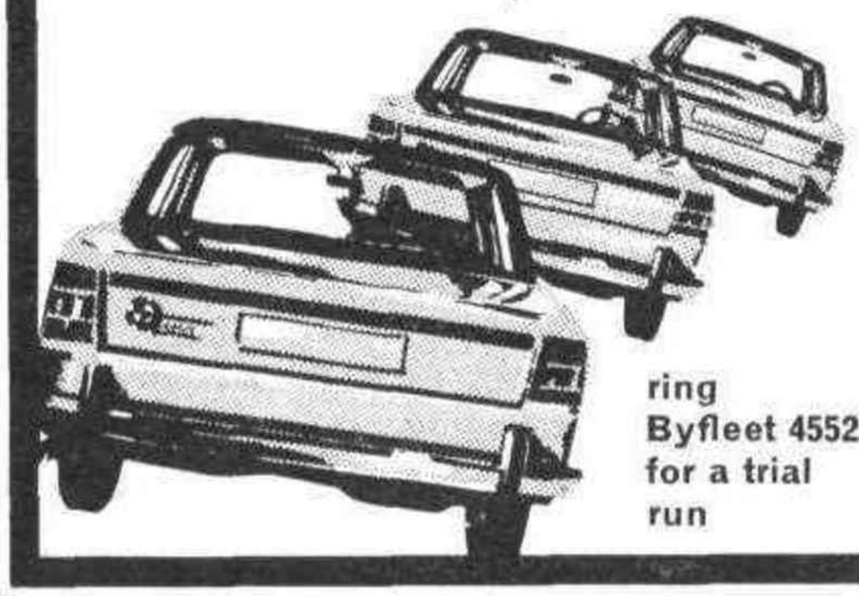
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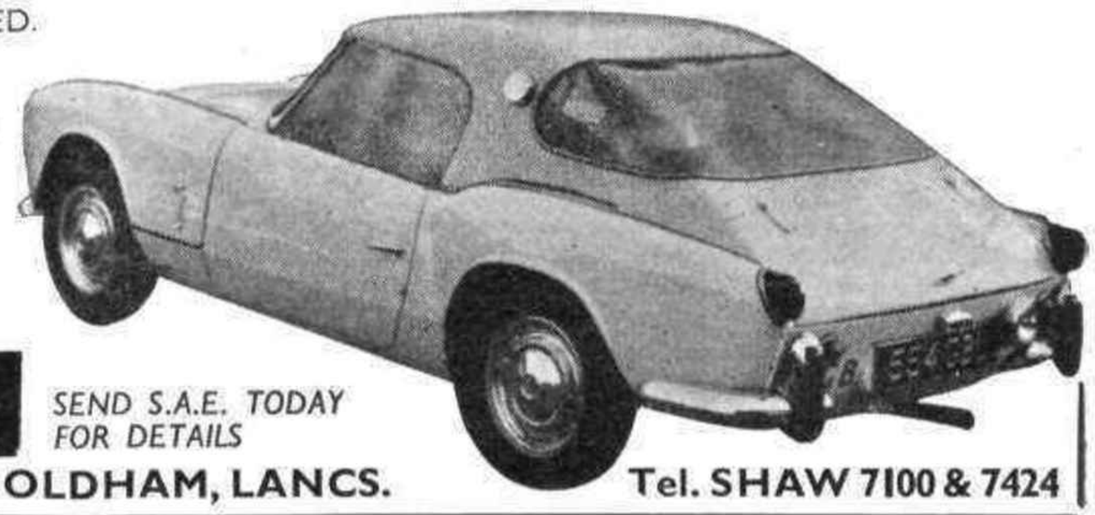
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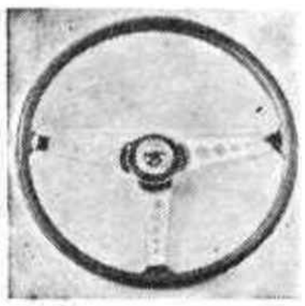


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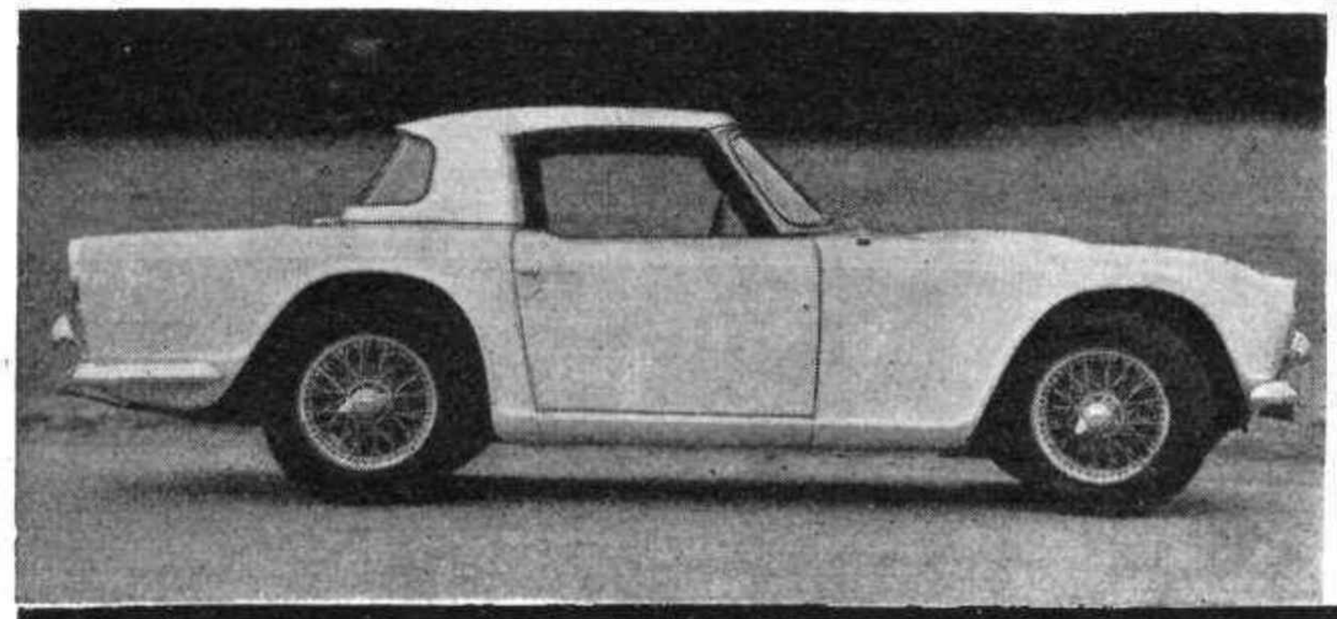
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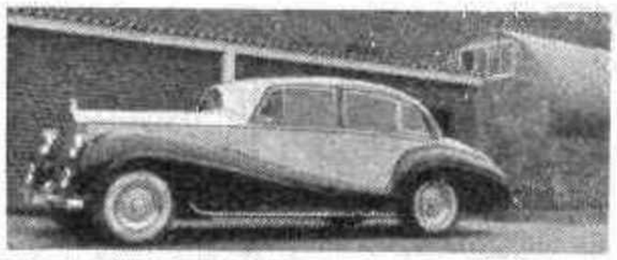
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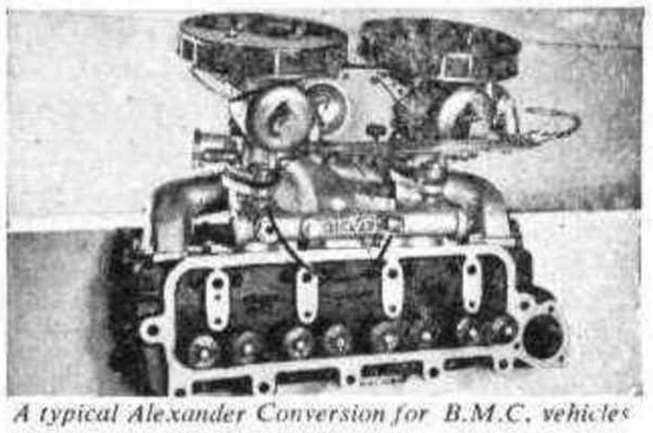
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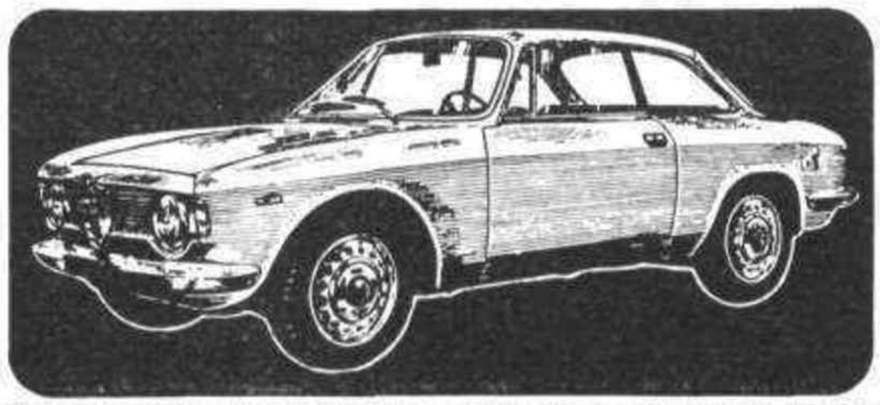
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**JAGUAR XK150,** 1956, fixed-head coupé with overdrive; top class example in grey, fitted push-button radio, spotlamps, heater, occasionals; red leather interior in excellent condition ... ... ... ... ... **£379**

**JAGUAR XK150,** 1962, fixed-head coupé; radio, heater, overdrive, safety belts; 34,000 miles passed A.1 mechanically; no scrapes or scratches, good maintenance history ... **£599**

**JAGUAR XK150 'S'-type** roadster, 3.4 engine, overdrive, heater; blue with grey leather, upholstery ... ... ... ... ... **£649**

**JAGUAR XK150 'S'-type 3.8** fixed-head coupé in red; overdrive. Shattering performance and excellent in appearance inside and out ... **£699**

**JAGUAR 'E'-type** roadster, 1962, 18,000 accident-free miles in capable hands; thoroughly genuine and respectable car; owner bought new Jaguar ... ... ... ... ... **£1,149**

**MERCEDES-BENZ 190SL,** 1961, detachable hard-top sports, R.H. drive; fitted radio, heater. Mouth-watering in the extreme; low mileage, impeccably styled, handsomely powered and thoroughly practical ... ... ... **£1,499**

**M.G.-B** sports 2-seater, 1963, in pale blue, dark blue trim and hood; radio, heater, screen-wash, Michelin 'X' tyres; one owner, small mileage. Wonderful motoring ... ... ... **£729**

**LANCIA Aurelia G.T.,** 1955. In pale blue. Delicious model in unmarked condition. Recommended ... ... ... ... **£499**

**LANCIA Flaminia coupé,** 1960. In pale grey, red hide upholstery, radio and heater. Magnificent car ... ... ... ... ... **£1,299**

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**SUNBEAM Harrington Alpine G.T.,** 1960. In white, fitted stage 3 engine, twin 38DCOE1 Webers, overdrive, twin Marchals, reverse light, safety belts, wood-rim steering wheel, Halda Speedpilot, tachometer, 4-branch exhaust, sports coil, bucket seats, heater. Indicated 26,000 miles ... ... ... **£649**

**SUNBEAM Rapier convertible,** 1962 series, in moonstone, with overdrive. A special purchase, low mileage and in exceptional condition throughout ... ... ... ... ... **£579**

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**1956 TRIUMPH TR3.** B.R.G. With hard-top, heater, etc. Good condition throughout. Any trial. Would consider part exchange for something cheaper. Hire purchase arranged. £250 (offers). John Rogers, 61, Holbrook Lane, Trowbridge. Tel.: Trowbridge 2641 (after 6 p.m.). [6132

**M.G. PB MIDGET.** Occasional four. Engine, bodywork, hood immaculate. £95 o.n.o. 22, Foxlands Avenue, Penn, Wolverhampton. Tel.: 38707. [6133

**J2 M.G., 1933.** Immaculate original condition. Rebuilt engine, body, wheels. Excellent tyres. Nearest £120. Also complete PA engine, gearbox; will break or sell whole. Beere, 44, Highlands Road, Wolverhampton. [6134

**TR3A, EXCEPTIONAL CONDITION.** White, black hard-top. Cinturatos. 100+ m.p.h. £335. Also Lotus Seven Series 1, tuned 100E unit. Full equipment, extras, but a little tired. Hence £199. Tel.: BARnet 7783. [6135

**LEA-FRANCIS 2½ SPORTS.** Original prototype, chassis number 5000. Body completely rebuilt, resprayed. Interior renovated, new seats, etc. Engine reconditioned 10,000 miles. In immaculate condition. Offers. Tel.: ENTerprise 7237. [6136

**1960 MODEL AUSTIN HEALEY** 3000, white, red interior. Immaculate condition. Never rallied, used as second car. All extras, including radio, wire wheels, overdrive. Part exchange considered. H.P. if required. "Kaylor," Church Lane, Marple, Cheshire. Tel.: Marple 1396. [6138

**TALBOT 75,** Roesch P.V.T. saloon, fair condition. £25. 8, Ash Grove, Chelmsford, Essex. [6139

**ROLLS-ROYCE, 1934, 20/25 h.p.,** Park Ward, coachwork hairy, very good condition. New tyres, new battery; mascot, handbook. Perfect running order. Taxed, insured, M.O.T. Please 'phone after 7 p.m., Tel.: Macaulay 1180. [6140

**DISMANTLING BN1.** Send for list. R. Burrough, 44, High Street, Sandy, Beds. [6141

**1929 ROLLS 20.** Very pretty Park Ward o/d. saloon, mushroom/black. Bedford cord upholstery. Recent engine overhaul. All tools, mascot, handbook. *Concours* condition, completely original. Probably best example anywhere. £365 o.n.o. Manning, 2 Beauchamp Road, Upper Norwood, S.E.19. Tel.: Redpost 2896 (office). [6142

**NEW HOUSE** with diminutive garage necessitates sale of my 1956 Armstrong Siddeley Sapphire 234. B.R.G. Overdrive. Good condition. Haggling starts at £115. "Bray Hill," Blandford Road, Corfe Mullen, Wimborne, Dorset. Tel.: Broadstone 870. [6143

**JAG. ENTHUSIASTS FORWARD!** Why not repair 1954 XK120 d.h.c. K.O.s, etc. Slight crash damage on driver side wing—needs new wing, rad., one S.U. and enthusiasm. £75. Tel.: Bristol 683833. [6144

**1959 FORD ASHLEY** GT; B.R.G. Modified engine, boxed chassis, c.r. gears, 4.7 c.w.p., 12v. electrics, 2LS brakes. M.O.T. Oct. 1965. £130 o.n.o. 23, St. Augustine's Road, Bedford. [6146

**HEALEY SILVERSTONE.** Engine rebuilt, balanced, h.c pistons. New differential. Unique hard-top. Exhilarating performance. Excellent condition. £260. Box No. 0401. [6147

**1959 JENSEN 541R,** 54,000 miles. Sapphire blue, beautiful condition, many extras. £875. Tel.: FRE 1067 (weekdays' evenings). [6149

