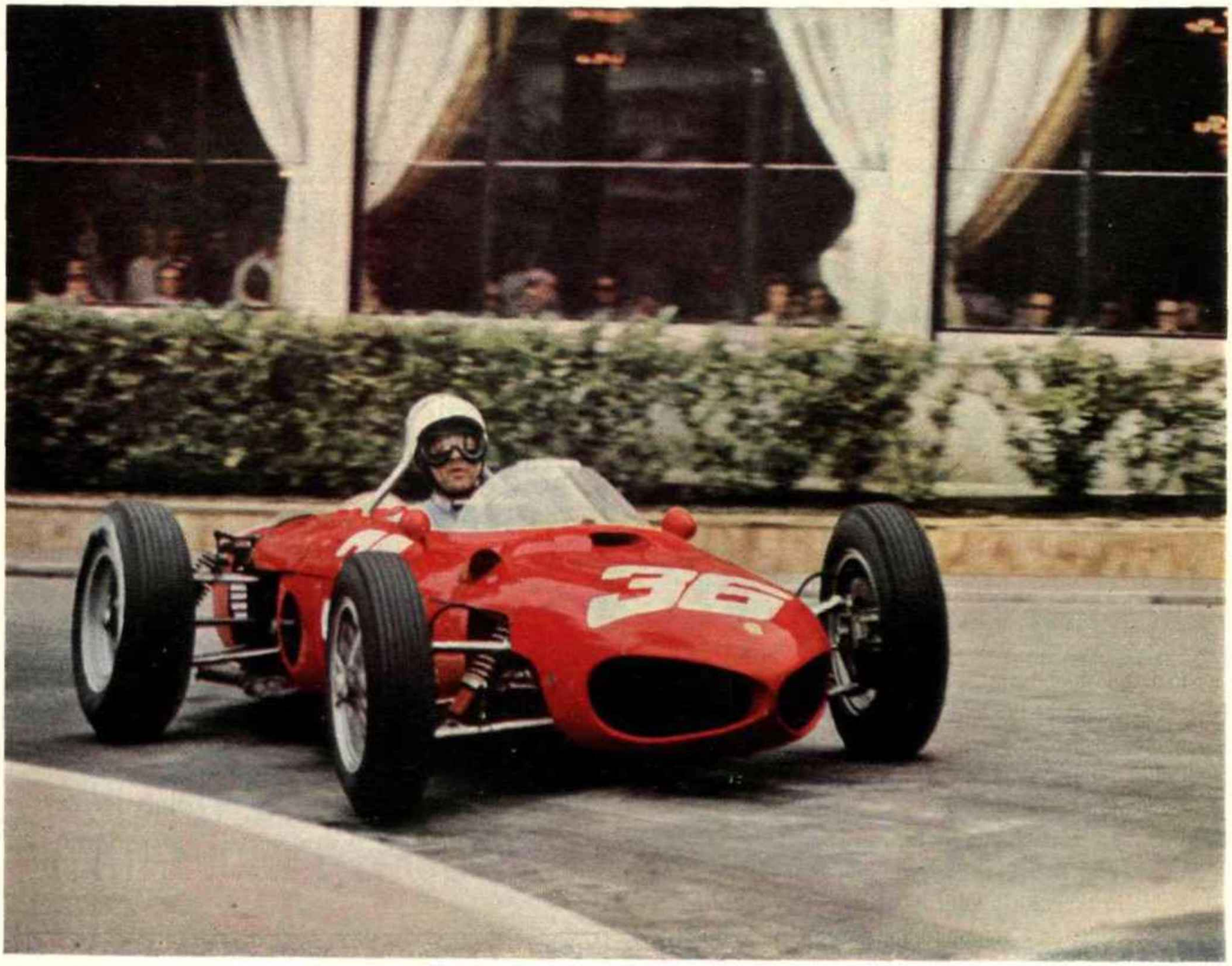
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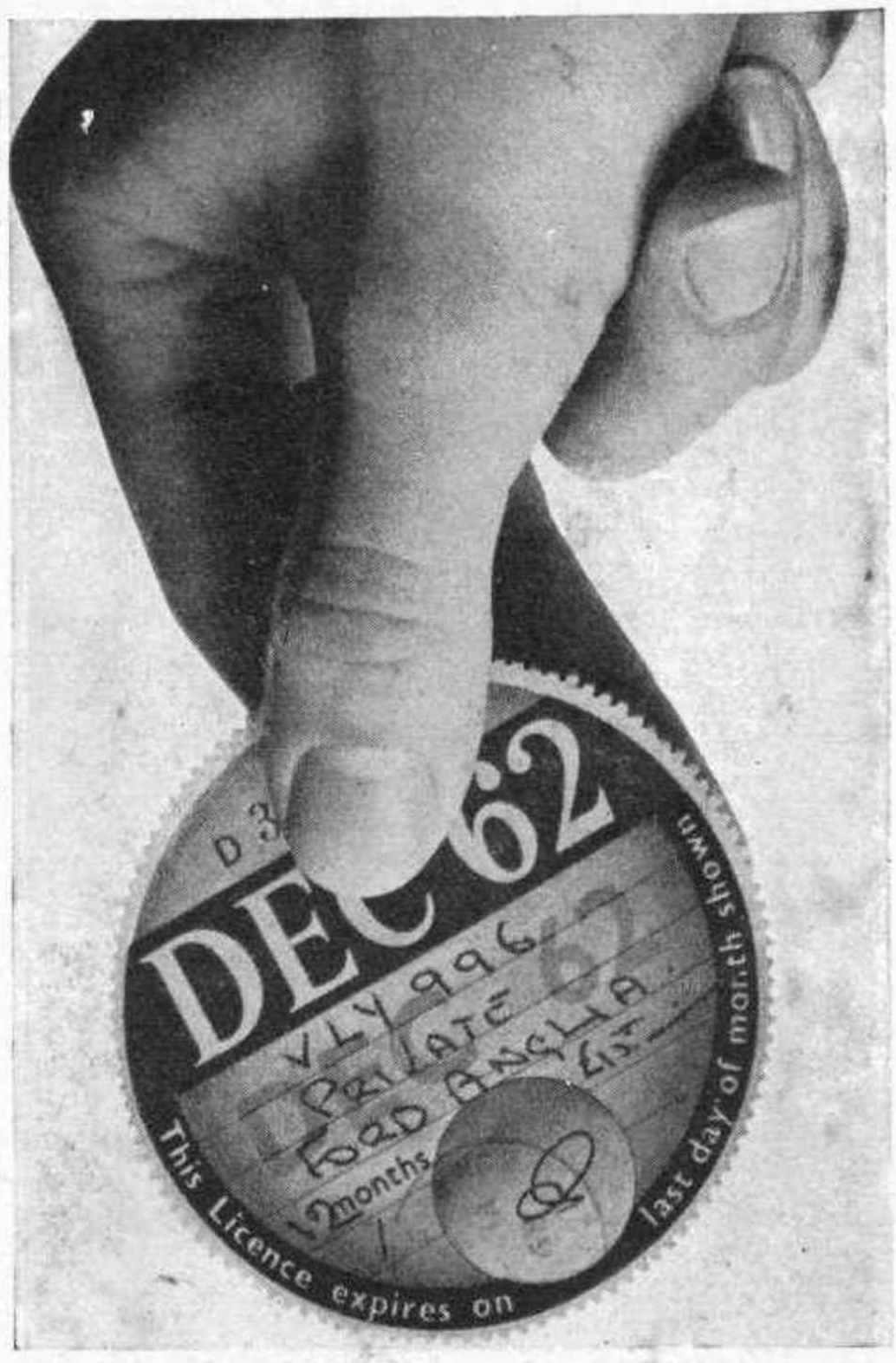
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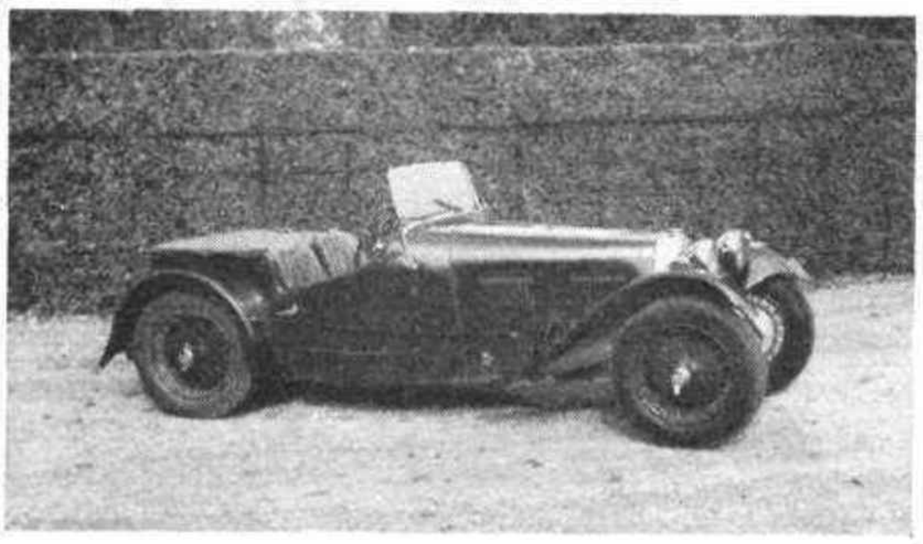
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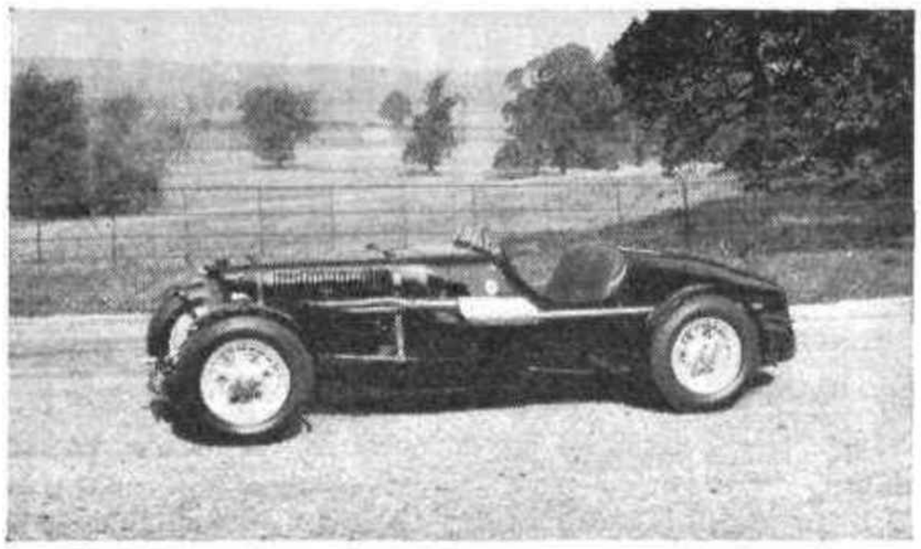


1949 H.R.G. 1500 2-seater. These rare hand-built cars originally cost over £1,250. Fitted with the robust Singer 1500 engine with twin carburetters. B.R.G. Excellent order. **£265.**

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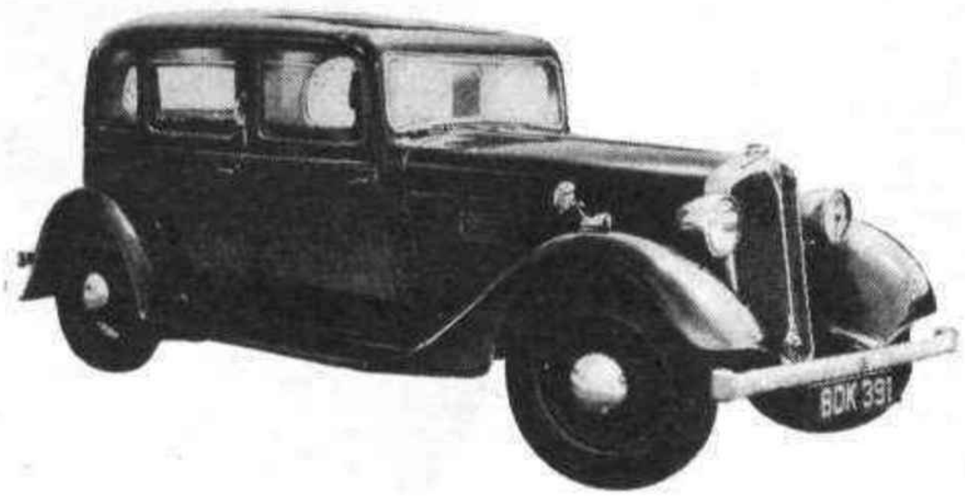
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THE MONTH AHEAD

- **July 5** Reims G.P. — Racing at Snetterton, Brands, Mallory Park — Road-Test of the Fiat 1500 — Rest and Be Thankful Hill-Climb.
- **July 12** French G.P. — National Open Hill-Climb at Westbrook Hey — Racing at Snetterton and Rufforth.
- **July 19** Tuning Test No. 3 — National Open Race Meeting at Snetterton — Road-Test of the Austin Mini-Cooper.
- **July 26** The Highlight of the Season — The British G.P. — Course de cote de Fribourg European Mountain Championship.

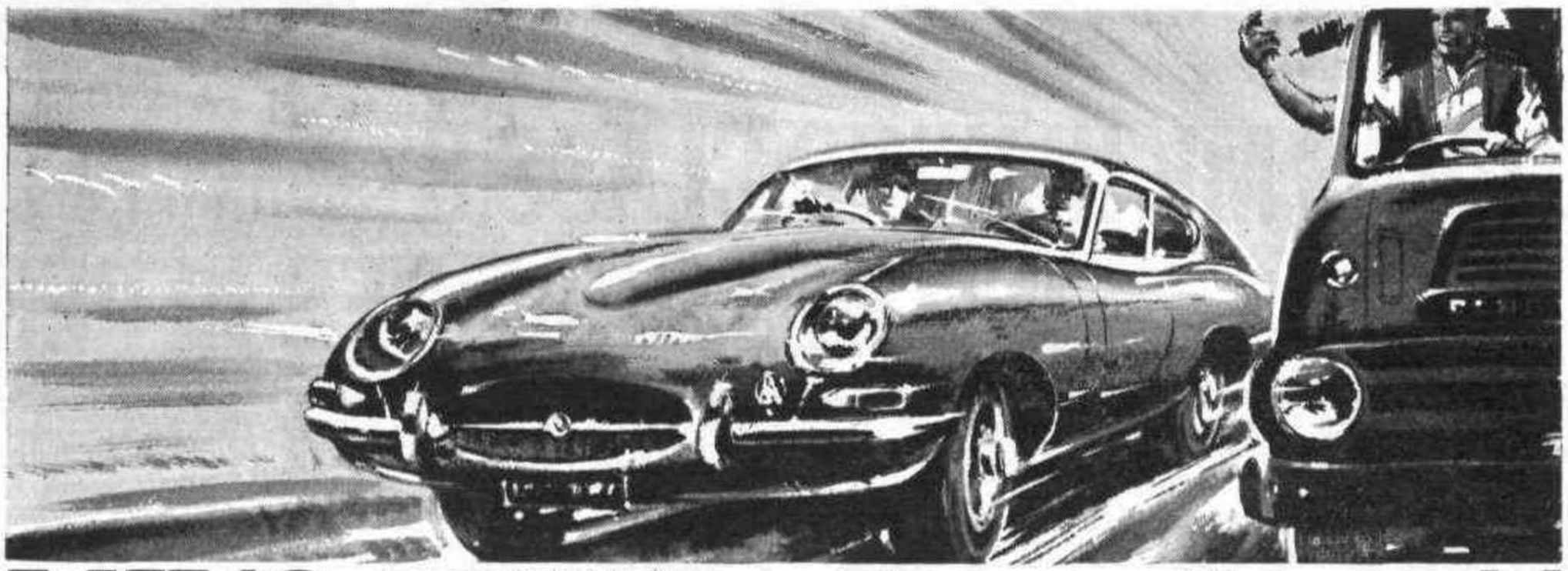
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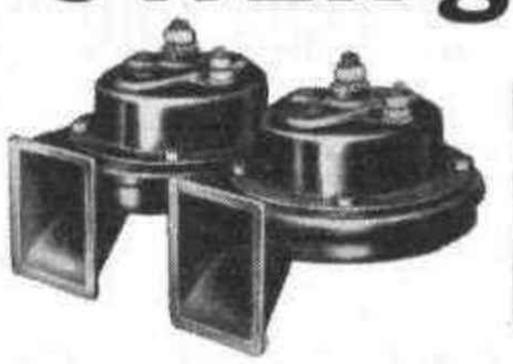
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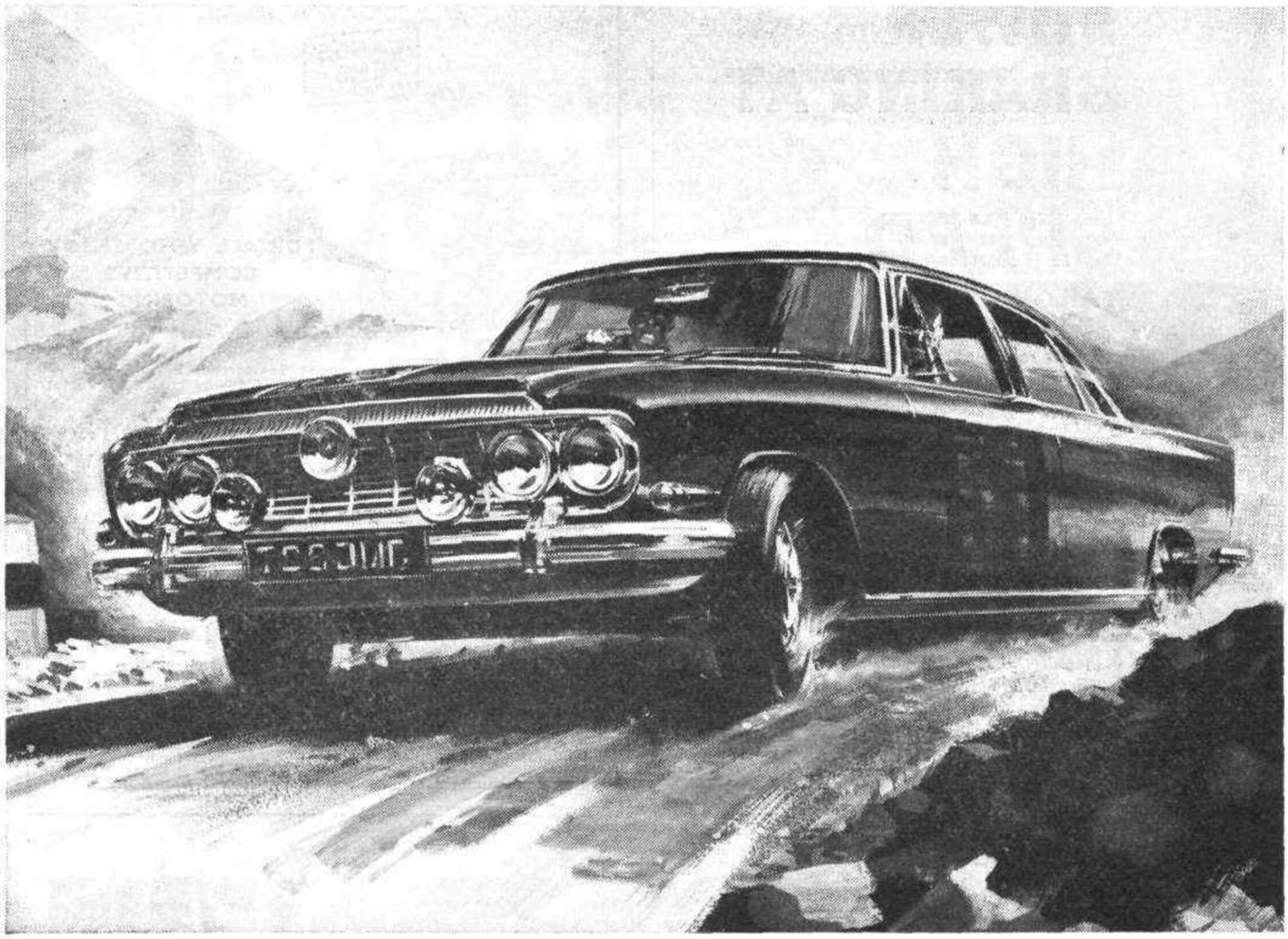


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LADIES PRIZE —2ND FORD ANGLIA *(A. Hall & V. Domleo)*

(All results subject to official confirmation)

1962's TOP CARS FROM FORD OF BRITAIN Ford

VOL. XXXVIII No. 7 TO MONACO IN A JAGUAR E-TYPE JULY 1962

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

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

MATTERS OF MOMENT

GRAND TOURING CARS

Having conducted last month a lengthy Continental road-test of that fine British car, the Jaguar E-type, thoughts turned to that class of automobile that is deserving of the title of Grand Touring Car.

In recent times the F.I.A., in its wisdom and omniscience, has decreed that the definition for competition purposes of a G.T. car shall be an open or closed vehicle built in small quantities (but at a minimum rate of 100 identical units per year) for customers who are looking for a better performance and for a maximum of comfort and are not particularly concerned about economy.

That may be all very well for dicing round the race circuits but it is not our impression of what G.T. cars should be, for their name implies a vehicle eminently suitable for touring in the grand manner, which is by no means true of all open sports cars or such cars equipped with " hard-top " lids. To us this implies a car capable of devouring countries as lesser machines cope with counties. We visualise a car capable of attaining 100 m.p.h. or more, not only along a Motorway, *autostrada* or *autobahn* but in the average traffic stream, with a maximum not much, if any, lower than that of a modern Formula One G.P. racing car, and the ability to average around a mile-a-minute all day on the Continent in complete security.

Such a motor car is only required to seat two persons in comfort, because when a man is very young he likes to travel with a single female companion and when he is old his former friends will have found him out and be content for him to tour alone with his aged companion who can best be described as " his lady." But these two occupants must be really comfortable over mileages of 700 or even 800 in a day, both as to seating, leg, head and elbow room, and ventilation and warmth.

Because the classic shape of a streamlined 2-seater coupé encompasses a low roof and sloping back window it is easy to provide for the stowage of ample luggage behind the front seats, so that a complete change of clothes for two travellers for a fortnight can be lost therein, with space to spare for food, maps, coats and cameras, etc., above the suitcases, where the passenger can easily find them while the G.T. car goes on its purposeful way.

Arrived at the Hotel de Paris in Monte Carlo or the Negresco at Nice, a porter will instantly take the luggage within, leaving space for such friends as the car's owner may make, or for the children who may have flown down from Eton or Roedean, at least as far as the Casino or Golf Course.

A G.T. car should not be unduly noisy, but it should not be meek. It must possess brakes and controllability in keeping with its magic carpet performance, a petrol tank that enables it to complete the aforesaid daily journey with but one stop (at lunch-time) for refuelling, and its suspension should be such that it can negotiate the higher (and rougher) passes of Europe not necessarily at rally-averages but at a decent lick, without damage to sump, exhaust system, petrol tank or other mechanical frailties.

In brief, by our standards, a G.T. motor car should be eye-able, possess stamina and really high-performance, be extremely comfortable and generally live up to its claim of *Gran Turismo*. As the report elsewhere in this issue explains, the Jaguar E-type does not qualify, although its excellence as a value-for-money sports car has never been in doubt.

If the makers or concessionaires of the £4,401 Aston Martin DB4 G.T., £6,273 Ferrari 250 G.T., £5,800 Maserati 3500 G.T. and £4,000 Porsche Carrera 2, and any others we may have forgotten, care to provide the same facilities as Jaguar Cars Ltd., we will gladly amplify the virtues (and vices, if any) of these delectable G.T. cars. Meanwhile, although comparatively rare in England, such machinery is sought after in Europe and America, and is a class of car that quality manufacturers cannot afford to ignore.

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Front Cover Picture : DOUBLE-SECOND.—Phil Hill, here seen in the Ferrari in which he finished second to Bruce McLaren (Cooper) at Monaco. After the Belgian G.P. Phil Hill is second on points in this year's World Drivers' Championship.

B.M.C. WINS THE ALPINE RALLY

The " Alpine " is still one of the tougher rallies, run in three 24-hour stages of 2,400 miles, that eliminated 23 of the 51 starters, and warm congratulations are due to B.M.C. for winning outright with the Morley/Erle Austin-Healey 3000 and taking the *Coupes des Dames* with the Pat Moss/Pauline Mayman Austin-Healey 3000, and the team award.

Indeed, all who took a *Coupe des Alpes* deserve high praise—a Triumph TR4, a Citroën DS19 alone of the Touring-category entrants, the two Austin-Healeys and a Porsche. Incidentally, not content with gaining a *Coupe*, Triumph advertised a 1, 2, 3 success in the 1,601-2,500-c.c. G.T. Class; droll, as it consisted of just four cars, all TR4s!

Motoring Sport Events for July

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

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

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
July 1st ..	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.30 p.m.
,, ..	Winfield Joint Committee ..	Charterhall	Berwick-on-Tweed	Race Meeting (*R.*)	2.30 p.m.
,, ..	E. COUNTIES M.C. ..	SNETTERTON	THETFORD	RACE MEETING (*N.B.*)	2.00 p.m.
,, ..	750 M.C.	Brands Hatch	Farningham	Trio Race Meeting (*C.*)	1.00 p.m.
,, ..	Hagley & Dist. L.C.C. ..	Vono Ltd.	Tipton, Staffs	Driving Tests (*R.*)	11.00 a.m.
,, ..	N.A.L.G.O. (Met. Dist.) ..	Moorwood Farm	Iver, Uxbridge	Gymkhana	2.00 p.m.
,, ..	B.A.R.C.	Mayfield Garage Ltd.	Halifax	Joint Driving Tests	1.00 p.m.
,, ..	B.A.R.C. (S.E.)	Priesthawes	Polegate	Autocross (*C.*)	2.00 p.m.
July 4th ..	Ulster A.C.	Doagh Road	Monkstown	Driving Tests (*C.*)	7.15 p.m.
July 7th ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
,, ..	B.R. & S.C.C.	Castle Combe	Chippenham	Race Meeting (*C.*)	2.30 p.m.
,, ..	HERTS COUNTY A. & A.C.	WESTBROOK HEY	HEMEL HEMPST'D	HILL-CLIMB (*N.O.*)*	2.30 p.m.
July 8th ..	A.C.F.	ROUEN	ROUEN	FRENCH G.P. (*INT.*)	—
,, ..	London M.C.	Snetterton	Thetford	Race Meeting (*R.*)	1.30 p.m.
,, ..	B.R. & S.C.C. (Northern) ..	Elvington	York	Race Meeting (*R.*)	2.00 p.m.
,, ..	N.A.L.G.O. (Met. Dist.) ..	Town Hall	Hornsey, N.8	Safety Rally	10.30 a.m.
,, ..	Oxford M.C.	Arncott	Bicester	Driving Tests (*C.*)	2.00 p.m.
,, ..	M.G. C.C. (S.E.)	Firle	Selmeston (A 27)	Hill-Climb (*C.*)	1.30 p.m.
,, ..	Northampton & Dist. M.C. ..	Cross Roads	Gt. Billing (A 45)	Grose Trophy Rally	9.45 a.m.
July 14th ..	ASTON MARTIN O.C. ..	SILVERSTONE	TOWCESTER	MARTINI 100 RACE (*N.O.*)	12 noon
,, ..	Mid-Cheshire M.C.	Oulton Park	Tarporley	Race Meeting (*R.*)	1.00 p.m.
,, ..	B.A.R.C.	Goodwood	Chichester	Festival of Motoring	12 noon
July 14/15th	Chess Valley M.C.	Deep Mill Service Station	Gt. Missenden	3 Counties Rally (*R.*)	11.00 p.m.
July 15th ..	SNETTERTON M.R.C. ..	SNETTERTON	THETFORD	SCOTT-BROWN T'PHY (*N.O.*)	2.30 p.m.
,, ..	Bristol O.C.	" White Swan "	Whitchurch, Bucks	Social Meeting	12 noon
,, ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
,, ..	Shenstone & Dist. C.C. ..	120/134127	Lichfield	Driving Tests (*R.*)	11.00 a.m.
July 21st ..	B.A.R.C.	AINTREE	LIVERPOOL	BRITISH G.P. (*INT.*)	12 noon
,, ..	V.S.C.C.	Silverstone	Towcester	Race Meeting (*C.*)	12.30 p.m.
July 21st/22nd	Bristol M.C. & L.C.C. ..	Lulsgate Airfield	Bristol	Summer Rally (*R.*)	10.00 p.m.
July 22nd ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
,, ..	A.W.E.E. M.C.	158/476855	Chilton	Driving Tests (*C.*)	2.30 p.m.
,, ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*Inter-Club*)	10.00 a.m.
July 26th ..	JERSEY M.C. & L.C.C. ..	BOULEY BAY	JERSEY	HILL-CLIMB (*N.O.*)*	2.30 p.m.
July 28th ..	432 M.C.	Wellesbourne Mountford	Stratford-on-Avon	Driving Tests (*R.*)	10.30 a.m.
,, ..	LEINSTER M.C.	DUNBOYNE	CO. MEATH	MARTELL RACE MEETING	2.40 p.m.
,, ..	750 M.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.00 p.m.
,, ..	Bristol M.C. & L.C.C. ..	Dryham Park	Bath/Stroud (A 46)	Hill-Climb (*R.*)	2.00 p.m.
,, ..	B.A.R.C.	Goodwood	Chichester	Practice Day	1.30 p.m.
July 29th ..	Border M.R.C.	Winfield	Berwick-upon-Tweed	Sprint (*R.*)	2.00 p.m.
,, ..	Leicester C.C.	514892	Leicester	Driving Tests (*C.*)	2.00 p.m.

* *Qualifies for the R.A.C. Hill-Climb Championship.*

WHIT-MONDAY AT CRYSTAL PALACE

WITH a 2,000 guineas prize as the main attraction, the majority of Formula One drivers were to be found at the Mallory Park Circuit over the Whitsun holiday, and the entries for the B.A.R.C.'s Whit-Monday National Open Meeting at Crystal Palace consequently suffered, with most teams splitting their entries. Among those who elected in favour of the "London G.P." was last year's winner, Roy Salvadori, with the Bowmaker-Yeoman Lola-Climax V8, still with its "Monaco" nose, Trevor Taylor in the Team Lotus 24, now fitted with a B.R.M. V8 unit, although obviously designed primarily for a Climax engine, Innes Ireland in one of the U.D.T. Lotuses, also fitted with a B.R.M. engine, and completing the "seeded" drivers was Bruce McLaren in a 1961 works Cooper with 4-cylinder engine, his Monaco-winning V8 being saved for the Belgium G.P. the following week-end. Cheshunt seems to be wary of fuel injection and Taylor's car ran with Weber carburetters and brazed and modified exhaust stacks, as did Ireland's car. Two 4-cylinder Emerysons were entered for Tony Settember and John Campbell-Jones, and a third had been entered by Gerry Ashmore for Graham Eden to drive but was changed for a very tatty Lotus 18 with 4-cylinder Climax unit. The Lotus-B.R.M. of Wolfgang Seidel failed to appear and his place was taken by fellow German Gunther Seifert in an elderly 4-cylinder Lotus-Climax, and other Lotus drivers completing the grid were Jay Chamberlain (Mk. 18 with 4-cylinder engine), David Piper and Brian Hart with his bright orange F.J. car fitted with 1,475-c.c. Cosworth-Ford engine. Ireland, having just returned from Canada, had missed practice and was therefore at the back of the grid, whilst the front row accommodated Salvadori, McLaren and Taylor with the two Emerysons on the second row.

The start saw Ireland spurting away to weave his way through the ranks and to emerge at the finish of the first lap in third place behind Salvadori and McLaren, with Trevor Taylor close on his heels. Graham Eden's Lotus was the first retirement, failing to move off the grid and being wheeled out of the way before causing an obstruction. Also out of the race was Jay Chamberlain, who broke a con.-rod on the first lap. Ireland needed only another lap to push through to the lead, where he stayed to the finish, the B.R.M. engine not missing a beat. Salvadori, always a good performer on this circuit, had little difficulty in keeping second place, whilst the early stages of the 36-lap race (50 miles) saw McLaren having his work cut out to hold off Taylor, until the latter dropped back slightly and eventually retired with one lap to go whilst in fourth place. Moving up into fourth place after lapping consistently was the Emeryson of Tony Settember, a lap behind the winner but comfortably ahead of Hart's Lotus. The 16th lap saw trouble for Campbell-Jones with the other Emeryson, coming into the pits with a dead motor, whilst Keith Greene was also in the pits for a loose wire to be tightened up on the Gilby before going back in about ninth place. After lapping very slowly at the back of the field for over half-distance, Seifert eventually retired his Lotus with gearbox trouble. The lap record held by Salvadori was easily broken by Ireland on several occasions and was eventually left at 87.46 m.p.h. (57.7 sec.) for the 1.34-mile circuit.

Supporting events included a Formula Junior race in two heats and a final, the first a processional but quite exciting affair, the second a dismal race with only eight starters, and the final producing undoubtedly the best race of the day with representatives from nearly every F.J. stable scrapping for the lead. Other races were for saloon cars, where the two Alexander Engineering Chevrolet Chevy IIs challenged the 3.8 Jaguars and very nearly beat them! The one driven by Kelsey taking third place behind Salvadori and Sears and ahead of Sir Gawaine Baillie until being disqualified for not having an exhaust, and the other car in the hands of Peter Sachs retiring after losing its exhaust. The sports-car race saw Paul Hawkins in one of Ian Walker's Lotus-Ford 23's easily winning from a field comprising a batch of similar cars, four of the latest Elvas, two front-engined Lolas, and Geoff Oliver's D.R.W.-Terrier-Ford. Class records in all categories were broken.—E. W.

SHELSLEY WALSH

The Midland A.C.'s Championship Hill-Climb on June 3 was disappointing in that Tony Marsh, the record-holder at 34.41 sec., and several other well-known exponents failed to return their entries in time and were unable to obtain entries on the reserve list. Marsh was allowed a single demonstration run and without practice managed to unofficially break the record with his Marsh-B.R.M. at 33.96 sec. Ray Fielding's B.R.M. won the Championship Class at 34.65 sec., with Chris Summers' Chevrolet-engined F.2 Cooper second and Reg Phillips' Fairley-Climax third. Fielding now leads the Championship with 29 points from Phillips (22), Marsh (18) and McLaughlin (18). Although organisers are justified in sticking to fixed entry dates, and consequently have recently suffered by several well-known drivers missing the post or not turning up after sending in an entry, one wonders whether an automatic free entry for those making a record or f.t.d. would be a worthwhile incentive to ensure top-class entries?

THE B.A.R.C. WHITSUN MEETING

June 11th

IN spite of lesser and more important fixtures in other parts of the country, a reasonably large crowd watched the Whitsun racing at Goodwood.