**1962 ROCHDALE OLYMPIC,** A-type B.M.C. Resprayed B.M.C. red. Excellent example. £350. Moss, Parkway, Ledbury, Herefordshire. [6150

**1947 TA14 ALVIS** utility. Good condition. £60. Jeffrey, "Beamsley," Cheltenham Road, Painswick, Glos. Tel.: Painswick 2378. [6151

**LANCIA AURELIA B20** GT. R.H.D. Twin Webers, Nardi wood wheel, "X" tyres. Dark blue. Carrera brakes. Nov. 1958. Excellent condition. £775 o.n.o. Tel.: BAY 9284 (evenings). [6152

**BEAUTIFUL BLACK** and silver Daimler Century, July 1957, preselector; 39,000 miles, thought to be genuine. Kent. £320. Box No. 0402. [6153

**DAIMLER, 1952, 2½-LITRE** special sports. Cream and royal blue. Manufacturer's reconditioned engine 30,000. Total mileage 66,000. New hood. Cream respray. Immaculate car for a discerning owner. £300. Tupper, Tel.: Blandford 54. [6154

**M.G. TC, 1949,** good condition, many extras. M.O.T. until Aug. 1965. Offers over £100. Tel.: ELMbridge 4092 (dial ELM and ask for 4092). [6155

**RILEY KESTREL SPRITE.** M.O.T. £125 o.n.o. Riley Victor, 1938, big-port head. £75 o.n.o. or part exchange. M.O.T. Two very fine specimens. Spares for most models. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: Lee 8904. [6162

**SPRITE Mk. I,** Oct. 1960. Excellent condition. White. £314. Tel.: Ewell 4791 (evenings). [6163

**ARNOTT SUPERCHARGER,** complete all fittings for B16 Volvo, or car 1,500-2,500 c.c. New price £98. Just checked by manufacturers. £40. Tel.: PINner 8742. [6164

**M.G., 1937, SA** 2-litre, good condition. M.O.T. £80. 40, Heyes Avenue, Rainford, St. Helens, Lancs. [6165

**FRAZER NASH.** Mille Miglia. Excellent condition throughout. Works maintained. Tel.: Purcell, Tate Gallery 7070. [6166

**1964 SHIRLEY FIBREGLASS** saloon. £225 o.n.o. Full details from 51, Ponderry Rise, Catford, London. [6167

**BENTLEY MR** series Park Ward saloon, 1939, mechanically excellent, body fair. Box No. 0404. [6168

**AUSTIN SEVEN, 1928.** Good condition. £120. Details : Wheater, 8, Farfield Road, Rotherham, Yorks. [6169

**WITH REGRET, M.G.-A** Mk. II, 1962, one owner, I.h.d. 23,800 miles. Bronze body, black hard-top. Extras include oil cooler, sealed beams, screen-wash, heater, spots, racing mirrors, badge bar, Alpine horns, windtone horns, adjustable steering rack, competition seats, w/w., underseal, anti-roll bar, tonneau; h.c. pistons fitted and decoked at 22,000 miles; five new tyres. Sacrificed at £500. H.P. arranged. 34, Foden Avenue, Linley, Alsager, Stoke-on-Trent. [6170

**VERY PRETTY R.-R. 20** with Barker sedanca body. 20/25 engine fitted recently. £375. VW de luxe, 1956, immac. inside and out, only small rear window gives clue to date, £260. Also offers considered for 1928 Lea-Francis 2-seater tourer. Write, or 'phone Sunday mornings, A. T. Fraser, 30, Arundel Road, Cheam, Surrey. Tel.: VIG 3258. [6171

**1926 HUMBER 9/20** 4-seat tourer. Sound, original, low mileage light car. £150. Marsh, Castle Street, Framlingham, Suffolk. [6174

**ROCHDALE GT, 1959.** 1172 engine, Eight head, 4.7; boxed. Poor man's Elite. £120 o.n.o. Davies, 31, Walton Road, Tonbridge. Tel.: HOL 3688. [6175

**1936 BUICK, 37.8 h.p.,** Roadmaster saloon, 70,000 miles, two owners. Respray almost complete, rechromed Marchal headlamps; four new tyres. Numerous spares, including new crown-wheel and pinion, half-shafts, front suspension, rear axle, two blocks. All offers considered. Dunluce, 14, Moore Street, S.W.3. Tel.: KNI 6039, TAT 4444 (day). [6176

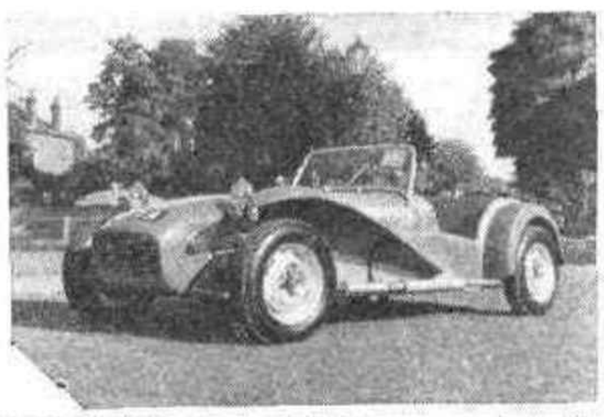
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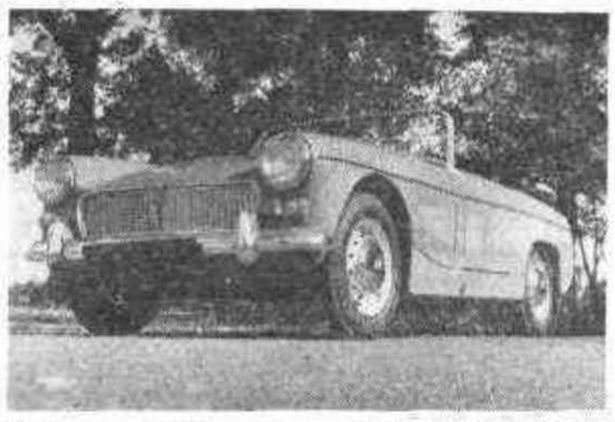


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**MORRIS Downton Mini,** 1960. Cherry red. A fantastic 100-m.p.h. "Q"-car fitted with Downton 1220 conversion, heater, Webasto roof, Interior Silent Travel and raised final drive ratio. One lady owner and 12,000 miles from new ... ... ... ... ... ... ... ... ... **£395**

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**TURNER 950,** 1960. A very pretty car in tartan red with black upholstery. B.M.C. unit, twin carburetters, Michelin "X" tyres, heater, etc. Only **£295**

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**AUSTIN HEALEY Sprite,** 1959. Finished in iris blue with dark blue upholstery. Equipment includes heater, tonneau and four new tyres. Only ... ... ... ... ... ... ... ... ... ... **£295**

**M.G.-B,** 1963. Quite unblemished in tartan red with matching cockpit. Fitted extras on this carefully used specimen include wire wheels, radio, heater, tonneau cover, etc. Only ... ... ... ... ... **£745**

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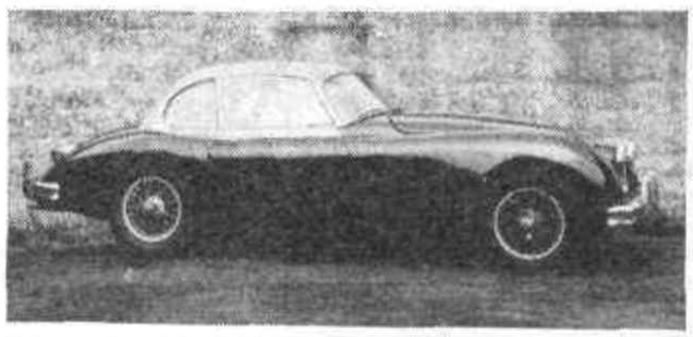
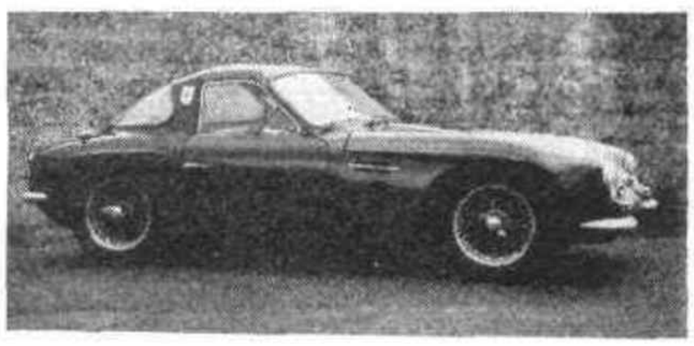
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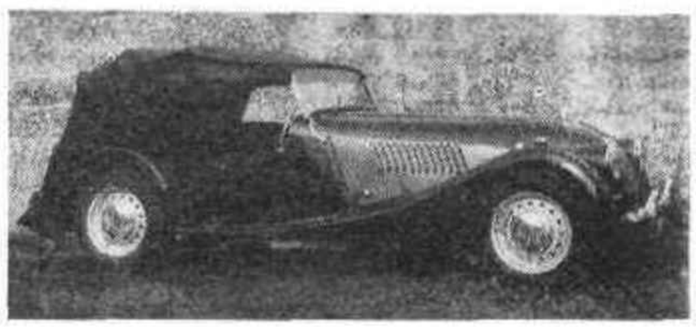
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**£755 M.G.-B.** Red, October, 1963. Various extras.

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**£375 JAGUAR XK150 1958 model.** Fixed-head coupé. Automatic. British Racing Green with grey roof.

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**£725 TRIUMPH TR4, 1962.** This car is in ivory with black trim. Fitted wire wheels, overdrive, heater, etc.

**£695 TRIUMPH TR4.** Ivory with black interior, heater, wood rim wheel, etc.

**£695 TRIUMPH TR4, 1963.** Finished in Sebring white with black interior and matching black surrey top. Overdrive, heater.

**£695 ALFA ROMEO Spyder, 1959.** Drophead coupé. Indigo blue with red interior, hard-top, etc. A truly superb specimen. Under offer.

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**£545 SUNBEAM ALPINE, 1961 Mk.II.** Red, wire wheels, overdrive, twin spots, wood rim alloy steering wheel.

**£545 BRITANNIA GT, 1961.** Finished in powder blue with matching interior. Propelled by 140 b.h.p. Zephyr unit, wire wheels, disc brakes radio, overdrive, etc.

**£395 T.V.R., 1960.** Finished in B.R.G. with fully modified 105 unit, twin Webers, etc.

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**£525 COOPER PORSCHE racing car.** Cooper chassis, Porsche Carrera engine. Fabulous performance, complete with trailer.

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**£445 M.G.-A roadster, 1960.** Red with black hard-top.

**£445 M.G.-A Twin cam roadster, 1959.** Ex-Dick Jacobs team car. Very fast, fitted hard-top.

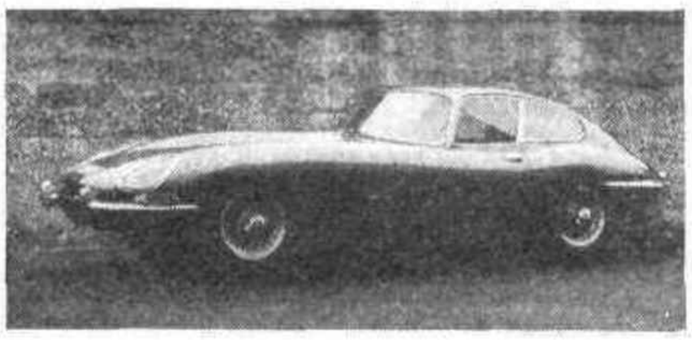
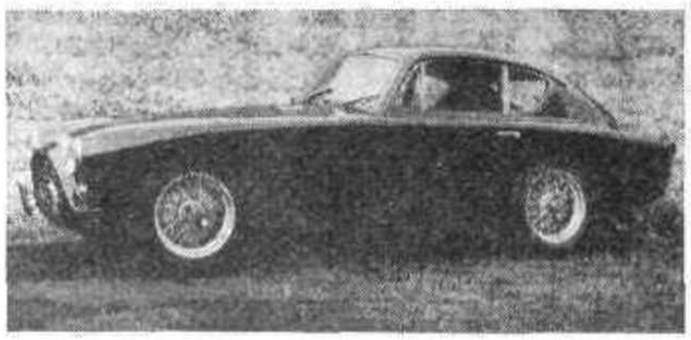
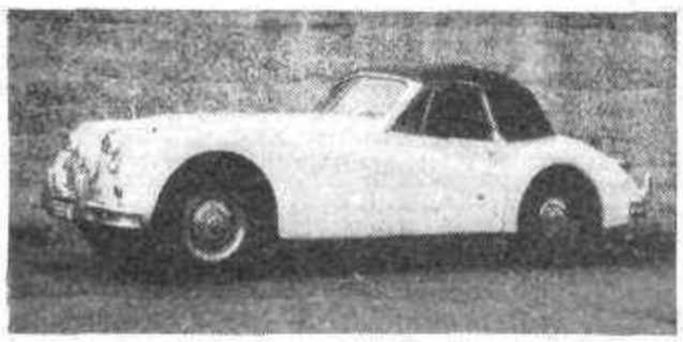
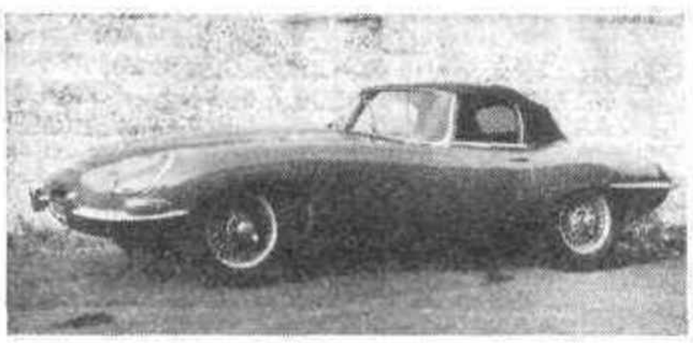
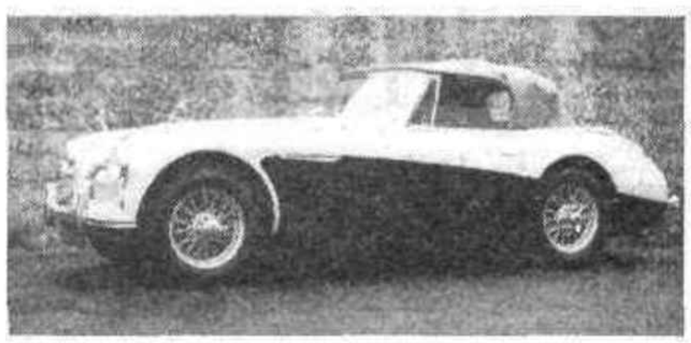
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**£445 TRIUMPH TR3A, 1960.** Powder blue with dark blue trim, exceptional. Under offer.

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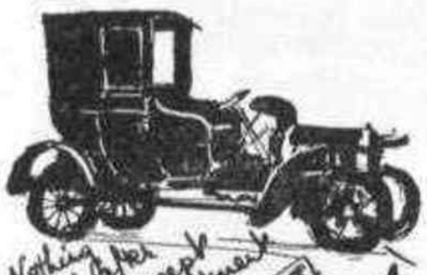
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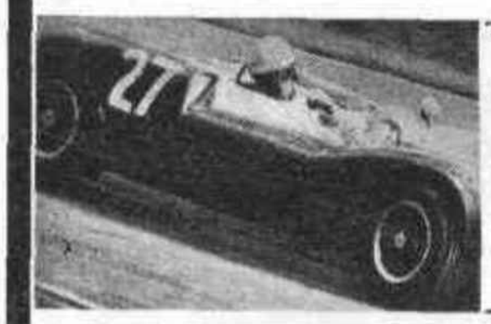
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**1939 ARMSTRONG 14,** under 70,000 miles. Engine sound, rear axle needs attention. Not taxed or insured. £15 o.n.o. 13, Cedar Road, Bromley, Kent. [6282

**ALFA ROMEO 1900.** R.H.D. Regd. 1961. Absolutely immaculate. Re-upholstered, carpeted, sprayed. Specialist engine recondition 11,000 miles. 105+ m.p.h. Best example in England. £325 or consider exchange TR3/3A, M.G.-A. Tel.: Crescent 5892 (evenings). [6283

**RILEY R.M.E. 1½,** late 1954. Works reconditioned engine and gearbox, 1963. Connaught green. Washers, heater, flashers. Very good condition. £185, or exchange Morris 1000 4-door, not earlier 1959. Haggle cash adjustment. Smith, 25, Mullway, Letchworth, Herts. Tel.: 2760. [6284

**TRIUMPH ROADSTER 2000,** 1949. Two-tone grey. P.V.C. hood. Excellent body, good mechanics. Extras. M.O.T. tested. £85 o.n.o. 1, Gregg House Road, Sheffield, 5. [6285

## FOR SALE—*continued*

**DAIMLER DB18 2½-LITRE,** 1951. Rare Barker coupé body. Radio, heater. Grey/black. Good condition. £200. Bristo. Tel.: Loxwood 479 (daytime). [6286

**SALE, FORD SPECIAL,** fibreglass body, tuned, heater, many extras. Good condition. £90. Silvester, Lasham, Alton, Hants. [6287

**RILEY LYNX SPRITE,** 1937, black. Concours condition throughout. Three owners. £240. 9, Ashendon Walk, Farnham Common, Bucks. [6289

**FORD GT ROCHDALE** Special. Tubular chassis, 15-in. wheels, 4.7 axle, c.r. box, wood-rimmed wheel, coil-springs. Reg. 1961. Requires slight attention. Making room for new 1100. £90 o.n.o. 33, Marina Road, Formby, Lancs. [6290

**MORGAN CLIMAX PARTS,** 1936-9: Chassis, cylinder heads, hubs, axles, etc. State requirements. Also 1935 B.M.W. 4-seater tourer minus engine. Murden, Yew Tree Grange, Clifton Village, Nottingham. [6291

**L.M.B. POP. SPARES:** Three 15-in. wheels complete with "X" tyres, £4 each. Hydraulic brake kit, £8. Rear hub spacer kit, £4. All 4,000 miles and perfect. Eddison, 1019, Edenfield Road, Rochdale. [6292

**LANCIA B20 GT,** 1958, immaculate condition. £674, or offer Tel.: Wordsworth 9486. [6293

**1929 HUMBER 9/20** saloon. Original owner, mileage 38,180. In good running order and in excellent state of preservation. Offers to Miss M. Pigott, 122, Victoria Road, Cambridge. [6294

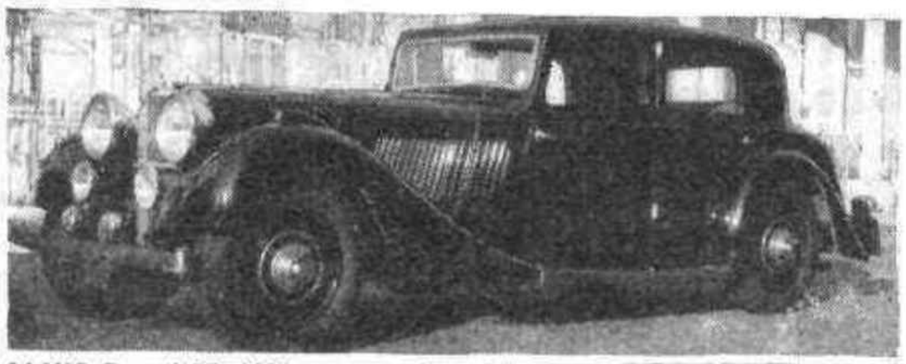
**M.G. J2.** Ford engine, hydraulics. Extras. Taxed, M.O.T. £115 o.n.o. 6, Hermitage Gardens, Romiley, Cheshire. [6297

**1959 LANCIA GT** Aurelia, 6th series. Grey. Nearly last example made. Recently checked by Lancia, England. Not immaculate but in good clean condition. Good reason for selling. £750 o.n.o. Ashley, 3, Green's Norton Road, Nr. Towcester, Northants. [6298

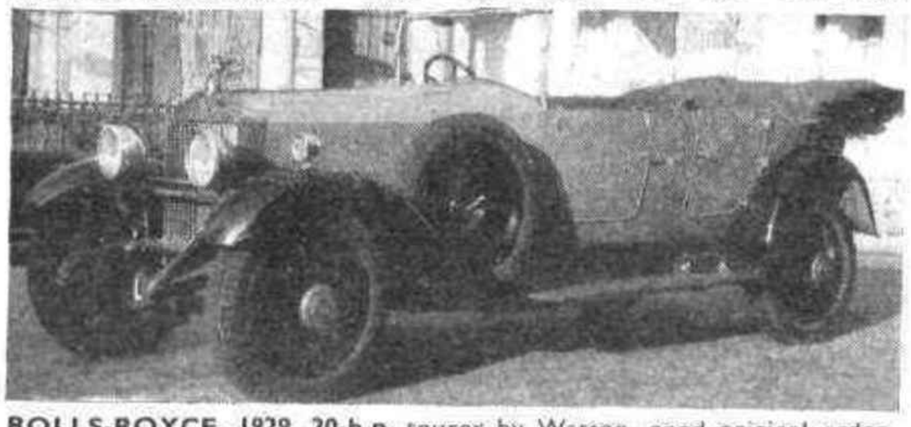

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**LANCIA Aurelia Spyder** 2-seater roadster, 1956, right-hand drive. Carefully maintained, excellent throughout ... ... ... ... **£595**



**ALVIS Speed 25,** 1936, sports saloon by A. Mulliner; detailed history; in quite exceptional order ... ... ... ... ... ... **£375**



**ROLLS-ROYCE, 1929, 20-h.p.** tourer by Watson, good original order, full weather equipment ... ... ... ... ... ... ... **£645**

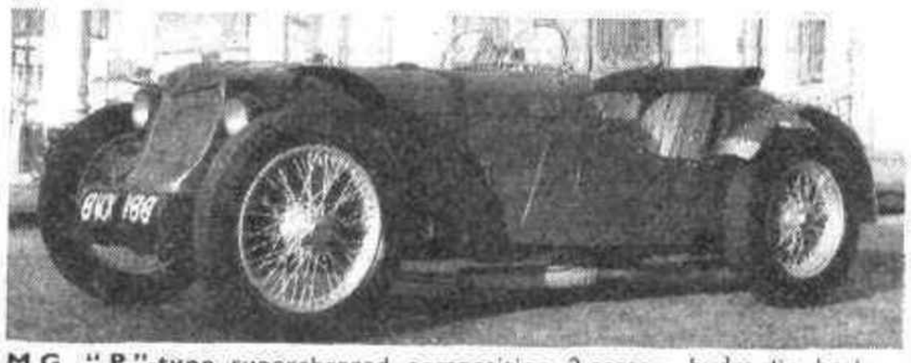


**1949 BENTLEY 4¼** Park Ward drophead coupé, in quite exceptional order ... ... ... ... ... ... ... ... ... **£975**

**1959 FERRARI 250GT Berlinetta,** 18,000 miles, immaculate condition ... **£2,200**
**LANCIA Aurelia GT** coupés, choice of two from ... ... ... ... **£450**
**ALFA ROMEO Giulietta Sprint** coupés, choice of two from ... ... **£475**
**1949 LANCIA Aprilia** saloon, one of the last made, in exceptional order ... **£250**



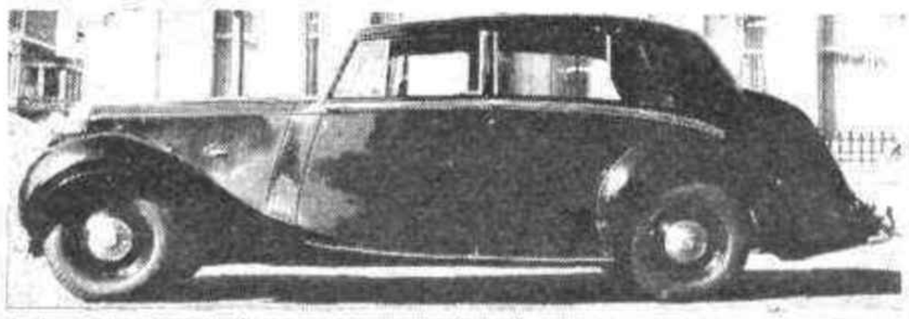
**BENTLEY, 1935, 3½-litre** Park Ward drophead coupé. Bills for recent engine and chassis overhaul; complete restoration in progress.



**M.G. "P"-type** supercharged competition 2-seater, hydraulic brakes, lightweight body, engine rebuilt ... ... ... ... ... **£195**



**FRAZER NASH Le Mans Replica,** fitted with d.h.c. body. New BS4 engine, over £600 spent recently ... ... ... ... ... **£595**



**1948 ROLLS-ROYCE Silver Wraith** touring saloon, excellent order ... ... ... ... ... ... ... ... ... **£695**

**ASTON MARTIN DB2** "PPJ 2," famous competition car ... ... **£395**
**ASTON MARTIN, 1930, International** 4-seater tourer, completely rebuilt **£315**
**ASTON MARTIN, 1935, Mk. II** drophead coupé, engine rebuilt ... **£320**

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**AN EXTREMELY WELL**-cared for Sunbeam Supreme Mk. III. With very attractive two-tone blue-grey paintwork. 1955 model 4-seater sports coupé. In absolutely first-class condition throughout. Fitted with new hood, " X " tyres, radio, heater, overdrive, trims, spots, mirrors, etc. Taxed and tested to Aug. 1965. One owner to 1962. I would like to sell by middle Nov. latest, and ask about 220 gns. " A.D.", 62, Hartley Down, Purley, Surrey. Tel.: UPLands 9647. [6299

**BUGATTI TYPE 23** dismantled. Part restored. No body except scuttle and bonnet, etc. No time to complete. Best offer secures. Tel.: Cleckheaton 3857. [6300

**1926 BENTLEY 3-LITRE** 2-seater with pointed tail, very sound and original condition. New mags. and cross-shaft gears, new 3.53 crown-wheel and pinion fitted. £325 or offers. Box No. 0413. [6301

**SINGER 1½-LITRE** sports (P.V.T.). Triple carbs., giving 70+ in third. All original. M.O.T. and taxed. Lilley, 33, Hampstead Hill Gardens, N.W.3. Tel.: HAM 2261. [6302

**BENTLEY 3½** Park Ward, 1934. Every extra. Excellent condition. £350. Also new 155/380 Michelin cover, £5. Nicol, Rectory Road, Lowestoft. Tel.: 2358. [6303

**VANGUARD ENGINE,** factory reconditioned 1,500 miles, £35 o.n.o. Twin S.U. manifold and other accessories available. Holmes, School House, Kirkby Stephen, Westmorland. [6304

**ELEGANT MERCEDES** kabriolet, 1939, excellent condition. M.O.T. New brakes, hood, spares engine. £200. Box No. 0414. [6305

**VINTAGE BURNHAM** coach, 1929 Austin 16/6. Good condition. Seven tyres. £80. Box No. 0415. [6305A

**LEA-FRANCIS 1,767-c.c.** roadster, 1949. Good mechanics, excellent tyres. Body requires repaint and hood. £85. Peter Allen. Tel.: Staines 53608. [6306

**M.G. Y-TYPE.** Runner. Suitable spares. £10. Tel.: Ladbroke 5580 (after 6 p.m.) [6307

**M.G. MAGNETTE, 1957.** Good condition. £250, or exchange vintage tourer. Croft Cottage, Greenhill Bank, New Mill, Huddersfield. Tel.: Holmfirth 1107. [6308

**AUSTIN HEALEY BN1,** 1955. Recent replacement engine and clutch. Four new tyres, heater, hard-top, tonneau. Very nice car finished in red. Will haggle around £200. " Bellapais," Yale Road, Woodfalls, Wilts. Tel.: Downton 642. [6309

**1939 H.R.G. 1100.** Good condition. Offers around £175, or exchange small car and cash. Tel.: Sheffield 361839 (after 8 p.m.). [6310

**M.G.-B, SEPT. 1963.** Blue. W/w., belts, heater, tonneau. £720, H.P. arranged. J. Eyes, Tel.: Laindon 3749. [6311

**DAIMLER SP250.** Excellent condition. White with tan interior. Wire wheels. 29,000 miles. £550 o.n.o. Tel.: Four Oaks 1108 (Warwicks.). [6315

**BOND EQUIPE GT,** Aug. 1963, 15,500 miles only. In white. Superb condition. Cost new £820. Have purchased larger car for business. Will accept £550 o.n.o. Tel.: Leeds 687315 (after 6 p.m.). [6313

**1938 ALVIS** Speed 25, Charlesworth saloon. Overhauled engine. Excellent bodywork condition, good tyres. £200. Also 1928 Morgan aero-bodied 3-wheeler, J.A.P. engine, in good running order. £85. Tucker, St. Michael's Road, Burnham-on-Sea, Somerset. [6314

**TR3, 1958.** O/d., Konis. Good condition. Sensible offers. D. Munro, 70, Mapperley Hall Drive, Nottingham. [6316

**BRISTOL 403, 1954.** B.R.G. Good condition. Reconditioned gearbox; two spare wheels, six good tyres. Seat belts. Brakes relined. £450 o.n.o. 151, Woodhouse Lane, Leeds, 2. [6317

**ALPINE II, 1961,** hard-top, o/d., heater. Perfect condition. Twins just arrived, must sell quickly—only £510. Marcuard, 7, Dolphin Court, Staines, Middlesex. Tel.: SOUthall 2388 (office hours). [6318

**MORGAN J.A.P. 1,100-c.c.** water-cooled Aero Sports, 1931. In splendid order. Recently rebuilt. £150, but will haggle. Latimer, 31, Cumberland Street, Woodbridge, Suffolk. Tel.: Woodbridge 258. [6319

**1932 CHRYSLER SIX** sedan, 19.8 h.p. Running. M.O.T. £47 10s. Goswell, 78, Quantock Road, Durrington, Worthing, Sussex. [6321

**M.G. 1½** saloon, black. Late 1950. Mechanically superb; body sound, no damage; rust around edges. Good tyres. £75. Tel.: Bowes Park 4274 (Clarke). [6464

**119 VINTAGE** *Motor Sports,* including complete 1948 (ex November) to 1955 (ex April); rest 1940-59. Best offer on £5. Tel.: Odiham (Hampshire) 160. [6466