Leading race on the card was the 21-lap Whitsun Trophy from a Le Mans start, which Blumer's 2-litre Cooper-Monaco led throughout, winning by 20.8 sec., at 90.98 m.p.h. from Keens in the latest sports Lotus 23 with Ford engine having a mysterious capacity of 1,098 c.c., Spender's 1.2-litre Lotus-Climax was 3rd, these very fast small sports cars outclassing Sutcliffe's Jaguar D. In the G.T. category Stoop's Porsche Carrera formed a sandwich between the Marcos coupés of Jones and Minoprio, the former's Climax-engined car winning at 83 m.p.h. Boothby, wrestling with his Jaguar D's steering wheel, and Yeates in an Aston Martin DB3S that looked like an old Cooper-Bristol, went very slowly, Coundley damaged his Lister-Jaguar by motoring it through the hard part of the *chicane*, and Graham's Lotus shed a wheel. Foster appeared in one of the new M.G. Midget alloy coupés, very low, very smart, if a bit too A-40ish at the back, prepared with the T.T. in mind by Abingdon at the suggestion of R. W. Jacobs. Addicott's Lotus-Buick retired with overheating.

The 10-lap Pre-war Racing Car Scratch Race was greatly to the liking of the onlookers, although many of the 20 starters ran raggedly. Schellenberg in the 8-litre Barnato-Hassan was terrific, holding 3rd place until he took to the grass out of Woodcote, tail-sliding from the *chicane* under power, to come in 4th although the Bentley engine wasn't on all six. Chapman's i.f.s. R2A E.R.A. won easily by 22.2 sec., at 82.86 m.p.h. from Lindsay's E.R.A. "Remus" but Syd Day would have caught Chapman had he not power spun out of the *chicane* on lap eight. Bowman's ex-Lord Selsdon Lago-Talbot was a steady 3rd. Day did a lap at 85.04 m.p.h. Bergel's 2.3 Bugatti spun, partially blocking the *chicane* exit; the crowd loved it when he leapt out, swung the starting handle, and tail-slid round and on with the race.

Woodroffe's 3.8 Jaguar won the 10-lap Saloon Car Race by 36.4 sec., at 81.85 m.p.h. from Sparrow's 3.8, after Dodd's Jaguar had retired *sans* oil pressure. Byrne's Mercedes-Benz 220SE won its class and finished 3rd overall, an excellent performance for such a large car. It held off the Cooper-Minis, which not all big saloons can do. Three VX4/90 Vauxhalls duelled with two Sunbeam Rapiers, but one retired and the other Lutonians were vanquished by Cuff-Miller's aged Sunbeam. The Saab was nowhere.

The token winner of the F.J. race, Dibley's Lola, was penalised 60 sec., for a too-prompt start, so Francis (Lotus-Ford) was given 1st place, at 92.29 m.p.h., from Hicks' Caravelle-Ford and Breakall's Lotus-Ford. Gubbey's Ausper was slow, the new E.T.A. likewise, but it looks nice. The Marque Scratch Race attracted coupés, hard-tops, open cars with aero-screens and full-width screens, and Burnard's A.C.-Bristol with cellophane screen-to-seat fairing *a la Le Mans*. Lawrence led very comfortably but was excluded as an aero-screen isn't allowed (how complicated motor racing has become!) and Entwhistle's TVR that held 2nd place, drawing away from Bank's A.C. Bristol until the larger car retired, was docked 60 sec., for getting four wheels on the grass (how complicated, etc.!), so from a poor 3rd Jones (Morgan) found himself a winner, at 80.44 m.p.h.

Keens' neat Lotus 23 steamed away from Naylor's Elva-B.M.C. on lap 5, but a spin had penalised him (how complicated, etc.!!), so Naylor got the laurels, averaging 84.94 m.p.h. The Lotus placemen, Adlington and Porter drove well, as did Lord Clydesdale, who came through on lap 9 to win the 10-lap Handicap in his Lola-Climax, at 85.42 m.p.h.—good show by a new driver. White's Turner had led for 8 laps, but Derisley's Elite and Nicholson's Lola got him in the run-in.—W. B.

Results:

Whitsun Trophy Race: J. Blumer (1960-c.c. Cooper-Monaco)	90.98	m.p.h.
Pre-war Racing Car Race G. Chapman (1,488-c.c. s/c E.R.A.)	82.86	,,
Saloon-Car Race: P. J. Woodroffe (3,781-c.c. Jaguar)	81.85	,,
F.J. Scratch Race: K. Francis (1,098-c.c. Lotus Ford)	92.29	,,
Marque Sports Car Scratch Race: W. H. Jones (1,991 c.c Morgan)	80.44	,,
Sports Car Scratch Race: G. Naylor (992-c.c. Elva B.M.C.)	84.94	,,
The Whitsun Handicap: Lord Clydesdale (1,098-c.c. Lola-Climax)	85.42	,,

MALLORY PARK

June 11th

ONE of the richest races in Britain this year, the 2,000 Guineas at Mallory Park on Whit Monday for Formula One cars attracted some of the latest machinery but several of the cars which had been promised in the pre-race publicity did not turn up, which was little consolation to the crowd, variously estimated at between 30,000 and 50,000, all paying £1 each, who expected to see a works Ferrari doing battle with the British cars.

Three V8 Climax engines turned up, being fitted in the back of Surtees Monaco Lola with short nose, Jim Clark's works Lotus 25 and Jack Brabham's private Lotus. The foreign opposition consisted of the Scuderia Venezia Porsche for Jo Bonnier and de Beaufort's privately owned Porsche, while the rest of the thirteen car field comprised Masten Gregory in a 4-cylinder U.D.T.-Laystall Lotus, Graham Hill in Rob Walker's 4-cylinder Lotus, Mike Parkes in a Bowmaker-Yeoman 4-cylinder Cooper, Colin Davis in the Scuderia Venezia Lotus, Ian Burgess in the Anglo-American Cooper, Tony Shelly in his Lotus, John Dalton in Tim Parnell's Lotus and John Rhodes in Bob Gerard's Cooper-Ford.

In practice on the morning of the race Jimmy Clark lapped the 1.3-mile circuit in 51 sec., Jack Brabham did 51.6, Graham Hill 52.0, John Surtees 52.6, Bonnier 53.2, de Beaufort 53.4, Masten Gregory and Ian Burgess 53.8, John Rhodes 54.0, Mike Parkes 54.2, Tony Shelly 54.4, Colin Davis 56.2, and John Dalton 58.0. By comparison Peter Arundell in the works Lotus 22 F.J. car did a practice lap in 52 sec., which would have put him on the front row of the Formula One grid; and this tiny circuit is by no means composed of tight bends.

After several of the preliminary races had been disposed of the grid lined up with Clark, Brabham, Hill and Surtees on the front row and at the drop of the flag Surtees, from the inside position, hurtled into the lead from Brabham, Gregory, Hill, Clark, Bonnier, Parkes, Shelly, Rhodes, Burgess, Davis, de Beaufort and Dalton. On the second lap Graham Hill had squeezed past Gregory for third place and Clark was already coming up to challenge Gregory. Further back Bonnier was being pressed by Mike Parkes while John Dalton had already stopped out on the circuit with fuel starvation, and Burgess called into the pits for a plug change. By lap 10 Clark was well clear of Gregory in fourth place and closing right up on Graham Hill while Parkes had disposed of Bonnier and was setting about passing the luckless Gregory. Surtees was maintaining a steady increase over Brabham while the Hill and Clark duel was slowly catching Brabham. However, on lap 19 Clark pulled into the pits to tell the mechanics that the oil pressure was disappearing on the corners and he pulled out again having dropped to seventh place. But after completing another four laps he pulled in again for a long stop, the oil pressure gauge still reading low although the engine sounded just as healthy as Surtees'. This left the race in a rather dreary state as no one looked like catching anyone else except Parkes who got past Gregory for fourth place on lap 28. In fact, from lap 28 to the finish on lap 75 there was only one positional change, when Shelly passed de Beaufort for eighth place on lap 37. Surtees gradually increased his lead over Brabham until at the finish he was 18 sec. in front, with Graham Hill a steady third in his first Lotus drive for some time. This rather rare win for Surtees had been most profitable and more important the Lola seemed just as happy at the finish as it did at the start.

The rest of the day's programme contained a three heats and final G.T. event, Chris Summers' hot T.V.R. Grantura winning the first heat from Rodgers' Ace-Bristol, Pat Fergusson's quick Turner-Climax holding off the usual gaggle of Elites in heat two, while Mike Parkes in his Ferrari GTO beat Graham Hill's E-type, now with Dunlop knock-off disc wheels, by 1.4 sec. in the third heat, with John Surtees in another Ferrari GTO in third place. As the fastest fourteen went through to the final the result of the third heat was repeated and was notable for some dicey pushing and shoving when the three leaders passed the E-types of Hobbs and Protheroe. A race for B.M.C. Minis saw the works Cooper-Minis beaten again, this time by Mick Clare who beat Bill Blydenstein into second place, while Tony Maggs only just got through into third place after a dice with Borrowman's Cooper-Mini. The Formula Junior event saw Peter Ryan adding to his growing reputation in Europe by tailing Peter Arundell's works Lotus for the whole race, then nipping through on lap 28 to win by a second. Behind them a fierce dice for third place ended in Frank Gardner in the Brabham getting the verdict.

Although the organisation of the actual racing went smoothly enough and the crowd got a good view without the circuit owners having to pay for grandstands, the organisation as far as the Press was concerned was amateurish in the extreme, any information having to be fought for or obtained *via* the announcer on the few occasions that the loudspeakers were audible, and some of the gate marshals appeared to be village idiots specially drafted in to stop anyone going about their lawful business. The official results were inaccurate, which was not so serious for those who had been taking notice but members of the daily press do not expect to have to correct official results before telephoning their offices. Perhaps by next year the Nottingham Sports Car Club and the Mallory Park people will have sorted out these problems and be able to run an International event properly.

M. L. T.

XXI BELGIAN GRAND PRIX

A Fine Win For Lotus

SPA, BELGIUM, *June 17th.*

THE wonderful 14.1-kilometre circuit that runs between Francorchamps, Malmedy and Stavelot, in the hills near Spa, needs little introduction to followers of Grand Prix racing, and this year everyone was looking forward to the Belgian G.P. with keen anticipation as it was to be the first time that the new British Grand Prix V8 engines could be wound up to full song in top gear and kept there for a considerable time. On paper the grid was to consist of sixteen invited drivers and those others who would qualify from the remainder of the entry. As it turned out a number of people did not arrive so there was no need for any qualifying, among those who did not appear being the two works Porsches, internal strife at the factory still holding up their active racing programme, the two private B.R.M. owners, Lewis and Marsh, did not come, and Bowmaker entered only one Lola.

The Scuderia Ferrari were out in force, having four 120-degree-engined cars for Hill, Mairesse, Baghetti and Rodriguez, it being Bandini's turn to sit in the pits and watch. Three of the cars had new front wishbones with easily adjustable base pivots, and all had the wider rear wishbones, while only Rodriguez was using a rear roll-bar. They were virtually as last year, the new chassis with forward-mounted gearbox not being used, nor was there any sign of the new " 4-valve " cylinder heads. The two works B.R.M.s were as we had seen in practice for Monaco, with G. Hill in his usual car, with new engine after the monumental blow-up, but with low-level exhaust system now, and Ginther had the new car with 6-speed Colotti gearbox and a redesigned bell-housing since Monaco. Team Lotus drivers Clark and Taylor were in their usual cars, both with Coventry-Climax V8 engines, the former with the new carburetter layout and the latter with the old layout. Clark had the sleek " monocoque " chassis car and much was expected of it on this fast circuit. After their win at Monaco the Cooper team finished off their second Coventry-Climax V8-engined car with 6-speed Cooper gearbox, sure in the knowledge that there wasn't much wrong with the car, and Maggs was using this brand new car. The Bowmaker team were running only one Lola-Climax V8, once more fitted with its long sleek nose cowling, and Surtees was the driver, fresh from his Mallory Park 2,000-guineas win, and U.D.T.-Laystall had their two Lotus 24 cars, the Coventry-Climax V8-engined one for Ireland and the B.R.M. V8-engined one for Gregory, they too having had a Whit-Monday victory to boost their morale. The Rob Walker team had completely rebuilt the Coventry-Climax V8-engined Lotus 24 crashed at Monaco, needing a new chassis frame and all new suspension, and once more Trintignant was the driver, while their old 4-cylinder Lotus, that G. Hill had driven at Mallory Park, was on loan to Bianchi and the Equipe National Belge. To complete the list there was Brabham with his bright green Lotus-Climax V8, Siffert with his Lotus-Climax 4-cylinder, Campbell-Jones with the works Emeryson-Climax 4-cylinder and Beaufort with his private Porsche 4-cylinder. At the last moment the Seidel team entered a Lotus-B.R.M. V8 for Gurney to drive, this being borrowed from Team Lotus; of Bonnier there was no sign.

Practice began on Friday evening in warm and dry conditions and bogey time was obviously a 4-min. lap, for last year Phil Hill had done 3 min. 59.3 sec. in a Ferrari in practice and in the race Ginther (Ferrari) had done 3 min. 59.8 sec. The circuit lap record is still held by Brabham with a 2½-litre Cooper-Climax at 3 min. 51.9 sec., set up in the 1960 race, while in practice that year he recorded 3 min. 50.0 sec., but only race times count for records. Phil Hill was first away when the circuit was opened for practice, but Clark was not far behind and neither was McLaren, so that it was obvious that they all meant business. The B.R.M. team were not their usual confident selves to begin with, both cars needing attention after only a very brief run, Hill having his brakes bled and Ginther having trouble in the fuel lines. It was Trevor Taylor's first visit to Spa-Francorchamps and he was settling in nicely, soon down to 4 min. 10 sec., while Maggs was having his first go in a V8 Cooper, but he did not get far before he came to rest with no ignition and mechanics had to go out and rescue him. Surtees was also in trouble for his V8 Coventry-Climax engine tightened up on him and he parked the Lola at Stavelot before bits came out of the side of the crankcase, getting a lift back to the pits on the tail of Ireland's Lotus. The two U.D.T.-Laystall cars were going all right but the drivers were not too convinced about the handling at high speed, but even so Gregory sorted-out McLaren in the works Cooper on one lap.

Really high-speed practice laps seemed to be lacking and trouble seemed rife, Ginther's B.R.M. spewing out oil and Clark's Coventry-Climax V8 damaging itself when a dowel in the camshaft driving mechanism sheared. It was Mairesse who began to set the pace when he went round in 4 min. 03.5 sec., to which Graham Hill replied with 4 min. 03.0 sec. but he did not look at all happy when he stopped at his pit. Ferraris now began to get down to it, Phil Hill doing 4 min. 03.6 sec. and Mairesse 4 min. 03.3 sec. Everyone was convinced that their engines were not breathing properly at high speed, and Ferraris removed the Perspex covers over the carburetters and also took off the Perspex brake-cooling scoops to reduce drag. Phil Hill just had to break the 4-min. barrier, having done so last year, but admittedly the billiard-table surface of the Masta straight is now wavy and bumpy after a hard winter, but for a change the Ferrari team leader was very happy with the handling of the car, merely wanting more speed. After trying, he recorded 3 min. 59.8 sec., the first to get under 4 min. but meanwhile Taylor had been working away steadily and he did 3 min. 59.3 sec., which was a splendid effort for a first time on this high-speed circuit. It gave some indication of what might be expected for if Taylor could break 4 min. then what would Clark do when he got a new engine. Shortly before practice ended McLaren came to rest out on the circuit with gear-selector trouble, but it was not serious, and Maggs had been got going again. Brabham had not put in an appearance, his car not being ready, and the car Gurney was to drive was not ready. With only two cars below 4 min. the pace was not as quick as expected, but troubles had been frequent, so one could only wait for the next practice session, due on Saturday afternoon.

Once again conditions were perfect, not too hot and completely dry, Brabham had arrived with his Lotus-Climax V8 and Hill's B.R.M. was fitted with vertical stub exhausts, while McLaren's gear-selector trouble had soon been rectified and Ferraris had covered their carburetter intakes with lattice-work. Clark was

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
1	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Regular car
2	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	Colotti 6-sp.	B.R.M. 1962	Dark green	As practice Monaco
4	J. C. Jones	Emeryson Cars	Emeryson	Climax 4	Colotti 5-sp.	Emeryson 1961	Dark green	Works car
5	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Mallory Park car
7	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4	Porsche 6-sp.	Porsche 1960	Silver	Regular car
9	P. Hill	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	New front wishbones
10	W. Mairesse	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	New front wishbones
11	G. Baghetti	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	New front wishbones
12	R. Rodriguez	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	As previous races
15	J. Brabham	Brabham Racing	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Bright green	Regular car
16	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	" Monocoque "
17	T. Taylor	Team Lotus	Lotus 24	Climax V8	ZF 5-sp.	Lotus 1962	Green	Regular car
18	M. Trintignant	Team Walker	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Blue	Rebuilt after Monaco
19	L. Bianchi	E.N. Belge	Lotus 18	Climax 4	Colotti 5-sp.	Lotus 1960	Blue	Pau winning car
20	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	As Monaco
21	M. Gregory	U.D.T.-Laystall	Lotus 24	B.R.M. V8	Colotti 5-sp.	Lotus 1962	Pale green	As Monaco
22	J. Siffert	Ec. Filipinetti	Lotus 21	Climax 4	Colotti 5-sp.	Lotus 1961	Orange	Regular car
23	D. Gurney	M. Seidel	Lotus 24	B.R.M. V8	Colotti 6-sp.	Lotus 1962	White	Borrowed works car
25	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	As Monaco
26	A. Maggs	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	First appearance new car

Ferodo First

MONACO GRAND PRIX

1st COOPER Bruce McLaren
2nd FERRARI Phil Hill
3rd FERRARI Lorenzo Bandini



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without a car, his new engine still being on the way by road, and it was McLaren who was smartly away at 3 p.m. Surtees was quick to follow, the Bowmaker Team having had a spare engine with them, and the U.D.T.-Laystall drivers swapped cars, but not numbers, in order to prove something or other. Phil Hill set off, with Baghetti just behind him, and as the Italian accelerated away the Ferrari mechanics realised they had not fastened the engine cover. It was too late, Baghetti had gone, oblivious of the fact, and as he went up the climbing turn of the Eau Rouge the engine cover blew up like a huge air-brake and spun the Ferrari into the iron safety barrier. The car was damaged but Baghetti was luckily quite unhurt, saying afterwards that his first thoughts had been that a wheel had come off. As a last-minute entry Campbell-Jones arrived with an Emeryson and joined in the practice. The B.R.M. team were in a much better state today and Graham Hill began charging round and quite early on recorded 3 min. 58.0 sec., which was something like the form expected, and shortly after that he did 3 min. 57.0 sec., which he considered to be good enough. His car was using a different axle ratio to yesterday, but it still was not right and was not going as fast as anticipated down the Masta straight. Taylor was out in the Lotus-Climax V8, almost as quick as yesterday, but the true possibility of the works Lotus cars was still unknown as Clark was not out. Gregory was going very fast in the U.D.T. Climax V8 car, approaching 4 min., though the time was being credited to the B.R.M. V8-engined car, and McLaren was getting along nicely, as was Maggs, who had done 4 min. 05.6 sec.

After the pandemonium at Monte Carlo, practice seemed very leisurely and halfway through there was a considerable lull, Brabham's car having its gearbox looked at, McLaren being stranded at Stavelot having run out of petrol, and the Ferrari team sitting and waiting. At long last the Seidel-entered Lotus-B.R.M. V8 arrived for Gurney to drive, but it was far from ready for the high-speed circuit. Then Phil Hill went out to have a real try and he recorded 3 min. 59.6 sec., not quite as quick as last year, which indicates some strange progress at Maranello. He came in only complaining of insufficient speed, but the mechanics looked gloomily at the oil all over the back wishbones! Then Mairesse went out and his best was 3 min. 59.8 sec., but McLaren had been retrieved, refuelled, and was now in fine form and got in a best lap of 3 min. 58.8 sec., having done a number under 4 min., and Ireland too was going well in the Climax V8-engined U.D.T. car and also got under 4 min., but he was not impressed with the Lotus 24 handling, and neither was Brabham, who was going comparatively slowly. After playing at racing-driver for a long time de Beaufort this year has been taking things much more seriously and his driving has improved enormously. His best time of 4 min. 7.7 sec. was faster than that recorded by Bonnier and Gurney last year in almost identical cars, while it was faster than Brabham and Trintignant with Climax V8-engined cars this year. Gurney went slowly round in the white Lotus-B.R.M. V8, taking it to 9,000 r.p.m. in top gear on one occasion and then deciding the car was not really race-worthy. Poor Jimmy Clark was having to stand around watching, with only 4 min. 09.2 sec. to his credit, which he did before his engine blew up, so just before practice ended his numbers were put on Taylor's car and he did a few laps to try and improve his position, getting in a 4 min. 04.9 sec. without risking his team-mate's engine; on the way back to the garage after practice the car became locked in two gears at the same time!

Practice had not been unduly exciting, but with six cars below 4 min. and four of those below last year's fastest race-lap things looked fairly good, and there were three different makes on the front row of the grid. Ireland and Mairesse had made the same time so they tossed up to see who would go in the second row, and the Emeryson damaged its gearbox so Campbell-Jones arranged to borrow an old Lotus from a German friend. Over Saturday night Clark's Lotus was fitted with its new engine, Taylor's car had one good gearbox built out of two, and Baghetti's Ferrari was straightened out, but Gurney decided not to start the hurriedly-prepared Lotus-B.R.M. V8. The works B.R.M. of Hill had the low-level exhaust pipes put back on again and Coopers seemed quietly confident.

The Belgian Grand Prix is always impressive enough to stand on its own, without the need for a fiesta of dicing to lead up to it, so by 2.30 p.m. on Sunday, under warm skies, the cars were fuelled and warmed up to get ready for the starting assembly. Team Lotus were still having troubles for the fuel-filler cap on Taylor's car seized on its thread and efforts to move it broke the filler neck, so a spare tank had to be fitted in a rush; Ferrari were so conscious of the nonsense they made with Baghetti in practice that they fitted small security straps to the top of the engine cover, and Lola mechanics were squeezing the last half-gallon of petrol into the rubber fuel tanks of Surtees' car, as it was to be a long race and fuel consumption was high on the V8 Climax engine. After the drivers had been driven for a whole lap in a parade in various open cars the racing cars were assembled on the grid and the drivers were gathered together and told to be good boys and not jump the flag.

↑

1 G. Hill (*B.R.M. V8*) 3 min. 57.0 sec.	25 McLaren (*Cooper-Climax V8*) 3 min. 58.8 sec.	17 T. Taylor (*Lotus-Climax V8*) 3 min. 59.3 sec.
9 P. Hill (*Ferrari*) 3 min. 59.6 sec.	20 Ireland (*Lotus-Climax V8*) 3 min. 59.8 sec.	
10 Mairesse (*Ferrari*) 3 min. 59.8 sec.	12 R. Rodriguez (*Ferrari*) 4 min. 01.0 sec.	21 Gregory (*Lotus-B.R.M. V8*) 4 min. 01.0 sec.
2 Ginther (*B.R.M. V8*) 4 min. 01.4 sec.	26 Maggs (*Cooper-Climax V8*) 4 min. 03.6 sec.	
5 Surtees (*Lola-Climax V8*) 4 min. 04.4 sec.	16 Clark (*Lotus-Climax V8*) 4 min. 04.9 sec.	7 Beaufort (*Porsche*) 4 min. 07.7 sec.
11 Baghetti (*Ferrari*) 4 min. 08.0 sec.	15 Brabham (*Lotus-Climax V8*) 4 min. 08.2 sec.	
18 Trintignant (*Lotus-Climax V8*) 4 min. 09.2 sec.	22 Siffert (*Lotus-Climax 4*) 4 min. 11.6 sec.	19 Bianchi (*Lotus-Climax 4*) 4 min. 18.0 sec.
4 Campbell-Jones (*Lotus-Climax 4*)		

Non-starter : D. Gurney (Lotus-B.R.M. V8).

It was a splendid start, all the engines were running by the 1-min. signal, the track was completely clear at 30 sec., and everyone got away beautifully, the nineteen cars streaming down through the Eau Rouge bridge in a fine roar of noise and smoke. Up the steep climb the order was as in practice, Graham Hill, McLaren and Taylor, with Mairesse close behind. At Malmedy McLaren was reported leading, but at Stavelot G. Hill was back in the lead and, very tightly bunched on the first of the 32 laps, five cars braked heavily for the hairpin at La Source. Down past the pits the order was Graham Hill, Taylor, McLaren, Clark and Mairesse, all close enough for any of them to take the lead. Clark being so well placed bearing in mind his grid position was not only very good but a sign worth watching. Following came Ireland, Phil Hill and Rodriguez in close combat and then a gap, and Maggs, Gregory, Surtees, Ginther and Brabham, followed a little later by de Beaufort heading the rest of the runners, all but Campbell-Jones who arrived late and stopped at his pit. From the confused and excited reports on the telephone system around the circuit it was obvious that a pretty good old dice was in progress, first one would take the lead and then somebody else, and the first five were still just as close when they braked for the hairpin at the end of lap two. The order was Taylor, McLaren, Mairesse, Hill and Clark, the B.R.M. seemingly beginning to slow and enter the pit area, but then going on again. These five had already left the rest behind, but Ireland was leading the two Ferraris, and Maggs was leading Surtees and Gregory, but Ginther and Brabham had dropped back and Baghetti was missing, only to appear long after everyone had gone by. He stopped at his pit and mechanics fiddled with the engine, and he then went on again.

PRACTICE TIMES

No.	Driver	Friday	Saturday
1	G. Hill	4. 01.2	**3. 57.0**
2	R. Ginther	4. 04.3	4. 01.4
4	J. Campbell-Jones ..	—	4. 26.9
5	J. Surtees	4. 29.0	4. 04.4
7	G. de Beaufort ..	4. 12.6	4. 07.7
9	P. Hill	3. 59.8	3. 59.6
10	W. Mairesse ..	4. 01.4	3. 59.8
11	G. Baghetti	4. 08.0	—
12	R. Rodriguez ..	4. 05.1	4. 01.0
15	J. Brabham	—	4. 08.2
16	J. Clark	4. 09.2	4. 04.9
17	T. Taylor	**3. 59.3**	4. 00.5
18	M. Trintignant ..	4. 35.5	4. 09.2
19	L. Bianchi	4. 25.4	4. 18.0
20	I. Ireland	4. 05.1	3. 59.8
21	M. Gregory	4. 05.7	4. 01.0
22	J. Siffert	4. 11.6	4. 17.1
23	D. Gurney	—	6. 42.2
25	B. McLaren	4. 04.7	3. 58.8
26	A. Maggs	4. 22.6	4. 03.6

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Belgium – Class 1st and 2nd in saloon car race
Vienna – Class win in saloon car race
Great Britain – (Goodwood) – 1st and 2nd in Class in saloon car race
" " (Aintree) – 1st, 2nd and 3rd in Class in saloon car race
" " (Snetterton) – 1st, 2nd and 3rd in Class in saloon car race
Sicily – (Targa Florio) – Messina Cup

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Meanwhile the battle for the lead was continuing, and after the third lap Taylor was still leading, but they were all so close that there was continual passing and re-passing going on. Ireland was now behind the two Ferraris but still hanging on, and Surtees was leading the rest, but already quite a way back. At the end of lap four there were cheers from the great crowds for Mairesse was in the lead, and they went down the hill to the Eau Rouge in the order Mairesse, Taylor, McLaren, Hill and Clark; Ferrari, Lotus, Cooper, B.R.M., and Lotus, and there was still nothing in it, for they were all bunched together and lapping at over 130-m.p.h. average, which must be Grand Prix racing, no matter how dull some drivers think it is. Lap five and Taylor was back in the lead, lap six and seven and Mairesse was in front; this was no dull procession, on one lap Graham Hill would be fourth and the next he would be third, and then back into fourth again. The only consistent thing about this leading group was that Clark was continually in fifth place, so obviously sitting back and watching the others, at the same time learning the circuit at high speed for he had done very little practice. On lap eight the Clark plan was revealed for he moved up from fifth to second just like that, even though the others were still pushing and shoving. Hill was having a hard time for his injection system was not working properly when opening up or blipping the throttle to change down a gear, and on one lap Mairesse nipped by him on the inside at the hairpin and next lap McLaren dived by on the inside as they crossed the Eau Rouge bridge. In spite of this he was keeping well in the leading bunch. On lap nine Clark took the lead but still had Taylor, Mairesse, Hill and McLaren nose to tail behind him. On lap 10 the Cooper and B.R.M. had changed positions and Mairesse had the Ferrari alongside Taylor's Lotus as they chased Clark down past the pits. This terrific battle almost overshadowed the rest of the field, from which Baghetti had withdrawn on lap four with ignition trouble and Ireland had stopped at his pit because the Lotus-Climax V8 was handling in a strange fashion. He did one more lap and stopped again, and this time it was found that a rear wishbone mounting was breaking away from the chassis. Mairesse had set fastest lap with 3 min. 57.4 sec., but as the first five were all bunched together they were clearly all lapping in this time, and when he took the lead Clark was given 3 min. 57.0 sec.

Team Lotus was now in a fine position, with their leader in first place and their other driver in second place, and the team of Clark/Taylor are very friendly and prepared to work together, so it was up to Trevor Taylor to drive foxily and hold back Mairesse, McLaren and Hill while Clark got away. Saying that and doing it are two very different things for Mairesse kept getting by, but Taylor always managed to retake the lead on the climb back from Stavelot and finish each lap in front of the Ferrari. However, Clark was now really in his stride and put in a lap in 3 min. 56.9 sec., following it with 3 min. 56.7 sec., and with Hill's B.R.M. spluttering worse than ever the big dice was over. On lap 13 there were 10 sec. between Clark in first place and Hill in fifth place, which isn't very much when they were all still lapping at over 130 m.p.h. and there was no one else within striking distance. Phil Hill and Rodriguez were running in very close company, passing and re-passing rather needlessly it seemed, while Surtees stopped after thirteen laps as his fuel tanks were not venting properly. The U.D.T.-Laystall team had had a good look at Ireland's car and decided to call in Gregory before his car's chassis broke, and Brabham, who was not happy with his Lotus, was not trying and looked like being caught by de Beaufort. The Walker Team were in the unusual position of not being in the picture at all, Trintignant in the V8 being 13th, with an engine that was not running at its best, and Bianchi being at the back in the rather well-used 4-cylinder Lotus.

On lap 15 Clark went round in 3 min. 55.6 sec. (average 215.449 k.p.h.) and the race average had climbed from just over 210 k.p.h. to over 212 k.p.h., or almost equal to the average for the best lap last year. At 16 laps, or half-distance, the order was Clark, Taylor, Mairesse, G. Hill, McLaren, then a gap, and Rodriguez leading P. Hill, both in Ferraris. A long way behind came Maggs, then another long gap and Ginther, and the remainder had been lapped, these being Surtees, delayed by a pit stop, Brabham who speeded up a little when he saw de Beaufort's Porsche in his mirrors, de Beaufort, Trintignant, Siffert and Bianchi, with Campbell-Jones doing the odd lap here and there. For a moment it looked as though everyone had settled down and that Taylor had fixed Mairesse, but on lap 18 the fiery Belgian renewed his attack and the passing and re-passing all round the circuit began again. Clark was a comfortable 10 sec. ahead of them and complete master of the situation, settling down to his own pace, but second place was very much in doubt for Mairesse had no intention of giving in and accepting third place. Graham Hill and McLaren were running fourth and fifth, close together but being nice about it until lap 20 when the Cooper lost all its oil pressure and McLaren switched off and drew into the side before the rods began to fly. Apart from the two Ferraris running fifth and sixth now, the remainder of the field was spread out, so all interest lay in the battle for second place. It seemed as if there was more at stake than just second place, for Taylor was preventing Mairesse getting at Clark, who was drawing away 2 sec. a lap. On lap 21 Mairesse was in second place, with Taylor hanging on grimly, and by the end of the next lap Clark had only gained 1 sec., but then Taylor got past the Ferrari again. This was a pretty cut throat battle between these two, inexperience in one cockpit and exuberance in the other, and all at an average that was still over 130 m.p.h. Taylor led on laps 24 and 25 but Mairesse had the Ferrari right there with him and there was nothing to choose between them, one driver brought up in the tough school of Formula Junior, the other in Rallies, now both a little out of their depth and fighting hard. On lap 26 it happened. Taylor was in the lead as they left the very fast left-hand bend at Blanchimont, just before the Club House and La Source, and at over 100 m.p.h. the two cars touched. The Lotus cut down a telegraph pole and crashed into a ditch and the Ferrari caught fire and landed upside down. Fortunately both drivers were flung out, Taylor escaping with only a shaking and Mairesse needing first-aid for slight burns and numerous cuts and gashes.

While all this had been going on Maggs retired at the pits with a broken gearbox, Ginther retired at the far end of the circuit with gearbox trouble and no drive to the rear wheels, and Surtees had slowed down and given the O.K. to the Team Lotus pit, having seen Taylor standing by the wrecked cars. The race as such was now all over, Clark had only to tour home and win, after driving an incredibly intelligent and brilliant race, and Graham Hill in his spluttering B.R.M. now found himself second, a stroke of luck to make up for his Monaco disappointment. The two duelling Ferraris that had never had a look in while the race was at its height now found themselves racing for third place and this was in doubt right to the last corner, when Phil Hill forced his way by on the inside of the Mexican at the hairpin and led him down the hill and across the finishing line by a few inches. Surtees finished yet another Grande Epreuve with the Lola-Climax V8, which must encourage his team, and poor old Brabham was lapped twice by Clark in the " monocoque " Lotus 25 that outwardly looks like the same as you can buy but which is so different in performance; de Beaufort still had Brabham in sight at the finish, which says much for the way the big Dutchman has improved, and the two Walker cars and Siffert tailed in at the end.—D. S. J.

Results :

21st BELGIAN G.P.—32 Laps—451 Kilometres—Warm and Dry

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 07 min. 32.5 sec.—212.265 k.p.h.
2nd:	G. Hill (B.R.M. V8)	2 hr. 08 min. 16.4 sec.
3rd :	P. Hill (Ferrari 120-V6) ..	2 hr. 09 min. 38.8 sec.
4th :	R. Rodriguez (Ferrari 120-V6)	2 hr. 09 min. 38.9 sec.
5th :	J. Surtees (Lola-Climax V8)	1 lap behind
6th :	J. Brabham (Lotus-Climax V8)	2 laps behind
7th :	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
8th :	M. Trintignant (Lotus-Climax V8)	2 laps behind
9th :	L. Bianchi (Lotus-Climax 4-cyl.)	3 laps behind
10th :	J. Siffert (Lotus-Climax 4-cyl.)	3 laps behind
11th :	J. Campbell-Jones (Lotus-Climax 4-cyl.) ..	16 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), on lap 15, in 3 min. 55.6 sec.—215.449 k.p.h.

Retired : G. Baghetti (Ferrari 120-V6), lap 4, ignition; I. Ireland (Lotus-Climax V8), lap 9, rear suspension; M. Gregory (Lotus-B.R.M. V8), lap 13, withdrawn; B. McLaren (Cooper-Climax V8), lap 20, engine; A. Maggs (Cooper-Climax V8), lap 22, gearbox; R. Ginther (B.R.M. V8), lap 23, transmission; T. Taylor (Lotus-Climax V8), lap 26, crashed; W. Mairesse (Ferrari 120-V6), lap 26, crashed.

19 *starters* — 11 *finishers*

SPA SPIELS

The first twelve laps were real Grand Prix racing, with no holds barred and an *average* speed of over 130 m.p.h.