**1938 MORGAN 4/4.** Rebuilt. Refitted. M.O.T. Excellent condition. Enthusiast owned. Offers. Peel, Bata Hotel, East Tilbury. [6322

**1961 (OCT.) FORD** Anglia, 105E Classic engine just fitted. Original finish. Money needed. £350 o.v.m.o., H.P. may be arranged. Tel.: WIM 8793 (evenings). [6323

**1959 AUSTIN HEALEY** Sprite. Full history known from new. Gen. low mileage. Radio, heater, burglar alarm. Immac. Any trial. H.P. arranged. £299. Please ring, Tel.: LAK 2635. [6324

**RILEY 1½, 1948.** Good condition, new roof, " X "s, heater, Gold Seal engine. £100 o.n.o. 18, North Riding, Bricket Wood, Herts. [6325

**MERCEDES-BENZ.** Type S, SS and SSK instruction and maintenance manuals for sale. For details write : Bottomley, 59, Dane Road, Stoke, Coventry. [6326

**M.G. MIDGET,** white, 1962. Mich. " X " tyres, radio, wheel, discs; most extras. £395 o.n.o. Tel.: Ashtead 2985. [6327

**T.V.R. GRANTURA,** immaculate, improved M.G.-A engine, 115 m.p.h., 24,000 miles; white. £475. Tel.: Manchester PYR 3478. [6328

**DAVID BROWN** 2.6-litre twin-cam engine/box. Used one year only. Offers. 64, Kingswood Road, Fallowfield, Manchester, 14. [6330

**1960 ASHLEY BODY** Ford GT. Rebuilt 1964. New " X "s, 15-in. wheels, new battery, fully instrumented, 4-speed c.r. gearbox, 4.4 : 1 back axle. Immaculate throughout. £130 o.n.o. cash. Tel.: LEE 7611. [6331

**COOPER-J.A.P. 500, Mk. VIII.** Engine rebuilt. Resprayed. Chromed suspension. Very fast. Good trailer. Scarfe, Thornhill, Overland Close, Langland, Swansea. Tel.: 66165. [6332

**RILEY NINE MONACO,** 1937. Excellent specimen. Twelve-month long overhaul just completed. £80 to Riley addict. Briggs, 43, Cole Valley Road, Birmingham, 28. Tel.: SPRingfield 4730. [6333

**BENTLEY, 1939, 4¼ MX** H. J. Mulliner high-vision sports saloon, 52,000. Midnight blue/black. Complete mechanical rebuild H. Smith 6,000 miles ago; P5 valves, 9.5 comp., Smith's exhaust manifold; bills £1,450. Stereo radio, heater, elec. blind, tools. The prettiest fast post-vintage saloon available. £1,250 delivered. Howard, Tel.: CHI 2876. [6334

**1961 E-TYPE** roadster, modified to 1964 specification. 29,000 miles, hard-top, radio. Magnificent condition. £930, or consider exchange for smaller sports car. Tel.: Coventry 22021. [6336

**ISIS, 1932,** owner-driver saloon, two previous owners, original throughout. Beautiful inlaid woodwork, upholstery immaculate. Paintwork and body excellent. Mechanically excellent. Hydraulic brakes, free-wheel, automatic clutch, new battery. Approaching *concours* condition. M.O.T. Sept. 1965. £120 o.n.o. Tel.: Llangarron 209 (evenings). [6337


**BENTLEY 4¼ litre**
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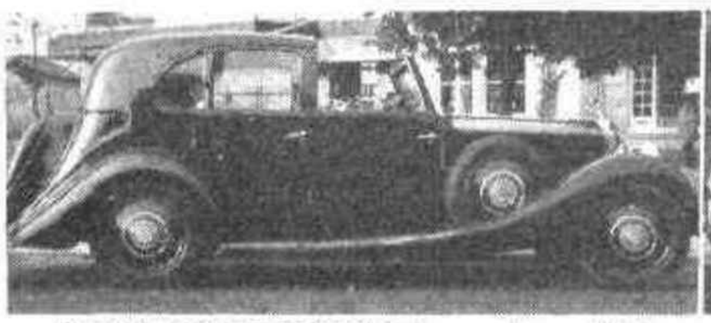
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**ROLLS-ROYCE 20/25** Windover sedanca, 1936. One private owner until 1961, one since. Unusual interior in brown silk damask with loose covers and a great deal of polished walnut woodwork. Basically very good both bodily and mechanically, but paintwork and rear trim needs some attention, which we can do if required. **Price as it is, £475**



**BENTLEY** James Young 2-door sports saloon, 1950. Full-flow engine recently decarbonized, mechanically good, bodywork structurally excellent, but paintwork in sand and sable only fair and original interior in combination of red and beige hide basically good, but could be improved upon. This car offers an opportunity to acquire a distinctive, coach-built Mk. VI with only minor faults at a very down-to-earth price, namely **£345**



**LANCHESTER 23-h.p.** limousine, 1927. This stately carriage, whilst not in *Concours* condition, has recently been retrimmed throughout, recarpeted and repainted to quite reasonable standards, is highly original and surprisingly good mechanically and will provide distinctive, comfortable, commodious and reliable winter (and summer) vintage motoring at the modest price of **£165**

**ROLLS-ROYCE Wraith,** W.H.C. Series, first registered August 1945, sports saloon by Windover with electric division. White on pearl black, beige interior. Recently fitted new rings, exhaust system overhauled, brakes relined, new tyres throughout. Indicated mileage of 84,000 almost certainly genuine. A very good and attractive-looking pre-war Wraith. **£545**

**ROLLS-ROYCE 20/25,** 1933 Series, with excellent aluminium-panelled estate body built 1954. Interior panelled and trimmed throughout, twin rear doors; would make excellent motor caravan conversion. Good chassis, excellent paintwork, etc.

**ROLLS-ROYCE 20/25** 'D'-back owner/driver saloon by A. Mulliner, December 1935. Black, blue leather interior. Not outstanding in any way, but excellent value.

*We need space and will consider sensible offers on either of these last two cars.*

By the end of November, we hope to have completed sundry body renovations on a 1938 **ROLLS-ROYCE P. III** Windover limousine which has genuinely only covered 23,000 miles from new in the hands of one owner. This unique car will then be available for sale at at figure of approximately **£2,000.**

**BENTLEY R-Type Automatic,** Standard Steel, 1954, black and cherry red, red interior. Genuine 80,000 miles and a very outstanding car which we have serviced for the past 2½ years. **£925**

**BENTLEY R-Type,** 1953, Standard Steel, syncromesh. Black, beige hide interior, fitted new tyres, just serviced by us and exhaust system overhauled. No particular history, but an extremely sound specimen sensibly priced at **£575**

*All vehicles sold in running order carry a M.O.T. Certificate.*

**BENTLEY, 1939, MX** (overdrive) Series, Barker drophead coupé. Last owner six years, new rings just fitted, decarbonised, etc. Mechanically first-class, bodily not *concours*, but sound and receiving attention to paint and interior by ourselves. **£495**

**ARMSTRONG SIDDELEY " Typhoon "** saloon, 1948. Original paint and trim; indicated mileage of 64,000, reconditioned engine approximately 20,000 miles ago. Presentable and reliable transport. **£95**

**AUSTIN A.99 Westminster,** 1961. Unusual in having 4-speed floor-change, electric overdrive, Armstrong Selectaride shock-absorbers, rev.-counter, tuned engine. In first-class condition both bodily and mechanically. Does 110 m.p.h. and handles properly. **£545**

**BORGWARD Hansa 2400** 6-cylinder, 1958. A rare model for which all spares are available, with even rarer Pullman 4-door body. Looks, performance and quality similar to a 220S Mercedes, but half the price, namely **£395**

**DAIMLER One-O-Four** sports saloon, 1959, pre-selector. Bronze-grey with red hide interior, 2 owners, mileage under 50,000. First-class coachwork and major engine overhaul just completed, and therefore outstanding value at **£550**

**DAIMLER DB18 2½-litre** Barker Special 3-seater coupé, 1952. Silver and pearl grey, matching interior; radio; indicated mileage 49,000 probably genuine, and an extremely good specimen in every way. **£295**

An almost identical car, also 1952, with radio, similar mileage and condition, but bronze with beige hood and interior. Also **£295**

**Immediate Hire Purchase and Insurance facilities can be arranged.**
**All types of part-exchange considered.**

**PAYNES PARK, HITCHIN, HERTFORDSHIRE**

## FOR SALE—*continued*

**VINTAGE RACING ALVIS,** 1930, 6-cyl. 2,245-c.c. beetleback sports. Engine, transmission rebuild 1964. Balanced engine, c.r. gears, lowered chassis, etc. 90+ m.p.h., 24 m.p.g. Silverstone 1-28. Ideal towing/racing. Mechanically faultless. £310. Simpson, Brooklands, Crockenhill Lane, Eynsford, Kent. Tel.: Farningham 3407. [6196

**M.G. MIDGET,** Aug. 1963. Owner-mechanic maintained in first-class condition. Standard extras. Undersealed. 17,000 miles. Owner going abroad. £480. Lynch, 170, New Lane, Huntington, York. [6197

**ALFA ROMEO 1900** Super, June 1955. Reconditioned engine. M.O.T. Mich. " X." R.H.D. New battery. 100-m.p.h. car. Excellent condition. £245. 17, Market Square, Cannock, Staffs. Tel.: 3165. [6198

**MORGAN THREE-WHEELER,** 1938, MX2 Matchless engine, extensively overhauled, hydraulic brakes. £135 o.n.o. 91, Hind Hill Street, Heywood, Lancs. [6199

**M.G. TC.** B.R.G. Good mechanics, bodywork. Extras; good tyres. £145 o.n.o. Allsop, Tel.: King's Langley 3508 (Herts). [6200

**1962 TRIUMPH TR4,** white with black hood. Overdrive, radio; new set of Dunlop high-speed tyres. £625. K. Hetherington, 26, Newlands Road, Lancaster. Tel.: Lancaster 66724. [6201

**TR3A, 1961.** Firm's car forces very reluctant sale. New " X "s; heater; new clutch; discs; ivory body; black hard- and soft-tops; tonneau; red trim. Excellent all round; very fast. £535. Box No. 0406. [6207

**DELAHAYE, 1948.** Drophead coupé by Pennock, maroon and grey. Recently rewired, new tyres, Cotal gearbox. Excellent condition throughout. M.O.T., taxed June 1965. £350 o.n.o. Dr. Shelley, Tel.: Ashtead (Surrey) 2196. [6208

**BRISTOL 400,** excellent condition, 85C engine, good tyres. Must sell, going abroad, haggle starting at £325. Box No. 0407. [6209

**MINOR 1000, 1958,** convertible. B.R.G. Twin S.U.s, Derrington head, balanced. Recent overhaul, exceptional condition, many extras. M.O.T. £245 o.n.o. 1, Beatrice Road, Edmonton, London. [6210

**1934 LAGONDA RAPIER.** M.O.T. tested. Bodywork needs attention. Write or call, S. D. Harrison, 16, Addison Court, Ray Park Avenue, Maidenhead, Berks. [6216

**1932 SUNBEAM SIXTEEN** saloon. Luxurious P.V.T. gentleman's carriage. Three owners. Bodily and mechanically excellent. 20 m.p.g., no oil. Sunshine roof. Taxed, tested, well shod, numerous spares, handbook. Room wanted. £150. Young, 13, Regent Street, Melton Mowbray. Tel.: M.M. 2341. [6211

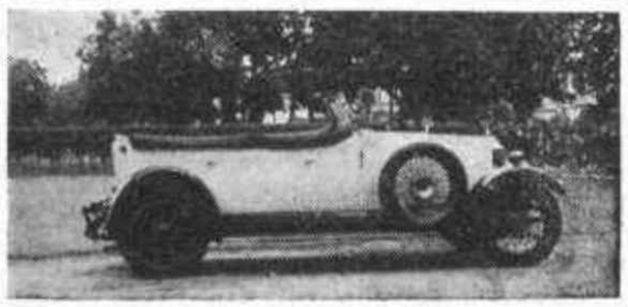
**JAGUAR XK150S F.H.C.,** 1960, 3.8 engine. Dark blue. Well maintained. £600. Arrowsmith, Batchworth Heath, Rickmansworth, Herts. Tel.: Northwood 24051. [6212

**ROLLS-ROYCE WRAITH,** 1940, sports saloon by Park Ward. Grey and black. Good tyres, radio and heater. An attractive car, general condition good, but electrics need some attention. £485. Fairbrother, Chaloner House, Washbrook, Ipswich. [6213

**1934 ROLLS-ROYCE 20/25** Park Ward saloon. As P.25 " Rolls-Royce in the 'Thirties." £175. Mitchell, 34, Sherborne Avenue, Luton, Beds. [6215

**1934 RILEY MONACO** and Merlin spares. Engines, gearboxes, axles, etc. Byworth, 68, Belper Road, Derby. Tel.: Derby 46210. [6214


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**Cockshoot body in good original condition.**
Many spares and extras, *i.e.*, rear windscreen, wheel discs, magneto.
**First offer over £750 secures.**
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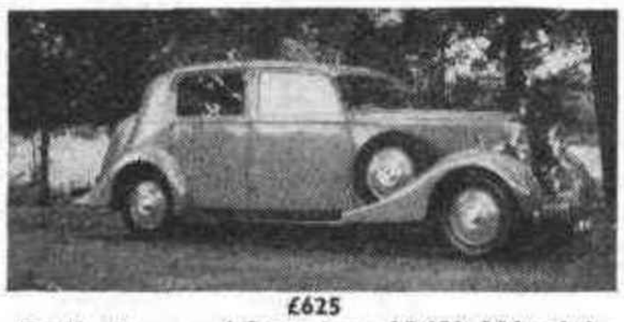
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**RILEYS.** 1952 RMB 2½, red saloon, 59,000 miles from new; excellent throughout, £150; or very clean little 1935 Kestrel Nine, twin carbs., £40. Both these Rileys are above average original examples. Regret one must go. 70, Chestnut Avenue, Mickleover, Derby. [6226

**MORRIS 10/4, 1933.** M.O.T. Many spares, including engine. Offers to Tel.: Dartford 24638. [6227

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**1954 MERCEDES 220,** good condition. Heater, radio, sun roof; engine overhauled. Converts to sleep children in back. Family forces sale, £190. Procter, Tel.: Camberley 23844. [6231

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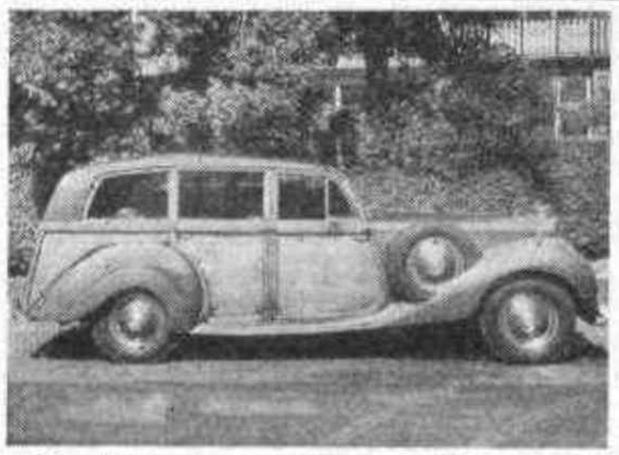
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**JAGUAR XK150** fixed-head, 1958. Grey with red int. Immaculate throughout. Just resprayed and overhauled. Must be seen. £425 o.n.o. H.P. and part exchange arranged. Tel.: Kidmore End 3101 (Nr. Reading). [6341