The Belgian Grand Prix was dignified in its organisation as a Grande Epreuve should be; one race, one winner, with the circuit unsullied by oil and rubber from minor events before the start.

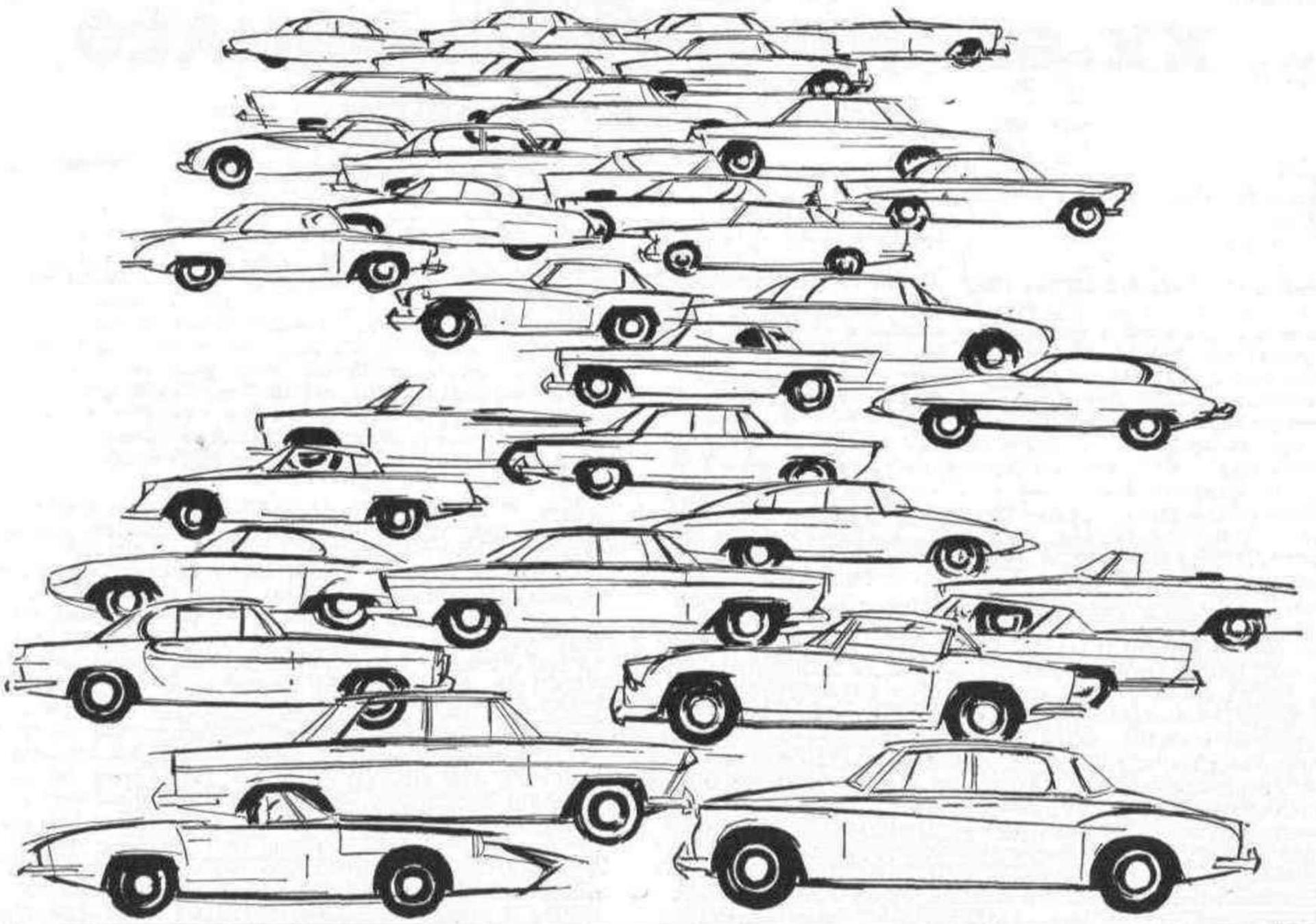
Zandvoort had National Sports Car races, Monte Carlo had Junior races, Silverstone and the B.R.D.C. had an orgy of speed and sport before the British Grand Prix in the past. Nice to see the B.A.R.C. are restricting themselves to a brief G.T. race before Aintree.

Are U.D.T.-Laystall trying to do too much? They have B.R.M., Coventry-Climax, V8 and 4-cylinders, G.T. Ferrari V12 and 2½-litre Climax engines to look after. Coopers find enough work just running in World Championship events.

The two Team Lotus cars ran without tail cowlings as in practice they had measured the gearbox oil temperature. It made Porsche owners blanch and they are used to hot oil.

The Francorchamps circuit had a truly International air, with the loudspeakers keeping the public in touch in French, Flemish, English and German.

Willy Mairesse, the swarthy Belgian, is very popular with his countrymen but not so much with his fellow drivers; he is too much of a racer and a fighter, and it doesn't help when he says " move over " in French and not in English!



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XX GRAND PRIX OF MONACO

A Race of Decimation

MONTE CARLO, *June 3rd.*

DUE to a shuffling of the calendar this year the Monaco G.P. was not the first Grande Epreuve, the Dutch G.P. already having been held, so that everyone arrived in the Principality ready to do battle, this year's form having been indicated at Zandvoort, where B.R.M. ran away with the race. Once again the entry of 16 cars for the Monaco race was decided by ten invitations and six qualifiers from the remainder of the entry of 23. As Marsh (B.R.M. V8) and Businello (de Tomaso) did not appear this automatically reduced the qualifiers to eleven. Invited entries were two each from Porsche, B.R.M., Cooper, Lotus and Ferrari ; these drivers being Bonnier, Gurney, G. Hill, Ginther, McLaren, Maggs, Clark, Taylor and P. Hill, the second Ferrari being nominated as " X." To qualify were Brabham (Lotus-Climax V8), Trintignant (Lotus-Climax V8), Lewis (B.R.M. V8), Salvadori and Surtees (Lola-Climax V8), Gregory (Lotus-B.R.M. V8), Ireland (Lotus-Climax V8), Vaccarella (Lotus-Climax 4), de Beaufort (Porsche 4), Siffert (Lotus-Climax 4), and either Bandini or Mairesse (Ferrari), whichever was not nominated for " X." In addition R. Rodriguez was present with a training Ferrari. As can be appreciated the quality of the " also rans " was as high as the invited list and it seemed unreasonable that Bonnier and Maggs should not have to qualify as they were both in obsolete cars, though officially works drivers. After Zandvoort, Porsche went home and decided to give Monaco a miss, as they had been disappointed with the performance of the new 8-cylinder cars, but after the way the 2-litre 8-cylinder cars had performed in the 1,000 kilometres at Nurburgring they had second thoughts. Gurney and Hanstein were all for racing the new cars no matter how they performed, and after a long struggle won the day and got one 8-cylinder car for Gurney to drive. Bonnier was relegated to an old 4-cylinder car, the red one from the Scuderia Venezia, which Porsche fettled-up for the occasion. John Cooper naturally entered his two works drivers, McLaren on the lone Cooper V8 and Maggs with last year's 4-cylinder car. In a race limited to only 16 cars, and with such a galaxy of talent waiting to qualify with brand new machinery, it was wrong that two drivers with obsolete cars that might well get in the way of the fast stuff should be guaranteed entries just because the factories nominated them. But Monaco was always tainted with a touch of comic-opera.

Practice began at a very reasonable hour on Thursday afternoon in warm and dry conditions, and Gurney arrived back from Indianapolis just in time to take out the lone 8-cylinder Porsche. The pit area was full of interest and excitement, U.D.T.-Laystall having two new Lotus 24 models, one with the V8 Coventry-Climax from the car Ireland crashed at Zandvoort, and the other with a new V8 B.R.M. engine, both cars using 5-speed Colotti gearboxes. Ireland was in the first car and Gregory in the second, the B.R.M. engine using Weber carburetters and short stub exhaust pipes entirely unsupported; they also had an old 4-cylinder Lotus as a spare. Another new car was the Rob Walker entry for Trintignant, being a Lotus 24 with Coventry-Climax V8 engine, and as a precaution they had the old 4-cylinder Lotus with them that Trintignant had used to win at Pau. B.R.M. had a brand new car for Ginther, this being to 1962 pattern but having a 6-speed Colotti gearbox as an experiment, and downswept exhaust pipes feeding into large-diameter tail-pipes mounted under the rear suspension. The nose cowling on this car was especially shortened for Monaco " street brawls " and Graham Hill's car, which was his Zandvoort-winning car, had also had the nose cowling cut down. As a spare they had the 1961/62 chassis car that Ginther had driven at Zandvoort, all three cars being on fuel injection. Jack Lewis was running his V8 B.R.M. as a private entry, though Marsh had been entered by the Owen Racing Organisation, but it seemed he had no intention of turning up.

The Bowmaker team of Lolas were as at Zandvoort, with Surtees and Salvadori, except that the Surtees car now had tubular top suspension arms on the front in place of the U-section ones, and the geometry of the rear end had been altered. Yeoman Credit have apparently dropped out of the running so that it is now the Bowmaker H.P. team, but the personnel remains the same and the cars still use Coventry-Climax V8 engines and Colotti gearboxes, and both cars had short, blunt nose cowlings. The Team Lotus drivers had the same cars as at Zandvoort, Clark with the " monocoque " Type 25 and Taylor with the more orthodox Type 24, both with Coventry-Climax V8 engines and ZF gearboxes. Brabham was still running his bright green Lotus 24 with Climax V8 engine, there being no sign of the Brabham car as yet, though some of his Juniors were entered for the Monaco Junior race. There was a galaxy of Ferraris entered by the factory. Hill, Bandini and Mairesse had 120-degree V6-engined cars as raced at Zandvoort, except that all three were using the wide rear wishbones tried out by Hill in Holland, but the top spring anchorages were of the close-in old pattern, so that the coil-springs were inclined more steeply. As a spare car there was an old 65-degree V6-engined car, which Rodriguez drove. Finally there were two private owners, de Beaufort with his old 4-cylinder Porsche and Siffert with his Lotus-Climax 4-cylinder.

Last year the fastest lap in the race had been a scorching 1 min. 36.3 sec. recorded by Moss and Ginther in the heat of their battle, whereas best practice time had been only 1 min. 39.1 sec., so it was reasonable to suppose that anyone worthwhile would get below 1 min. 40 sec. and the faster drivers would approach 1 min. 36 sec. The B.R.M. team were very confident and Graham Hill was soon out and setting the pace, but Clark was hot on his heels, and Surtees was having a real try even though the Lola was not handling perfectly, but it was definitely showing improvement. Gurney was well under the 1 min. 40 sec. mark, thus encouraging Porsche, and Phil Hill was setting the pace for the Ferrari team, his full-opposite lock slides with the power well on round the Gasworks hairpin were reminiscent of Fangio in

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
2	J. Bonnier	Porsche Eng.	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Red	Venezia car
4	D. Gurney	Porsche Eng.	Porsche	Porsche 8-cyl.	Porsche 6-sp.	Porsche 1962	Silver	Works car
6	R. Businello	Scud. Tomaso	Tomaso		NON- STARTER			
8	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961/62	Dark green	As Zandvoort
10	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	As Zandvoort
12	A. Marsh	Owen Racing	B.R.M.		NON- STARTER			
14	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	As Zandvoort
16	A. Maggs	Cooper Cars	Cooper	Climax 4	Cooper 5-sp.	Cooper 1961	Green and white	As Zandvoort
18	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	As Zandvoort
20	T. Taylor	Team Lotus	Lotus 24	Climax V8	ZF 5-sp.	Lotus 1962	Green	As Zandvoort
22	J. Brabham	Brabham Racing	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Bright green	As Zandvoort
24	J. Lewis	Ecurie Galloise	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1961/62	Green and white	First Championship race for car
26	R. Salvadori	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	As Zandvoort
28	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Modified suspension
30	M. Trintignant	R. R. C. Walker	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Dark blue	First appearance new car
32	M. Gregory	U.D.T.-Laystall	Lotus 24	B.R.M. V8	Colotti 5-sp.	Lotus 1962	Pale green	First appearance new car
34	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	First appearance new car
36	P. Hill	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1961/62	Red	Cut-down screen
38	L. Bandini	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1961/62	Red	Aero-screen
40	W. Mairesse	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1961/62	Red	Aero-screen
42	N. Vaccarella	S.S.S. Venezia	Lotus	Climax 4-cyl.	Colotti 5-sp.	Lotus 1960	Red	ex-Walker
44	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Silver	As used 1961
46	J. Siffert	Ec. Suisse	Lotus 21	Climax 4-cyl.	Colotti 5-sp.	Lotus 1961	Orange	First Championship race for car
—	—	Owen Racing	B.R.M.	B.R.M. V8	Colotti 6-sp.	B.R.M. 1962	Dark green	Practice only
—	—	Team Lotus	Lotus 24	B.R.M. V8	Colotti 6-sp.	Lotus 1962	Green	Practice only
—	—	U.D.T.-Laystall	Lotus 18	Climax 4-cyl.	Colotti 5-sp.	Lotus 1960	Pale green	Practice only
—	—	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	Practice only, new gearbox
—	—	Sefac Ferrari	Ferrari	Ferrari 65-V6	Ferrari 6-sp.	Ferrari 1961	Red	Practice only

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his heyday with the 250F Maserati. The B.R.M. and Lotus drivers, taking more orthodox lines, were having to wait until the understeer dissipated itself before opening up their V8 engines. Ginther was not at all happy with the new B.R.M. and was in continual trouble with the throttles not opening smoothly. The Lucas injection system uses a sliding plate throttle for each bank of four inlet pipes and a heavy pressure is needed on the pedal to overcome the friction. Graham Hill was not having this trouble, presumably because he has bigger and heavier feet than the diminutive Ginther! The high-revving and nervous V8 engines certainly call for some delicate throttle control at times. The two U.D.T.-Laystall cars were showing almost identical lap times, but as the Climax V8 car had only recently been assembled and there had been no time to get adjustments spot on, and the B.R.M. V8-engined car was out for the first time and was an entirely unknown quantity, nothing very much could be concluded. While more people were below 1 min. 40 sec. than were expected in this first practice, the fastest were not as close to 1 min. 36 sec. as anticipated. However, the results and general pace were good, as the accompanying table shows, and the battle for the all-important starting-grid positions was well under way, with Clark and Graham Hill heading the list. With practice ending at 3.30 p.m. and the next session due on the following morning at 7.15 a.m. there was not much respite for the mechanics, but unlike last year there were no major prangs to straighten out, for all the drivers had behaved themselves.

Almost unbelievable for Monte Carlo, rain was falling before practice began on Friday morning, and it continued to fall for most of the day. As a practice period it was a washout in more ways than one, and at times the rain was so heavy that it was bouncing off the road. Team Lotus had brought out a new car, this being a Type 24 with B.R.M. V8 engine and Colotti 6-speed gearbox, and though both Clark and Taylor tried the car there was no hope of learning anything. Brabham was in trouble with a water-logged engine and never did get started, and the only man who looked quite happy and unperturbed by the conditions was Graham Hill, who was going round very smoothly in the B.R.M. Siffert was also driving very nicely in the wet and, oddly enough, all the Ferraris were going well. There was a new Ferrari at the pits, with the 1962 chassis having the 6-speed gearbox in between the engine and the back axle, though it still had the old 120-degree V6 engine. Phil Hill did but one lap in this car. Mairesse was fastest of the Maranello drivers, he being the only one to get below 2 min. and join Graham Hill (B.R.M.) in the under-2-min. group. Vaccarella was out for the first time, in the Venezia Lotus-Climax 4-cylinder, and it also proved to be his last outing, for after keeping up with Bandini for a number of laps he spun and bent the Lotus badly. Practice finished at 9 a.m. and most people spent the rest of the day trying to dry out, while for once mechanics had plenty of time for checking and servicing as the final practice was not due until 2 p.m on Saturday afternoon.

After the frustrations of Friday practice everyone came out with a rush and roar on Saturday afternoon and the pandemonium and excitement was terrific; the weather was perfect and everyone was out to improve their position on the grid or qualify among the also-rans. Lotus were involved in some film making and lost valuable time, while Graham Hill got on with the job and soon set F.T.D. with a lap in 1 min. 35.8 sec., which was more like what was expected; at that he rested on his laurels and watched how the others were getting on. Phil Hill had the new Ferrari out, with the Perspex screen cut down to allow air to blow into the cockpit, while Mairesse and Bandini had their Perspex screens removed completely and replaced by tiny aero-screens that dated back to the days of Mike Hawthorn and the V8 Lancia-Ferraris. Trintignant was more than justifying Rob Walker's faith in his ability and was really cracking round, well inside qualifying time, which looked like being below 1 min. 38.5 sec., or faster than last year's fastest practice lap! Jack Lewis came into his pit with petrol pouring from loose carburetter unions and Surtees came in with gearbox trouble on the Lola. The Cooper team were getting on quietly and efficiently with Wally Hassan and a Weber expert getting McLaren's V8 engine sorted out, their Zandvoort gearbox trouble being overcome by making a larger-diameter input drive shaft. Nobody could approach Graham Hill's time, though many were down in the 1 min. 36 sec. bracket, including Mairesse and Gurney, the 8-cylinder Porsche beginning to show the sort of performance that was expected of it. These two had recorded 1 min. 36.4 sec., which equalled McLaren's time, which the New Zealander had set up with little fuss. Team Lotus had all three works cars out and Clark tried them all, even to doing some laps in Taylor's car without changing numbers!

The Lotus pit was terribly cluttered up with film stars and hangers-on and Jimmy was getting a little tired of it all. Shortly before practice was due to finish, with Graham Hill still holding F.T.D., the French TV people persuaded him to do a lap in the B.R.M. to make some TV film, and while he was playing about doing this Jimmy Clark went out in the Climax V8 Lotus and made a new F.T.D. and gained pole position on the grid. This little effort was more in anger than good driving, for he had become a bit short tempered with the cinema comedy. When Graham Hill stopped playing cinema he found he had lost his pole position! Who allows the TV and cinema people to infest the pit area, where some people were trying to take their racing seriously? And as for team managers who are not strong willed enough to say "—— off" . . . or perhaps they enjoy the diversion!

PRACTICE TIMES

No.	Driver	Thursday Afternoon	Friday Morning	Saturday Afternoon
2	J. Bonnier	1. 43.5	2. 05.7	1. 42.4
4	D. Gurney ..	1. 38.2	2. 22.4	1. 36.4
6	R. Businello ..	NON-STARTER		
8	R. Ginther ..	1. 44.9	2. 04.5	1. 39.0
10	G. Hill	1. 37.7	**1. 58.3**	1. 35.8
12	A. E. Marsh ..	NON-STARTER		
14	B. McLaren ..	1. 39.1	2. 23.7	1. 36.4
16	A. Maggs	1. 43.3	2. 05.5	1. 42.7
18	J. Clark	**1. 37.4**	2. 07.2	**1. 35.4**
20	T. Taylor	1. 40.0	2. 11.0	1. 43.2
22	J. Brabham ..	1. 39.1	—	1. 36.5
24	J. Lewis	1. 40.5	2. 23.9	1. 39.0
26	R. Salvadori ..	1. 40.1	—	1. 38.5
28	J. Surtees	1. 37.9	2. 22.3	1. 44.9
30	M. Trintignant ..	1. 41.8	2. 04.7	1. 36.8
32	M. Gregory ..	1. 39.8	2. 03.5	1. 39.2
34	I. Ireland	1. 39.9	2. 07.4	1. 37.0
36	P. Hill	1. 38.0	2. 01.0	1. 37.1
38	L. Bandini ..	1. 42.2	2. 01.3	1. 37.7
40	W. Mairesse ..	1. 48.2	1. 59.4	1. 36.4
42	N. Vaccarella ..	—	2. 01.8	—
44	G. de Beaufort ..	1. 45.9	2. 07.4	1. 44.4
46	J. Siffert	1. 48.0	2. 01.3	1. 38.9
T.	R. Rodriguez ..	1. 40.1	2. 00.8	—
T.	L. Bandini ..	—	—	1. 37.2
T.	R. Ginther ..	—	—	1. 41.4
T.	I. Ireland	—	—	1. 41.8

The timekeepers did their best to sort out all the times and decide which six " extras " would start, but they completely overlooked a 1 min. 37.0 sec. by Innes Ireland, so there was a certain amount of revising during the evening. The final sixteen are shown on the grid and the lucky six were Mairesse, Brabham, Trintignant, Ireland, Surtees and Salvadori. It was very hard on Siffert, who had done a remarkable 1 min. 38.9 sec. with his 4-cylinder Lotus, beating " invited " drivers Ginther. Taylor, Bonnier and Maggs, and Lewis who equalled Ginther's works car time with his private B.R.M.

↑

14 McLaren (*Cooper-Climax V8*) 1 min. 36.4 sec.
10 G. Hill (*B.R.M. V8*) 1 min. 35.8 sec.
18 Clark (*Lotus-Climax V8*) 1 min. 35.4 sec.
4 Gurney (*Porsche 8*) 1 min. 36.4 sec.
40 Mairesse (*Ferrari*) 1 min. 36.4 sec.
34 Ireland (*Lotus-Climax V8*) 1 min. 37.0 sec.
30 Trintignant (*Lotus-Climax V8*) 1 min. 36.8 sec.
22 Brabham (*Lotus-Climax V8*) 1 min. 36.5 sec.
38 Bandini (*Ferrari*) 1 min. 37.2 sec.
36 P. Hill (*Ferrari*) 1 min. 37.1 sec.
8 Ginther (*B.R.M. V8*) 1 min. 39.0 sec.
26 Salvadori (*Lola-Climax V8*) 1 min. 38.5 sec.
28 Surtees (*Lola-Climax V8*) 1 min. 37.9 sec.
2 Bonnier (*Porsche 4*) 1 min. 42.4 sec.
20 T. Taylor (*Lotus-Climax V8*) 1 min. 40.0 sec.
16 Maggs (*Cooper-Climax 4*) 1 min. 42.7 sec.

Non-Starters : J. Lewis (B.R.M. V8) .. .. 1 min. 39.0 sec.
M. Gregory (Lotus-B.R.M. V8) .. 1 min. 39.2 sec.
J. Siffert (Lotus-Climax 4) .. 1 min. 38.9 sec.
R. Rodriguez (Ferrari) .. .. 1 min. 40.1 sec.
G. de Beaufort (Porsche 4) .. 1 min. 44.4 sec.
N. Vaccarella (Lotus-Climax 4) .. 2 min. 01.8 sec.

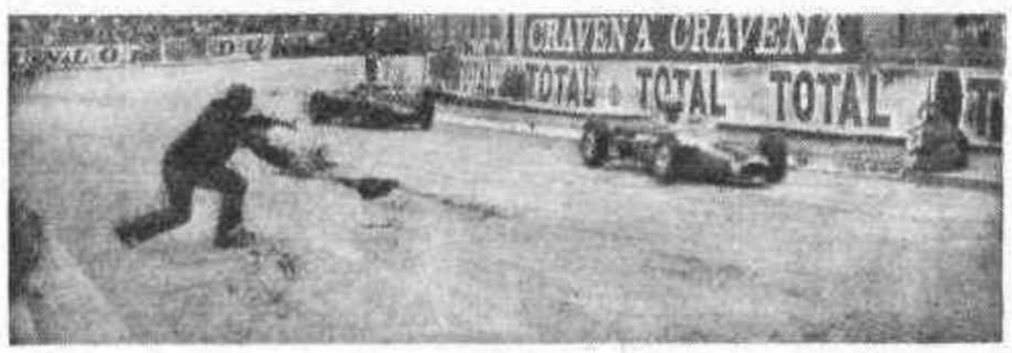
On Sunday while the cars were assembling at the pits the rain came down again, but as the time of the start approached the sun shone, a breeze blew and the road dried rapidly. The Team Lotus B.R.M.-engined car was not yet right so Clark had the

" monocoque " Climax V8 and Taylor the Lotus 24 with Climax V8. The gearbox on the new B.R.M. works car had given trouble so Ginther was using the 1961/62 car, Graham Hill keeping to his regular mount; and the Ferrari team were all using the old-type 120-degree V6-engined cars.

By 2.45 p.m. everyone was on the grid, all the engines were running, Louis Chiron was carefully counting-down, 30 sec., 20 sec., 10 sec. At 5 sec. he raised the flag and in a last-minute panic dropped it at the 3-sec. mark. Drivers had been warned that jumping the start would entail a 1-min. penalty (shades of B.A.R.C.) so the early starting signal caught a lot of people on the hop. Not however Mairesse, for he shot through from the second row, collided with Clark and Graham Hill, who were a bit slow off the mark, and the Lotus jumped sideways about a foot and the Ferrari was through and heading for the Gasworks hairpin with a length or more lead. This terrific start meant that Mairesse arrived at the corner going much too fast and on the inside. He stood on everything, got into a full-lock slide and uncontrollably slid past the apex of the hairpin and this caused a " chain-reaction " that resulted in a complete shambles. Clark (Lotus), Hill (B.R.M.) and McLaren (Cooper) were still in front-line order and seeing the red Ferrari sideways-on they braked hard, Clark almost coming to a stop on the inside. McLaren and Hill were quick to dive through, one on each side of the sliding Ferrari, towards the apex of the hairpin, and they led away up the back straight. Mairesse held his slide, got control and stormed after them, but behind there was chaos and confusion. The unexpected heavy braking of the front-line caused those immediately behind to try to dodge, and Ginther (B.R.M.) hit Trintignant (Lotus), who spun and collected Ireland (Lotus), who also spun. Ginther's impact bounced him off the Lotus and his right rear wheel hit the back of Gurney's Porsche. Meanwhile Trintignant hit the sea wall, spun back and landed up against the straw bales, Ginther went head-on into the bales and Ireland spun backwards into the bales, the rest of the field pushing and shoving their way round the corner and Taylor's Lotus bending its nose cowling vertically upwards. When the dust had settled Ginther's car was minus a rear wheel, hub carrier, brake and drive-shaft, the whole assembly unfortunately having flown over the bales and injured a marshal. Rob Walker's brand new Lotus V8 was bent in all directions and derelict with its radiator torn right off, Gurney's Porsche had had the rear of its gearbox broken off, and Ireland was realising that his Lotus-Climax V8 was not badly damaged and he drove to the pits to have a broken petrol pipe repaired, where Taylor was having his nose cowling broken off. Ginther walked back to the pits, taking the blame for the mix-up as he thought his throttle had stuck open, but it was more likely an impression gained by the cars in front of him stopping more abruptly than anticipated. As if all this was not enough, Mairesse spun at the station hairpin and there was some more bumping and boring, this time without any more breakages. There was a pretty mild old panic as the field came round the Tobacconist Corner, for the debris at the hairpin was still being sorted out, so that they all went by comparatively slowly, McLaren leading from G. Hill, P. Hill, Bonnier, Bandini, Clark, Maggs, Brabham, Surtees and Salvadori. Some time later a very deflated Mairesse arrived, followed by Taylor, while Ireland was still at the pits. The next lap was equally quiet, though Bonnier was put back in seventh place by Brabham and Clark, and on lap three the race began in earnest. Graham Hill began to close on McLaren, Brabham closed up on Bandini and Surtees and Maggs prepared to pass Bonnier, while Ireland had at last started racing, his Lotus looking a bit tattered around the tail but otherwise going all right. It did not take Hill very long to catch McLaren and on lap seven the B.R.M. came by in the lead with McLaren obviously having settled for a good second place. Clark was beginning to recover from the starting shambles and had passed Bandini, and Mairesse stopped at the Ferrari pit very briefly.

At 10 laps Hill's B.R.M. led by nearly 3 sec. from McLaren's V8 Cooper-Climax, with Phil Hill's Ferrari 4 sec. behind, followed by Brabham (Lotus-Climax V8), Clark (Lotus-Climax V8), and Bandini (Ferrari). Already there was a long gap before Surtees arrived, followed by the rest of the runners, Mairesse being nearly a lap behind and Ireland bringing up the rear. Phil Hill was beginning to close up on McLaren and Clark was challenging Brabham and then on lap 12 the Ferrari team leader spun on the sea front and the two Lotus V8s of Brabham and Clark nipped by. Apart from a few spots of rain falling nothing much happened up to lap 20, though Clark was obviously preparing to pass Brabham and take third place. This he did on lap 22, and by the way he stormed up on McLaren it was obvious that Brabham had been holding him back. Graham Hill was circulating serenely in the lead, now 7 sec. ahead of the works Cooper, but the danger now was Clark, who caught and passed McLaren with no trouble at all and began to set fastest laps one after another. At 25 laps, or quarter distance, Maggs, Bonnier, Salvadori and Mairesse had all been lapped, while Ireland was a long way back in trouble now with a leaking fuel tank. Taylor gave up at this point as he had an oil leak dripping on the pedals, and though pit stops had been made to try and stop the leak, and to mop up the mess, it was useless. At 30 laps the order was G. Hill (B.R.M.), Clark (Lotus), McLaren (Cooper), Brabham (Lotus), P. Hill (Ferrari), Bandini (Ferrari) and Surtees (Lola), the remaining five runners being well behind. Clark was now in a record-breaking mood, his gearbox working properly, whereas at the beginning of the race he was having trouble with gear-changing. In a remarkable series of fastest laps he made up the distance between his Lotus and the steadily and well-driven B.R.M. in the lead. Graham Hill was well aware of the situation and with a new out-and-out lap record on lap 42 in 1 min. 35.5 sec. Clark closed up to within 1 sec. of the B.R.M., but at that point Graham Hill kept him at bay. This little bit of pressing on left everyone else way behind and meant that Bandini and Surtees were near to being lapped. On lap 45 there was still 1 sec. separating the works B.R.M. and the works Lotus, which meant they were in sight of one another most of the lap. Surtees had just caught and was passing Bandini when Graham Hill came up behind, hotly pursued by Clark. In the ensuing brief scuffle Hill made the most of the opportunity and got round the Tabac corner just in front of Surtees and Bandini, leaving Clark behind them, and wasted no time in getting down to the Gasworks Hairpin, braking really heavily, nipping round the corner and screaming away on lap 46, leaving Clark still looking for a way past the Lola and Ferrari who were racing for sixth place. This little mix up allowed Hill to regain a lead of 6½ sec. at lap 48, and this increased to 8 sec. on the next lap as Clark was now held up due to having to lap Ireland on the twisty part of the circuit. At 50 laps, which was half distance, Clark had not regained his former pace as he was in trouble with gear-changing again, and by lap 52 he had dropped back to 15 sec., followed by McLaren, Brabham, Phil Hill, and now a lap behind the leader Surtees and Bandini. Still running, but a long way back, were Bonnier and Mairesse, and Ireland was still in and out of the pits, being sick from petrol fumes at the same time. Clark's trouble was more serious than mere gear-changing problems and on lap 56 he came to rest out on the circuit with a broken clutch.

The impending rain was mercifully holding off and Graham Hill was now completely unchallenged, but his American namesake was getting very close to Brabham, having been closing the gap foot by foot for many laps. As the B.R.M. went through the Casino square McLaren's Cooper V8 was rounding the Gasworks Hairpin and Brabham was taking the *chicane* on to the harbour front, with Phil Hill close behind. These four were the only ones on the same lap, Surtees and Bandini being just one lap down on the leader, but not yet being caught by McLaren. Having taken the advantage of lapping slower cars to get rid of Jimmy Clark, the situation was now bouncing back on Graham Hill, for no longer being challenged for the lead he wanted to ease off a bit, having 45 sec. lead, but the moment he eased off he had Surtees right on his tail, with Bandini close behind. Behind this awkward situation Phil Hill got right up to Brabham's tail and then overdid it on a corner and dropped back to a 5-sec. gap, courageously starting to catch up all over again. The leader's situation was getting desperate for the B.R.M. engine was beginning to blow smoke from its breathers and Hill badly wanted to ease the pace a bit, but always Surtees was right behind and pushing hard; he had to for Bandini was closing on the Lola and was obviously going to have a go at regaining fourth place. Graham Hill had let his lead drop to 36 sec. and meanwhile his namesake had re-caught Brabham and this time made no mistake and took



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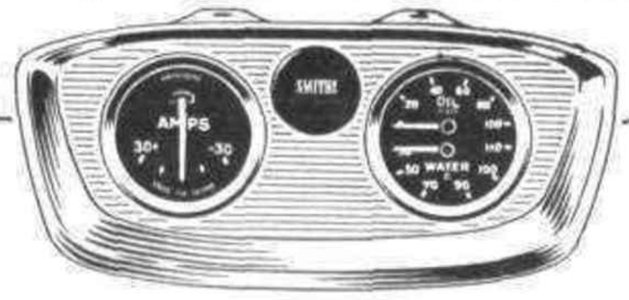
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third place on lap 76. The Australian Lotus driver was looking very hot and tired, and had been so for many laps, while Phil Hill was looking beautifully calm and confident. On lap 77 Brabham "lost it" going round the Casino square and went off the road and up a grass bank, digging a great lump out of the Royal turf. Although he was able to drag the Lotus back onto the road and restart down the hill to the Mirabeau, his race was run for the front suspension was bent and he limped slowly round to the pits to retire.

The position of the leader was now precarious and, tired of the pressure of Surtees and Bandini, Graham Hill let the Lola by, but after only three laps of being between the duelling Lola and Ferrari he had lost 4 sec. to McLaren and now had only 30-sec. lead. This situation was not good so Graham re-passed Surtees on lap 84, the B.R.M. smoking even more, but all this messing about meant that McLaren was now only 28½ sec. behind, and meanwhile the Ferrari pit, seeing that Phil Hill was well wound-up, gave him the "flat-out" signal, which told him to give the Ferrari all it had got and if it blew up the pit would take the consequences. The position of the B.R.M. now looked anything but confident and on lap 87 Bandini was right behind Surtees' Lola. As they rushed down to the Gasworks Hairpin Bandini made up his mind, raised a hand as a signal to the marshals, and Surtees if he was looking in his mirror, and leaving his braking extra late he dived through on the inside and chopped Surtees off just as he was going to lock over for the hairpin. It was as neat a piece of forceful Grand Prix driving as one could want to see, and looking completely relaxed and confident Bandini accelerated away from the hairpin in fourth place, snicking through his 6-speed gearbox with some splendid gear-changes. On lap 90 Graham Hill had only 26 sec. lead over McLaren and next time round there was obviously something wrong for he was back between Bandini and Surtees and, as the B.R.M. went past the pits heading for St. Devote corner a rough note came into the V8 exhaust note. He came round again but B.R.M. supporters had their fingers crossed, and as the car went up the Hill to the Casino it was obviously sick. Poor Graham Hill got as far as the Mirabeau hairpin on lap 93 when there was a bang from the engine and he coasted down to the Station with oil pouring from the underside of the car. As he got out, McLaren rounded the hairpin to take the lead and a few seconds later Phil Hill charged by, thrashing the Ferrari V6 engine for all he was worth. An agitated Cooper pit was keeping McLaren informed of the situation but the young New Zealander was as calm as ever, knowing just how he stood and not getting flustered. At 95 laps, with only five to go, the charging Ferrari was 12 sec. behind the very healthy Cooper-Climax V8, the next lap 11 sec., then 8½ sec., then 7 sec., and the Ferrari supporters were going wild, and the rest were waving McLaren on excitedly. As they finished lap 99 there was only 5 sec. between the Cooper and Ferrari, but McLaren was smiling quietly to himself for he was quite confident that even if Hill did chop off 5 sec. on this last lap he still had to get past. In a splendid display of self control McLaren finished the last lap with the red Ferrari in full view in his mirrors, only 1.3 sec. behind, but 0.3 sec. would have been enough. Phil Hill's efforts had been more than worthy of the World Champion, and the Ferrari engine had more than proved its strength. In third place, on the same lap as the winner, was Lorenzo Bandini, no mean feat on the twisty Monaco circuit after 100 laps, and the young Italian had driven an excellent race, looking calm and unruffled at all times. Surtees was fourth just over a lap behind the winner, and trailing round at the end came Bonnier in the old Porsche, completely lacking in front shock-absorbers. Mairesse had kept going until lap 90 when he managed to switch off just before the engine burst, and he coasted into the pits to retire.—D. S. J.

MONACO GRAND PRIX—Formula One—100 Laps
3.145-km. Circuit—314.5 Kilometres—Overcast

1st : B. McLaren (Cooper-Climax V8) 2 hr. 46 min. 29.7 sec.—113.396 k.p.h.
2nd: P. Hill (Ferrari 120-V6) .. 2 hr. 46 min. 31.0 sec.
3rd: L. Bandini (Ferrari 120-V6) .. 2 hr. 47 min. 53.8 sec.
4th : J. Surtees (Lola-Climax V8) .. .. .. 1 lap behind
5th : J. Bonnier (Porsche 4-cyl.) .. .. .. 7 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), on lap 42 in 1 min. 35.5 sec.—118.554 k.p.h. (*new record*).

Retired : R. Ginther (B.R.M. V8), lap 1, crash; M. Trintignant (Lotus-Climax V8), lap 1, crash; D. Gurney (Porsche 8-cyl.), lap 1, crash; T. Taylor (Lotus-Climax V8), lap 25, oil leak; A. Maggs (Cooper-Climax 4), lap 44, mechanical; R. Salvadori (Lola-Climax V8), lap 45, suspension; J. Clark (Lotus-Climax V8), lap 56, clutch; I. Ireland (Lotus-Climax V8), lap 64, fuel pump; J. Brabham (Lotus-Climax V8), lap 78, crash; W. Mairesse (Ferrari 120-V6), lap 91, engine; G. Hill (B.R.M. V8), lap 93, engine.

16 *starters* — 5 *finishers*

N.B.—Official Monagasque results gave G. Hill (B.R.M. V8) in 6th place, W. Mairesse (Ferrari 120-V6) in 7th place, and J. Brabham (Lotus-Climax V8) in 8th place, as they had all covered the required minimum distance, even though they had retired.

MONTE MUMBLINGS

The Cooper victory put renewed vigour into Grand Prix racing, as did the unfortunate blow-up of the B.R.M. There are those who have taken great heart from the fact that the B.R.M. engine is not infallible and that Coopers are by no means the back number they looked like being.

The first corner pile-up was unfortunate but it would be difficult to place the start anywhere else on the tight little circuit.

Jimmy Clark's new lap record of 1 min. 35.5 sec. was really something and showed that if a top driver tries hard he can easily prove that Grand Prix cars get better and better, which is progress.

THE IV GRAND PRIX MONACO-JUNIOR—24 Laps Final
75.5 Kilometres—Warm and Dry

1st : P. Arundell (Lotus-Ford) .. .. 41 min. 42.8 sec.—108.560 k.p.h.
2nd: M. Spence (Lotus-Ford) .. .. 42 min. 36.3 sec.
3rd: R. Anderson (Lotus-Ford) .. .. 42 min. 53.1 sec.
4th : K. Bardi-Barry (Cooper-Ford) .. 43 min. 07.3 sec.
5th : C. Manfredini (Wainer-Ford) .. 43 min. 09.6 sec.
6th : "Geki" (Lotus-Ford) .. .. 43 min. 12.7 sec.
7th : J. Schlesser (Brabham-Ford) .. 43 min. 18.8 sec.
8th : W. Bradley (Cooper-Ford) .. .. 1 lap behind
9th : R. Cowles (Cooper-Ford) .. .. 1 lap behind
10th : J. Rosqvist (Cooper-B.M.C.) .. 1 lap behind
11th : P. Ryan (Lotus-Ford) .. .. 1 lap behind
12th : K. Simmonds (Alexis-Ford) .. 1 lap behind
13th : F. Francis (Caravelle-Ford) .. .. 1 lap behind
14th : J. Hine (Lola-Ford) .. .. .. 2 laps behind
15th : M. Gould (Lotus-Ford) .. .. 3 laps behind
16th : A. Rees (Lotus-Ford) .. .. 4 laps behind
17th : J. Cottrell (Cooper-B.M.C.) .. 7 laps behind

Fastest lap : P. Arundell (Lotus-Ford), on lap 5 in 1 min. 42.7 sec.—110.245 k.p.h. (*new record*).

* * *

Space does not permit a report on the Junior race, run in two Heats and a Final for the first 11 in each Heat, but some random comments may be of interest. Arundell stands out as ready for upgrading, as Clark did two years ago, his driving was neat, relaxed and fast, unlike some Junior drivers who are positively untidy. It would seem that one cause of Junior race crashes is due to many drivers having complete disregard for entering a corner on the right line, there being as many varied lines as there are Junior makes. The driving of Ryan, the Canadian, and Spence, both in Ian Walker Lotus-Juniors, was very impressive, while Bardi-Barry the Austrian driver did extremely well to finish fourth in the Final; in the first corner pushing match another competitor jumped completely over Bardi-Barry's Cooper, leaving him dazed and bewildered and completely stationary, joining in long after the rest of the field had gone. The race between Cowles and Rosqvist for ninth place went on for the whole Final and they were so worked up that they crossed the line side-by-side and flat out, both crashing into the straw bales at the hairpin, going much too fast to stop. The performance of the Italian Wainer-Ford was good, it being a good copy of a Lotus 22; if you must copy it pays to copy a good design! The driving of Richard Attwood in the Midlands Partnership Cooper was of a very high standard, it was a pity the car broke when he was so well placed.

THE TRAVEL BOOKS OF ALISON LASCELLES

We referred briefly in May to these books on motoring in France, Spain and Switzerland, published by Arthur Barker. Having read them in detail I consider they deserve additional recommendation. They are written entertainingly yet contain a wealth of useful information, and they are delightfully frank—read, for example, the description of the law-abiding Swiss whose police are always looking for trouble, the author's contempt of crossing the Channel by boat in contrast to the ease of going by Silver City or Channel Air Bridge, or, quote: "... the B.P. organisation's Travel Service and Handbook—for which a charge of 8s. 6d. is made—seems to me to have nothing to recommend it." She is amusing about some of the more delicate aspects of foreign travel and, as to her cars, reveals that she had a pre-1939 Daimler that continually broke the same valve spring until a pre-1914 replacement was fitted, and a Ford Pilot which boiled over on a mountain pass due to faulty ignition setting. There is, too, her story of a friend whose automatic transmission Fiat 2100 ran away with her down the Simplon, and so frightened her that she sold it on reaching level ground and bought a disc-braked Mercedes-Benz with a normal gearbox.

I wish Alison Lascelles would write a purely motoring book and include in it accounts of the cars she has driven hundreds of thousands of miles across Europe, including a lone run without sleep from London to Monte Carlo and Paris-Menton non-stop on another occasion. It would be fun, too, if she wrote a book on touring in England for her Continental friends. Meanwhile, if you have a Continental holiday ahead, the appropriate book in this series will be an enormous encouragement and help.—W. B.

CONTINENTAL NOTES

THESE pages, as the name implies, usually refer to happenings on the Continent of Europe or such things as affect the Continent, but last month it was more than worthwhile to visit England in order to gather some Continental knowledge. At Motor Show time the Guild of Motoring Writers organise a day at Goodwood at which journalists may drive all the latest models round the circuit, but it has always been a bone of contention that Goodwood Guild Day is a " closed-shop " affair where the cars are restricted to British manufacturers and only Guild members are allowed to drive. Being a non-member and preferring Continental cars to most British products this " closed-shop " outlook was no great loss to me. If one drives nothing but British cars then British cars must be best. Consequently when I heard that a day of dicing was being organised at Silverstone, on the full outer circuit, for journalists who were unbound by Union rules or ties of the " old chums act " I sped hot foot for the Northampton circuit. The day was very much " open house," with a long line of Continental and American cars lined up in the paddock, and a pleasant air of freedom from tickets, vouchers, permits and so on.

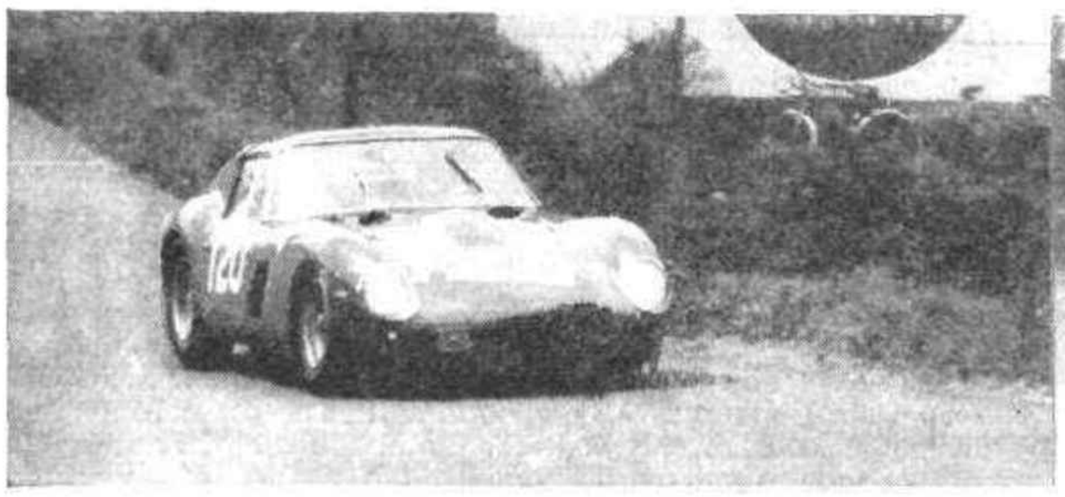
The day was organised by Total Oil Products (G.B.) Ltd., the English part of the French petrol company, who are beginning to get a footing in Great Britain. Total had gathered together a fine array of cars of foreign manufacture through the kindness of the various British concessionaires who handle the cars in the U.K. Some twenty different makes were represented and rather than list those who were there it would be easier to list those that were not. Notable absentees were Porsche, Saab and Ferrari; although Maranello Concessionaires were not present there was a Ferrari in the paddock, but more of that later. Three laps of the Silverstone circuit with each car was the order of the day, and there obviously being more cars than hours I restricted myself to the more exciting and sporting cars, especially the G.T. cars. Looked after by Alfa Romeo man Guidotti, with Ken Rudd in attendance to assist, was a splendid array of the Milan products and of these I tried the normal Giulietta Sprint, a very refined and nice little G.T. car, then the Sprint Speciale, which is the one with the very sleek and lengthened bodywork, highly tuned engine and 5-speed gearbox, and finally the 2.6-litre 6-cylinder " Spyder " introduced this year, with disc brakes and 5-speed gearbox. I had previously tried the new 2.6-litre round the Montlhéry road circuit, but at Silverstone it really came into its own and was very nice on the fast corners, if a bit rolly on the slower ones, but the 5-speed Alfa Romeo gearboxes, on the SS and the 2.6-litre are absolutely first class, the ratios being as near perfect as makes no odds, the synchromesh and the change up or down putting this gearbox among the four best that I know. For anyone who knows and likes gearchanging, the Alfa Romeo 5-speed is one of the joys in life.

By kind permission of racing-driver Michael Taylor, who is the man behind Maserati Concession Ltd., it was possible to sample a 3500GT Maserati coupé, first being taken for a ride by Michael and then being given a free hand. This car, which has Italian engine, German ZF gearbox, English suspension and axles, English accessories and Italian coachwork, is a most interesting vehicle. The name Maserati is one that means something in sporting circles and by designing a production car that uses the best-for-the-price from various countries Maserati can sell the 3500GT in Italy for a lot less than the equivalent Ferrari. Anyone who suggests that the Maserati 3500GT is better than a Ferrari 250GT must be biased, in the same way that it would be ridiculous to suggest that an E-type Jaguar was better than an Aston Martin DB4GT, but, when price is a consideration there is another side to the story. The 3,500-c.c. Maserati is not a G.T. car in the competition sense of the letters, it is more a " roadster," but a very fast one for 145 m.p.h. is not unlikely for the Maserati, while the acceleration is something worthwhile, the Lucas fuel injection on the six-cylinder engine making for terrific pulling power. The 5-speed ZF gearbox is one of those that you tend to use just for the joy of gearchanging, even though the car will accelerate most impressively in 5th; the steering is beautifully light and accurate, but under stress the tail breaks away all too easily, and I don't think I would enjoy driving from Naples to Sicily in the standard product.

I dream of the day when MOTOR SPORT sells a million copies, instead of the mere 130,000 or so it does today, for then it may be possible for the Proprietor to buy me a Ferrari 250GT with body by Scaglietti, for my travels round Europe. When that day arrives life will be complete, except for the fact that Ferrari will have produced a better car by then. If the short-chassis, 3-litre V12-cylinder, disc-braked Ferrari is not the last word in G.T. cars than I would like to know what is. There are not many cars I would give my right arm to own, with no hope of using, but the 250GT coupé Ferrari is one of them—you would not need to drive the thing, you could just stand and drool over it in the garage. Maranello Concessionaires did not have a demonstration car at Silverstone but they were very lucky in having an enthusiastic customer, one Maurice Baring who had recently taken delivery of a 250GT with bodywork in steel, against the competition version's aluminium, but otherwise identical. In Italian red and chrome the car looked superb and Mr. Baring kindly agreed to take selected people for rides, not to show off, but to let true believers sample the joys of perfection in G.T. motoring. This is not a car to take Auntie to Brighton, though one could quite easily, but is a car for motoring with a capital M. Every decade there must be a pinnacle in motoring, as you or I see it, not as Mr. Brown views it, or the peasants who must have wheels, but for those of us to whom motoring is a religion, a way of life. The Prince Henry Vauxhall, the Blower Bentley, the Bugatti 57SC and now the 250GT Ferrari; you will either know what I mean or think I'm lightheaded, I don't mind which. To the true believer there is no point in preaching. I feel that Maurice Baring is a true believer, and he has owned all that is best, and worst, in G.T. motoring in his time.

Inter-Continental cars of Egham, Surrey, had a 6¼-litre Facel-Vega present, in which one could be given a ride, but not be allowed to drive. As their representative was George Abecassis it was fun to be driven, for I rode in my first Mille Miglia race with Abecassis. The Facel-Vega gave an impression of wealth and quality and wafted along, but the mechanism between the big Chrysler engine and the rear axle seemed all too simple, or too complicated, depending on your outlook. For me there is no substitute for a perfect 4-or 5-speed gearbox with central lever that just cries out to be used. The Facel-Vega had a system of automatic transmission or movable levers that seemed ideal for anyone who either could not make up their minds or could not read a rev-counter. Being the journalist with the shortest legs I was confined to the back seat, while a member of *The Motor* staff occupied the front passenger seat, and we were wafted round in impressive bursts of silent acceleration. With an o.h.v. engine of 6¼-litres in V8 form the Facel-Vega went, as one would expect it to, but the ride was not as smooth as the outward aspects of the Facel II would suggest.

A car I have always wanted to try, but never had the opportunity, is the Volvo P1800 coupé. The rugged and honest 4-seater saloon Volvo I know well enough, but the coupé I did not know. Thanks to Total Petrol and Volvo Concessionaires of London, I was able to sample the P1800, with right-hand drive. I was not dis-



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appointed, but equally I was not over-enthusiastic, for this is a car that is in my category of G.T. motoring, being a direct competitor to the Porsche 1600 Super. It steered nicely, had a short mechanical gearchange like an M.G.-A, went well enough, but left little impression. Certainly a car with no vices or bad points, but equally a car with surprisingly little character. A nice looking car and one that is selling well in " neutral " countries like Belgium or Switzerland, but at the risk of starting an International incident I must say that it is typically Swedish. A friend has just changed his Porsche Super 1600 for a Volvo P1800; I wish him " Good Luck " and will see him in 150,000 miles. Of all the Agents at Silverstone that day the Volvo ones left an impression, for their parting words were " we cannot give you a P1800, but here is a model of one," presenting me with a Danish model Volvo. Regular readers will recall that when the Editor of MOTOR SPORT visited the Volvo factory he was met in a 1927 Volvo saloon. That sort of P.R.O. work is appreciated by enthusiasts.

To complete the day I tried the latest creation from Stuttgart-Unterturkheim, not to be confused with Stuttgart-Zuffenhausen. This was the Mercedes-Benz 300SE with all-independent suspension by pneumatic means, fuel-injection, automatic gearbox, power steering, in fact *the lot*, as exemplified by Citroën many years ago. This vast saloon really stormed along, appeared to be completely out of control the whole time, but like the 2 c.v. Citroën the wheels never left the road nor did control ever leave the driver, providing he kept working away to the accompaniment of Wagnerian music. That a car the size and shape of the 300SE should be so controllable at all times, even when taking Beckett's Corner like a ship at sea, says a great deal for Mercedes-Benz knowledge of steering, suspension and road-holding. Chief Engineer Uhlenhaut once told me that the big 3-litre 6-cylinder Daimler-Benz engine was unbreakable, and demonstrated the fact round Stuttgart one time, but after three laps of Silverstone, when the " hold in 3rd gear " lever was the only way of slowing sufficiently for Stowe Corner, I now disagree with him!

With " foreign products " ringing in my ears I got on my foreign motorcycle, with transverse twin engine and shaft drive, and headed for home, quite happy in the knowledge that there is not much wrong with the Continent. But I am biased, I spend a lot of time in Europe and I even use Total petrol when in France. The Porsche on 9.5 to 1 compression does not pink on their Super brand, but, more important, I find that I can get Castrol XL oil at Total garages, even though Total make their own oil, whereas Shell, Esso or B.P. do not want to know about Castrol oil in Europe. I'm all for freedom and the best is the best, irrespective of nationality.

* * * *

To return to Continental matters, two big races in May brought to a head an absurd situation. The first was the 1,000-kilometre race at Nurburgring, where the situation as regards categories reached its height. Last year the F.I.A. said that 1962 would see a World Championship for Manufacturers of G.T. cars, at which Jaguars pricked up their ears, as no doubt did Daimler-Benz. But then the F.I.A. said there would be three G.T. categories: Group I up to 1,000 c.c., Group II up to 2,500 c.c., and Group III up to 4,000 c.c., and each group would have a World Champion decided on points gained at Sebring, Targa Florio, 1,000 kilometres, Le Mans and the Tourist Trophy. So there would be three World Champion G.T. cars, at which point Jaguar lost interest. To win a G.T. Championship outright is interesting; to win a third of the Championship is absurd. This scheme was to replace sports-car racing in the big events and it did not need much imagination to name the three winners as Abarth in Group I, Porsche in Group II and Ferrari in Group III. Seeing how few people supported the Tourist Trophy as a G.T. race, the Le Mans organisers said " Not likely, we'll have sports cars at Le Mans," and the organisers of the Targa Florio and the 1,000 kilometres quickly agreed, whereupon the F.I.A. were forced to put up a cup for the sports car winner of the classics, the G.T. group already having been named World Champion. Then it was pointed out that if the big races were limited to production G.T. cars, as was the intention, there would be no possibility of trying out new cars. Until a G.T. model was in production it could not be homologated, and until such time it could not compete for the World Championship. The F.I.A. had another hurried think and came up with the new classification of " Prototypes " which allowed " one-off " cars up to 4,000 c.c. Of course, they meant " Prototype G.T. cars " but they didn't say so.

At the 1000-kilometre race at Nurburgring we saw everything; cars were accepted in the most unlikely categories, an old Tipo 61 Maserati was accepted as a " Prototype," one Porsche Carrera driver who in all innocence had entered in the G.T. class, afterwards wished he had entered as a sports car, a home-made sports car built from Carrera G.T. parts was accepted as a " Prototype " and the Porsche factory entered a full-blooded 2-litre 8-cylinder Spyder sports car as a " Prototype." Ferrari played fair and entered sports cars, production G.T. cars, the 1962 G.T.O., and a " Prototype " G.T. car, the G.T.O. with 4-litre engine. Panhard also entered honest " Prototype " G.T. cars, but the Bonnet-Renault was an out-and-out racing/sports car. At one point in the race the leader of the World Championship (for G.T. cars) was a two-year-old Ferrari driven by two German amateurs and they were lying 7th in the overall race, being headed by sports cars and " Prototype " G.T. cars. At the end of the race the German Club would not commit themselves as regards who had won the A.D.A.C. 1000-kilometre race. On paper it had been a round in the F.I.A. World Championship for G.T. cars, but it had been won by a sports car, with a " Prototype " G.T. car 2nd, a phony " Prototype " 3rd and another sports car 4th, the actual winner being 5th! To make matters worse the regulations stated that the race would finish when the first G.T. car completed 44 laps, or 1000 kilometres. This rule was annulled on the morning of the race, for the A.D.A.C. realised that by that time the leading sports car would have covered 46 laps. This change of ruling meant that the way was wide open for a G.T. competitor to protest that the race was stopped short of the specified distance. What a good thing there were no factory-supported Jaguars competing!

The outcome of all this is that the Sports and G.T. classic races have become meaningless on paper, but luckily we are able to continue to view each race individually and on its own merits. The winner at Sebring was the car that covered the greatest distance in 12 hours, the winner of the Targa Florio was the car to complete 10 laps of the Piccolo Madonie in the shortest time, the winner of the A.D.A.C. 1000 kilometres was the first car to cover 44 laps of the Nurburgring, the winner of Le Mans was the car that covered the greatest distance in 24 hours. By ignoring the F.I.A. we can keep a sense of proportion.

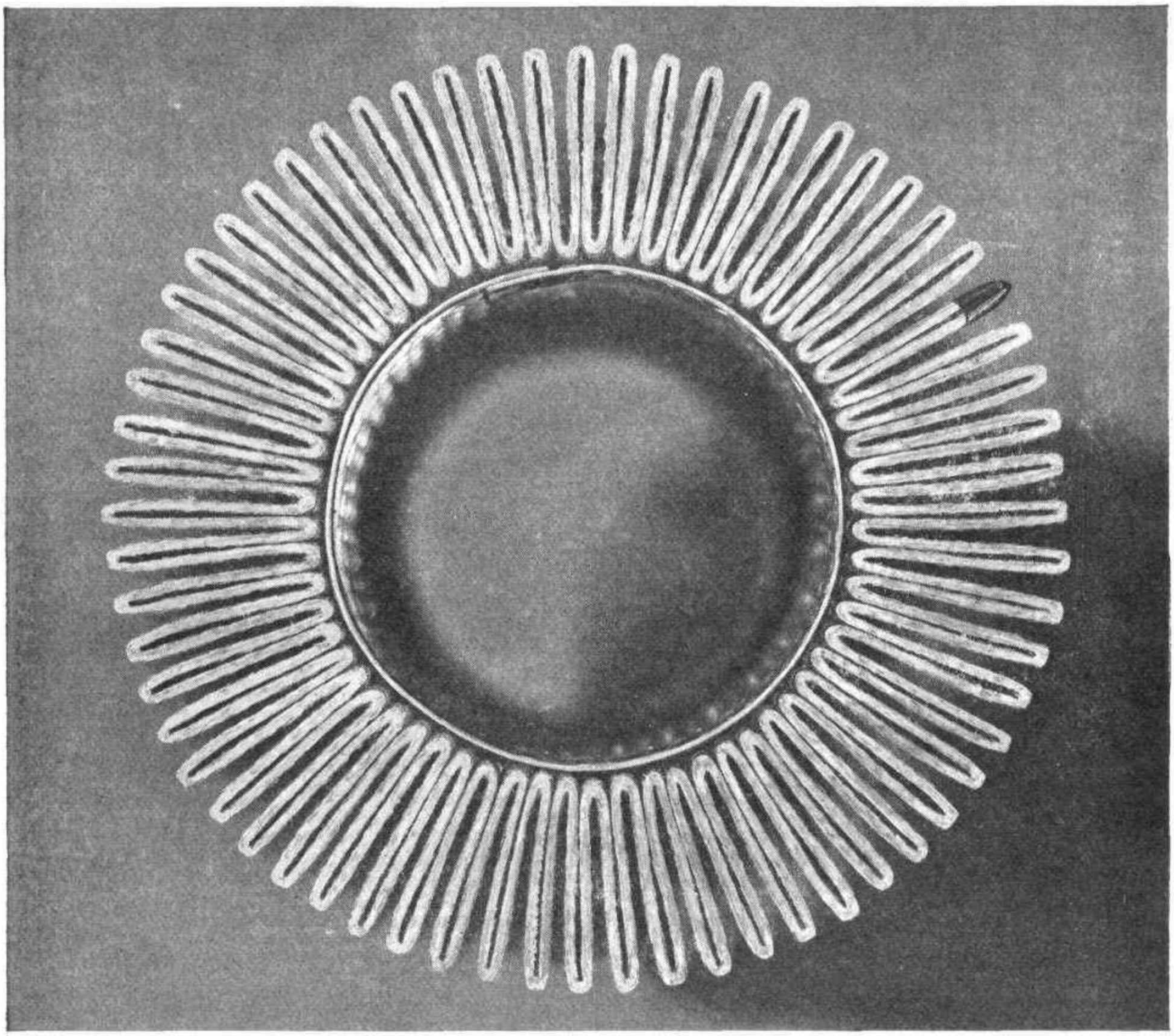
At the Monaco Grand Prix a similar situation arose, as regards the Drivers World Championship, a nebulous title that makes quite reasonable and sensible racing drivers become bitter and twisted and lose all sense of decency and honour. Round the streets of Monte Carlo the mechanical mortality rate was very high, with the result that only five cars were running at the finish. The World Championship rules provide points for six places and local Monaco rules allowed anyone within a certain percentage of the distance of the winner to be counted a finisher. Graham Hill was awarded 6th place even though his B.R.M. blew up well and truly eight laps before the finish, and he walked back to the pits in the reverse direction of the race. Consequently he was awarded one Championship point.

Remember 1958 when Mike Hawthorn won the World Championship fair and square by 1 point? The present situation is absurd and has exposed the World Championship for the farce that it really is. A real Grand Prix race is a Grand Prix, and the winner is the first to cross the finishing line. Surely real Grand Prix circuits are big enough to stand on their own and the winner is a Grand Prix driver. These notes are written on the eve of the Belgian G.P. and, World Championship or no World Championship, for me the man and machine that wins the Belgian G.P. on the fabulous Spa-Francorchamps circuit is a champion in his own right. Forget this ridiculous Drivers World Championship, the man who wins the Belgian Grand Prix is a true Grand Prix driver.—D. S. J.

THE TIGER CLUB

Those who enjoy air displays in the old style should note that the Tiger Club is giving such displays at Fair Oaks, near Chobham, Surrey, on August Bank Holiday, at Shoreham on August 19th, and at Southampton or Tollerton on September 16th. Aerobatics, ballon-bursting, parachute jumps and racing enliven these shows and very soon there will be wing-walking on the top wing of a Tiger Cub, experiments with a full-sized dummy having satisfied the authorities. The Tiger Club was five years old this year and membership, which includes Associate, Overseas and Passenger Categories, exceeds 400. Other light aviation fixtures include the Esso Trophy Meeting at Redhill on August 4/5th and National Races at Baginton on August 16/18th.—W. B.

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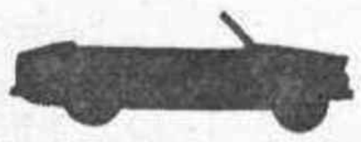

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Motor Sport—Readers' Car Survey

(Part 4)

In this issue we are covering the Fiat 600, the Hillman Minx Series I, II and III, and the Sunbeam Rapier. Owing to space restrictions it has been found impossible to include the Vauxhall Victor as promised last month. Also in this issue are comments from the manufacturers of the M.G.-A, Austin-Healey 100 and 3000, Austin-Healey Sprite and Ford Anglia.



Fiat 600

Is service satisfactory? 57.1% expressed satisfaction with Fiat service, 22.8% were not satisfied, 10.5% carry out their own routine maintenance and 9.5% made no comments on servicing.

If car is modified give brief details. 74.2% of Fiat owners made no modifications to their cars. Of the remainder 25.7% have fitted modified exhaust systems, usually Abarth, 16.2% have fitted modified cylinder heads, the majority of owners restricting operations to raising of the compression ratio but a number of people have also carried out porting and polishing of combustion chambers, etc. Different carburetters have been fitted by 3.8%.

ENGINE No engine trouble has been experienced by 66.6% of Fiat 600 owners. Despite its small capacity and the possibility of the engine being pushed harder than some others in its class the Fiat 600 unit has obviously been very reliable. The only components which have failed in any appreciable quantity on the Survey cars are pistons which have cracked or been holed on 9.5% and radiator hoses which have perished on 4.8%, causing overheating in some cases. Other faults, although fairly numerous have been restricted mainly to individual cases.

CLUTCH No clutch trouble has been experienced by 84.6%. The Fiat clutch seems to be particularly reliable, only 7.6% requiring complete overhaul at low mileages (below 25,000 miles). Otherwise the clutch seems to be long lived and does not appear to have problems with slip or judder, only 4.8% reporting oil leaks into the clutch.

GEARBOX The gearbox is almost as trouble-free as the clutch, 78% having no trouble in this department. Synchromesh failure was reported by 5.7% but there was general approval of the strong synchromesh. Oil seal failures were mentioned by 6.6%, bent selector forks by 2.8%, defective mainshaft bearings by 1.9%, while a further 1.9% have encountered trouble with the gear-lever jumping out of mesh.

BRAKES Although 62.7% had experienced no braking troubles there was general dissatisfaction with the braking system especially on those models with the transmission handbrake which seems to be the receptacle for gearbox oil leaks on many cars. This problem has obviously been appreciated for a normal handbrake system is now fitted. There was some criticism of fade and short lining life, 12.4% having all brakes relined in under 20,000 miles. Other brake failures such as leaking master cylinders, sticking wheel cylinders and so on were reported by very few.

STEERING Virtually trouble-free the Fiat 600 steering has given no problems to 91.4%. Apart from 3.8% which required new king-pins at relatively low mileages and isolated cases of oil leakage from the box and bush replacements the steering has given no trouble.

FIAT 600

" Handbrake (shaft model but now on rear wheels) relined five times. In my opinion can be dangerous if left on slope as there is too much strain on shaft."

" Weakest feature of the whole car. Repeated trouble with brakes sticking on. Freed three times then relined at 21,000 miles, now sticking again."

" Adjustable shoe pivots inclined to seize unless dosed with graphite grease."

" Adjusting cams tend to bind, two actually sheared at 15,000 and 20,000 miles."

" Handbrake has been useless since new."

" Handbrake failed regularly due to oil seal in gearbox working loose."

" Oil seal leaked oil onto handbrake despite three attempts at repair."

SUSPENSION Another virtually trouble-free aspect of the 600 is the suspension which has had no failure on 88.6%. The shock-absorbers have required replacement on 6.6% at varying mileages and wheel bearings have been changed on 10.5%.

INSTRUMENTS The Fiat instruments have a better reliability record than many other cars, 81.8% of owners having had no failures. Once again though, the speedometer has been the main cause of trouble 5.7% having the speedometer head changed while a further 5.7% have required a new cable. The fuel contents gauge has been replaced on 6.6% and the oil pressure switch on 1.9%.

ELECTRICAL With 61.9% having no electrical bothers the Fiat electrical system seems to have been more reliable than most. Various switch failures have occurred on 16.2%, battery replacements have been required by 4.8%, dynamo brushes by 3.8% and exchange dynamos by a further 3.8%. Wiring faults were reported by 2.8% and another 2.8% had a failure of the voltage regulator.

FINAL DRIVE One of the most reliable components on the 600 the final drive has been trouble-free for 91.4%. Troubles are restricted to isolated failures of universal joints half-shafts and differential bearings. However, a number of people criticised the noise level of the final drive, some whine becoming evident after modest mileages in some cases.

BODYWORK No bodywork troubles have been encountered by 60.1%. As usual the complaints against bodywork are mainly directed against the paintwork, 19.1% complaining of rust on the paintwork while a further 8.6% felt that the paint finish was poor. Broken door locks were reported by 2.8%, water leaks by 4.8%, and bonnet hinges by 1.9%.

FIAT 600

" Paint terrible—faded after 12 months."

" Rusting badly at drivers door sill and screen pillar. Body eaten by rust on front offside. Drivers door lock broke twice."

" On delivery found lots of rust underneath. Factory re-undersealed car."



OULTON PARK

B.A.R.C. SPRING MEETING—7th APRIL

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

SNETTERTON

INTERNATIONAL LOMBANK TROPHY MEETING—14th APRIL

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

GOODWOOD

INTERNATIONAL RACE MEETING—23rd APRIL

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

AINTREE

INTERNATIONAL "200" MEETING—28th APRIL

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

SILVERSTONE

INTERNATIONAL TROPHY MEETING—12th MAY

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

(Subject to official confirmation)

***Using* ESSO EXTRA MOTOR OIL**

the same superb mineral oil

you can buy from your local Esso Dealer

FIAT 600 (*continued*)

"*Coachwork (white) gone yellowish in places.*"

"*Chrome poor, rust extensive under front bonnet and behind front body panel.*"

"*Bottom of doors very rusty. Rotting in various places, e.g., body seams and where stones have chipped front.*"

"*Ivory finish faded badly, car is now piebald.*"

"*Very, very poor. Corrosion underneath excessive. No touch-up paint.*"

"*Good. Fiat bodies tend to rust very easily—cannot be dipped very well.*"

OTHER SERIOUS DEFECTS No defects of a serious nature were reported by 77.1%. Bad cases of overheating were re-iterated by 2.8%, and 3.8% mentioned that the windscreen wipers had been set for a left-hand drive car while a few people remarked that the hub caps fall off easily.

TYRES Pirelli Extraflex tyres are fitted as standard and are fitted to 69.5% of Survey cars, Michelin "X" to 18.1%, Dunlop to 7.6%, and Continental to 1.9%.

Would you buy this car again? Yes, 80%. No, 20%.

Of those who said they would not buy the Fiat 600 again the following cars were named :

VW	4.8%	Saab	1.4%
Not yet certain	4.8%	Simca	1.4%
Ford	2.8%	Austin	1.4%
B.M.C. Mini	2.8%	Fiat (other model)	1.4%
Vauxhall	2.8%	D.K.W.	1.4%



Hillman Minx

Is service satisfactory? 75.4% expressed satisfaction with servicing facilities for their Hillman Minx, 11.9% were dissatisfied, and 3.4% carry out their own servicing. There seems to be a general air of satisfaction with Rootes service, one owner remarking that his dealer actually collects the car for servicing and delivers it back.