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**B.M.W. 700 COUPE.** Beautiful 1963 car maintained regardless of cost. Fitted with pile carpets, radio, spotlights and seat belts. Engine is to full works specification with big valve heads, etc. Suspension mods include SP3s and Konis. The car has never been raced or rallied, and there is a genuine reason for a quick sale at £525 o.n.o. Tel.: Slough 22459. [6355

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**FORD-TYPHOON 1172,** 1963. 3,000 miles since new. £175. Baxter, " Rafters," New Barn, Dartford, Kent. [6382

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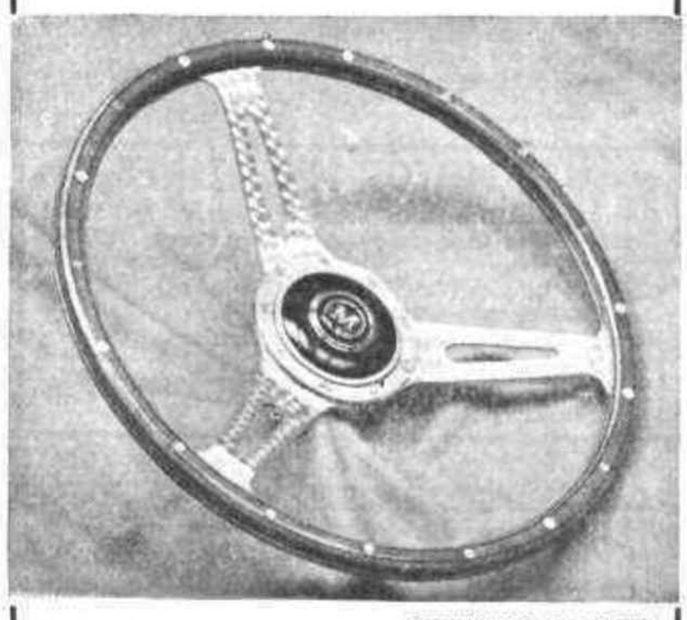
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**WOLSELEY 6/99** front suspension complete with wheels/tyres. Jowett Javelin rear axle (unused). M.G. J3 gearbox. " Broadlands," Barrow Hall Road, Lt. Wakering, Essex. [6398

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**ALVIS SPEED 25,** 1936. Charlesworth aluminium saloon. Excellent condition. £150. 22, Gillsway, Kingsthorpe, Northampton. [6401

**DELLOW.** Excellent condition. Hood, sidescreens. £120, offers. Bishop, 62, Monkshaven, Stanford-Le-Hope, Essex. [6402

**M.G. TC.** Good all round. Just decoked. New battery, oversize rears, heater, tonneau. £185. Tel.: WOR 3907. [6403

**E.R.A.-TYPE BODY,** Hudson racing car, 2-seater. Complete overhaul, with new tyres. M.G. 2.6-litre engine. Brooklands raced. This car has been out only three times this season : Silverstone, Brighton and Firle Hill-Climb, which it won its class at 30.66 sec. £150. No offers, serious inquiries only. M. Potter, 27, The Glade, Old Coulsdon, Surrey. Tel.: Brixton 3270 (day), Downland 3845 (evening). [6404

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**1927 SWIFT** 4-seater tourer. Stored five years. Complete and partly restored. Space needed. £50 o.n.o. Tel.: Aylesbury 4893. [6407

**SPORTS/RACING CAR.** Ideal to start racing with. Highly-tuned 105E engine/gearbox unit. £195 o.n.o. Box No. 0425. [6408

**ROLLS-ROYCE P. III** engine cradle on trunnions, together with appliances for complete engine overhaul; £20. Steel, 47, Sandford Road, Chelmsford. [6409

**1946 JAGUAR,** good engine, tyres, electrics, etc. Bodywork reasonable. £35 o.n.o. Tel.: Downland 1504 (Surrey). [6410

**M.G. TC SPARES.** Engine, £20. Block, cylinder head, axles, etc. Many other spares. 1, Third Avenue, Sundon Park, Luton. Tel.: 53778. [6411

**PEUGEOT 403, 1957,** good condition. £235. Graham, Pondholton Farm, Witham. Tel.: 3127. [6412

**ROLLS P. III** Hooper limousine, 1937, regd. 1950. Good but needs repaint. £300. 1936 Alfa Romeo 2300 6C drophead coupé, £150. 1937 Delage D670, clean, sound, repainted; £100. Spares for P. I, P. II and 20/25. Room needed. For details : Tel.: Hexham 3311. [6413

**SPRITE, 1960.** Blue. Heater, tonneau, carpets, " X "s, other extras. Excellent condition. £295. 64, Brookmans Avenue, Brookmans Park, Herts. Tel.: Potters Bar 54610. [6414

**SUPERCHARGERS :** Shorrock, Arnott, £25 o.n.o. Burrows, Farley Court, Farley Hill, Reading. Tel.: Eversley 3246. [6415

**ACE-BRISTOL, 1957.** Disc brakes. Unmarked body, interior and hood. Engine just reconditioned. £635. Box No. 0427. [6416

**DISMANTLING DAMAGED TR3As :** Wire wheels, engines, tyres, bodyshells and sections; many other TR spares. Crashed TRs bought, spot cash. 431, Upminster Road North, Rainham (Tel.: 2136), Essex. [6418

**M.G. 1½** saloon, 1950. Excellent condition. H.M.V. radio. 46,000 miles from new, believed correct. £120. Also 1934 Austin 12/4. Unique 2-sealer " Doctor's coupé " by Gordon, in outstanding condition. Engine damaged by fire. Towable; spares included. Offers. Tel.: St. Faith's 258 (Norfolk). [6419

**LANCIA AURELIA SPYDER** by Pinin Farina, 1956. Splendid example of this rare model, very recently recellulosed in Italian red. Foldaway hood and full tonneau in white. Owner buying horrid little house without garage. Exchange, therefore, Mini or similar. Price £675. Briggs, Flat 1, Harrow House, Madeley Road, Ealing, W.5. Tel.: PER 9621. [6420

**M.G. TC, 1947.** Just resprayed B.R.G. Recon. engine, just overhauled. A classic example. £200 o.n.o. Tel.: KIPling 5611. [6421

**RILEY GAMECOCK** 2-seater. Excellent condition. Body and mechanics in original condition. Good tyres and weather equipment. £155 o.n.o. Willies, 54, Park Avenue, Harpenden, Herts. [6422

**SUNBEAM RAPIER, 1959,** convertible. Excellent condition. Blue/black. £350 o.n.o. Giles, 25, Mortimer Road, Ealing, W.13. Tel.: Perivale 8175. [6423

**JAGUAR E-TYPE, 1962,** July, fixed-head coupé in near opalescent blue. Genuine 23,000 (confirmed), never crashed, private touring only. Instant H.M.V. radio, four nearly new RS5s. Magnificent condition, taxed. £1,150. Might exchange. Grange Farm, Bredon, Tewkesbury. Tel.: Bredon 366. [6424

**DUNLOP ELEKTRON WHEELS.** Two 15×4.50, two 15×5.00. Lockheed brakes, 8 in.×1¼ in. Twin master cylinders. Two Cooper leaf-springs. One bucket seat. All unused. £30. Hepworth, 2, Broomhall Avenue, Bradford Road, Wakefield. Tel.: 4389. [6425

**BRISTOL 401.** Metallic silver—very pretty and dashing. Good condition. £280 o.n.o. Details of mods., etc., from Tel.: AMBassador 5435 (London). [6426

**TRIUMPH ROADSTER 2000.** New hood, clutch, brakes. Offers around £65. 10, Palm Grove, Birkenhead. [6427

**ALVIS, 1937,** Speed 25 tourer, in fine condition. Full details from Box No. 0428. [6428

**1959 SPRITE,** one engineer owner. Radio, heater, many extras. Good condition. £300. H.P. available. Sturgess, 17, Dora Road, S.W.19. Tel.: WIM 2441 (after 6.30 p.m.). [6429

**1948 HEALEY ELLIOT** aerodynamic coupé. Lightweight aluminium body, Perspex windows. Superb cardinal red with off-white leather interior. Lucas P.700 headlights, four new tyres, two new batteries. Tuned 2½-litre engine gives well over 100 m.p.h. and 28 m.p.g. £150. Letters please to Thurston, Rudge, Church Brampton, Northampton. [6430

**M.G. 2547, 1933,** M.G. J2 for sale. Good condition. £65 o.n.o. Lowe, 40, Barr Common Road, Aldridge. Tel.: Aldridge 53438. [6431

**ALVIS GREY LADY,** 1954. Engine and bodywork first class. Wire wheels. Metallic blue. £250. Moor End Garage, Staveley, near Knaresborough, Yorkshire. Tel.: Copgrove 329. [6432

**LANCIA APRILIA, 1940,** maroon. Sound body. Recently reconditioned : radiator, water pump, front suspension, clutch, brakes, half-shafts. Battery charger, heater, demister, w/washers. Grille rough. Taxed, M.O.T. Aug. 1965 £100 o.n.o. 16, Horton Crescent, Rugby. Weekends. Tel.: 3805. [6433

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

## FOR SALE—*continued*

**TR3A, 1959** (Dec.). H/top, s/top, tonneau. O/d. 2nd, 3rd, top. Four new "X"s, radio, heater, spots. Almost virginal. Extradition order forces sale. £450 or offer. Willmore, Townsend House, Sawbridgeworth, Herts. Tel.: 2351. [6435

**RACING FORD 10.** All mods. 50 b.h.p. Unused. £50. Close-ratio gearbox, also 4.7 : 1 c.w.p., all unused. Tubular chassis frame; Cooper front axle; early Cooper 500 chassis frame; Austin Seven Special with Cambridge Eng. body; also A.7 chassis complete. Ford Anglia chassis complete. All above clean and good. Tel.: Hurstpierpoint 2174. [6436

**AUSTIN HEAVY 12/4,** complete drivable chassis, four new 21-in. tyres, excellent engine; host of spares. £50 delivered. Tel.: Hurstpierpoint 2174. [6437

**BREAKING TR2.** Pranged front. All parts cheap. Engine bent, no gearbox or rear axle. Tel.: BAR 6663 (after 6 p.m.) for details. [6438

**M.G. ENTHUSIASTS!** TC M.G., B.R.G. New clutch, diff.; engine excellent, good hood. Some attention still required. Owner emigrating December. What offers? Tel.: ENT 8275. [6439

**TR2, 1955.** Excellent condition. White. Heater, good tyres. New black hood and tonneau cover. £195. Abbott, Flat 49, Boreham Holt, Allum Lane, Elstree, Herts. Tel.: Elstree 6548. [6440

**F.N.-B.M.W., 1936,** first registered 1945. Hard-top (converted cabriolet). Running order. £40 spent on engine. Recon. electrics, rewired. Bodywork good. £75 o.n.o. Tel.: Sevenoaks 61202 (after 6 p.m.). [6441

**ALVIS 3-LITRE** convertible. Grey Lady head, tuned engine. Radio, heater. Rechromed rad., grille and bumpers. 100 m.p.h. Uses no oil. New windscreen, two new Michelin "X"s. Excellent condition. £285. Tel.: Amersham 1398 (evenings). [6443

**ALVIS TA14** saloon. Taxed Jan. M.O.T. Feb. £55. 17, Cowper Road, Deal, Kent. [6444

**M.G.-A 1600, 1959,** red roadster, good condition. Must sell, £340. 31, Upfield, Croydon. Tel.: ADD 8744. [6445

**1929 M.G. 18/80** saloon. Clutch burnt out, otherwise very good mechanically. Dr. Vernon Griffiths, West Rudham, King's Lynn, Norfolk. [6446

**VINTAGE AERO MINX** drophead, 1934. Ivory, excellent red leather hood. New tyres. Generally above normal condition. Photos willingly. Realistic price good home. Haggles to Biggs, 191, Marlborough Road, Gillingham, Kent. [6447

**M.G. TC, 1949.** Fine looking, well kept and reliable. Taxed, M.O.T. Well worth £169. 103, Mulberry Road, Bloxwich, Walsall, Staffs. [6449

**CORTINA DE LUXE,** super speed conversion, disc brakes, lowered suspension, many extras. £425. Also 1939 2-litre coupé Aston Martin, new hood, rewired, resprayed; requires slight mechanical attention. £135. And rebuilt 1929 Essex Super Six, spare engine, gearbox, etc., £100. Tel.: Turners Hill 432. [6450

**1954 AUSTIN HEALEY 100.** Two owners from new. Beautiful condition. Gold Seal engine, overdrive, hard-top, wire wheels, etc. £235 o.n.o. Holme, 370, Whirlowdale Road, Sheffield, 11. Tel.: Sheffield 364734. [6451

**1939 AUSTIN 12/4.** £30. Original and sound. 59, Kingshill Avenue, Worcester Park, Surrey. [6452

**JENSEN INTERCEPTOR,** 1955 model. M.O.T. Radio, heater, o/drive, s/washers, w/mirrors, etc. 100 m.p.h. Plus very good condition throughout. £295 o.n.o. 4, Victoria Court, Greenman Lane, Bedfont, Middlesex. [6453

**1935 BRITISH SALMSON** S4C, 12-h.p. coupé. Good running order. £70. Lancashire. Box No. 0445. [6454

**M.G. PA.** Perfect example. New tyres, etc. Rechromed, rewired. Offers. Tel.: Ruislip 5173. [6455

**IMMACULATE NOV. 1956** TR2. Red/red trim. Works hard-top, 3A hood, tonneau, sliding screens, Cinturas, heater. £255. Tel.: Southport 67235. [6456

***UPE 8 LOTUS VI.*** Laystall M.G., oil cooler, Dunlops, r. & p. steering, hydraulics. £225. Exchanges. Tel.: Southport 67235. [6456A

**300B MERCEDES.** Beige/red hide. Faultless. R.H.D. Reutter seats, full works extras. Recond. motor. £375, offers, exchanges. Tel.: Southport 67235. [6457

**OUTSTANDING 1954 ALPINE,** only 34,000 from new. £275. Photos. Wilson, 1, Sharman Avenue, St. Annes, Lancs. [6458

**WHITE SPRITE, 1960.** New brakes, clutch, tyres. £280 o.n.o. Tel.: Bushey Heath (Herts) 1960. [6459

**RILEY ENTHUSIASTS.** Wonderful opportunity, 1955 R.M.E. saloon, beautiful condition. Taxed. Offers. Tel.: Amersham 1924. [6460

**MINI, OCT. 1960.** Heater, radio, belts. Engine, clutch, recond. £215 or exchange XK, TR. Quick. Tel.: REL 4693. [6461

**1957 (August) AUSTIN HEALEY** 100/6. Radio, heater, overdrive, wire wheels, tonneau cover, Avon Turbospeed tyres. Licensed Dec. £300. H.P. arranged. 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [6462

**1925/8 LAMBDA** open 2-seater. Engine, clutch, gearbox overhauled. Taxed, M.O.T. £135. 13, Cosby Road, Countesthorpe, Leics. [6467