If car is modified give brief details Few proprietary conversion kits are available for the Hillman Minx, which possibly accounts for the small number of owners who have carried out modifications. The most popular is the conversion to the Sunbeam Rapier floor gear-change, fitted by 2.9% on those models which were not available with a floor lever. A straight-through exhaust system has been fitted by 4.5%, raised compression-ratio by 2%, ports polished by 1.6%, an exhaust extractor device by 1.6%, various carburetter modifications by 4.1%, braking modifications, including power brakes and harder linings, by 2%, and on the chassis side Koni shock-absorbers have been fitted by 1.6%. Overdrive has been fitted by 1.6%, and Alexander conversions have been fitted by 2.9%.

ENGINE No engine trouble has been experienced by 68.4%. Although twenty-eight different faults have been reported in connection with the Minx engine, few really serious complaints have been made. The most common failure is to the water pump, which has been replaced on 6.1%. A faulty exhaust system is reported by 2.9%, oil leaks by 2.9%, defective carburetters by 2.5%, thermostats by 2%, big-end bearings by 1.6%, burnt valves by 2.5%, and cylinder-head gaskets by 2%.

CLUTCH No clutch trouble has been encountered by 76.6%. Clutch judder is the most common complaint against the Minx clutch, 9.2% suffering this trouble, while a further 3.4% mentioned slip or excessive noise. Of actual failures the thrust race has been changed by 2%, master cylinders by 2%, new clutch plates by 2.9%, while complete exchange clutch units have been supplied to 3.4%.

GEARBOX 63.6% have had no gearbox trouble with the Minx. Like so many other gearboxes reviewed in this Survey, the Minx gearbox has proved to be reliable but many owners have criticised various aspects of the design. Excessive noise is mentioned by 7%, difficulty in engaging gears, especially 2nd, is reported by 6.1%, and a further 5.7% complain of stiffness in the gearbox. Poor synchromesh is mentioned by 3.7% and 1.6% have had synchromesh cones replaced. 2.5% have had trouble with the gear-lever jumping out of engagement, 1.2% have had the gearbox jam in gear, 0.8% have suffered a broken gear-lever, 1.6% have suffered from broken linkages on the column change, and 2.9% have had oil leakages.

BRAKES No braking troubles have been experienced by 71.7%. Few troubles have occurred on the Hillman Minx braking system but some people remarked on poor lining life, 8.2% having brakes relined in under 20,000 miles. Brake fade is complained of by 3.7%, master cylinders have been changed by 1.2%, and slave cylinders by 1.6%.

STEERING No steering trouble has been experienced by 72.2%. Although the Minx steering has been relatively free from mechanical failures it is criticised for heaviness, sponginess and stiffness by 18.4%, whilst 2.9% mention that the front-wheel alignment was incorrectly set on delivery and 1.2% found that the steering pulls to one side or another. Rootes modifications to the steering have been fitted by 1.6%, and excessive play was reported by 4.9%. Actual failures reported were very few indeed, indicating that, although heavy, the Rootes steering gear is strong.

SUSPENSION With a total percentage of satisfied owners of 82% there is obviously little fault to be found with the Minx suspension. The shock-absorbers have required replacement on 7.4%, while a further 5.3% mention soft suspension and settling, indicative of weak shock-absorbers. Of failures, anti-roll bushes have been replaced by 2.5%, wheel bearings by 0.8%, and replacements of components in the independent front suspension by 1.2%.

INSTRUMENTS 61.5% of Minx owners have had no instrument trouble. The speedometer once again is the most troublesome component, 17.2% having the speedometer head changed, 11.9% having a new cable and 9.4% having various speedometer repairs carried out. The fuel contents gauge failed on 8.6%, the temperature gauge on 2.9%, and the ammeter on 0.8%.

ELECTRICAL No electrical failures have been encountered, by 57%. Battery failure is the most common fault, this being reported by 14.7%. The side/head lamp switch has been changed on 6.6%, the winkers switch on 5.7%, the windscreen-wiper switch on 5.3%, the windscreen-wiper motor on 2%, the dynamo on 5.3%, the dynamo bracket on 1.2%, the starter motor on 3.7% the coil on 3.4%, the A.V.C. on 2.5%, wiring faults on 2.5%, and distributor on 1.6%.

HILLMAN MINX

"*O.K. except for short and consequent fire behind dash at 13,000 miles. Had to be rewired.*"

"*One vast cloud of blue smoke at 14,000 miles—cause unknown, effects nil, duration three minutes.*"

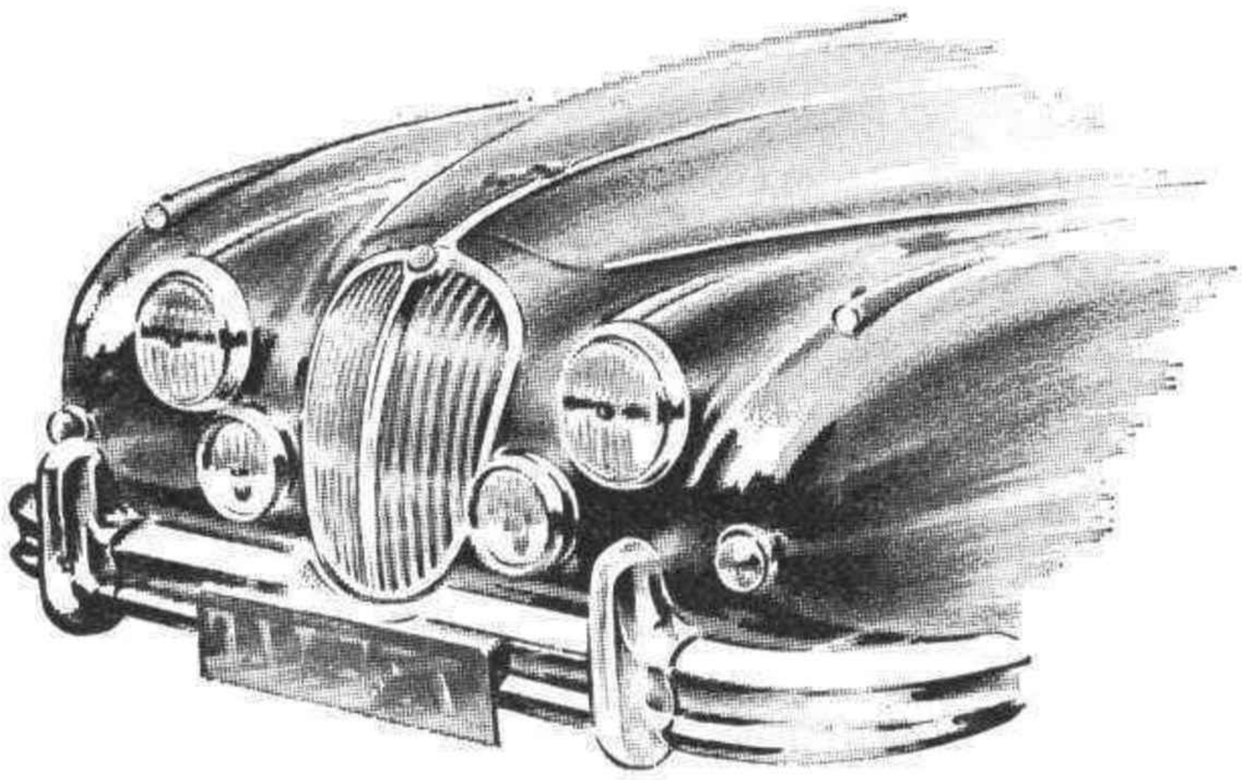
"*Battery failed after only 1,200 miles. New regulator had to be fitted after a short circuit causing fire.*"

"*Four light switches have failed, each lasting about four months. Self-park switch on wiper motor broke.*"

"*Two Lucas batteries under part guarantee—now replaced with Exide. Flasher unit replaced at 10,000 miles.*"

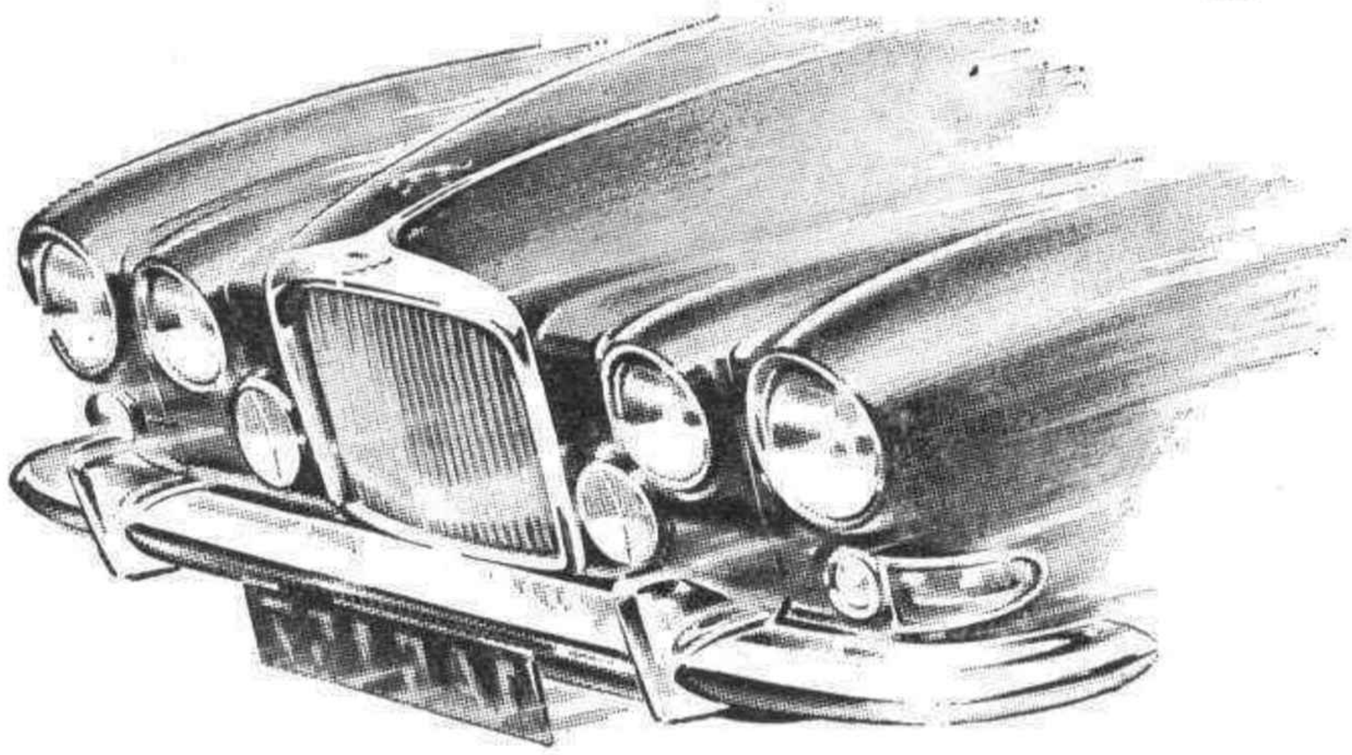
"*Delivered with no panel light. No lights at all for the first 1,000 miles. Windscreen-wiper motor failed at 1,500 miles.*"

REAR AXLE No rear axle trouble has been experienced by 71.7%. As on so many other components on many different *marques* more criticism is made of certain aspects of the design than against actual failures. Noise from the final-drive unit is complained of by 16%, many owners have exchange axles (several having as many as five axles) in an attempt to reduce the noise level. New axles have been fitted by 7.4%. Half-shaft oil seal failures have affected 5.7%, propeller-shafts have been changed by 1.2%, differential units by 2.9%, and the crown-wheel and pinion by 1.6%.



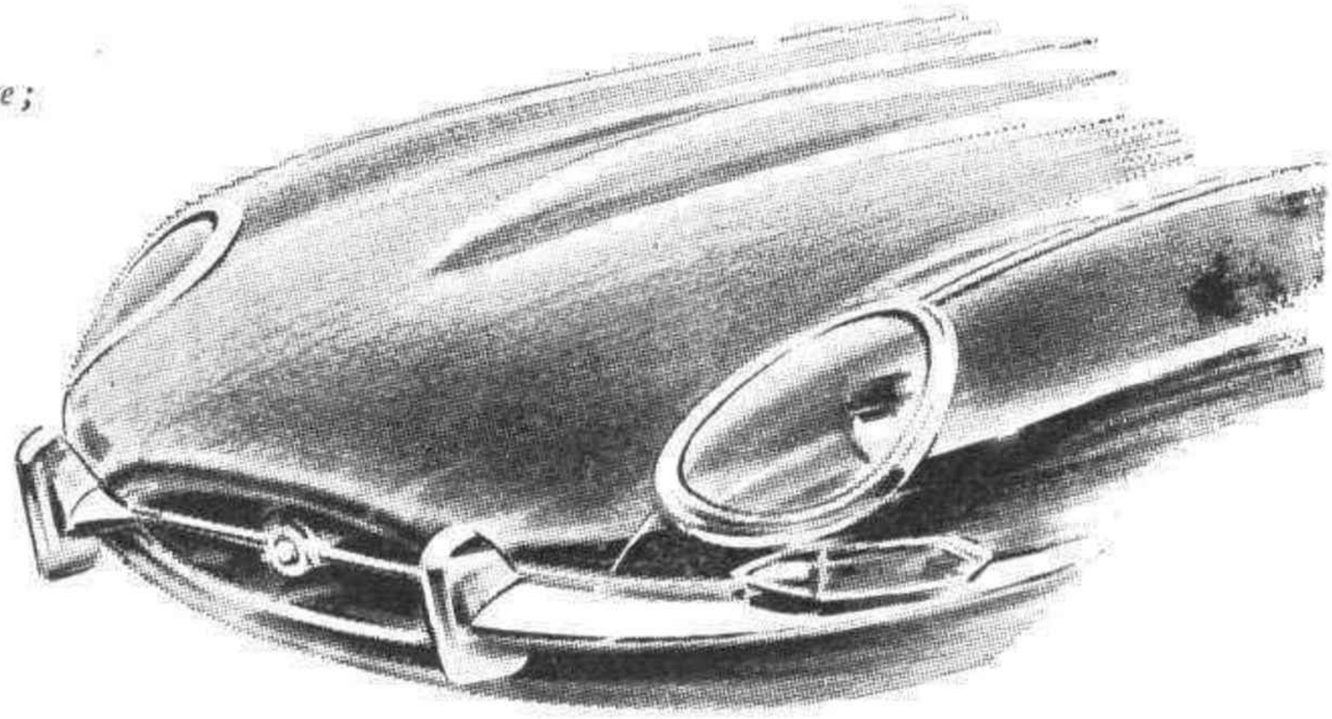
grace...

space...



pace

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



JAGUAR

LONDON SHOWROOMS 88 PICCADILLY W.1.

HILLMAN MINX

"Rear axle noisy at 3,000 miles. Five, repeat five, *rear axle units fitted up to 18,000 miles, when trouble diagnosed as warped diff. casing. No trouble since then but never really quiet."*

"Noisy. New diff. fitted approximately 1,000 miles. Result—noisy. Diff. stripped and rebuilt—noisy. New crown-wheel and pinion—noisy. Now accepted. All in first 3,000 miles."

"Rear axle replaced four times before 5,000 miles."

"Noisy. Five complete differential units fitted under guarantee although period had expired. Still not satisfactory."

"Very noisy. Twelve attempts to rectify all under guarantee. Total number of days without car due to axle faults alone—60 days."

"Companionable hum at 50, rising to high-pitched whine at 75. Agent pronounced this normal and sprayed diff. casing with underseal!"

"Five replacement units in first 9,000 miles. Still noisy. Have given up."

BODYWORK 46% report no trouble with the bodywork. The largest single complaint concerns water entering the body, which is mentioned by 16.4%. Rusting of chromium-plated parts is reported by 11.1%, paintwork defects by 9.2%, body rust by 6.6%, defective door locks by 10.2%, various rattles by 8.2%, defective window winders by 6.1%, broken quarter-light catches by 4.1%, ill-fitting doors by 2.9%, and loose trim by 2.6%.

HILLMAN MINX

"Rootes beetle attacking underside of wings. These tiny holes cause blisters in paintwork, requiring intermittent action."

"Poor finish. Duo-tone red is only one coat over the main colour. A lot of orange peel to be seen. Tending to pimple in places."

"Door lock faulty at 25 miles. Minor defects in assembly and trim—very difficult to rectify."

"Boot often won't open. Off-side back door grates on tread plate."

"Paintwork bad. Resprayed (roof and boot lid) at 9,000 and 22,000 miles."

OTHER SERIOUS DEFECTS Although a number of individual faults were reported, the only remarks that occurred in any quantity were directed against the ineffectiveness of the heater and wheels being out of balance.

TYRES Dunlop tyres are fitted to 70.9% of Hillman Minxes, Michelin to 11.9%, Goodyear to 4.9%, Firestone to 2%, India to 1.6%, Pirelli to 0.8% and Davies to 0.8%.

Would you buy this car again? Yes, 75.4%. No, 24.6%.
Of those who said they would not buy this car again the following cars were named :

Sunbeam Rapier ..	3.7%	Jaguar	0.8%
Vauxhall	3.7%	Porsche	0.4%
Morris	3.7%	Fiat	0.4%
Ford	2.0%	Borgward	0.4%
VW	1.6%	Alvis	0.4%
Singer	1.2%	Wolseley	0.4%
Triumph	1.2%	Riley	0.4%
Volvo..	1.2%	Citroën	0.4%
Austin	1.2%	Peugeot	0.4%
Rover	0.8%		



Sunbeam Rapier

Is service satisfactory? Of Sunbeam Rapier owners 69% found the service satisfactory, 19.7% were not satisfied, 2.8% carry out their own servicing, and 8.5% made no comment under this heading.

If car is modified give brief details. Being in effect a tuned version of the Hillman Minx the Rapier has most of the performance-making accessories already supplied in standard form and not a large number of tuning modifications have been made. The most popular alteration is the fitting of overdrive, which is of course a Rootes extra, and has been chosen by 6.7%. Various proprietary 4-branch exhaust systems come next in popularity, being fitted by 6.2%, while alternative makes of shock-absorbers have been fitted by 3.3%. Brake boosters have also been fitted by 3.3%, cylinder-head modifications have been made by 2.8%, modified camshafts have been fitted by 2.2%, various other twin-carburetter layouts, including the Zeniths from the Sunbeam Alpine, twin S.U.s and twin Webers, are used by 2.8%, while 2.2% have fitted particular proprietary tuning kits from Alexander, Jack Brabham and George Hartwell.

ENGINE No engine trouble has been experienced by 43% of Rapier owners. A fairly large number of faults have been reported but, as on so many other cars, these appear to be of the minor irritating type rather than serious defects. Of the more serious complaints the associated troubles with big-end bearing failure and crankshaft replacement were reported by 4.5% and 3.9%, respectively, while oil pump failure is mentioned by 3.9%. Camshaft troubles are reported by 2.8% and 4% have changed the timing chain, a fault which partially accounts for the 6.2% who complain of the excessive noise of the engine. The twin Zenith carburetters come in for some criticism mainly on the score of flooding and stalling, 2.2% complaining of flooding and 3.3% of stalling. Valves have been replaced by 3.3%, tappets by 2.8%, and exhaust system by 3.9%. Other troubles, although numerous, are of relatively minor proportions and do not recur in any great quantity.

CLUTCH No clutch trouble has been experienced by 70.5%. The Rapier clutch seems to have given little trouble, only 4.5% having required complete overhaul, while a further 2.8% have been fitted with a new clutch plate. Of general complaints, 5.6% report excessive clutch judder, 1.1% reported a heavy clutch-pedal action, and 2.2% have suffered from a sticking clutch pedal.

GEARBOX No gearbox trouble has been experienced by 70.5%. Failure of the overdrive has affected 7.3% of Rapier owners and a further 2.2% have required adjustment. General complaints concerning poor synchromesh have been made by 15.8% and too much noise from the gearbox by 15.2%, but actual failures are limited to oil-seal trouble, reported by 3.3% and a small number of isolated bearing and pinion failures.

BRAKES No braking troubles have been experienced by 80%. Those cars fitted with drum brakes appear to have suffered little braking trouble, the 19.2% who have changed linings doing so at an average mileage of around 25,000. Those with disc brakes do not appear to be so happy, 8.5% requiring one or more new discs, while brake pad life seems to be somewhat lower than that of drum linings at around the 20,000-mile mark. Other troubles are relatively minor.

STEERING No steering trouble has been encountered by 82%. The Rapier steering has been almost entirely trouble-free from a failure point of view but 17% of owners made remarks on sponginess, heaviness or stiffness, while 3.3% mentioned that frequent alignment is required. The only part requiring replacement in any quantity is the track-rod end, which has been replaced on 2.2%.

SUNBEAM RAPIER

" Very stiff from new. Finally unable to move wheel at all. The steering wheel split."

" Low geared and rather sloppy. No mechanical failure."

" Atrocious. Spongy and heavy and tiring to drive in town."

" Spongy—but apparently an inherent fault. Safe when you get used to it."

" Weakest feature of the car design-wise."

SUSPENSION No suspension trouble has been encountered by 71%. As with most cars, shock-absorber replacements form the bulk of suspension troubles, 10.2% requiring one or more replacement dampers at a maximum mileage of 45,000. Rubber bush replacements in the anti-roll bar have been made by 3.9%. Few other mechanical troubles have affected the Rapier suspension, most other complaints being of a general nature about stiffness or sponginess in the suspension.

INSTRUMENTS No instrument trouble has been experienced by 40.5%. As usual the speedometer gave most trouble, 24.5% requiring new cables and 7.3% having new heads. Water-temperature gauges failed on 9%, fuel contents gauge on 8.5%, rev.-counter head on 5.1%, rev.-counter cable on 2.2%, and the clock on 5.1%.

SUNBEAM RAPIER

" Speedometer reads too slow due to incorrect gears being fitted to overdrive model. Fuel gauge steams up."

" About five new speedometers. Cables kept breaking. Speedometer did not work from new."

" Non-overdrive speedometer fitted to car when new."

" Four new speedometer cables, two speedometer heads, one water-temperature gauge."

ELECTRICAL No electrical trouble has been experienced by 45.5%. Battery replacements form by far the greatest percentage of electrical component replacements, 19.2% having changed batteries usually within the guarantee period, many people remarking that they felt the standard unit was not up to the job given to it. Other failures included dynamos, reported by 5.1%, windscreen-wiper motors by 6.7%, starter motor by 5.6%, various electrical shorts by 3.3%, light switch by 3.3%, overdrive switch by 2.8%, and overdrive solenoid also by 2.8%.

REAR AXLE No rear axle trouble has been encountered by 69%. Few faults are to be found with the Rapier axle but 16.4% remarked that they found the axle too noisy. The crown-wheel and pinion has been changed on 3.3% and oil seals have failed on 2.1%.

BODYWORK No trouble with the Rapier body has been encountered by 37.2%. Rusting of the chromium plating was reported by 22.6% and rusting of paintwork by 17.5%. Water leaks in various places are reported by 11.9%, broken or damaged locks occurred on 6.7%, faulty windows by 5.6%, various rattles by 3.3% and faulty bonnet catches by 2.2%.

OTHER SERIOUS DEFECTS Few troubles have been listed under this heading but 3.9% refer to the frequent tuning required by the carburetters, 3.9% comment on poor silencer life, and 2.2% reiterate remarks on the poor steering.

TYRES Dunlop tyres are fitted by 64.5% of Rapier owners, Michelin by 23.2%, Goodyear by 3.3%, Avon by 2.8%, and Pirelli by 1.1%.

Would you buy this car again? Yes, 67%. No, 33%.

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

Volvo	5.1%	B.M.C. Mini	1.1%
Jaguar	4.5%	D.K.W.	1.1%
Not yet certain	4.5%	Lotus	1.1%
Vauxhall	3.3%	Saab	1.1%
Triumph	2.8%	Porsche	1.1%
Fiat	2.2%		

PETROL USED BY FIAT 600 OWNERS

Esso	16.2%	National Benzole	9.5%
Shell	14.3%	Cleveland	6.6%
Anything	13.3%	Regent	6.6%
Jet	12.4%	Mobilgas	5.7%
B.P.	10.5%	Fina	2.9%

OIL USED BY FIAT 600 OWNERS

Castrol	52.5%	Esso	6.7%
B.P.	14.3%	Mobiloil	4.8%
Anything	9.5%	Duckhams	1.9%
Shell	6.7%	Havoline	1.9%

PETROL USED BY HILLMAN MINX OWNERS

Shell	27.4%	Mobilgas	4.1%
Esso	13.9%	Regent	4.1%
Anything	9.0%	Fina	1.64%
B.P.	8.6%	Power	1.2%
National Benzole	7.8%	Aral	1.2%
Jet	5.7%		

OIL USED BY HILLMAN MINX OWNERS

Shell	33.1%	Mobiloil	2.46%
Castrol	29.1%	Esso	1.65%
B.P.	17.6%	Havoline	1.65%

PETROL USED BY SUNBEAM RAPIER OWNERS

Esso	24.2%	Jet	5.6%
Shell	22.6%	National Benzole	4.5%
B.P.	10.2%	Regent	3.9%
Anything	7.9%	Mobilgas	3.3%
Cleveland	6.2%		

OIL USED BY SUNBEAM RAPIER OWNERS

Castrol	38.3%	Mobiloil	2.8%
Shell	29.4%	Duckhams	1.6%
B.P.	11.8%	Havoline	1.6%
Esso	6.2%	Anything	1.6%

THE MANUFACTURERS REPLY

WE were rather unkind to Ford and B.M.C. last month in remarking that neither organisation had fixed a date to discuss the various models reported on in the previous issue. It appears that both companies were busily engaged in deciding who should talk to us about the Survey, and when this was done the engineers concerned made detailed reports on the Survey, putting their answers into tabulated form.

First of all we went to the M.G. factory at Abingdon, where we spoke to General Manager John Thornley and Chief Designer Sydney Enever, with whom we discussed the two Austin-Healey models reported on in the May issue and the M.G.-A reported on in the June issue. Dealing with the Sprite first, Mr. Enever went straight on to the engine, which, he said, had no inherent faults with the exception of the external oil filter which gave trouble on early cars. This was due to the large overhang of the filter body which worked the retaining bolts loose, allowing the oil to escape. This happened to the Assistant Editor's Sprite and the bearings were almost ruined. The cure was somewhat delayed because this fault was not reported in any great quantity through the usual dealer defect report channels, presumably because most owners tightened the bolts themselves. However, this provided no permanent cure and eventually a new oil filter with less overhang was put into production. On the Mk. II Sprite, incidentally, the filter body is much easier to withdraw owing to redesigning of the lower sub-frame. Clutch trouble has not been considered a major problem bearing in mind that the Sprite is a hard-driven sports car, but an improved clutch is fitted to the Mk. II model.

M.G. are fully aware of the shortcomings of the " A " series gearbox but, of course, to keep the price low they are committed to using as many production parts as possible. However, the faults brought to light by the harder-driving Sprite owners have benefited other people because the basic gearbox has been improved considerably in production. The Mk. II Sprite box has new ratios with needle roller bearings and improved steel specification for the pinions, which now have increased chamfering to prevent baulking. Now, instead of failing to get 1st gear once every five tries, the Sprite owner will be baulked only once every 100 or so.

The short brake lining life is recognised and the original AM11 linings are now replaced by AM3, while it is expected that an even harder lining, AM8, will be put into production before long. On the suspension the noise problem emanates from the rear ¼-elliptic leaf-springs, fibre washers have been fitted each side of the rear bushes, while it is now possible to fit interleaves between the springs. B.M.C. dealers have the necessary information. New rear springs with polythene interleaves are to go into production shortly.

On instruments, the drive gearbox of the rev.-counter has been modified by Smiths to prevent seizing of gears, and the dynamo end plate, from which the rev.-counter is driven, has been modified by Lucas to give more accurate alignment. The position of the

battery on the Mk. I Sprite is partially responsible for its early demise, being rather difficult to top up, and being prone to overheating. The battery has been re-positioned on the Mk. II Sprite.

Rear axle noise is something with which B.M.C. engineers are fairly familiar and considerable research is going on into this problem, over 50 axles being on test at the moment to see if this problem can be alleviated. Mr. Enever pointed out that axle noise is more evident on the Sprite because the driver's ear is only just in front of it.

Bodywork sealing is not considered a major problem but more comprehensive sealing instructions have been given for production and dealers have also been given instructions for curing of water leaks.

In closing on the subject of the Sprite we asked Mr. Enever if our personal opinion that the Mk. II "Spridget" has less character and less appeal than the Mk. I is reflected in the sales graphs. He said this was certainly not so and quoted sample figures which showed that weekly production of the Mk. I averaged around 500, while the Mk. II Sprite sells about 300 and the Midget 250 a week.

Turning to the Austin-Healey 100 and 3000, we went straight to the engine, which, it is felt, is quite reliable in service, the complaints mentioned being normal high-mileage replacements. The clutch is not considered a problem, although a 10-in. diameter version was introduced with the 2.9-litre engine. The gearbox was modified on the Mk. II 3000 model with strengthened pinions to cope with the greater power.

The disc brakes fitted to the later models have caused a problem because no one design can cope with all conditions to be found the world over. The standard disc brake provides pad life up to 40,000 miles in dry conditions but in parts of Canada and the United States it was found that on their dirt roads pad life could be reduced to ridiculous proportions in the wet, the gritty mud sometimes wearing out pads in 700 miles. The introduction of dust shields brought the pad life under these conditions up to a respectable 15-20,000 miles, but also reduced the pad life of those cars run in good conditions to about the same mileage due to the extra heat. Therefore it is really a matter for the owner to decide whether to remove the dust shields, which are standard on the latest models, or to fit the kit now available from dealers to a car which does not have dust shields.

There is no service history of steering side rod failures and it must be assumed that these are in high-mileage vehicles. The side rods now have greaseless nylon ball joints. As a point of interest the works rally cars have adjustable side rods so that steering adjustments can be made more quickly and accurately. On the suspension, it was pointed out that limited axle movement and high rated springs are inherent in the design and therefore more liable to suffer from breakages. Even higher rated springs and stiffer dampers are available for severe conditions.

The fuel pump failures have been attributed largely to its position on the car close to the exhaust pipe, and it has now been removed to the right-hand side of the car.

Similar comments apply to the rear axle noise problem on the larger Healey as have already been mentioned on the Sprite. Water leaks have been virtually eliminated on the 3000 model by the introduction of a glass-fibre prop.-shaft tunnel with improved sealing to the floor and front diaphragm.

The problem of ground clearance of the sump and exhaust systems was summarised by John Thornley, who said "The whole car is too near the ground." Everything is compressed into the minimum possible vertical height and the only way to increase the clearance is to raise the entire car, various modifications being available to make this possible for competition purposes.

The problem of loose spokes in wire wheels is a perennial one which has always plagued car designers, and this will be inevitable unless they are periodically re-tensioned. Design-wise they are inferior to disc wheels but many owners, especially in America, are willing to pay more for wire wheels. Special 60-spoke wheels are available for heavy-duty work.

Mr. Enever felt that the Survey on the M.G.-A called for few answers as the Survey proves what the M.G. Car Company has already discovered; *i.e.*, that the M.G.-A is remarkably sturdy and trouble free. The gearbox is gradually being improved along with other models in the range and similar comments apply to the brakes of the M.G.-A as to those of the big Healey. Slight modifications have been made to the dampers with a new recuperating chamber but it is not planned to change to adjustable dampers.

Both John Thornley and Sydney Enever felt that the majority of faults mentioned on the M.G.-A are those encountered on most cars in service and are not in any way peculiar to the M.G.-A. In this they may be influenced by the fact that the M.G.-A was their baby while the two Healey models were foisted on them by B.M.C.!

At Ford's Engineering and Service Division at Aveley we talked with Frank Harris (Manager of Product Planning), Hamish Orr-Ewing (Light Car Product Planning), Harry Skirrow (Service Manager), Ron Platt (Marketing Manager, Domestic Sales) and Harry Carlton from the Press Office. Fords had gone into our Survey most carefully and Mr. Harris remarked that, bearing in mind the relatively small numbers covered in our Survey compared with their own market surveys, the results tallied in most respects. They were also most willing to discuss faults and admitted quite openly that they had made mistakes and gave us full details of modification action that has been taken.

The carburetter flat-spot trouble has been a really thorny problem. The reason for this, as explained by Mr. Orr-Ewing, was that the major portion of the final development on the Anglia was done during the hot summer of 1958 when the problem did not arise as the flat spot becomes prominent only in cold or wet weather. The Solex carburetters with black, blue or white spots on the body suffer from this problem, and a carburetter with a green spot was introduced into production which virtually cured the flat spot but it was still evident under some extreme conditions, and in May of this year a new Solex pump type carburetter offering a complete cure was put into production. It was pointed out that those with a "green spot" carburetter need not attempt to change as this carburetter is satisfactory under most conditions.

The noisy timing chain is due to a faulty hydraulic tensioner which has been replaced by a spring-type since April 1961. Some of the 4.3% who complain of excessive noise may still have the hydraulic tensioner. The water pump has had minor modifications and some material changes, while many of the thermostat changes were due to the marking of the temperature gauge which had the red sector marked rather pessimistically. This has been moved slightly. The water hoses have been given a neoprene skin since September 1961. A modified cylinder-head gasket was introduced in July 1961 with tin-plated steel insert which has eliminated most problems on this score. Oil leaks, Mr. Orr-Ewing said, were very often caused by overtightening of sump bolts, etc., and he recommended that a torque wrench should be used as directed in Ford handbooks. However, a new sump stamping which is more accurate has been put into production.

Oil on the clutch is not considered an Anglia problem but after some experience with customers who parked their cars on a sloping drive, allowing oil to seep through to the clutch over a long period, an oil return hole has been incorporated in production and a new oil seal is due to go on to the production line very shortly.

The Ford engineers are obviously rather proud of their gearbox and seemed rather hurt that 8.8% felt the box was too noisy. They feel that most of these complaints are directed against the gear-lever, which "buzzes" at high speed. This has been overcome by a change of material for the selector forks, which are now alloy bronze instead of steel.

It is felt that many braking problems have been solved with the introduction of the MS3 lining which came into production in May 1961. This will give longer lining life, but the Ford engineers are concerned with not increasing pedal pressures for lady drivers, so the lining cannot be expected to become too hard.

With regard to the remarks on wheel shimmy, Ford have been studying this problem for some time and have now come to the decision to carry out wheel balancing on all new cars. The equipment is now being installed and cars with balanced wheels will be rolling off the line in July. However, Mr. Skirrow is looking forward to problems later on when balance weights get knocked off by rubbing kerbs, etc., or when the tyres wear over large mileages, changing the balance of wheels.

Some of the speedometer cable trouble has been traced to incorrect routeing of the cable and the cable run has been altered in production to give a larger radius. Other instrument failures are felt to be within permissible limits.

On the electrical system Ford engineers have been giving considerable thought to changing over to a fused system, but if they decide to, it will be with a completely fused system rather than the arrangement on most cars at present. At the moment if a fault occurs in the lighting system the lights fade gradually rather than going out suddenly when a fuse blows. The battery and A.V.C. are not positioned ideally, which has caused some trouble, but a cooling aperture has been arranged to duct air to the battery and this has helped considerably. Originally poor thermal switches were fitted to the Lucas windscreen wiper motor and it tended to overheat. These have since been improved. Most of the courtesy-light switch failures were due to the switch in the door jamb being bent over instead of being depressed when the door was closed. This has now been modified.

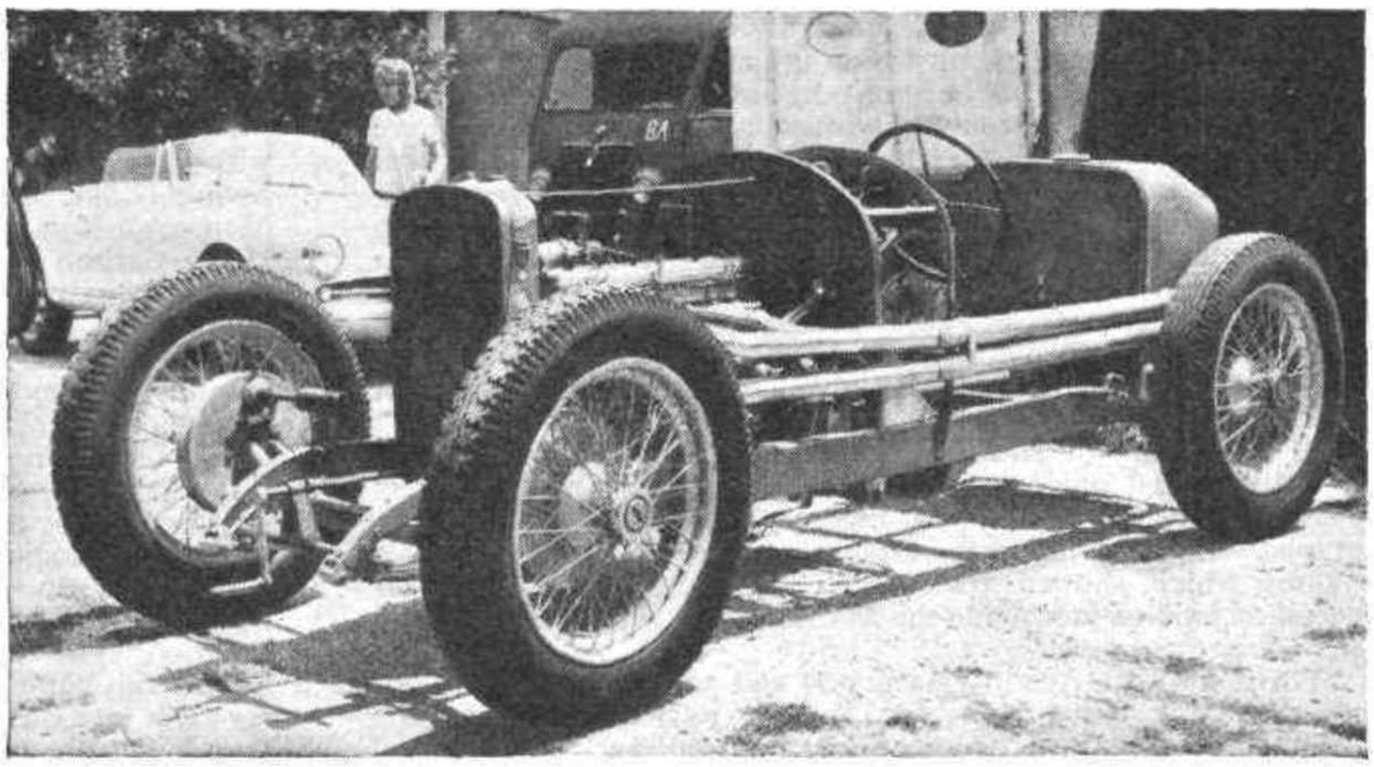
On the bodywork the door spring failures caused a good deal of concern in the Ford factory and a very thorough investigation was carried out before the trouble was cured in May of last year. The water leaks were mainly due to water being thrown up by the front wheels and finding its way by devious routes to the windscreen surround. Many owners and garages removed windscreens and resealed the surround but as soon as the car went out in the rain the trouble returned. After a long investigation the trouble was detected and a seal put in which immediately cured the problem. Chromium-plated parts such as bumpers and door catches now have a duplex nickel coating which gives good results. Many underbody parts are zinc-coated for extra protection. Several of the interior appointments have been modified, such as the door pulls which are now much sturdier.

Although the Anglia has suffered its share of troubles, we were most impressed by the methods taken by Ford to eliminate them, Mr. Skirrow pointing out that roving service representatives are able to check on serious troubles at short notice and report back to the factory. Ford are also interested in and willing to investigate some of the more serious troubles which have come to light through our Survey. A most refreshing attitude.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters

ANOTHER HISTORIC RACING CAR DISCOVERED.—This extremely well-preserved circa 1926/8 *6-cylinder Guyot Special came to light last month. It has a supercharged sleeve-valve engine (think of that!) with twin exhaust ports. There are front brakes and a transmission brake, but no brakes on the back wheels.*



V.S.C.C. BEAULIEU RALLY (May 27th)

RAIN did its best to wash out this annual event but vintage cars are not easily set afloat and the morning *Concours d'Elegance*, won by G. Dunn's 1923 10/23 Talbot tourer, and the afternoon driving evolutions at disused Beaulieu Aerodrome, duly took place. There were few " new " old cars, if we exclude Read's 1923 15.9 s.v. Wolseley tourer, looking much earlier and in fine fettle except for an evident tendency to shear its wheel studs, and Moore's 1928 Graham-Paige fabric saloon, with smooth-running Chrysler-like engine, a cover plate inscribed " Made in U.S.A." where the starting handle inserts, and splendid front shock-absorbers consisting of straps emerging from drums mounted in-line with the front axle. There was some evidence that V.S.C.C. members are turning to vintage Yanks, for amongst machinery brought by onlookers was a De Soto 2-seater and a partially-restored 1929 Buick, saved from local duty as a salvage crane. Both were yellow-hued.

While on the subject of spectators' cars, these included a just-vintage Armstrong Siddeley Twenty saloon, and a much-admired 1927/8 Austin Seven fabric saloon (Gordon England?).

Most exciting of the driving tests, which embraced exercises to investigate garaging, acceleration, braking and manoeuvrability, was the wiggle-woggle. In this Albon nearly overturned his 1927 Austin Seven, one of four nice Chummies present, the aforesaid Graham-Paige with disc wheels and dummy hood-sticks went nicely, Philip Mann drove his latest toy, in the form of the ex-Ken Hutchison G.P. Type 37 Bugatti with decidedly sketchy front wings, very competently, and Barker was really motoring in his delectable Lancia Dilambda cabriolet de ville.

Drake drove a rare 1932 Sunbeam 25 landaulette, Barry Clarke his wife's shopping 12/50 Alvis Sportsman's saloon *mit* roof-rack and later a 1929 Austin Seven saloon that displayed daylight under its oversize tyres, Lethbridge-Meyers had a neat 1929 Riley Nine fabric saloon, and Foster a 1932 Riley Nine Gamecock 2-seater. Two ladies, Mrs. Teague and Mrs. Cardy, drove Austin Seven Chummies, Millar managed his long 3-litre twin-cam Sunbeam well, as did Bowyer another lengthy vehicle, in the form of a 1924 Lancia Lambda. Bill Mason, back from camera-work on a W125 G.P. Mercedes-Benz driven by Lang at Solitude, was really trying in his Bentley, Leo's 1930 2-litre Lagonda was the noisiest car present, in contrast to the gentle " phutter-phutter " of Lilley's 1927 Jowett 2-seater, Wood went fast in his 4½-litre low-chassis 100-m.p.h. Invicta, but Jeffries lost time engaging bottom cog of his 12/50 Lea-Francis 2-seater in the acceleration test. Walker's stark 1930 Avon Standard indulged in a temporary electrical bonfire. It was good to see an original-looking 1929 " Brooklands " Riley Nine in the hands of Pack, who is gradually restoring it. So, dripping wet between Martini and Methuen cocktail parties, it was back to Beaulieu, to discover that Dudley Gahagan in his 1926 Type 37 Bugatti had won the Montagu Trophy for best performance in both *Concours* and tests.—W. B.

* * *

The Ashtead Square Rackets Club is holding a display of vintage and veteran vehicles at their Club premises on July 21st, at 2.30 p.m. Those who would like to take part are asked to write to C. D. Harbour, 39, Skinners Lane, Ashtead, Surrey.

ISOLATED ITEMS OUT OF HISTORY

Dedham Grove near Colchester, Essex, was the home of Sir Hamilton and Lady Lang up to 1913. In a large coachhouse-garage there were three cars, a 1906 24/32-h.p. Germain (LC 6439) with a coupé-de-ville body, a 1909 14/16-h.p. Belsize open tourer, painted light green with a lot of brasswork, including two massive self-contained acetylene headlamps (LB 9948), and an early Panhard rear-entrance 4-seater (T 60). The Belsize was expertly driven by Miss Queenie Lang, while the Panhard was handled equally well by Mr. Walter Lang. All three cars were well maintained. The Rev. Cosmo Gordon Lang, at the time he was Bishop of Stepney, would sometimes visit the family in the Vale of Dedham and enjoy the pleasures of motoring.

After 1913 the Germain became the property of the Marriage family of Alresford Hall, near Colchester. During this time it suffered a broken crankshaft and the well-known firm of Laystall made a replacement. It finally became a builder's truck in Marks Tey, Essex. Perhaps someone remembers it in this form and where it actually finished up?

Besides the Germain the Wilson Marriage family owned a beautiful 6-cylinder Napier cream colour open tourer. They were very proud of this car, and a small 2-cylinder de Dion was used by their traveller. This firm enjoyed a reputation for keeping their employees. Maybe someone remembers the Napier?

In Ipswich in 1908 the New Orleans car was being assembled under licence by Messrs. Turners, at Wolseley's Gate. The firm is still in business in Ipswich. About this time Messrs. E. H. Bentall, Agricultural Engineers, of Heybridge, Maldon, Essex, were making two 2-cylinder cars, one of nearly square dimensions, and one over-square; the last-named showed remarkable pulling power on the very steep Maldon Hill. When the makers decided to make a 4-cylinder car, they informed all their customers of the intention and improvement in the hoped for performance.

One satisfied and sentimental owner of a 2-cylinder Bentall (as he described himself) asked the company to give him a price for adding two more cylinders to his existing car. One of the Bentall employees, a Mr. Frederick Lewin, asked the Directors to give the car another name, far removed from farming machinery. He failed to impress his employers and the name Bentall remained. The last Bentall I remember was an open tourer owned by Mr. Ernest Bibby of Ardleigh Tavern, Essex, who used it for hire work (F 2114).

The village bakery of John Eley & Son of Dedham ran a 1906 16/20 Humber tourer (F 2937). The coach-building concern of Joseph Cole of Stratford-St.-Mary built a van body to take the place of the touring body to enable them to deliver the bread and other provisions in the surrounding villages during the week. It only took ¼-of-an-hour to change the bodies over, with ropes and pulleys and the undoing of about six bolts, and the van was once again a pleasure car. It had a very easy gear-change, anti-clockwise engine, and gave its owners and associates, and employees, a lot of pleasure when summer days were longest, on the dusty flint roads in Essex (pre-1914). It was supplied by Bloomfield Bros., Braintree (Agents for Bayard cars).—J. HARVEY.

* * *

The Montagu Motor Museum is open every day, Sundays included, from 10.30 a.m. to 6 p.m. Car parking is free.



With this free sponge and new Holiday, the combined car shampoo and polish, you can safely wash off dirt and leave your car with a showroom shine.
Just squirt Holiday, the wonderful new car washing cream, on a damp sponge, and apply it straight onto the dirty car. No pre-washing is necessary. Holiday safely and gently lifts off dirt and grime . . . deep cleans as it quickly dries to a haze. A haze you simply wipe off to reveal a deep silicone shine. Get your Holiday with the free sponge now, 6/- from garages, accessory dealers and Halfords everywhere.

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SUNBEAM SETS A HOT PACE FOR '62

■ **INTERNATIONAL ACROPOLIS RALLY** 1st and 2nd in 1,300-1,600 c.c. Standard Production Cars (Sunbeam Rapier)

■ **SPA GRAND PRIX, BELGIUM** 1st, 2nd and 3rd in 1,000-2,000 c.c. Improved Touring Cars (Sunbeam Rapier) Also fastest lap (97.24 m.p.h.)

■ **INTERNATIONAL TROPHY RACE, SILVERSTONE (U.K.)** 1st, 2nd, 3rd, 4th, 1,000-2,000 c.c. International Production Touring Cars (Sunbeam Rapier)

■ **CIRCUIT OF IRELAND INTERNATIONAL RALLY** Outright victory (Sunbeam Rapier)

■ **COLUMBIAN CANYON RALLY, CANADA** Team Prize (Sunbeam Alpine)

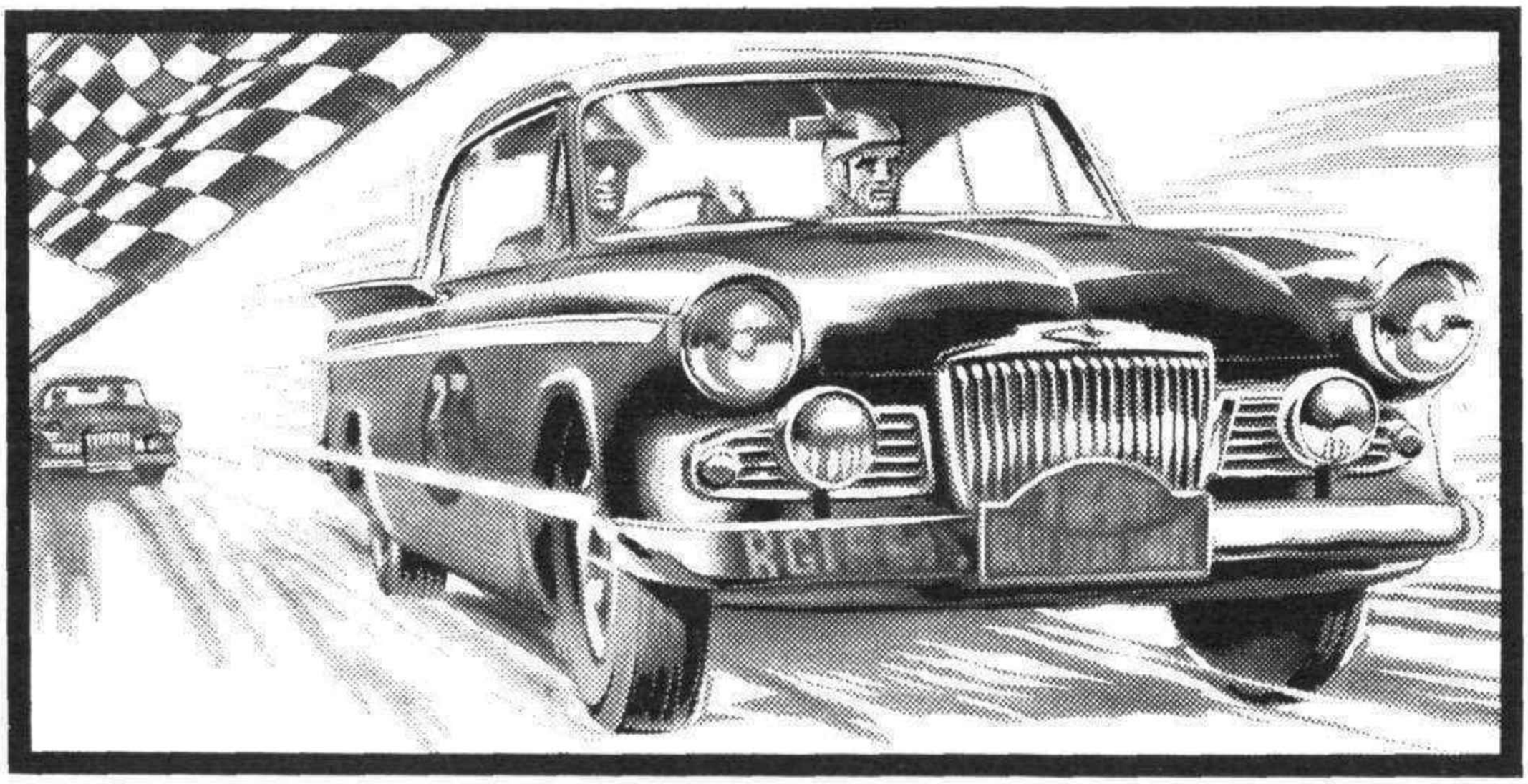
■ **GHANA 24-HOUR RALLY** Outright victory (Sunbeam Rapier)

■ **TUCSON (ARIZONA) SPORTS CAR RACE, U.S.A.** 1st, 2nd and 3rd (Sunbeam Alpine)

■ **CENTRAL AMERICAN—MEXICO RALLY** 1st, 1,150-1,600 c.c. Grand Touring Class (Sunbeam Alpine)

■ **WESTWOOD RACING CIRCUIT, VANCOUVER** 1st in class, modified and production car races (Sunbeam Alpine)

■ **MONTE CARLO RALLY** Manufacturers' Team Prize (Charles Faroux Trophy) (Sunbeam Rapier) L'Equipe Team Award, Riviera Cup



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CHAIN GANGSTER AT LARGE

I have owned a 1935 "Chain Gang" Frazer Nash now for about eighteen months and during this time have reached the only logical conclusion—that there never was such an exciting and interesting car to drive, and never has any car had such unusual powers of road-holding and cornering. There is an old country saying that the only thing which makes as much noise as a pig squealing under a gate is another pig squealing under a gate. So it is with cars; the only thing for which I would ever change the 'Nash is another 'Nash.

This I was persuaded to do when I discovered the even more desirable qualities of a truly vintage Frazer Nash, which I think are best found in the Anzani-engined 'Nashes.

It was at the Frazer Nash party last year (so many 'Nash stories start there!) that I heard that Col. Ruck's 1926 Anzani fast tourer was for sale, and during the evening, helped no doubt by the good god Bacchus, I determined to go and see, if not buy, this car at the first possible moment. This was towards the wee small hours, and after a wee small sleep, breakfast, and the traditional driving tests next morning, I set off.

Perhaps it could be said that I was in no fit state to drive to the heart of Wales, but I set out, after having first made sure that the broken spring on the Riley was still held roughly together by the crude clamp I had hurriedly made up the day before.

Just before dusk I was nearing Rhayader and glancing at the map, open on the seat beside me, I could see that the Rhayader-Llanidloes road was B 4518. I got a bit lost entering Rhayader, but soon saw a sign for B 4518 and followed it, thinking all was well. You can imagine my dismay when tired, cold and hungry, I found myself doing a tour of the Elan Valley dams by night, and in the snow! At one point, on a very steep mountainside, the Riley developed chronic clutch slip; the snow on the rear window made backwards steering hazardous to say the least, and I began wondering how often the mountain rescue teams did a routine check. By sheer coincidence I met a "mountain rescue" Land-Rover setting out from Rhayader on the way back.

Eventually I reached Llanidloes and after some time and searching found Col. Ruck's house. I can now well believe that he first bought the Frazer Nash because it was the only car that would ascend the hillside to his house. Even with modern road surfaces, modern tyres and merely damp ground conditions I had difficulty 36 years later!

The next day I took the 'Nash for a trial run. I must confess I was a little disappointed when I saw it, but the mechanical side didn't seem too bad—until I broke the crankshaft.

It was almost a foregone conclusion, but I bought the car, collected it some time later and towed it home. If anyone has ever doubted it, I can assure them that a journey in an open car from mid-Wales to Surrey on the end of a rope is not to be recommended.

The next problem was the rebuild of the engine, and by good fortune the same friend who at the party had inspired me to buy the 'Nash, was able to let me have a spare crankshaft. This was fitted, and after some more rebuilding—followed by repairs to the back-end when I broke a reverse pinion—we managed to get to Silverstone for the April V.S.C.C. Meeting. This was the car's first public appearance in my possession and it was duly admired—though it might be better to say it caused considerable "interest." Bodywork, as anyone who saw it can confirm, was in a pitiful state.

I am now in the process of building a complete new body. As I am trying to keep up with my college work at the same time, life is becoming somewhat crowded at the moment. However, it is very enjoyable; you see I haven't yet sold the first Frazer Nash and can truthfully say, in a very offhand manner, "Of course, I have two Frazer Nashes!" The only drawback is that I've put a con.-rod through the block of the T.T. Replica and am now using yet another form of vintage chain-driven transport—a very old push-bike!—KEITH BOWMAN.

Miscellany. A *circa* 1916 model-T Ford 'bus, in excellent order apart from its tyres, and still displaying its route number and "Full" sign, has been found in N. Wales. It was operated by a local garage owner until 1923 but has not been run since. A 1928 23.5-h.p. Chrysler, which was used as a taxi in Rutland from 1930, has re-appeared in Oakham. Originally owned by Capt. Holfrey, he sold it in 1930 for £25, which seems a pretty sharp rate of depreciation! This Chrysler is said to have carried Field Marshal Goring, the Duke of Windsor, Lord Lonsdale and the Dowager Lady Gainsborough, and the back seat is still mud-stained where Von Ribbentrop slumped into it after a fall in the hunting field, while on a visit to England in the early '30s. Never off the road until it was overhauled last year, it is claimed that this Chrysler has covered over 530,000 miles. A batch of old cars, mechanically apparently sound but bodily decrepit, including a Packard Twin-Six, early Daimler, various Lanchesters and Fiats and many American cars have been found, "dumped and forgotten," by a reader, while the Keynsham Rugby Football Club want to find a good home for their 1924 Morris, converted into a field roller, as it has been replaced by a tractor and lives in the open. The query last month as to whether more than one Deemster is still in existence has resulted in news of a 1916 model in Sussex, a 1923 version in County Down and another well-preserved car at the Plough Garage, Minworth, Sutton Coldfield. Walsingham's Garage, Botesdale, Suffolk, have for sale a twin-cam Salmson engine. A reader chanced on the 1928 SD 12/50 Alvis beetle-back, YU 4723, on the road recently and asks the owner to contact him—P. G. Stilwell, 3, Elmside, Onslow Village, Guildford, Surrey.

* * *

The V.S.C.C. has decided to charge a 5s. entrance fee to Silverstone Paddock at its future race meetings, in the hope of obviating the over-crowding at the April Meeting.

* * *

Old cars in France are now far fewer than was the case some years ago but on our journey to Monaco for the Grand Prix we encountered an Edwardian Zebre at the top of La Turbie, a 12/24 Citroën tourer in a remote village in the mountains, an early 11.4 Citroën truck in the Longres region, and a 7.5 "cloverleaf" of the same make on tow on the outskirts of St. Omer, and in an emporium near Nice we discovered a splendidly preserved Type 43 Bugatti with cast-alloy wheels and a rather more smoothly-contoured tail than that found on Type 43s that came to England, a veteran de Dion Bouton, a vintage Mors tourer, other small veterans, and what appeared to be a *circa* 1920 Panhard tourer and a *circa* 1915 de Dion tourer, also a "boy's racer" with Amilcar chassis, an early vintage small chassis with a large "C" on its radiator, possibly a Ceirano(?), and a Type 46 Bugatti chassis. Some of these cars we encountered some years ago, so they have obviously not sold. Incidentally, the same yard contains an aeroplane, a Chevrolet Corvette and a 300SL Mercedes-Benz! At another scrap-yard in the suburbs of Nice there was a small Mathis coupé and a gaudily-painted but complete, *circa* 1928 9.5 Renault tourer, both of which could probably be driven home to England. But, apart from a few approximately-vintage Peugeot 201s, that was all we *did* see, in some 2,000 miles of Continental motoring.

* * *

In Spain, old cars seem even more scarce, for in and around Madrid we saw only an aged Leyland double-decker 'bus still in service, a contrast to one of the very newest, special-bodied Leyland coaches, a rough old Guy 'bus, an oldish BB Ford lorry, a broken-down model-A Ford and a 12/24 Citroën.

* * *

Appropriately, the Winter 1961 Edition of *Bugantics* arrived on that day in late May when the East wind was returning, to dispell any hope of an early Summer. Beautifully produced as usual, this belated issue contains an interesting article on her Bugattis by Miss Cynthia Turner (who used to run a Brescia in speed trials that had the most flared mud-wings ever) and a discourse on the missing Bugatti Type Numbers by R. Shepherd of Australia. The B.O.C. now has a new Secretary: J. H. Webb, 77, Longlands Road, Sidcup, Kent (FOOts Cray 8643).

* * *

Miscellany.—At a blacksmiths a Meadows engine and gearbox, said to be from a Salmons N.P. light car, have come to light. In the yard of a Berkshire garage we noticed an early Morris-Commercial lorry, apparently in process of restoration, and a *circa* 1930 P1 Rolls-Royce saloon.

3rd STANDARD REGISTER RALLY (May 26th)

Driving Tests: F. J. Callis (1919 9.5-h.p. SLS-type 2-seater).
Concours d'Elegance: D. A. Newbury (1929 9.9-h.p. "Tourist's coupé").
Distance Award: J. O. Johnson (1930 9.9-h.p. "Selby" tourer)—183 miles.

VINTAGE POSTBAG

Why Multi-Cylinders ?

Sir,

Why did designers in the Vintage period build small multi-cylinder competition engines ? The question is prompted by the Editor's invitation to " Meet the Twins," and by John McLellan's remark that Salmson built a straight-eight in pursuit of greater piston area.

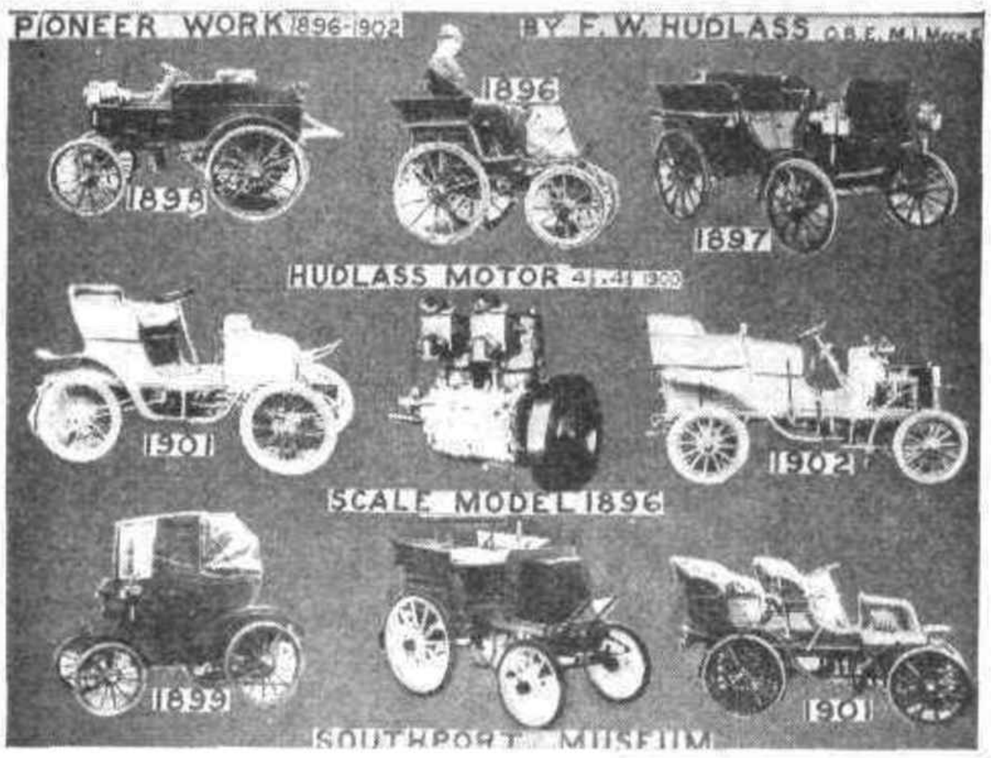
It seems to have become an article of faith that the straight-eights of Henry and Miller, conceived under the influence of Bugatti aero engines, pointed the only way to racing success and doomed to failure any manufacturer so conservative as to use fewer cylinders. Perhaps the time has come to examine this theory critically.

Let us consider the Salmson engines. The 4-cylinder version has 62-mm. bore, giving a piston area of 121 sq. cm., while the eight with 49.9-mm. bore boasts 157 sq. cm. The 30% increase hardly seems to justify the extra weight and complication, particularly since the same result could have been achieved by building a 4-cylinder engine with approximate dimensions 70 mm. × 69 mm. Nor can the 8-cylinder engine be regarded as an attempt to obtain higher r.p.m. without unreasonable piston speed, since although the stroke is 20 mm. shorter than that of the earlier 4-cylinder engine, it is 1 mm. longer than that of the theoretical 4-cylinder unit of equivalent piston area!

A reasonable explanation for the use of a small-bore multi-cylinder engine is the reduction of inertia loadings brought about by smaller and lighter pistons. However, the almost universal retention of a relatively long stroke with the high loadings which this implies makes nonsense of such a theory. It cannot even be claimed that Vintage designers took advantage of the smaller reciprocating parts of a multi-cylinder unit in order to raise the safe maximum r.p.m., since practically no such engine was capable of substantially greater speeds than a 4-cylinder of comparable date and design. Many, in fact, have a lower safe rev. limit than a four from the same manufacturer owing to lack of torsional rigidity in the crankshaft, a sad state of affairs exemplified by a comparison between the Type 30 and Type 23 Bugatti.

The Bugatti eight is explicable as the logical extension of the corresponding four, and owes more to production convenience than to enlightened design. A large American eight is perfectly acceptable in view of the difficulty of surrounding so many litres with only four cylinder barrels. The straight-eight G.P. Delage is a high speed engine years ahead of its time, and is outside the scope of this discussion. Discounting these examples, the construction of a small eight in the Vintage period seems singularly pointless. Is it possible that designers were carried away by the undoubted aesthetic appeal of such engines, regardless of practical considerations ?

Bedford. A. SKINNER.



Hudlass cars, 1894-1901, from a board in Southport Museum. See letter in opposite column.

The Hudlass Car

Sir,

My attention has been drawn by my grandson to the letter appearing in the current issue of MOTOR SPORT over the signature of Mr. G. H. Walker, Southport, and headed " The Hudlass."

As the maker of these cars I have pleasure in giving you the following information. A scale model of my first experimental model can be seen in the Botanic Gardens Museum, Southport, and I do claim that I was the first to make a motor car in Southport or probably in Lancashire that would *go*. I know several persons did try but failed.

I sold my small works in late 1902 but agreed to remain with the new firm until I had completed my last model, which I did and left Southport early in 1903 to take up an appointment with Messrs. Weller Bros. Ltd. of West Norwood, makers of the " Weller " car and motorcycle.

The late Hon. C. S. Rolls became interested in the " Weller " car, which was exhibited at the Crystal Palace Show in 1902.

At the same time he was also interested in the car made by Royce of Manchester. He eventually decided to become financially interested in the Royce.

It was after the voluntary liquidation of the Weller Co. that I was fortunate in being offered the position of " Chief Engineer " to the then A. C. G. B. and G., a position I held for 44 years and I retired in October 1947.

I am enclosing a photo of all the models made and sold by me, these were half-plate pictures, mounted on a board and reduced to half-plate size.

This shows the model in the museum, also a clear picture of my 1900 2-cylinder vertical motor which does not look too bad looking back 62 years, the covered car shown in the left-hand bottom corner was my Doctor's Car and I claim that this was the first car which gave the driver complete protection from the weather at the time, the front screen and side doors could be easily removed and the car converted to an open one with Victoria hood.

After 60 years I have no documents to refer to but from memory I would say I made and sold probably 20 of the 1897-1898 models, after that date I built the Doctor's Car and the special one shown in the right-hand bottom corner, this was fitted with the same design vertical motor but of 20/25 h.p.

The models left and right were also fitted with vertical motors. The small two-seater was a single-cylinder air-cooled.

As far as I was responsible production ceased when I left the business in 1902 and the new owners called my car " Phoenix " after the name of my works.

They later decided to make engines only and devoted their attention to marine motors with considerable success.

If I can be of further assistance please do not hesitate to communicate with me again. It may be of interest to you to know, I shall attain my 88th year early next month.

Richmond, Surrey. FELIX W. HUDLASS.

(*More " Vintage Postbag " on page 552*)

Vintage items : The *Leicester Mercury* recently published a picture of an old car used for an outing of local cigar merchants to Longcliffe Wood. The date was given as 1908 and the car as a de Dion Bouton. It is obviously a very early tiller-steered Daimler wagonette and if it was thus used in 1908 it was a veteran even then! The Editor wishes to acknowledge still more gifts of early sparking plugs, including an Apollo, a Lodge AF in its original box with guarantee, a Champion with tapered thread as used for model-T Fords, a J.D., and many more from Prof. Mucklow's collection by courtesy of Basil Davenport, while he has also been presented with the steering wheel from a sleeve-valve Minerva and Peter Twiss has donated a 1908 copy of the " Scarlet Runner," by C. N. and A. M. Williamson. The May Model-T Register's Rally was won by G. Norgrove's 1921 tourer, J. Huggins' 1925 truck second, S. J. Baker's 1920 tourer third. J. Lacerda's Museu do Automóvel at Caramulo, Portugal, contains seven veteran and 12 vintage cars, including a 1902 Darracq, a 1906 de Dion Bouton, 1910 Fiat and Benz, and a 1924 Type 35B G.P. Bugatti. A 1927 Armstrong Siddeley 18-h.p. with truck body, sound mechanically and well-shod, urgently seeks a good home. It is at an Essex garage.

* * *

Vintage Motorcycle date : The V.M.C.C. holds its Birmingham *Concours d'Elegance* (Newhall Street, 11 a.m.) and its Tour of Birmingham on July 15th.

SMALL-CAR TOPICS

Road-Test Impressions of the Fiat 600D — Notes on the New Renault R8 and Simca 1000

THE FIAT 600D

UNTIL the other day it had been a considerable time since I had driven one of the jolly little 4-cylinder Fiat baby cars, and I had no experience of the 600D, in which the former rear-placed 633-c.c. engine has been replaced by one with 2 mm. greater bore and 7.5 mm. longer stroke, to give a swept-volume of 767 c.c. As this new power unit gives 29 (net) b.h.p. at 4,800 r.p.m. while retaining the unobtrusive smooth-running of its predecessor, acceleration is usefully enhanced without bringing disadvantages in its train.

So this shapely little Fiat remains a truly compact 4-seater, ideal for parking and driving in the World's congested cities, and very pleasant on longer runs.

Although the engine is in the rear boot, with coolant radiator beside it, oversteer on fast corners is not over-pronounced and, indeed, the initial steering tendency is understeer. This baby Fiat can, indeed, be flung through corners with happy abandon. Wavy surfaces, a cross-wind particularly, act as a reminder that rear-engined cars usually oversteer and a good deal of work is then necessary on the vice-free, fairly light steering, which is geared 3½ turns, lock-to-lock. It does not kick back and has rather lackadaisical castor return action.

The Fiat hydraulic drum brakes are complementary to the desire one feels to drive the 600D briskly and there is a good central pull-up handbrake.

The suspension, independent all round, using a front transverse leaf-spring and wishbones, coil-springs for the i.r.s., is a good compromise, being comfortable over normal roads with no more up-and-down motion than most very small cars display, and very accommodating over freak going, while killing most of the roll on corners.

Much of the joy of driving the Fiat 600D stems from an excellent 4-speed gearbox controlled by a short central lever. The speedometer carries limit markings of 20, 28 and 44 m.p.h. in the gears but no harm seems to come from turning a blind eye to these, so that 56 m.p.h. in the 6.49-to-1 3rd gear is possible. In top the genuine maximum is 66 to 68 m.p.h.—this ratio is 4.37 to 1.