**1936 F.N.-B.M.W.,** believed 325. Rewired, rebuilt gearbox/engine. Numerous mods. Spares. Offers. All inquiries replied to. Morgan, 57, Martins Lane, Rugby. [6468

**LOTUS ELITE.** Immaculate 1962 grey special equipment model, never raced/rallied. Offers around £950. Factory built. Reid, BM/DLAM, London, W.C.1. [6469

**LAGONDA M45 RAPIDE,** 1935. This rare and beautiful car is not to be confused with an ordinary M45. Bodywork is sound but not *concours*. 2,000 miles since £235 engine overhaul, two new tyres, new tonneau; requires hood. Any sensible offer considered. Details and photographs from M. Sowerbutts, Beech Croft, Newport, Shropshire. [6470

**1960 M.G.-A 1600.** Powder blue. Disc brakes. Extras. £340. Tel.: Marlborough 345. [6471

**H.R.G. 1500, 1948.** B.R.G. Connoisseur's car, superb condition; numerous extras. £385 o.v.n.o. Spare engine, gearbox, back axle available. Full details, history, Sturgeon, 47, Parkside, Vanbrugh Fields, Blackheath, London, S.E.3. [6472

**1955 DAIMLER CONQUEST** Tickford foursome d.h.c. Rare car in exceptional condition. £195. 50, Christchurch Road, Sidcup. Tel.: FOO 0715. [6473

**LAGONDA, 1937, LG45** saloon. Sanction III. G.10. In daily use. Exceptional mechanical condition. Everything works. All extras. Aluminium body good, but needs respray. One previous owner. Reasonable price for quick sale. Box No. 0430. [6474

**ASTON MARTIN 1½-LITRE** 4-seater drophead coupé, 1934, Mk. II model. Perfect mechanical order after £300 engine rebuild—June 1964. £500 o.n.o. Haigh, 9, Ormonde Gate, Chelsea. Tel.: FLA 6189 (after 4 p.m.). [6475

**1936 RILEY NINE** Merlin. Immaculate throughout. Offers or exchange A30/Minor. 38, Oundle Road, Chesterton, Peterborough. Tel.: Castor 426. [6476

**BENTLEY 3½-LITRE** sports saloon. New tyres. Engine u/s. New unit available. £50 o.n.o. Tel.: Stoke-on-Trent 34615 [6477

## FOR SALE—*continued*

**M.G.-A F/HEAD, 1959.** New Gold Seal 8,000 miles. Heater. Cracked windscreen only fault. £275. Tel.: Chiswick 4070 (evenings, weekends). [6478

**1951 LAGONDA 2.6.** Bodywork very sound. Runs well. Small head crack. Year's M.O.T. Taxed. £90. Might swap. Offers. 8 K.B., Welbeck College, Worksop. [6479

**MORGAN 4/4, 1950.** B.R.G. New engine 16,000 miles ago. Complete with hood, sidescreens, tonneau, heater, washers, spare engine, all in excellent condition. Company car forces regretted sale. £135 o.n.o. Tel.: PAD 9557 (evenings). [6480

**SINGER ROADSTER, 4AB,** 1949. Reconditioned engine and gearbox Xmas 1963. Extras include windtones and spotlights. Excellent condition. £80 o.n.o. 55, Irving Place, Blackburn. [6481

**1950 2½ RILEY** saloon, engine and mechanics excellent; body fair. Taxed until Jan., M.O.T. £35 o.n.o. 15, Minehead Avenue, Withington, Manchester, 20. [6482

**RILEY 100-h.p. 2½-LITRE,** roadster, 1949. Definitely an enthusiast's car. Mileage 50,000. Two owners only. £125. Box No. 0246. [6483

**M.G. TC.** Rebuilt Stage 1+ engine, 16-in. rears, 17-in. fronts, telescopic shocks, heater, many special features and extras. Good condition. Offers. 100, Kingsway, Stoke, Coventry. [6484

**BUCKLER-FORD** professional trials body, exceptional condition, £75. Engines, axles, suspensions for Minor 1000, A.40, Minx s.v., E93A, including i.f.s. Austin Seven Ashley glass-fibre body, various spares. Minor 1000 bodyshell, Holme [6485

**MONGREL NEEDS HOME.** Lotus 6 replica (regd. Ford), Buckler gears, 4.7 c.w.p.; new half-shafts, etc.; new clutch; twin S.U.s; 93A engine. Offers around £90. Tel.: Gresford 726. [6486

**1956 M.G. MAGNETTE** ZA. One extraordinarily careful and meticulous owner from new. Genuine 71,400 miles. Mechanically perfect. Red leather and carpets like new. The original black paintwork has never received even the smallest scratch and has been waxed weekly to its present glassy pristine finish. Chrome unpitted. This car is probably the best existing example and warrants closest inspection. Confidently offered at 1959 ZB price at £345 life investment, H.P. possible, exchange considered. Capt. McLeod, Tel.: STO 6852 (after 6 p.m.). [6493

**JENSEN INTERCEPTOR** saloon, 1955. This magnificent *motor car was formerly owned by Lady Rothschild and chauffeur maintained.* Recent resprayed a rich red—the coachwork quite free of waves and ripples. Superb mechanical condition commensurate with indicated mileage of 32,000, believed genuine. Radio, good tyres. M.O.T. H.P. possible, exchanges considered. £295. Capt. McLeod, Tel.: STO 6852 (after 6 p.m.). [6494

**BRISTOL 401** (Sept. 1950). A superb example in top mechanical condition and recently resprayed B.R.G. Bodywork free of waves and ripples. Appearance like new. Good tyres, battery. Economical. M.O.T. H.P possible, exchanges considered. £255. Capt. McLeod, Tel.: STO 6852 (after 6 p.m.). [6495

**LOTUS ELITE, 1960,** c.r. gears, Stage I, heater, white. Excellent condition. £650 o.n.o. Parson, Old Mill, Harnham, Salisbury. [6496

**PEUGEOT 203, 1955.** Perfect mechanically. M.O.T. £60. 17, Bracebridge Road, Four Oaks, Sutton Coldfield. [6497

**LAGONDA 3-LITRE** 4-seater tourer, 1933. Recellulosed. £150. Tel.: Gravesend 66412. [6498

**UNIQUE LEA-FRANCIS** 2½-litre sports (1950) with original full 4-seater aluminium touring body. Exhilarating performance, superb road-holding, space and comfort. Complete history; two previous owners. New hood, few spares. Taxed, M.O.T. Excellent throughout. £135 o.n.o. Elder, 15, Bowmenslea, Aynho, near Banbury. [6499

**MODEL-A FORD** saloon de luxe, in very good original condition. Tel.: Kirton Lindsey 398. Smeeth, South Cliff Road, Kirton Lindsey, Gainsborough. [6506

**ROLLS-ROYCE** drophead coupé, 1950 Silver Wraith, James Young coachwork, magnificent condition, low mileage; full-flow engine. Very rare car. £1,875. Box No. 0434. [6507

**BENTLEY, 1938.** Very futuristic 2-door sedanca coupé, restored in immaculate condition, brakes relined, recent Hythe Road reconditioned engine, fitted suitcases, radio, heater, etc. £975. Box No. 0433. [6508

**HEALEY F-TYPE** Tickford saloon. Riley 2½ engine to R.M.F. specification. 25 m.p.g. with outstanding performance, appearance. Best offer around £200. Low mileage; privately owned. For full details telephone Derby 58447. [6463

**POST-VINTAGE REGISTER** Standard 9A, 1935. A now rare model in *concours* condition, resprayed cellulose black July, rechromed as necessary, trimmed in blue leather. New rods and rings, reground valves, etc. £95 o.n.o. Hewin, 153, Leam Terrace, Leamington Spa. [6465


# *Motorcycle Sport*

In the hard-driving hearts of MOTOR SPORT readers these two words are (we imagine) likely to arouse: (*a*) nostalgia—for the days when town traffic was just something you overtook (either side) or (*b*) indifference—applicable mainly to sybarites born to four wheels, or possibly (*c*) fury—this most likely to be found among Clacton householders unable to distinguish a rocker (large, leather-jacketed) from a mod. (definitely daintier), a motorcycle from a scooter. To the last two categories we apologise for raising the subject at all—but the nostalgia types may like to know that *Motorcycle Sport* is the same size as this journal, but a lot thinner (the volume of reading matter is similar), has attempted quite shamelessly to take something of the latter's independent tone (if it's any yardstick to our "success" in this respect, it may be of interest that we have already lost valuable advertising revenue because of our way of doing things), and is now being taken rather seriously by a great many motorcyclists (but by very few rockers and not, we estimate, by even one mod.).

*Motorcycle Sport* can be ordered from your usual newsagent—2s. every month—or direct from the publishers on subscription.

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


## FOR SALE—*continued*

**LANCIA APRILIA, 1938.** Seven years one engineer owner. Bills shown over £1,000, mainly with Lancia (England) Ltd. Superb example reluctantly offered to genuine enthusiast only. Price £400. Tel.: PER 9621 for appointment, or write *Motor Sport*, Box No. 0446. [6509

**SPRITE Mk. I, 1961,** May, red. Recent engine o/h. and respray, new Mk. II gearbox, clutch and hood; "X"s, two spares; all usual extras. Immaculate condition. £345, H.P., insurance arranged. Contact Ray Williams, Tel.: Ilford 0032 (daytime). [6510

**1952 BENTLEY Mk. VI,** two-tone silver and grey. Beautiful grey hide upholstery. P/b. radio, heater, sun-roof, large boot, excellent tyres and mechanics. P/exchange considered. £425. Barry, 201, Three Colts Lane, E.2. Tel.: SHO 5879 [6511

**1960 A/HEALEY 3000** 4-seater, B.R.G. Overdrive, w/wheels, hard- and soft-tops, tonneau, s/belts. Excellent condition. P/exchanges considered. £445. Berry, 201, Three Colts Lane, E.2. Tel.: SHO 5879. [6512

**ALFA ROMEO 1900** grand tourer Superleggera. Twin-choke Weber, all-syncro. box, wire wheels. Engine needs slight attention. 112 m.p.h. £225 o.n.o. Tel.: Riverside 5136 (before 10 a.m.). [6513

**1963 JULY MORRIS** Mini-Cooper "S," 1,071 c.c. Green/white. Neither raced, rallied or crashed. Immaculate inside and out. Owner bought 1,275 c.c. £575. J. Hutchings, Sylverton, Bois Lane, Chesham Bois, Amersham, Bucks. Tel.: Amersham 1721. [6515

**M.G. TC, 1946.** Good condition. Many extras; new hood. £115. Francis, The Grange, The Reddings, Cheltenham. [6516

**TR2 FRONT SUSPENSION,** chassis, bonnet, boot, other parts. XK120/140 wire wheels. Bugatti Marchal headlamps. Please write. Benington, The Twitten, Crowborough, Sussex. [6517

**ALVIS SILVER EAGLE** coupé, 1929, good condition throughout. Resprayed original blue/black. Good hood. In daily use. Re-cored radiator and rebuilt starter. £150 o.n.o. Earles, "Coolgardie," Jubilee Road, Mytchett, Aldershot. Tel.: Farnborough 3479. [6518

**JAGUAR XK120.** New 3.8 engine fitted. In superb condition. £225 o.n.o. Lagonda 16/80 open tourer, £150. Tel.: Milford-on-Sea 97. [6519

**HOT VINTAGE RILEY** 9 h.p. Raced V.S.C.C. £150. "Treen," Shortlands Grove, Bromley, Kent. Tel.: RAV 7636. [6520

**1948 ALVIS TA14** d.h.c. Engine overhauled. New hood. With complete car for spares: £65 o.n.o. 1948 Healey, battered, fast, reliable; £25. Baines, 7, Willow Road, N.W.3. [6521

**AUSTIN NIPPY, 1935.** Good condition, mechanically original. New M.O.T. £65. Tel.: Nottingham 66706. [6522

**ALPINE Mk. I, 1954.** Recent general overhaul, recon. engine, new hood, tonneau, heater. Body good. Only £195 o.n.o. Curtis, 162, Sandbanks Road, Poole. [6524

**1947 JAGUAR 1½-LITRE** sports saloon, v.g.c. £60, or might exchange open car. Boyes, 31, Victoria Street, Ruthergien [6525

**SELL OR EXCHANGE** for saloon—Mini? Near £300 Austin Healey 100/4, 1956, BN2, 4-speed box, o/drive, RS5s, spots, wire wheels, wood-rim, luggage grid, tonneau. Merrett, 94, Market Street, Hednesford, Staffs. [6526

**A90 ATLANTIC, 1951.** Low mileage. Used daily. £50. Tel.: Rickmansworth 6196. [6528

**LEA-FRANCIS, 1951, 18/4** 2.5, large alloy saloon. M.O.T. 4/'65. £50 o.n.o., exchange Citroen L.15, or W.H.Y.? Tel.: Boxmoor 7778. [6529

**1935 M.G. KN** Magnette, 4-seater tourer. Restoration nearly completed. Engine not run-in since complete rebuild. New hood and screens (not fitted). Body excellent condition. Beautiful specimen of rare model. Towable. Offers. Foster, 30, Ash Grove, Stratford-upon-Avon, Warwicks. [6531

**WOLSELEY, 1936, 14-h.p.** Good condition, with 100% spares. £45. 14, Fir Close, Poynton, Cheshire. [6533

**JAGUAR, 1948, 3½-LITRE.** Outstanding condition. £120. 14, Fir Close, Poynton, Cheshire. [6532

**AUSTIN SEVEN SPECIAL.** Recently mechanically rebuilt. M.O.T. September 1965. £30. Ealey, 60, Commonwealth Road, Caterham, Surrey. Tel.: Caterham 42567. [6535

**TR3, 1957.** Requires front assembly. Extras include wire wheels, overdrive, hard-top, soft-top, tonneau, rear seat, "X" tyres. New Cooper-S forces quick sale. £145. Tel.: WA 33308 (Mr. Cunningham). [6536

**1960 TRIUMPH TR3A.** In absolutely immaculate condition throughout. Equipped with hard-top, soft-top, tonneau, overdrive, heater, washers, radio, Michelin "X" tyres. Genuine 30+ m.p.g. Regularly serviced, never rallied or raced. Wax polished every week. £425, no offers. Call, write or 'phone. Mr. I. Black, 9, Broad Lane, Hampton, Middlesex. Tel.: Molesey 4955. [6537

**ALVIS TC21, 1952.** Bored guides, crank reground, brakes relined. M.O.T. Jan. £85, must sell. Cook, 9, Holland Avenue, Knowle, Warwick. [6538

**FRAZER NASH-B.M.W.,** 315/2/40 Abbot hard-top saloon, *1937, 75,000 miles. Re-upholstered professionally, rewired,* new tyres, 1½-litre, triple S.U.s, engine reconditioned, but now needs attention. £25, must tow away. B. Wheeler, 33, Wildacres, Wollaston, Stourbridge. [6543

**1937 M.G. TA.** Taxed, M.O.T. New radiator, king-pins. £110. 22, Duffield Road, Derby. Tel.: 43952. [6544

**SPRITE, 1958.** Primrose, 1961 screen and windows, heater, tonneau, luggage rack, "X"s, mirrors, washers, etc. Mechanically good. Never raced. Getting company car. £280. Tel.: Flaxman 2206 (evenings). [6545