Road noise is lower than in a certain British minicar, perhaps due to the 5.20 × 12 Pirelli Extraflex tyres, although the suspension clonks occasionally as bumps are encountered. The separate front seats are small but not uncomfortable, with room for two behind, three at a squeeze, on a seat the back of which folds down to act as a luggage platform. This is a very small car, but a deep well behind the back seat augments the rather limited luggage space in the front boot, which is restricted by the 5.7-gallon petrol tank and spare wheel, the doors have pockets, and there is a good under-facia shelf, somewhat impeded by demister hoses and the front boot-lid release lever, but still accommodating. There is crash padding along this and the lower edge of the facia.

Instrumentation consists of a small hooded 80-m.p.h. speedometer with total no-decimal mileage recorder, flanked by water temperature warning light and a fuel gauge with low-supply warning light, and having ignition and oil-pressure indicator lamps incorporated. To its right are more elaborate indicator-lamps for lights on, full-beam and direction indicators, these being rotatable to dim their messages at night. To put the lamps on, a separate toggle switch and the ignition-key have to be operated, the latter being turned to the right after switching off the engine (which it is all too easy to forget, leaving the car lightless), after which headlamps dim and dim beam is selected by moving downwards a l.h. steering-column stalk; above this a shorter stalk controls the self-cancelling winkers (this one is rather too short, so one is apt to operate it through the wheel).

The ignition key now starts the engine but the choke-cum-hand throttle remains a convenient little lift-up lever on the prop.-shaft tunnel. The doors have quarter-lights and big windows open fully by 5½rd turns of light winder-handles. The front-wheel arches cause slight offsetting of the pedals, there is considerable reflection of the plated control stalks in the screen, and the rear-view mirror gives a seriously restricted view. The clutch foot has to be parked under the pedal.

The Fiat 600D is well finished, has really substantial bumpers, the engine is very accessible, its rear compartment being automatically lit when the lid is raised, there is courtesy interior lighting, twin vizors, panel lighting with its own toggle switch, a neat facia ash-tray and a good heater, which in future will have facia controls. The horn push, in the steering-wheel hub, sounds a surprisingly un-Italian horn note. The front-seat squabs will be of reclining type on future cars, and the seats, though small, are very comfortable. The quiet wipers are self-cancelling and wired independently of the ignition circuit; the washers of press-the-rubber-knob type. Before the fuel warning light came on 194 miles were covered, after which over a gallon remained. Petrol consumption averaged 44 m.p.g. driving hard, including flat-out cruising down M 1. *The cheapest fuel is entirely acceptable, as the compression-ratio is 7.5 to 1, which is the case with very few modern cars, so the 600D is really economical.* It used no oil in a mileage of over 800 and gave not a moment's trouble.

I have always found the small Fiats the greatest fun and the better pick-up of the 600D is well worth having. Its best feature is an effortless, economical speedometer cruising speed of 65 (70 m.p.h. on M 1) with a considerable degree of refinement for such a small car. It must, however, be the sole surviving car with rear-hinged doors. In spite of the imposition of Import Duty the price here is £562 0s. 3d. inclusive of purchase tax, or £611 10s. 3d. in convertible form. Yes, a thoroughly jolly and useful little car, in which I somehow feel sun-tanned and *Vino*-inspired! The smallest of the 4-cylinder Fiats will continue to make light of the traffic in most cities of the World for many years to come. The test-car even contrived to tow home my "new" 1949 VW without a trace of anxiety. The Fiat 600D remains one of the best of the very small cars. Fiat (England) Ltd., Water Road, Wembley, Middlesex, will be glad to demonstrate.—W. B.

THE NEW RENAULT R8

During May the great Regie Renault concern was busy flying parties of journalists to Madrid so that they could see and try this new model, which is to supplement the Dauphine, in the seclusion of Spain, where curious eyes are less frequently encountered and where there is some good testing terrain. Accordingly, I enplaned in a Comet 4B and went to see what was afoot.

Although the Renault Dauphine is a most attractive "850" which has very nice lines and is a small car that has been improved materially in detail in recent times, clearly Renault now consider that it should be supplemented by something of rather greater size and performance.

What they have done is to use the 4-cylinder 5-bearing push-rod-o.h.v. 956-c.c. engine as introduced at Geneva for the revised Floride, in a new small 4-door saloon, using the new radiator location at the back of the engine boot and introducing Lockheed 10.2 in. disc brakes all round, as on the Floride.

The engine of the new R8 has a light alloy head with wedge-

Continued on page 532



On test in Spain—the new Renault R8.



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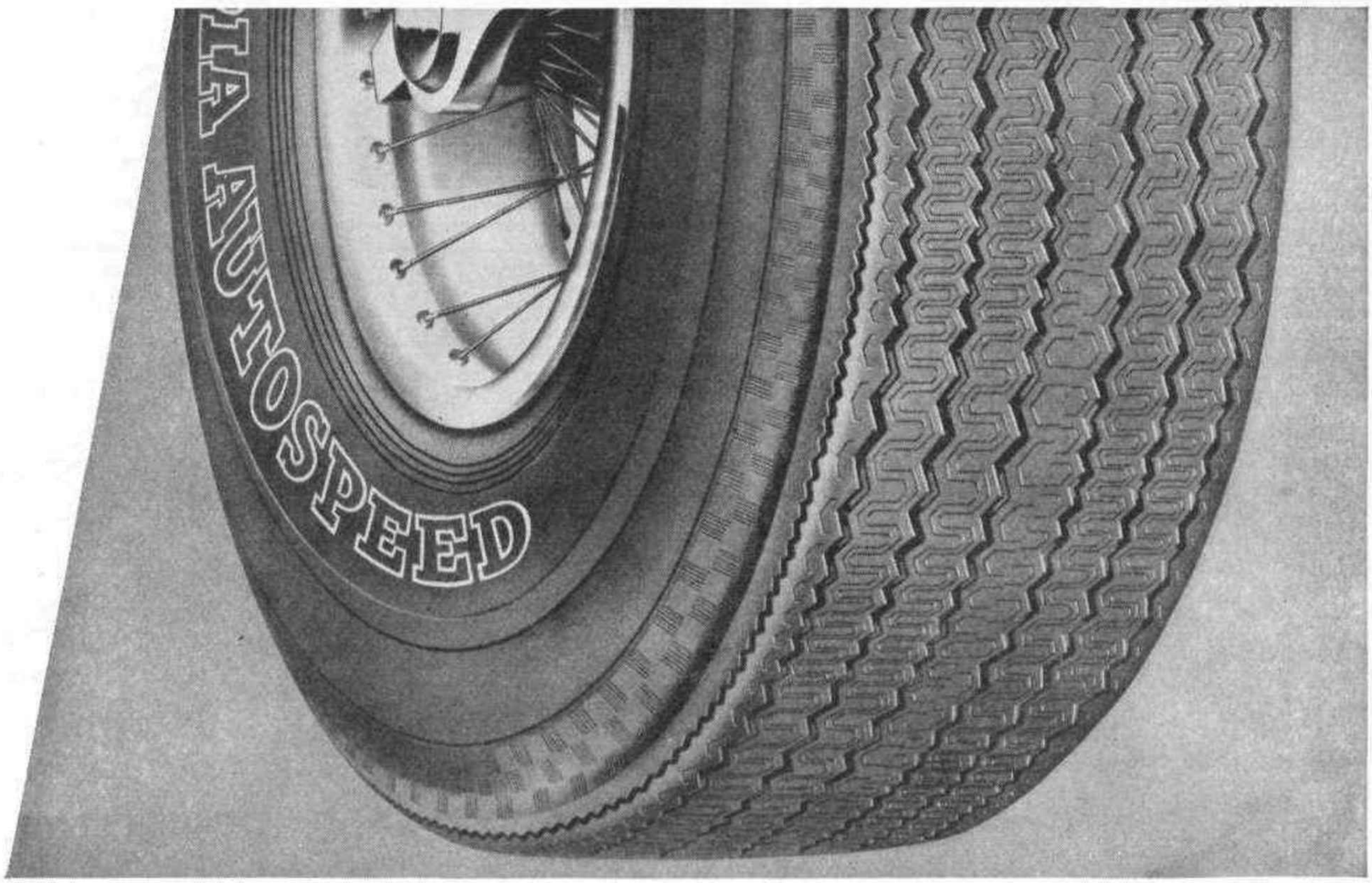
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This view of the Renault R8, a small saloon notable for the excellence of its road-holding and braking, shows the individual shape of the bonnet over the front luggage-boot.

SMALL-CAR TOPICS—continued from page 529

shape combustion chambers, and gives 48 (S.A.E.) b.h.p. at 5,200 r.p.m., runs up to 5,700 r.p.m. and develops 55.3 lb./ft. torque at 2,500 r.p.m. It features a sealed coolant system, a Solex or Zenith carburetter, and 12-volt electrics. The compression-ratio is 8.5 to 1, compared to 9.5 to 1, giving 51 b.h.p. at 5,500 r.p.m. of the Floride Speciale.

The drive passes through a clutch, in a separate casing between engine and gearbox, that has a diaphragm spring which does duty in lieu of fingers and coil-springs. The gearbox has ratios of 16.1, 9.17, 6.65 and 4.5 to 1, with synchromesh on the three upper ratios. Rack-and-pinion steering is retained and naturally there is all-round independent suspension by coil-springs. The tyres, French Dunlops on the car tested, are 145×380. The R8 has a wheelbase of 7 ft. 5¼ in., a track of (front) 4 ft. 1¾ in., (rear) 4 ft. 0 in. Lubrication is confined to eight grease points needing attention when the engine oil is changed at 3,000 miles and attention to hub bearings at 12,000 miles.

The photographs show the rather unusual appearance of this latest French rear-engined small car, which is of Corvair-style with a shallow vee-ed bonnet top to simulate front wings. The front boot takes plenty of luggage, the cloth-upholstered seats (leathercloth on the British version) are comfortable and the performance interesting. The roof has external stiffening ribs.

Braking is, of course, fade-free and quite superb, and I can report that road-holding and cornering have been vastly improved. Bends can be negotiated really rapidly without the dreaded oversteer intruding and the R8 corners very level. A skilful driver can evoke over- or under-steer as required but the generally high standard of stability has been achieved apparently by stiffening the suspension, which gives a rather lively ride and results in the inner wheel lifting on corners in spite of i.r.s. The body is prone to rattles, but visibility is excellent.

Unfortunately Renault still find it difficult to link up a gear-lever effectively with a gearbox located at the rear of the car and the considerable movements, particularly into 3rd gear, and vague selection by the R8's rigid central lever, were criticised freely by everyone present. Moreover, this lever has a very oddly-shaped knob, seemingly planned to facilitate writing the gear locations on it, or to suit a stylist's ambitions, rather than for comfort of grasp. Steering-column stalks, l.h. for lamps, r.h. for flashers, are provided, there is conscientious crash-padding, there are fresh-air inlets at each end of the matt-plastic facia, and a 150-k.p.h. speedometer, neat square indicator windows for water temperature, oil pressure, ignition and total mileage, a fuel gauge, and two open cubby-holes, in one of which lives the release for the front boot-lid.

The Renault R8 cruised at 80 m.p.h. and would run up to over 90 m.p.h. downhill but I had no chance to check its speedometer. There was a bad carburation flat-spot on "my" car which, coupled with fast driving, gave a m.p.g. figure of 26.5 for 162 miles after correction for odometer error. The average consumption amongst the journalists was 35 m.p.g. over a give-and-take circuit of Spanish roads that ascended to the snow-line in the mountains. The steering was geared 3¾ turns, lock-to-lock.

General opinion is that this is quite the best-handling and quietest Renault yet to emerge from Billancourt; I look forward to doing a full road-test of the R8 on British roads in the near future.— W.B.

THE SIMCA 1000 IN BRITAIN

At Woburn Abbey on May 28th, after patiently sitting through speeches by Mon. H. T. Pigozzi, President of Simca, and a representative of the French Embassy, pre-lunch drinks, a buffet lunch, and high-pressure publicity films, I was at last able to drive a Simca 1000 for some 20 miles of a so-called closed circuit in Woburn Park. As the hazards were many, from mobile police and cars coming in the opposite direction, to straying deer and, finally, as the last straw, a tatty Standard Vanguard stationary in the road (the excited police who waved me to a standstill explaining this away by saying it belonged to the Duke's Steward—as though this would make it softer to hit!), I couldn't get in much serious driving. Incidentally, if the Duke of Bedford is prepared to hire his park to the Motor Industry, no doubt at a substantial profit, for such test days, he should take steps to ensure that his staff do not indulge in the exceedingly dangerous practice of driving the reverse way of the closed circuit.

The Simca *Mille* seems a lively little car, with good all-round visibility, anti-dazzle matt facia, no ignition-key to lose, light steering and brakes, and a speedometer maximum in 3rd gear of 65 m.p.h. The all-synchromesh gears are changed by a good central floor lever. Initial understeer quickly changes to rather vicious breakaway of the rear-end. Further than that I cannot go, until I have conducted a proper road-test, which I hope will not be long delayed.

Simca are making a big bid to sell their 5-bearing 944-c.c. rear-engined 1000 in this country. Previously handled, when they were front-engined, rear-drive cars, by the Chrysler Corporation, Simca have now set up their own organisation here—Simca Motors (G.B.) Ltd., Oxgate Lane, London, N.W.2.

On the occasion of this preview some 200 Simca 1000s were at Woburn, being collected by dealers, so the new model is well and truly launched in this country. While they were briefed in Simca sales technique their ladies attended a fashion show.

These Corvair-style, compact 4-seater, 4-door saloons are available in ivory, pale blue, light grey, black or red, and the price here, inclusive of purchase tax, is £758.—W. B.

WISCOMBE PARK

The first-ever Championship-calibre Hill-Climb on the 1,000-yd. Wiscombe Park course took place on May 20th. In both class and Championship categories a large entry had been received, including some excellent vintage models and the three E.R.A.s of Peter Waller (R9B), Gordon Chapman (R2A) and Martin Morris (R11B). Some "real" cars contested vintage and p.v.t. class, with notable entries from Alan Southon (Becke Powerplus), Majors Chichester and Lambton (Alta), Doc. Taylor (Caesar Special), John Goddard (2.2-litre supercharged Bugatti), D. R. Berridge (M.G. NE Magnette, ex-T.T. car), Harry Rose (Bentley) and F. B. Bruce-White (Allt'cock). Adding sound and colour to the racing-car class was Ian Sievwright's Ferrari Tipo 625, the car driven to victory by Maurice Trintignant in the 1955 Monaco G.P.

During the class runs Tony Marsh with his 2½-litre B.R.M.-engined "Marsh" smashed his own course record (set up at the 750 M.C. Meeting last year), in two runs of 45.52 and 45.44 sec. For the Championship runs the weather deteriorated from quite sunny to drizzling rain and, whilst Marsh had been happy on semi-worn tyres and only one gear (the engine revving to over 8,000 r.p.m.), Ray Fielding's 2½-litre B.R.M. (ex-Dan Gurney Team car), using several cogs, was able to cope far better with the very wet surface.

Championship placings after two runs each were as follows: 1st: R. Fielding (B.R.M.), 51.60 sec.; 2nd: J. Randles (Cooper-Monaco 2-litre), 52.63 sec.; 3rd: A. Owen (Cooper-Climax 2½-litre), 53.01 sec.; 4th: T. Marsh (Marsh-B.R.M.), 53.52 sec.; 5th: R. Phillips (Fairley-Climax 1½-litre supercharged), 54.97 sec.; 6th: I. McLaughlin (Cooper-J.A.P. 1,100-c.c.), 55.30 sec. Fielding takes the lead in the Championship with a total of 19 points, whilst Marsh has 18, Owen 15, Phillips 14, and I. McLaughlin 11. Details of the Shelsley Walsh Championship event appear elsewhere in this issue.—E. W.

the car follows...



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RUMBLINGS

Although Ford has announced that the new Cardinal or Falcon Four will not be produced in America as originally planned, it seems likely that this newcomer will be made in Ford's Cologne plant next year. As the Taunus Fords are made there and are extremely good cars, this augers well for the Cardinal. Rumour suggests that the car is directed at VW domination of the U.S. and European small-car market. A 60° V4 1,475-c.c. engine giving 56 b.h.p. at 4,400 r.p.m. on an 8.5-to-1 c.r., will apparently drive the front wheels through choice of automatic transmission, an all-synchro. 3-speed gearbox or a close-ratio 4-speed box. At the front a 7-leaf transverse spring is spoken of; rear suspension will, it seems, consist of a 3-leaf ½-ellipties locating a beam axle. Telescopic shock-absorbers, 2-ply 5.50×13 tyres, a 32-ft. turning circle and a kerb weight in the region of 1,650 lb. figure in the specification, with a weight distribution of 58/42. It appears that this Ford small car will be slightly more spacious inside than a VW, have something like twice the luggage space, be externally about as compact as a VW, and look like a miniature Falcon, with unitary construction and a completely flat floor. The wheelbase is quoted as 8 ft. 3½ in. and, in comparison with the ubiquitous beetle, the Ford will be 5 in. longer, an inch wider, perhaps 5 in. lower. Interesting!

A CHALLENGE TO VW ?

The B.M.C. Minis have converted many of us to front-wheel-drive and it could be a straight fight between the f.w.d. Cardinal and the VW with the rear-engine location that those who favour it tell us pack the noise and fumes away behind. American opinion seems to be that while the baby Ford has been designed to run 80,000 miles without major overhaul, its standards of quality and craftsmanship may not match up to those of Volkswagen. However, German Fords are generally well made. It's as exciting as anticipation of the model-A in 1927. . . .

Meanwhile another rear-engined small car will be announced next year—the small Rootes machine. Rootes have filed a patent for banana tappets, rather like those on a Brescia Bugatti. Could this mean a rather special valve arrangement on the Coventry-Climax o.h.c. power unit that will be used in this new British baby-car?

* * *

We were asked the other day whether we thought there would be a market for a vintage-type car—something in the same category as a 30/98 Vauxhall or 4½-litre Bentley—built of modern materials and taking advantage of today's improved brakes, shock-absorbers, electrics and so on. It is a fascinating proposition. Our first reaction was that the project would be a failure (after selling, perhaps, a few to the States, where they welcome replicas of veteran cars) because most of the allure of a vintage car is its ability to perform and serve well in spite of its age, and be eligible for V.S.C.C. competitions.

A 1962 VINTAGE CAR ?

But there is something faintly attractive about a big 4-cylinder engine built to marine or aero-engine standards in a simple chassis with modern damping and disc brakes. Would *you* buy such a car, and what form should its specification take?

* * *

Of course, the paragraph above is slightly wide of the mark, for there is already in existence a company manufacturing vintage cars in 1962—Rover, with their "80" and "100" models. Last year, in MOTOR SPORT for October, "W. B." devoted 1½ pages to a discourse on the Rover 100, so there is no need to say much about the Rover 80 we have just road-tested, because, except for having no rich-mixture warning lamp or oil-level indicator button, it is the same car, but with a 4-cylinder 90.5×89 mm. (2,286 c.c.) all-o.h.v. engine instead of an i.o.e. 2,625-c.c. six. This develops 77 b.h.p. at 4,250 r.p.m. and, giving away 27 b.h.p. to the "100," involves somewhat sluggish acceleration and more gear-changing.

THE ROVER 80

Otherwise it is much the same dignified, well-finished and well-equipped old-fashioned motor car. It goes to an indicated 30, 50, and 70 m.p.h. in the three lower gears (the "100" showed only 27, 45 and 68 m.p.h.), has the same precise selection of overdrive-top, and gives a true maximum speed of 86½ m.p.h., compared to just over 93 m.p.h. from the "100." Fuel consumption is virtually the same, averaging 23.4 m.p.g. of Esso Extra (best = 23.3, town driving = 22.8 m.p.g.), compared to an overall 23.5 m.p.g. from the "100."

This Rover provided a complete contrast to a Jaguar E-type driven on the same day (further contrast being provided by the Editorial Mini Minor and 1924 Calthorpe!), and, incidentally, is a good hot-weather car, for the front quarter-lights are frameless, so with the windows down there is a wide area of opening, and there is also an openable scuttle-flap. There is an easily selected reserve fuel supply, which functioned even on the steep gradient of S. Harting hill, but the range averaged less than 22 m.p.g.

Although this antiquated-looking Rover 80, with forward-opening back doors, can be termed vintage, this is no uncomplimentary term. In fact, "W. B." showed so much enthusiasm for the Rover 100 that his friends told him that he would soon be wearing a panama hat and be going to Lord's instead of Silverstone. The Rover 80 isn't all that old-fashioned—it has excellent Girling disc front brakes and its absence of greasing points on all but the propeller-shaft is quite in keeping with modern thinking. There were also tubeless tyres and safety-harness for front *and* back seats, which they didn't bother about in vintage times.

If there is any need to justify our very genuine liking for Rover motoring in the eyes of the sporting fraternity, we can point to John Eason-Gibson, one-time racing driver and Secretary of the B.R.D.C., who is strongly addicted to Rover ownership. . . .

This particular Rover 80 had one very unladylike trait. It dropped liberal deposits of oil on the drive, which is probably why it consumed half-a-gallon (and two gallons of water) in 640 miles! Soon afterwards it came to rest for good, in clouds of steam. . . .

A very honest gentleman's car, this smallest of the present Rover range. But unless price is a consideration, there would seem to be no point in buying it in lieu of the more lively Rover 100. The "80" costs £1,355 7s. 9d., inclusive of purchase tax, the "100" sells for £1,506 12s. 9d., which is value-for-money of a high order. It's a droll world—the company making these sedate, old-world cars, is also responsible for the gas-turbine Rover T4 that had the honour of opening the Le Mans circuit.

* * *

Motoring scribes attended a Pirelli Demonstration Day at the F.V.R.D.E. track at Chobham last month. This did not prove anything in particular, for all the cars used were shod with Cinturas, so no comparisons could be made, but it did prove rather destructive when the journalists attempted to emulate the Pirelli test-drivers and pranged several cars to a greater or lesser degree, including a Lotus Elite. In any case, any knowledgeable motoring writer should already have been aware of the excellence of Cintura tyres.

HIGH-SPEED PIRELLIS

The ordinary Cintura cover is suitable for speeds up to 125 m.p.h. but at Burton-on-Trent a new Cintura HS tyre is now in production. This has a nylon instead of a rayon casing, a specially constructed textile belt and a tread compounded to give better bonding to the casing. It is safe for continuous driving at up to 150 m.p.h. At present only two sizes are available—185×15 and 185×16.

* * *

At the well-organised and well-attended Flying Display at Upavon on June 16th to celebrate the 50th Anniversary of the R.A.F. it was nice to see nine ancient aeroplanes in the air, with an R-type free balloon flying in the background. The aeroplanes flown were a 1915 Avro 504K, a 1916 Sopwith Pup, a 1917 Bristol Fighter F2b, a 1917 S.E. 5A, all owned by the Shuttleworth Trust, a 1928 Hawker Hart, a 1929 Bristol Bulldog, a 1931 Avro Tutor, a 1934 Gloster Gladiator and a 1936 Fairey Swordfish. Group Capt. P. Hanafin, C.B.E., D.F.C., A.F.C., put up a splendid show in the Viper-engined S.E. 5A, performing loop, falling leaf and other aerobatics in this beautifully restored aeroplane normally to be seen in a showroom by the main gates of the R.A.F., S. Farnborough.

VINTAGERY IN THE AIR

Later, in a fly-past, a Hurricane, Spitfire and Fulmer were seen amongst World War II aircraft. There was also a very fine static display of old and newer aeroplanes and their equipment, and three live models displayed R.F.C. uniforms of 1914/18—a pity they could not have paraded in the First World War Crossley or the model-T Ford Huck's-starter, examples of both of which exist in running order.

FLEET CARNIVAL RALLY (June 17th)

Cars up to 1930 : M. Banfield (1927 3/4½-litre Bentley).
Cars, 1931-1939 : C. Williams (1935 Daimler 15).
Cars, 1940-1962 : D. Bailey (1951 Alvis TA21).
Motorcycles up to 1930 : R. Butcher (1925 599-c.c. Sunbeam).
Commercial Vehicles up to 1939 : M. Banfield (1919 Leyland van).
Elegant Lady and Car : Mrs. L. Fosbery (1962 Sunbeam Rapier).
Appropriate Dog and Car : A. Albon (1927 Austin Seven and dachshund

PICTORIAL REVIEW

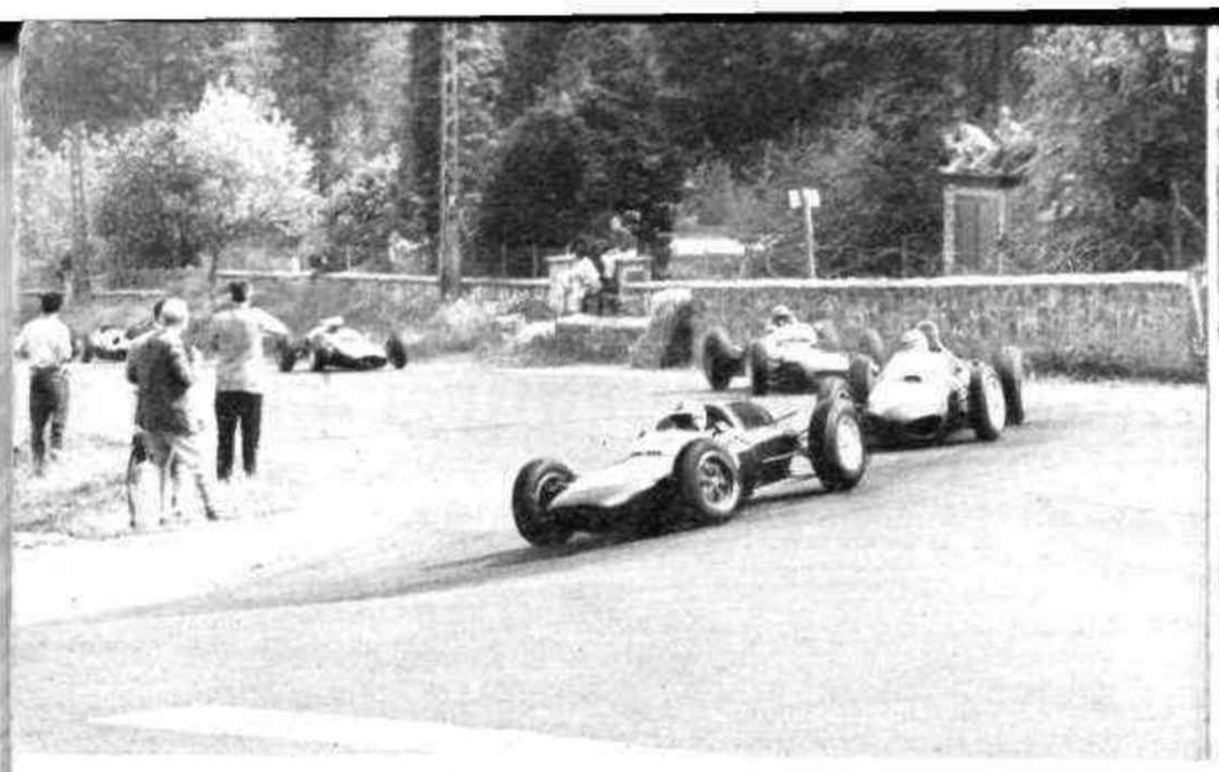
Belgian Grand Prix

Monaco Grand Prix 1,000 Km. Nurburgring

Whitsun Weekend Meetings

AT LAST.— Jimmy Clark in the monocoque Lotus 25 seen here at speed on his way to win his first Grande Epreuve in the Belgian Grand Prix, taking the lead about a third of the way through the race. He won a convincing victory at a speed of 212.265 k.p.h.

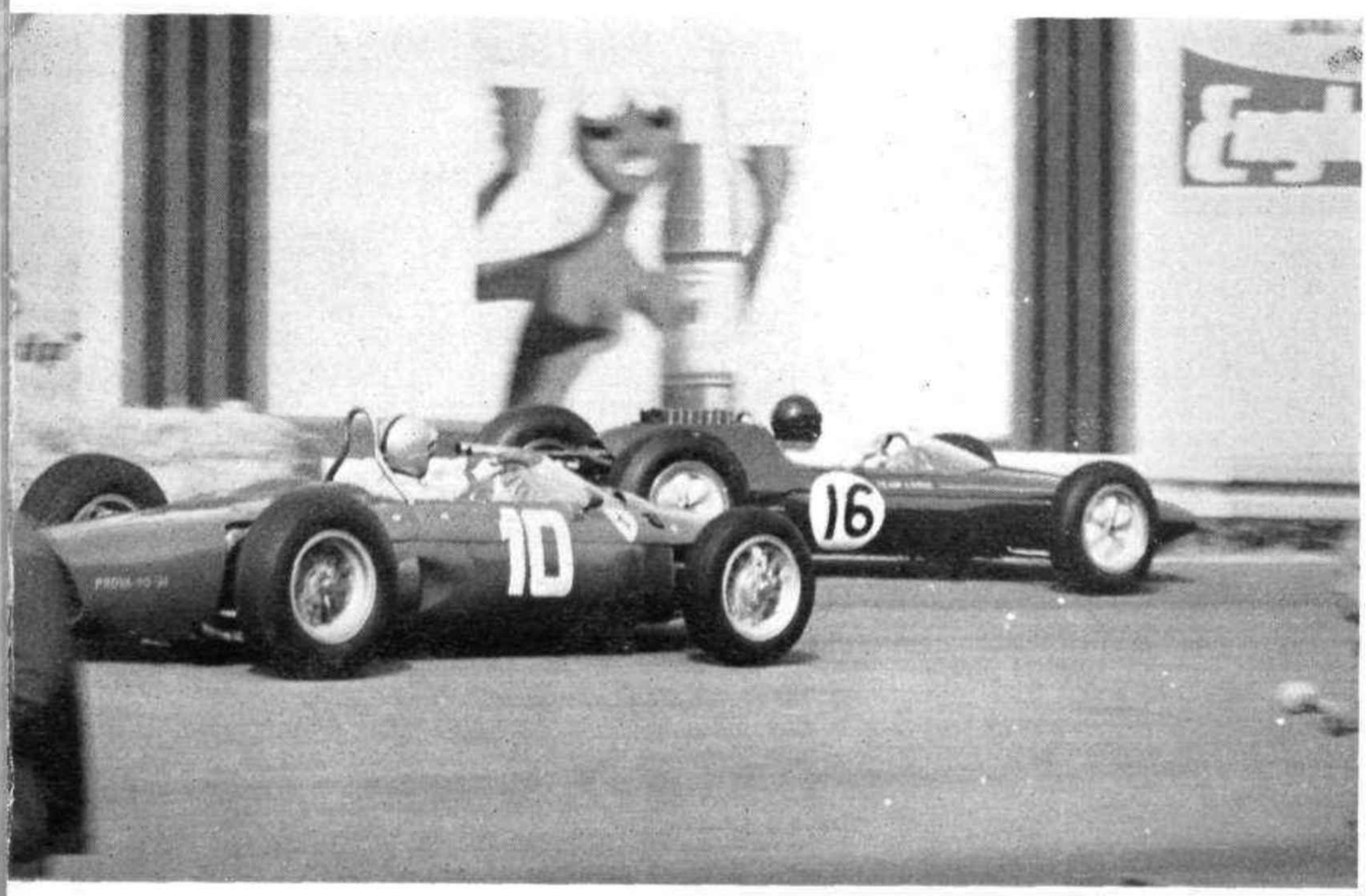




EXCITING START.—Trevor Taylor leads Mairesse's Ferrari and Graham Hill's B.R.M. into the La Source Hairpin, closely followed by Bruce McLaren and Jimmy Clark.



NEAR THE END.—Mairesse, closely following Trevor Taylor in second position, only a matter of minutes before both cars crashed. Fortunately neither driver was seriously hurt.



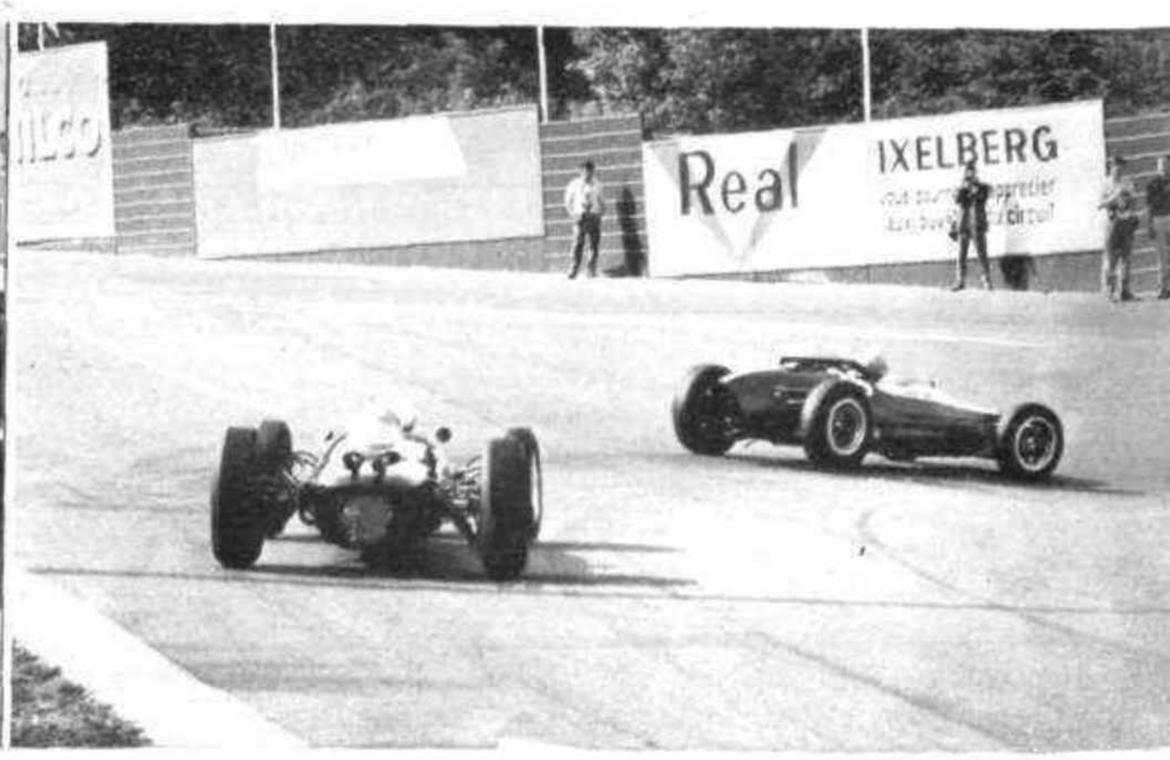
BELGIAN G.P.

CARVE UP.—Jimmy Clark squeezing his Lotus past Mairesse's Ferrari as the No. 1 Lotus driver begins to move up to take the lead.

SHORT HEAD.—Phil Hill's Ferrari crosses the line a "short head" in front of team-mate Ricardo Rodriguez after keeping in close company for the whole race.



COOPER-LOLA DUEL.—For many laps Maggs (Cooper) and Surtees (Lola) swapped positions, until Maggs retired with gearbox trouble.