**ROLLS-ROYCE 20/25, 1935.** Brougham-de-ville by Park Ward. Mechanics good. Body good. Paint fair. £175. Box No. 0437. [6546

**HERALD ENGINE,** manifolds, carburetter and gearbox for sale, complete or separately. Tel.: DERwent 8045. [6547

**1960 RED TR3A.** Overdrive, wire wheels, S.A.H. engine, £200 extras. £435. Tel.: WEStern 7922. [6548

**1935 3½-LITRE BENTLEY** Park Ward sports saloon, very good condition, many spares. £125 o.n.o. 7, Lansdowne Road, Worthing, Sussex. Tel.: Worthing 4896. [6549

**M.G. TC.** Under 1,000 miles on reconditioned XPAG. New hood. 173½ guineas. Box No. 0438. [6550

**SIMCA ARONDE,** 80+ m.p.h., 30+ m.p.g. Seats six. Just 94½ guineas. Box No. 0439. [6551

**M.G. 2-LITRE** saloon, 1938, sound and reliable. £90 o.n.o. Wigfield, Lucton Court, Nr. Leominster. [6552

**DAIMLER, 1948, 2½-LITRE** Mulliner saloon. Only four appreciative owners. Very well cared for. M.O.T. Taxed, insured. £75. Hawkes, 51, Ring Road, Leicester. Tel.: 74015. [6553

**M.G. TA.** Good condition. M.O.T. Manuals. Reason for sale, huge dog and baby. £90 o.n.o. Tel.: Weybridge 47307 (after 6 p.m.). [6554

**M.G. TD.** TD2 engine and accessories; Michelin "X" tyres. Excellent condition, enthusiast maintained. Bucket seats, fog, w/w. £235 o.n.o. Tel.: PAL 4511. [6555

**BABY FORCES SALE** Turner B.M.C. "A," 1962. 26,000 miles. Not raced or rallied. £450 o.v.n.o. Jessett, 8, Bishops Avenue, Llandaff, Cardiff. [6555

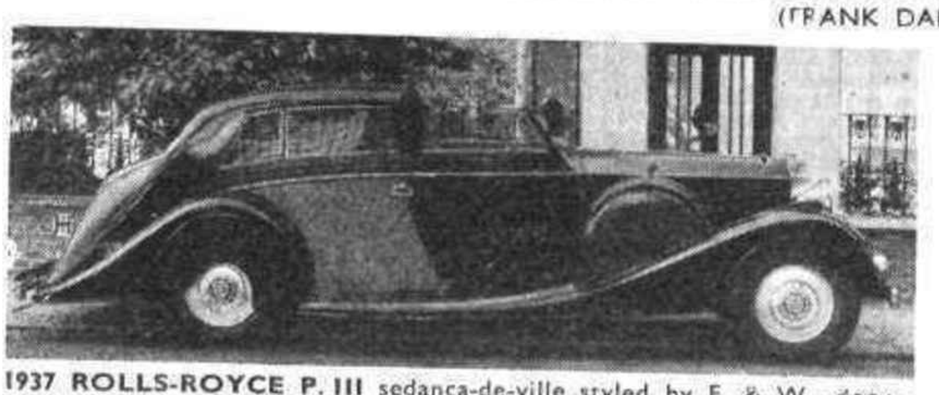
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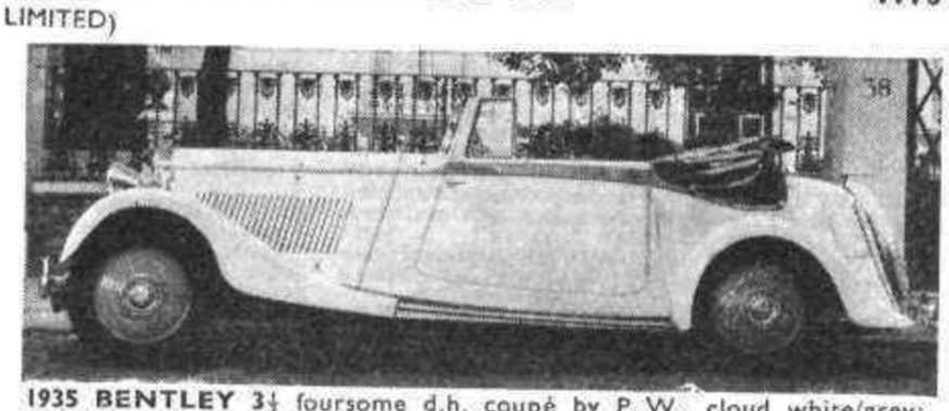
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**1948 ROLLS-ROYCE Silver Wraith** SMALL sports saloon, styled by F. & W., embassy black, claret trim; documented history, MINT **£1,050**

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**BRRRRH ! WINTER COMES,** but stay warm and well cosseted in my VW 1200. 1959 model, blue, 74,000; uses no oil; sunshine roof. Trouble-free motoring for £325 o.n.o. Brooks, Wye College, Ashford, Kent. [6557

**1964 TR4** sports roadster. One owner; immaculate condition. Fitted many extras, inc. heater, luggage rack, map light, safety belts, wing mirrors, Pirelli Cintura tyres. £825. Box No. 0442. [6560

**CONTINENTAL TYRES."** Best in the world, made in West Germany. "Racing Tyres," the famous "Monza," "Nurburg," etc. "Car Tyres" up to 95 m.p.h. All sizes and types, specially suitable for Mercedes and Volkswagen. "Lorry, Scooter, Motorcycle, Veteran Tyres." We fit free and give discount. Anywhere London, North of Thames, Herts, Essex, Middlesex, Beds. Area Distributors : Watkins Tyre & Battery Co., 144/146, East Barnet Road, New Barnet, Herts. Tel.: BARnet 4054. [6561

## WANTED

**RILEY R.M.F. 2½** engine, gearbox, rear axle in sound condition. Baker, Lynch, Appledore, Bideford, Devon. Tel.: Northam 211. [6559

**WOLSELEY HORNET**/Hornet Special 12-h.p. engine wanted. R. Luxmoore, 237, Hale Road, Hale, Cheshire. [6159

**BENTLEY Mk. VI MASCOT** and radiator cap. Anderson, 46, Morningside Park, Edinburgh. [6160

**TWO RALLY NAVIGATORS** for closed and restricted events. Prepared to share expenses. Reichelt, 18, Dudley Road, Grantham, Lincs. [6156

**AUSTIN SEVEN CHUMMY** or aluminium saloon. Excellent condition essential. 3, Aldbrough Close, The Avenue, Farefield, Stockton, Durham. [6148

**ALFA ROMEO 1900C** wire wheel conversion, floor change, exhaust and inlet manifolds, Webers, radial-finned front drums. Box No. 0400. [6145

**1928 AUSTIN 12/4** tourer back seat, interior door handles, radiator and shell, tyres. Hawkes, Garden Cottage, Shrewley, Warwick. [5961

**WANTED URGENTLY :** Hood frame suitable 1923 Chevrolet open 2-seater—similar Model-T Ford—will adapt if practicable. Galloway, 2, Wellfield Road, Huddersfield. [5977

**WANTED : AXLE SHAFT** for 1923 Riley RedWing or information about any other model half-shaft that would fit. Allens Autos, Suffolk Road, Cheltenham. Tel.: 27778. [5982

**COOPER-J.A.P.** required, any engine size and condition, will consider other make engine. Please submit photo, tech. gen. and price required. All letters answered promptly and personally. Box No. 0377. [5992

**CHEAP OR SLIGHTLY** damaged Rochdale Olympic, 1.5 Riley components. £250 available. 116, Bentham Drive, Liverpool, 16. [5993

**PRE-1919 SILVER GHOST** chassis, incomplete and less engine, no objection, or simply frame and/or gearbox, set of 895×135 B.E. wire wheels. Box No. 0378. [5994

**BULLNOSE MORRIS COWLEY,** or offers of other similar vintage vehicle considered. Realistic prices please. Cash Waiting. Full details and price and where can be inspected. Box No. 0379. [5996

**REQUIRED, HARD-TOP** with sidescreens for Healey 100/4. Willis, Ranby Camp, Retford, Notts. [6000

**BULLNOSE MORRIS COWLEY.** Also early Austin Seven. Private buyer. Must be good. Cash. E. Penna, Pencreek House, Trevissome, Penryn, Cornwall. [6009

**REGISTRATION NUMBER VM** wanted with interesting figures, also Hard-top TR4. Box No. 0382. [6013

**WANTED : 1933 M.G.** L-type Magna, 2- or 4-seater. Good price paid for above average, original example. Bradbury, 16, Parkcroft Road, Lee, London, S.E.12. Tel.: KIP 6801. [6020

**TR3 HARD-TOP,** preferably black, white or B.R.G. Fritz Spiegl, 4, Windermere Terrace, Liverpool, 8. [6024

**H.M.V. RADIO,** push-button, from Sunbeam-Talbot Mk. III or Alpine model. FitzGibbon, Haverbreaks Place, Lancaster. [6026

**XK150, AUTOMATIC,** d.h.c. or f.h. Tel.: Bramley 3496. [6032

**A REGISTRATION LETTER** "B" with a suitable low number up to 99. Details to J. E. Beck, Esq., Amberley, Hawley Lane, Hale Barns, Cheshire. Tel.: RINgway 5101. [6035

**ALVIS 12/50 TOURER :** 2-seater, 1928-31. Details, price, to B. Knott, Old Dalby, Melton Mowbray. Tel.: Nether Broughton 443. [6039

**WANTED : SMALL** horse-powered pre-1929 motor car in reasonable or restorable condition. Price and particulars : R. M. Snape, 19, Moor Avenue, Penwortham, Preston, Lancs. [6043

**BENTLEY 3-LITRE** or 4½-litre V.D.P. Immediate cash. Lock, 31, Witherley Road, Atherstone, Warwicks. [6044

**V.S.C.C. MEMBER WANTS** P.V.T., immediate cash for right car. Scotney, Tarry Hill, Swineshead, Boston, Lincs. [6073

**TR2/3 WITH LOW** mileage or reconditioned engine in good condition. Overdrive with 3.7 axle ratio essential. Discs desirable. Condition of tyres not important, but braced-tread type preferred. About £275, or more for a good specimen. Ian Cornish, 13, Cumberland Drive, Hinchley Wood, Esher, Surrey. Tel.: Emberbrook 2532 (after 7 p.m.). [6085

**BRISTOL 404 BLOCK,** preferably with crankshaft. Engine model No. 100B. Or 401 engine. Please apply : 3, Butler Road, Solihull, Warwickshire. [6087

**DEERSTALKER WANTED,** mechanically sound, good bodywork. R. Luxmoore, 237, Hale Road, Hale, Cheshire. [6088

**TWIN-CAM M.G.-A** engine, manifold and carbs. wanted in perfect running order. Box No. 0394. [6091

**VINTAGE ALVIS** Silver Eagle, any condition, for restoration. Beetleback preferred, anything considered. Cattermull, 140, Freiston Road, Boston (Tel.: 4230), Lincs. [6097

**ROLLS SILVER GHOST,** pre-1914 vintage, for West Australian Museum. Cash. Please cable P. Markham, 40, Clanmel Road, Floreat, West Australia. Give 'phone number for me to ring. [5972

**WANTED : HARD-TOP** for Healey 3000 Mk. II. Walker, 9, Boundary Road, London, E.17. Tel.: COP 4620. [6137

**MORGAN,** any specification considered. £100 deposit, £30 month. Box No. 0443. [6126

**WANTED : JAVELIN** oval-web crank or complete Phase III engine. Write, Binnie, 18, Southdown Road, Harpenden, Herts. [6123

**WANTED : VINTAGE SPORTS** car—Aston, Bentley, Bugatti, Alfa any exotic, or post-vintage H.R.G. or 1500 TF. 2, Barton Road, Luton. Tel.: Icknield 640. [6117

**HARD-TOP** to fit Morgan +4, 1956. Any condition or colour. L. Tufft, "Tanglewoods," Primrose Lane, Mudford, Yeovil, Som. [6101

**WANTED : CYLINDER BLOCK** for Daimler E20, 1937, chassis number 47621. Required by member in New Zealand. Offers to Daimler and Lanchester Owners' Club, 27, Brighton Road, Birmingham, 12. [6099

**CYLINDER BLOCK** and set of matching pistons for 1939 Lancia Aprilia. Bellville, The White House, Bembridge, Isle of Wight. [6127

## WANTED—*continued*

**WANTED** for 1903/6 De Dion : Four 710×90 wheels, tyres or hubs; steering column, bonnet and gearbox; in fact any parts. Rebuilding two for grandsons. Seaton, 34, Queens Road, Bournemouth. [6202

**ALVIS TA14 ESTATE,** worn mechanics considered. 2a, Burchell Road, London, E.10. Tel.: Leytonstone 4582. [6203

**WANTED : ASTON MARTIN** Le Mans s/c. Condition immaterial within reason. Lockwood, 114, Albert Road, Stetchford, Birmingham. [6204

**FIBREPAIR HARD-TOP** for Lotus Super 7. Colour and condition unimportant. Box No. 0405. [6205

**WANTED : IMMACULATE VINTAGE** Bentley at old heap price by impoverished enthusiast. Browne, 33, Wilsthorpe Road, Breaston, Derbys. [6219

**£550 CASH** for best SP250, required early December. Bell, 64, Westway, Holmes Chapel, Crewe. [6172

**M.G. SPARES** for C (Montlhéry), J3, J4, Q, R, K3 or any pre-war M.G. racing car. Box No. 0408. [6223

**MARQUE SPORTS CAR** wanted, in racing trim, must be good. Cash waiting. Box No. 0410. [6296

**ACE, ACECA OR PORSCHE** wanted. About 1955 model. Daniells, 17, Abingdon Road, Plymouth. [6312

**ALTA ENGINE CONVERSION** for Morris Minor side-valve. Required complete by enthusiastic student. Write, 42, Beverley Road, Leamington, Warwicks. [6329

**ONE OR TWO** Bellamy 15-in. wheels, 5-stud, E93A. Garbett, Carlton Lane, Rothwell, Leeds. [6345

**ROCHDALE OLYMPIC II** (1500 GT). Prefer 5-speed or overdrive. McClure, Kirkwood Crescent, Crossford, Dunfermline, Fife. [6351

**MINI MODS WANTED.** Weber 36 with manifold to fit Mini, Derrington manifold preferred. Taylor, Westby Hall, Gisburn, Nr. Clitheroe, Lancs. [6352

**WANTED URGENTLY : B.M.W.** 700-c.c. coupé (early model). Cash, or part exchange immaculate black, Oct. 1957, Mk. II Zodiac (value £260), bought Ford A.1 six months ago. 41, Broadsands Avenue, Broadsands, Paignton, Devon. [6234

**SENSIBLE CASH WAITING** for very low-mileage Alpines, M.G.-Bs, TR4s; must be 99% as new; L.H.D. and R.H.D.; soft-tops only. Box No. 0416. [6356

**REGISTRATION NUMBER REQUIRED.** DB or BG, preferably with low or repeated number. Barry Gray, 242, Dollis Hill Lane, London, N.W.2. [6357

**VOLKSWAGEN, 1958-61,** prefer sun-roof—or Karmann-Ghia. J. Malin, Aberfoyle, Blackwater, Camberley (Tel.: 23157), Surrey. [6358

**ENGINEER REQUIRES CLASSIC** vintage or veteran car for rebuilding. Dismantled, damaged, or decayed acceptable. Any area. Box No. 0417. [6360

**WANTED : XK140 D.H.C.,** immaculate. Best in country. Larcher, 14f, De Vere Gardens, W.8. Tel.: WES 1120. [6361

**WANTED FOR SP250 :** Hard-top and "B" series interior door panels. Saunders, Red Bank House, Hedging Lane, Wilncote, Tamworth. [6362

**LAGONDA WANTED** for rebuilding or spares. Any model considered. Location unimportant. Box No. 0418. [6363

**M.G.-B LUGGAGE GRID** and hard-top. Ellis, 43, Chestnut Avenue, Willerby, Hull. [6364

**PLEASE, CAN ANYONE** find me a 20/25 d.h.c. Rolls (mid-1930s)? I have in mind £550 for the right car or might even exchange my 3-litre Bentley. Box No. 0419. [6365

**S.S.100.** Condition immaterial. Private buyer. Halliman, 5, Putney Hill, London, S.W.15. Tel.: Putney 3471. [6368

**ROLLS-ROYCE OR BENTLEY,** 1939-1954, sports saloon. Immaculate. Coachbuilt. History, photo. Box No. 0420. [6369

**M.G. WANTED,** complete car or pieces, any type, any condition. Willing to collect anywhere by enthusiast. Student-type prices please. Sorry about Box No., but all replies answered. Box No. 0409. [6277

**M.G. SA GEARBOX** and clutch-housing, dry clutch model. Cameron, Keble College, Oxford. [6288

**WANTED : ENGINE** for Series MM Minor, perfect condition essential. Cullen, 93, Lower Drayton Lane, Drayton, Portsmouth. [6295

**WANTED : 4.22 DIFFERENTIAL,** aluminium rocker cover, for B.M.C. "A." Morris Minor snow chains. Oil cooler. 12v. radio. Sale : 15×560/590 wheels for M.G. A, ZA, 4.55 differential. Robin Russell, 60, Haling Park Road, Croydon. [6384

**WANTED : 2-SEATER BULLNOSE** Morris Cowley. Preferably in 100% original condition. Your price paid, cash. G. Briggs, 298, Burnley Road, Rawtenstall, Rossendale, Lancashire. [6448

**MINI-COOPER S-TYPE** engine, gearbox, shafts, discs, rev.-counter, race seat, all. wheels, wood-rimmed. White, James Street, South Hiendley, Barnsley, Yorks. [6489

**BENTLEY Mk. VI** or "R"-type convertible (would consider pre-war model) for cash. Box No. 0432. [6501

**BODY FOR XK120** fixed-head coupé. Must be sound and undamaged. Consider complete car, mechanical condition unimportant. Tucker, Byways, Market Way, Spalding. Tel.: 2808. [6502

**DAIMLER CONQUEST WORKSHOP** manual for DJ252 or DJ256. Good price paid. Tel.: EMBorbrook 2895. [6527

**SHORROCK SUPERCHARGER,** type C142B, required. Normandale Farm, Little Hallingbury, Bishops Stortford. Tel.: 4785. [6530

**REGISTRATION LETTERS GT** plus low or interesting number. Substantial premium offered. "Advertiser," 9, Alton Road, Parkstone, Poole, Dorset. [6540

**BRISTOL "400" SPARES,** plus "403" remote gear-change. W.H.Y.? Nicholson, 16, Regent's Park Terrace, London, N.W.1. Tel.: GUL 0194. [6335A

**ROLLS 20/25** or pre-war Bentley wanted privately. Price and details to Box No. 0436. [6542

**ROVER WANTED** Any immaculate 1946 to 1950 model. Price and details to Box No. 0435.

## MISCELLANEOUS

**REGISTRATION No. MG 7878** for sale. Best offer. Box No. 0375. [5975

**1100 M.G. MIDGET** engine, new, never installed, £45 o.n.o. Tel.: SPR 4244 (Birmingham). [5976

**1965 !! NORTHERN ENTHUSIAST,** member B.A.R.C., B.M.R.M.C. contemplating intense programme of motor-race attendances at home and on Continent in Mini-bus, invites inquiries from all prospective companions to share expenses and driving. Box No. 0384. [6021

**BRISTOL 405 WORKS** manual, one month old. Cost £5, accept £4. Tel.: MIT 3636. [6082

**25 YEARS'** *Motor Sports,* April 1939 to date, less only nine copies. Best offer. 23, Foster Road, Wickersley, Rotherham. [6102

**RAILTON OWNERS' CLUB** for anyone interested in this *marque.* Monthly Bulletin, technical help, spares, meetings. Details : Alan G. Nicholls, 136, Park Road, London, W.4. [6157

**CONTOUR SIX SEAT,** good as new, black and white. Subframe and runners for Mini. £8 o.n.o. Meakin, 15, Stivichall Croft, Coventry. Tel.: COV 67613. [6173

## MISCELLANEOUS—*continued*

**NEW ASHLEY BODY** on Ford chassis and L.M.B. i.f.s., recon. E93A engine. Plus many other parts. Offers. Brian. Tel.: Derwent 3437. [6380

**BEAUTIFUL OIL** and tempera paintings of your favourite car or cars in action. 12 in.×14 in.: £4 in oil, £2 10s. in tempera. Larger paintings to order. Also superb 8 in.×10 in. mounted pen drawings, 7s. 6d. each, 10s. 6d. in colour. All work post free and guaranteed. Please send photo if possible to John Hyatt, 37, Lindley Road, Walton-on-Thames, Surrey. [6367

**ADVICE SOUGHT** by intending visitors to Nurburgring and Monaco re vantage points and accommodation. Box No. 0411. [6320

**500 "AUTOCAR,"** 1950-60, recent *Motor Sport,* etc. Offers for whole. Box No. 0423. [6385

**WATER-TEMPERATURE GAUGES,** Smiths 2¼ in. sq., 30-100 deg. C., 4 ft. capillary, 11s. 9d. Petrol gauges—Smiths 12v., 2 in. round or 2½ in. sq., 5s. 9d. Tank float units for above, 6s. A.C. 6v. petrol gauges, 3s. 9d. Ammeters, 30-0-30, 2 in. round, 5s. 9d. All brand new. Very limited quantity. Kitchemere House, Denholme, Bradford. [6490

**CAR COCKTAIL CABINETS.** Hand made, polished wood. Steady holders take six glasses. Mirrored folding shelf. Pick cigarettes and matches holders. 1 ft. 7 in. long. Your initials inscribed (give initials clearly). Excellent Christmas presents. Send 49s. 11d. only, incl. p. & p. J. S. Mitchell, 28, Rosthemmere Road, Cheadle Hulme, Cheshire. [6491

**M.G.-A 1500.** Breaking complete car. Engine, clutch, gearbox just recond. "X"s, w/wheels, s/s screens. Bosworth, 56, St. Quintin Avenue, W.10. Tel.: LAD 2730. [6500

**WHITE HARD-TOP** for Mk. II Sprite, £20. F. Hodges, 74, Woodhall Lane, South Oxhey, Watford, Herts. [6505

**SPAIN.** Car seat to/from Costa Sol, Nov./Dec. Share car expenses only. Accommodation very reasonable. Approx. 12 days' stay. Either sex. Tel.: Riverside 5136 (before 10 a.m.). [6514

**TWO NEW 15-in.** w/ws., 48 spoke, with new Michelin remoulds, ex-M.G., never used. Offers : Tucker, Department of Agriculture, Leeds University. [6534

**VINTAGE/VETERAN BOOKS** and framed historical racing prints for sale. Parrett, "Fairholme," Crosslands Road, Redhill (Tel.: 3975), Surrey. [6488

**HAIRY LAD NEEDED** to help restore hairy P.V.T. machine. Manchester district. Box No. 0429. [6442

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**ALMOST IMMACULATE D.K.W.** 3/6 for 1000S, Caravelle, or something Italian. Sell, £375, no offers. Box No. 0441. [6553

**DAIMLER SP250, 1960,** good condition. £495, or part exchange Mini, Traveller, Cooper. Tel.: Newport (Mon.) 59165 [6487

**EXCHANGE JAGUAR 3.8,** 1961, immaculate, one owner, low mileage, ex-property of famous female singer, for E-type, or sell, cash; damaged E-type considered part exchange. 431, Upminster Road North, Rainham (Tel.: 2136), Essex. [6417

**GIVING UP YOUR** Mk. I Sprite or M.G.-A because of family needs? Will exchange my 1960 Anglia 105E saloon—very good condition, power brakes, safety belts, large boot, many extras. Taylor, Tel.: KNI 2843. [6503

**SUNBEAM RAPIER, 1958,** Mk. II. Fitted overdrive, radio, tachometer, heater; good tyres. Taxed. New b/shoes/linings. 28,000 miles. Excellent all round. Sell, £325, H.P. available or Riley 1½, pre-1955, in p/exchange with cash adjustment; must be good, pref. undersealed. Charles, 24, Chaucer Road, Peterborough. [6504

**1958 XK150 F.H.C.,** immaculate and fast. Sun-roof, w/wheels, Cinturatos, twin fogs. Exchange for TR3A or Alpine, or sell, £475. Box No. 0431. [6492

**1960 ALPINE.** White. Discs, w/w., radio, tonneau, new Pirellis. 100 m.p.h./30 m.p.g. £450, or exchange interesting vehicle. Thistlethwaite, "Field Head," Earby (Tel.: 2230), Colne, Lancs. [6434

**TWO JAGS, FOR ONE :** 1958 Mk. VIII, grey/red interior, manual, o/d., v.g.o., and last model XK120 f.h. coupé, B.R.G., reworked from pressure cap to petrol tank, for good 1959 XK150 f.h. S/E., discs, wire wheels. Give extra cash for good 'un. Jerome, The Bungalow, Kirkburn Bypass, Nr. Driffield, Yorks. Tel.: Tibthorpe 225. [6023

**A.C., 1936,** rebuilt tourer. Exchange interesting modern saloon or sell, £100. O'Beirne, White Flats, Furness Road, Southsea. [6056

**TR3, 1956.** L.H.D. 42,000 miles. Mechanically good, trim poor. For brake, saloon, or sale. Tel.: Waxlow 3773 (evenings). [6124

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**GOTTA SAPPHIRE,** pre-war Daimler, Morgan, etc.? See my advert, "1949 Bristol" for sale. Oliveira, Hitchin. [6221

**WHITE ELEPHANTS** (unwanted cars) for sale, wanted and exchange. Send details of your problem to Box No. 0388. [6048

**1960 M.G.-A 1600** roadster. Superb order throughout. Radio, heater, underseal, Cinturas, wood-rim, air horns, etc. £450. Would consider less expensive car in part exchange. H.P. arranged. Tel.: Welwyn 4936. [6359

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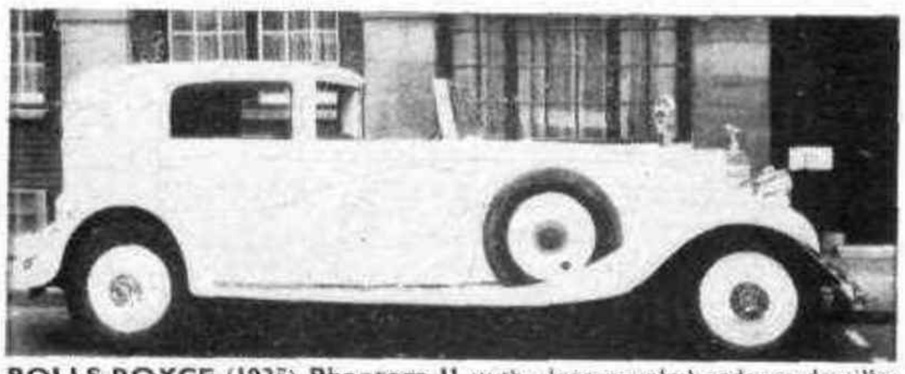
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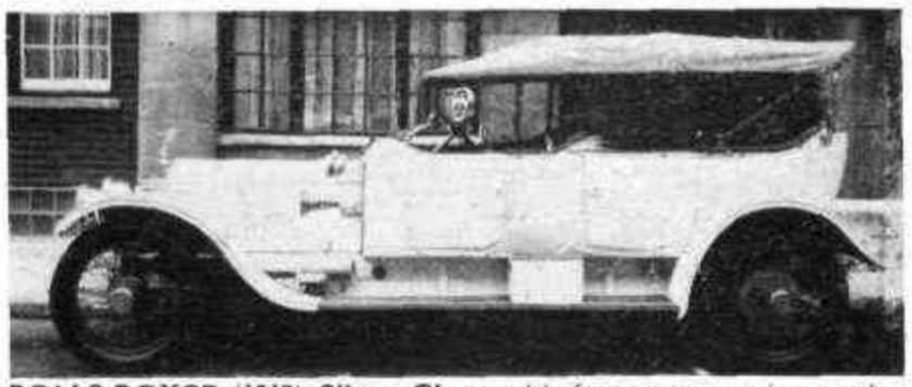
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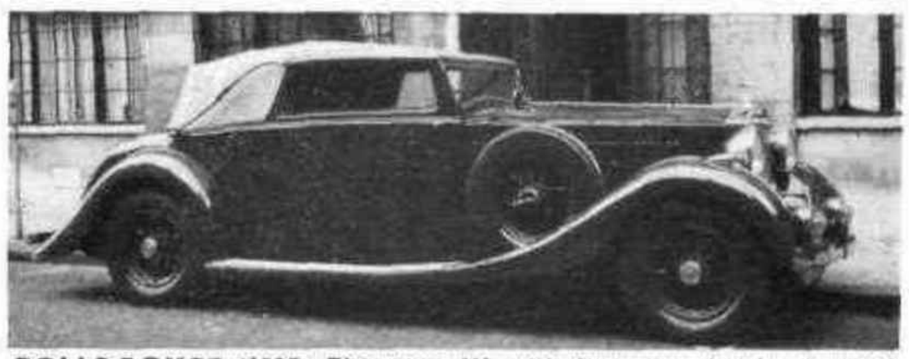
# *Simmons of Mayfair*



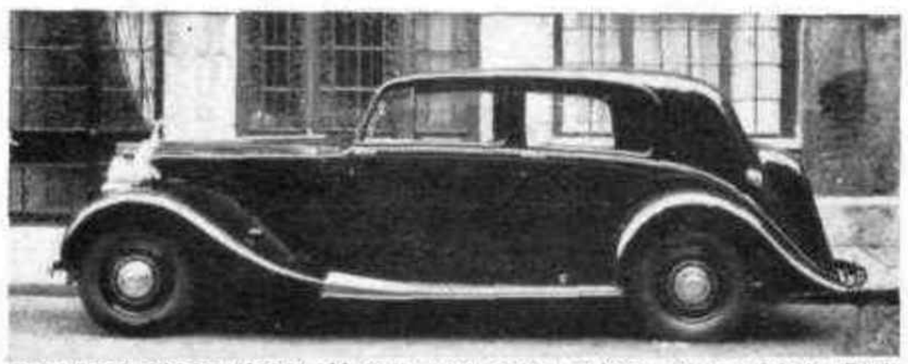
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