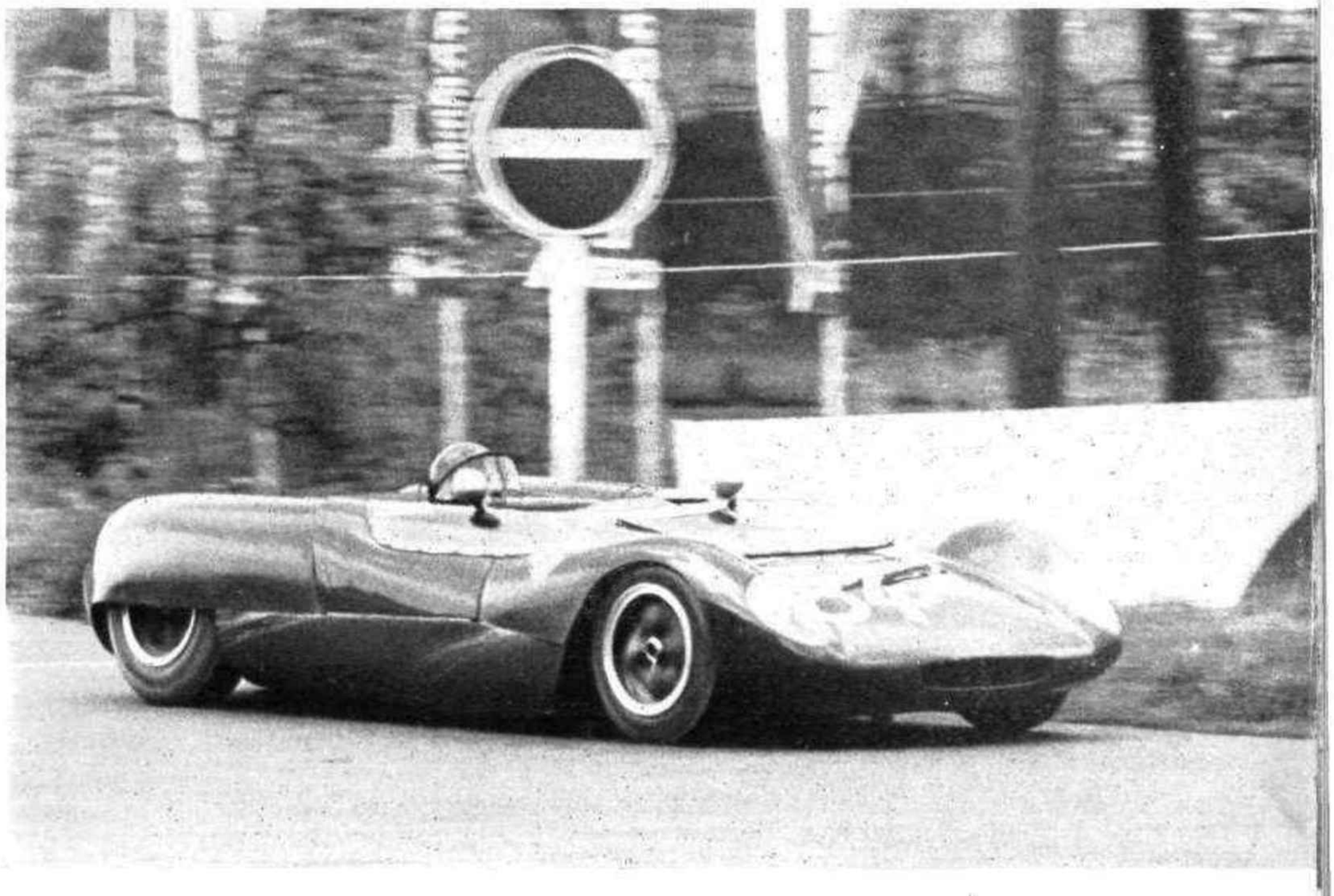
ALMOST AN HISTORIC racing car was the Aston Martin DBR1/300 of the Essex Racing Team. It was driven steadily and reliably into fourth place in the 1,000 kilometres race at Nurburgring by McLaren/Maggs, but two laps behind the winners.



A VERY EXCITING CAR in the A.D.A.C. 1,000-kilometre race at Nurburgring was the Prototype Ferrari, which was a 1962 G.T.O. fitted with a 4-litre V12 engine. Driven by Mairesse and Parkes it finished in second place.

1,000 Km. NURBURG-RING

THE INCREDIBLE LOTUS 23 with experimental 2-o.h.c. Ford engine, driven by Jim Clark, made a lot of people open their eyes wide when it led the 1,000-kilometre race on the Nurburgring for eleven laps, at which point it spun off the road. The chassis is virtually a widened Junior, with all-enveloping body and two diminutive seats.

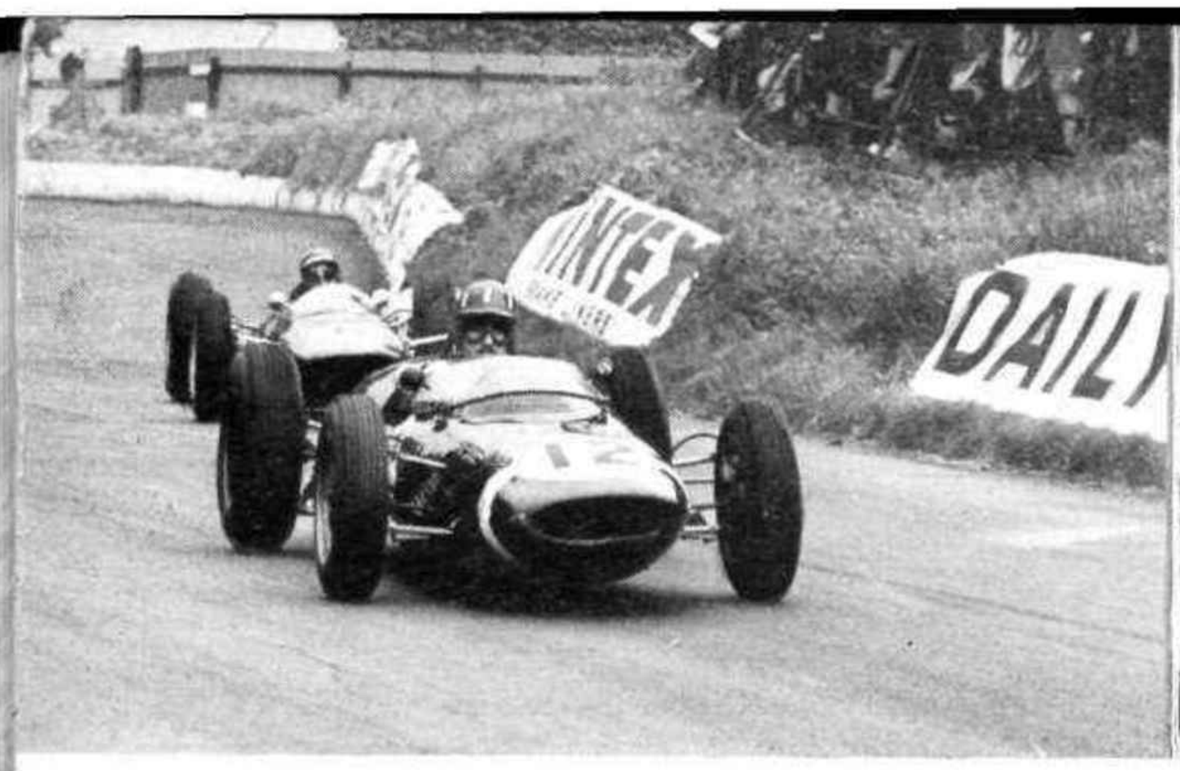


THE COUPE 8-cylinder Porsche 2-litre was driven very fast in the 1,000-kilometre race at Nurburgring by Gurney and Bonnier, and was challenging for second place when it went out with transmission trouble two laps from the end.

EASY WINNERS of the 1,000-kilometre race at the Nurburgring were Phil Hill and Gendebien is the 4-camshaft 2½-litre V6 rear-engined Ferrari. The cold conditions can be judged by the blanking strip across the radiator. The jumble of cars in the background have not crashed, they are in a car park.



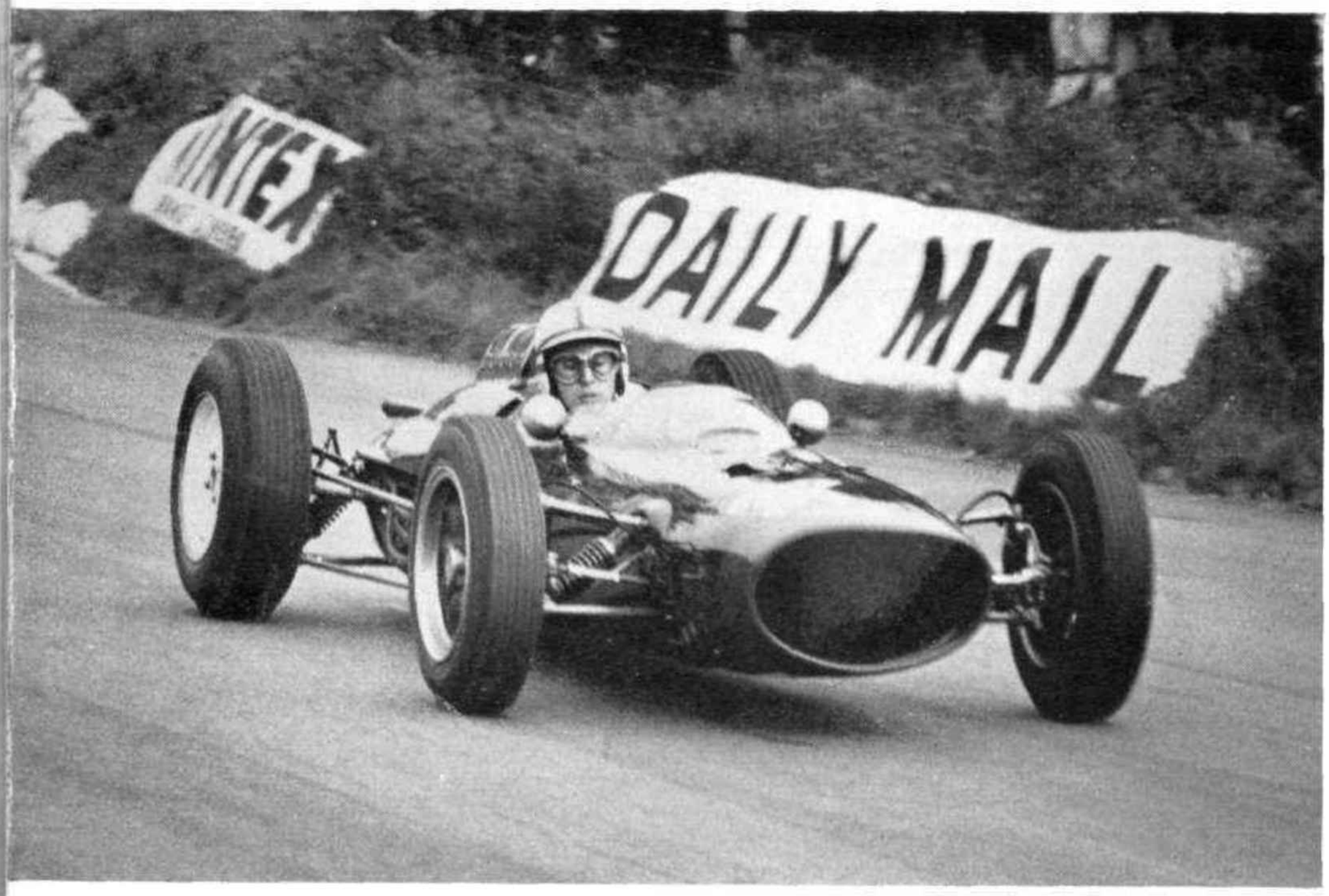




UNUSUAL MOUNT for Graham Hill at Mallory Park was Rob Walker's 4-cylinder Lotus. Behind him is Jimmy Clark in the works Lotus 25, which made a poor start and then retired with low oil pressure just as he was about to pass Hill for third place.



BEATEN.—The works Cooper-Minis suffered another defeat at Mallory Park, being beaten by Mick Clare's privately-owned Cooper-Mini. Bill Blydenstein was second and Tony Maggs third.



WHIT. MONDAY RACES

FIRST WIN for the V8 Lola came at Mallory Park when John Surtees in the Monaco car led the 2,000 Guineas race from start to finish, the car handling well on this tight little circuit.

THREE EIGHTS AND ONE FOUR.—Roy Salvadori (Lola V8) leads Innes Ireland (U.D.T. Lotus-B.R.M. V8), Bruce McLaren (Cooper 4-cylinder) and Trevor Taylor (Lotus-B.R.M. V8), during the opening stages of the Crystal Palace Trophy on Whit-Monday. *A report appears on page 498.*

ONE OF EACH.—The final of the Formula Junior Race at Crystal Palace emphasised the closeness of competition in current F.J. racing. Team Lotus driver Alan Rees came out the winner from Mike Spence in Ian Walker's Lotus 22, whilst John Love in the Tyrrell-Cooper took third place at the Ramp on the last lap.







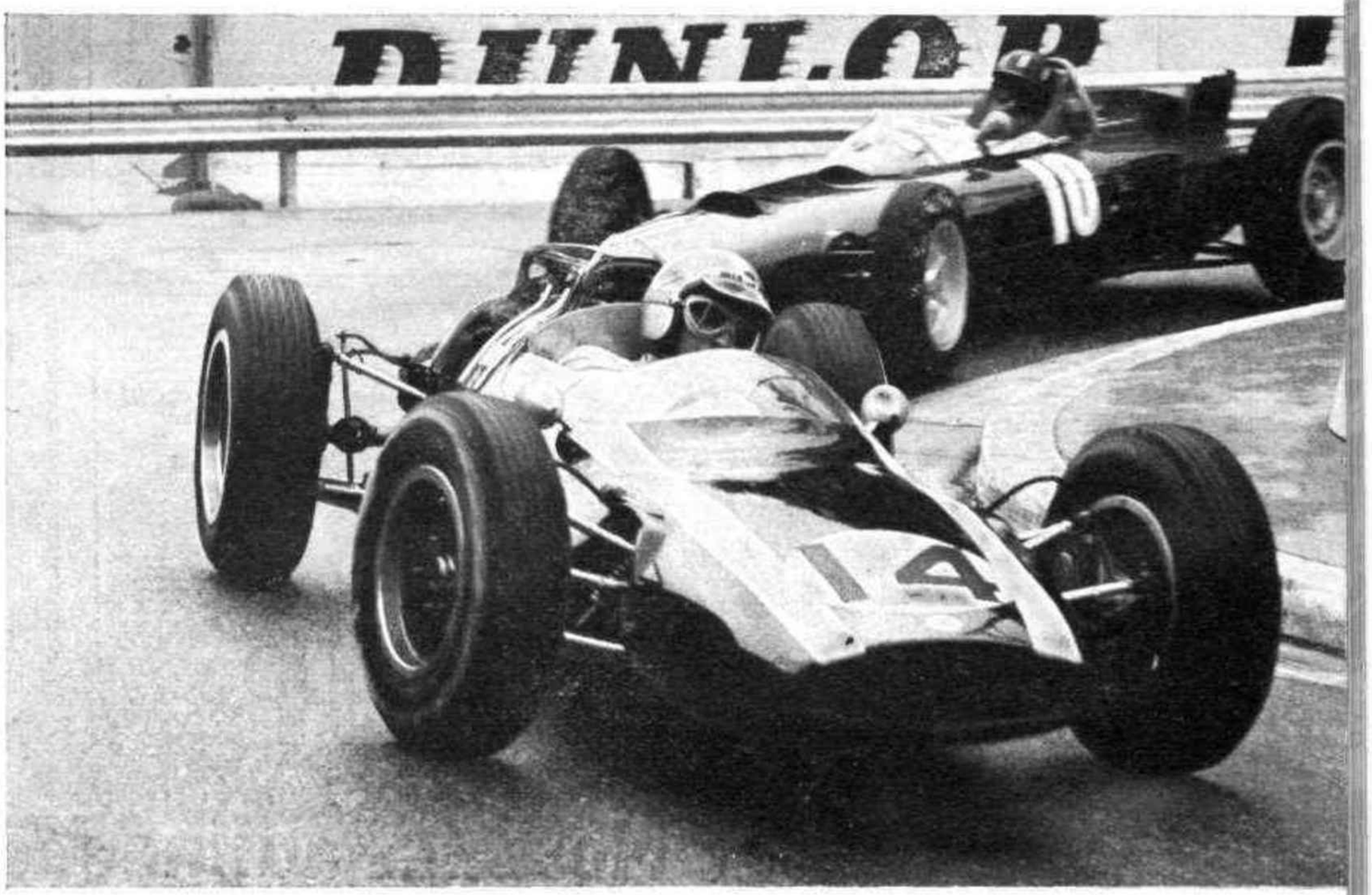
AFTER SETTING the Monaco lap record to an incredible 1 min. 35.5 sec. Jim Clark got his Lotus-Climax to within 1 sec. of leader Graham Hill (B.R.M.). This meant that he had the Bourne car in his sights, as shown here entering the Casino square.



IN THE CLOSING STAGES of the Monaco G.P. the Ferrari driver Phil Hill drove in a manner truly worthy of the reigning World Champion, to finish a close second to the winning Cooper. Here he locks over for the Gasworks Hairpin. But for a spin early in the race he might have won.

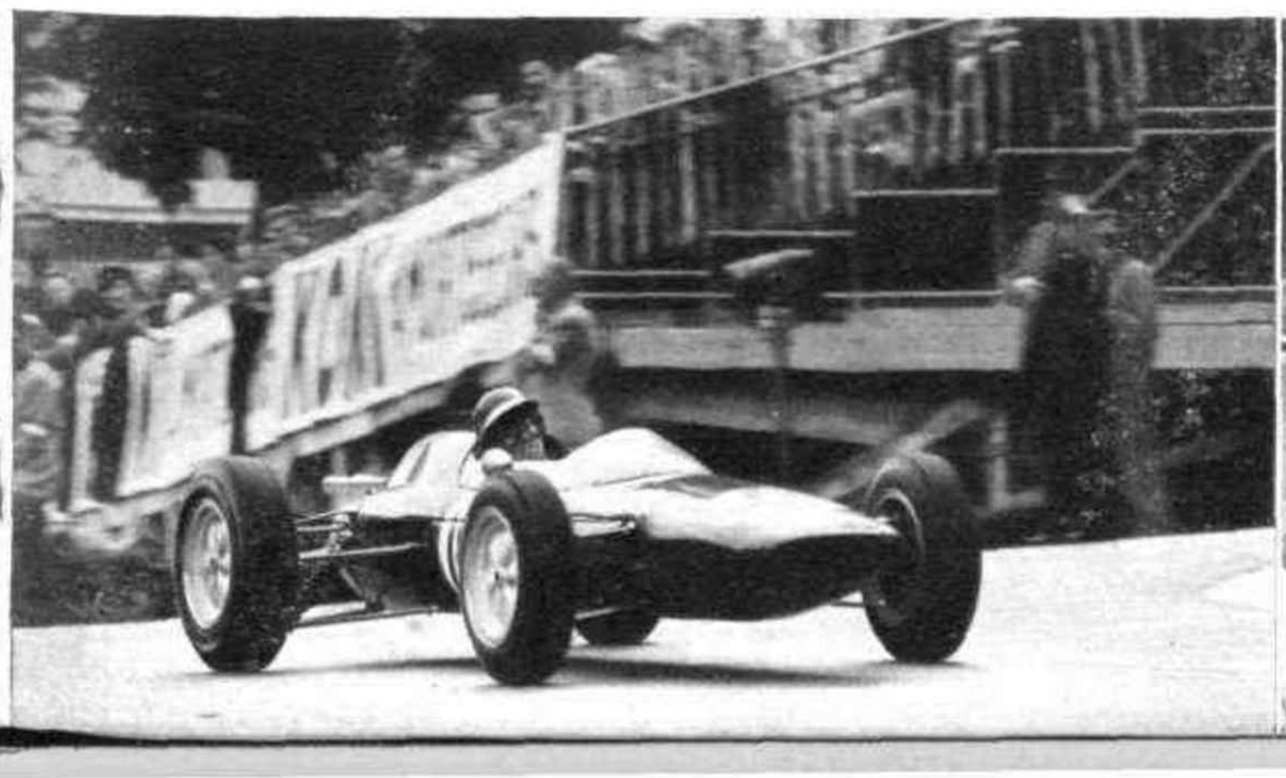
MONACO G.P.

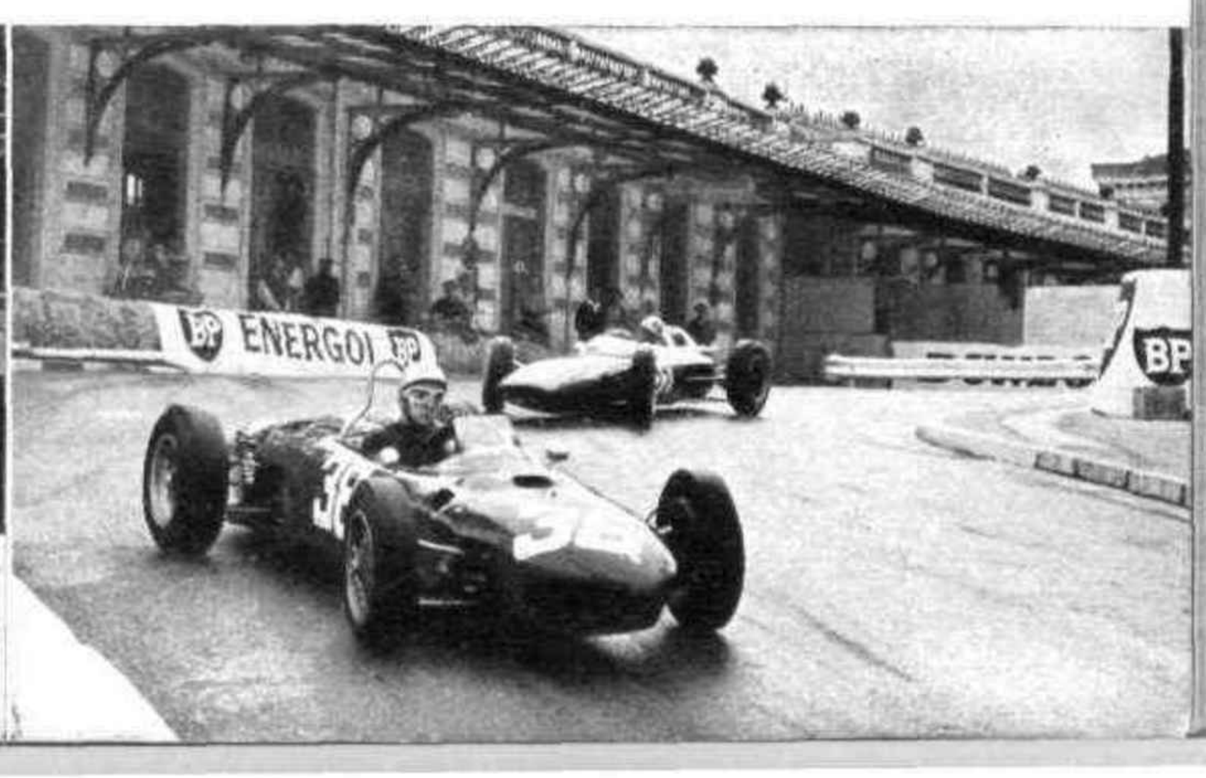
IN THE SHAMBLES on the first corner of the Monaco Grand Prix McLaren (Cooper-Climax V8) snatched the lead and held it until lap seven, when Graham Hill (B.R.M. V8) overtook him. Here McLaren is seen at the Station Hairpin with Graham Hill right on his tail and looking for a chance to overtake. On this same corner, on lap 93, the Cooper retook the lead as it passed the stricken B.R.M. which had come to rest here.

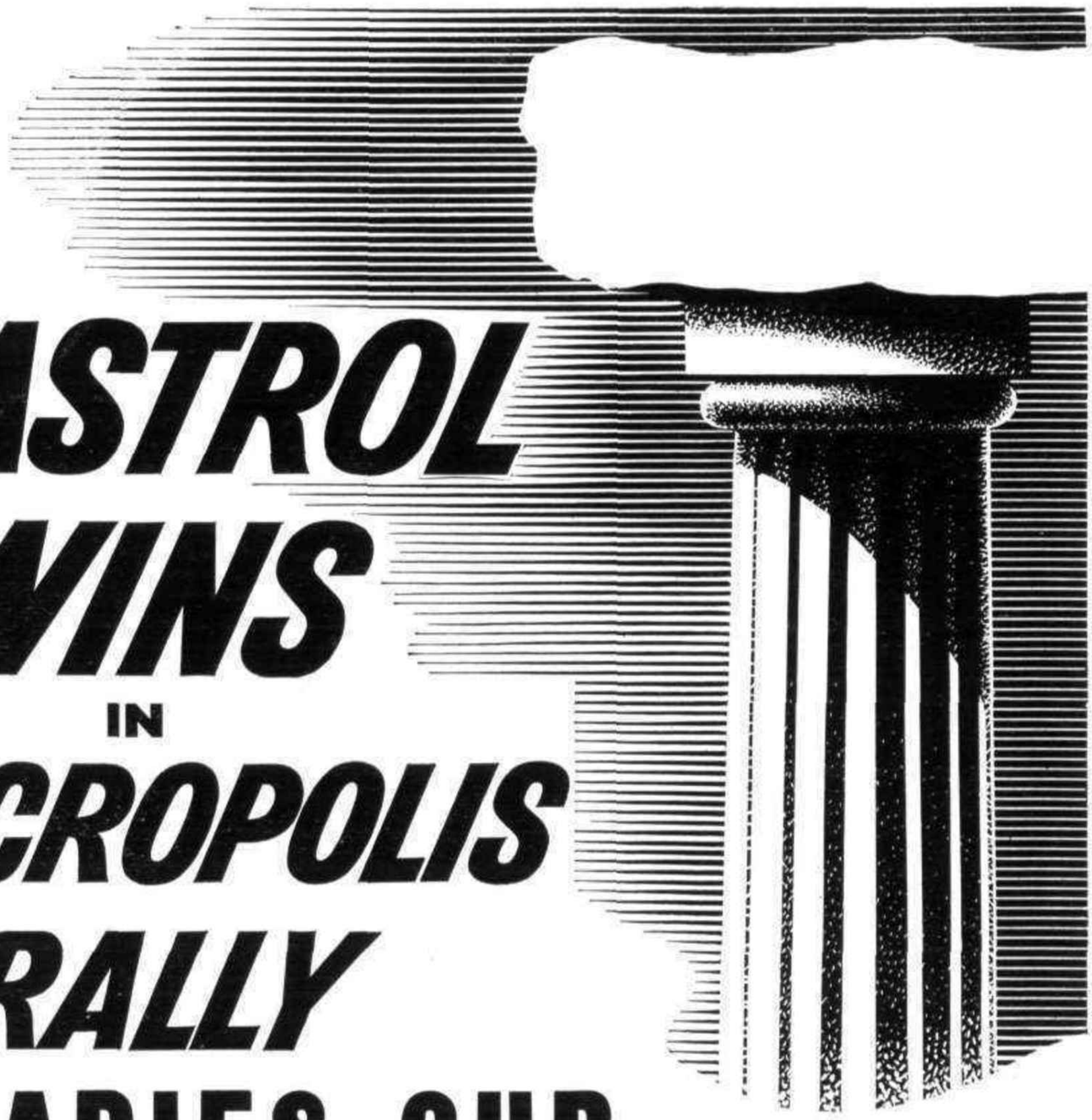


THE LOTUS 25 with Jim Clark at the wheel is seen "on tip toe," all the suspension arms hanging down as it tries to leave the ground over the hump in Monte Carlo's Casino square. It was on this same hump that Brabham lost control of his Lotus 24.

FOR THE FIRST FOUR LAPS of the Monaco G.P. Bandini (Ferrari) led Brabham (Lotus-Climax V8). Driving a steady, fast and reliable race, young Bandini finished a splendid third, on the same lap as the winner. Note the aero-screen on the Ferrari, for cockpit comfort on this slow circuit.







CASTROL WINS IN ACROPOLIS RALLY

LADIES CUP

1ST Pat Moss & Pauline Mayman
(AUSTIN-HEALEY 3000)

2ND Anne Hall & Valerie Domleo
(FORD ANGLIA)

MANUFACTURERS TEAM AWARD

(FORD ANGLIA)

(Subject to official confirmation)

Castrol MOTOR OIL

BOOK REVIEWS

'The Mad Major," by Major Christopher Draper, D.S.C. 231 pp. 8¾ in. × 5⅝ in. (*Air Review Ltd., Letchworth, Herts.* 25*s.*)

Published to coincide with his 70th birthday, this autobiography of "The Mad Major," who is notorious mainly for his flights under bridges—he began by flying a Sopwith 1½-strutter under the Byfleet bridge at Brooklands in 1913, went beneath Tower Bridge in a D.H. Puss Moth in 1931, and finally, at the age of 61, flew an Auster under 15 bridges between Waterloo and Kew in 1953, to land himself in considerable trouble.

An account, first hand, of these low-flying adventures would alone be well worthwhile, but the "Mad Major's" book contains many other good things as well. There are accounts of how Major Draper became a pilot, of his war service in the R.F.C. and R.A.F., and some very interesting items and illustrations, although not enough, of his between-wars flying activities, his total "bag" of different aeroplanes since July 1913 numbering 73.

This slightly unusual, outspoken, flippant and entertaining book is by no means confined to aviation, however. Major Draper has fascinating reminiscences of his appearances on the stage, of his essay into counter-espionage under instruction from M.I.5, of meetings with royalty, flying Sabrina from engagement to engagement, and so on. His early motorcycles are referred to, there are pictures of the Austin Seven the author used when he was an armament officer at Ford Air Station in Sussex, and historians will relish the picture of the Sopwith Snipe formation-aerobatics flight which performed at Hendon in 1921 (and in which Major Draper flew) drawn up with its solid-tyred Thornycroft(?) transport in attendance.

One hopes for more motoring and aviation books in this style. You should buy this one, if only to reward the "old scoundrel" who has entertained us so outrageously so often in the past. Recommended!—W. B.

"Air-Cooled Motor Engines," by Julius Mackerle, M.E. 476 pp. 8¾ in. × 5⅝ in. (*Cleaver-Hume Press Ltd.*, 31, *Wright's Lane, Kensington, London, W.*8. 55*s.*)

This is a comprehensive text-book on the theory, design and construction of i.c. engines cooled by air. Written by the former Chief Designer of Tatra, at the Research Institute for Motor Vehicles, Prague, there is very little left out, as a summary of some of the book's 19 chapters indicates—"General Principles," "Fundamentals of Heat Transmission," "Heat Transfer from Hot Gases to Cylinder Walls," "Heat Transfer through Cylinder Walls," "Thermal Balance of the Engine," "The Finned Surface," "Quantity of Cooling Air," "Control of the Cooling System," "Utilisation of Exhaust Gas Energy," and so on.

Naturally, there are interesting details of many Tatra air-cooled engines, up to the 12-cylinder T111 engine, and there is an illustration of the Tatra racing car with air-cooled engine at the back.

This should be an invaluable work for all automobile, motorcycle and aero-engine designers who see no reason to burden their power units with weighty water jackets and radiators. The volume is copiously supplemented by graphs, charts and sectional drawings and there is a table of metric conversion factors.—W. B.

"1961/62 Autocourse Review of International Motor Sport." 216 pp. 11⅛ in. × 8⅝ in. (*Trafalgar Press Ltd.*, 9, *Catherine Place, London, S.W.*1. 40*s.*)

This big volume full of facts and photographs, sets out to record, fully and effectively, the 1961/62 season of motor racing. Thus, it pictures the leading drivers of 1961, publishes long articles on Richie Ginther and the Ferguson P99 project, reports the *Grandes Epreuves* of last year, the Sports-Car Championship, the European Rally Championship and the Indianapolis 500-Mile Race of 1961. In addition, the big art pages are filled with illustrated descriptions of Ferrari, Porsche, Lotus, Cooper and B.R.M. F.1 cars, a discourse on racing oils, etc. The race reports include the *Autocourse* comprehensive lap charts, maps of the circuits, lists of previous winners (a droll error here is calling all Mercedes cars "Mercedes-Benz," whether pre- or post-1926), practice times, starting-grid positions, retirements chart, weather notes, etc. Obviously, serious students of motor-racing history who obtain this volume annually will have it all at their finger-tips as each season's racing moves towards its nitch in history. For the same reason a lot of readers have their MOTOR SPORTS bound.—W. B.

"Sports Cars in Colour," by Ronald Barker. 71 pp. 8¾ in. × 7½ in. (*B. T. Batsford & Co., Ltd.*, 4, *Fitzhardinge Street, London, W.*1. 12*s.* 6*d.*)

This is another of Batsford's Colour Books, not essential of course, but nice to have, for it puts 24 sports cars, from Aston Martin DB4 to Alfa Romeo Giulietta (the subject is not dealt with alphabetically) into colour. MOTOR SPORT provided action photographs of the Maserati Tipo 61 and Austin-Healey 3000S.

Ronald Barker contributes a good Introduction and describes each car on the page facing its portrait. It is exceedingly difficult to find anything new to say, but Barker contrives to be adequate without being elementary, and tells us how the Morgan Plus-Four got its type name. Some of the two-dozen cars chosen are somewhat from the past, such as the Cunningham C-4R, Facel Vega Facellia, Lancia D24 and Jaguar-D, so there is variety of period as well as picture in this little volume.—W. B.

"The Motor Book. An Anthology, 1895-1914." Edited by T. R. Nicholson. 317 pp. 8½ in. × 6⅛ in. (*Methuen & Co., Ltd.*, 36, *Essex Street, Strand, London, W.C.*2. 25*s.*)

T. R. Nicholson has in this motoring anthology collected together a great number of extracts out of history, both fact and fictional, text and verse, so as to compile a thick tome that enables readers to grasp the spirit of a past age. The 113 extracts are from books, not magazines, and the names of these authors of long, long ago, appearing below their quotations, endorse the distance in time to which this book takes us back—Rudyard Kipling, Alfred Harmsworth, Filson Young, Max Pemberton, Charles Jarrott, C. S. Rolls, Emily Post, etc., etc., etc.

"Vintage Cars," by Phil Drackett. 92 pp. 7 5/16 in. × 4 13/16 in. (*W. & G. Foyle Ltd.*, 119-125, *Charing Cross Road, London, W.C.*2. 4*s.*)

Phil Drackett has followed up his excellent little book on Veteran Cars with a similar one on Vintage Cars. In its small and sparse pages Drackett writes stimulatingly about almost all the points on which newcomers to the vintage movement require enlightenment—dating by the V.S.C.C., one-make clubs, cost, brief histories of famous vintage makes, museums, models, etc. There are liberal references to news and prices culled from MOTOR SPORT, the slim little volume is illustrated with well-picked photographs, and is indexed. Recommended!—W. B.

"Floyd Clymer's 1961 Indianapolis 500-Mile Race Year Book." 158 pp. 10 13/16 in. × 8¾ in. Soft covers. (*Floyd Clymer Publications*, 222 *No. Virgil Avenue at Beverly Blvd., Los Angeles* 4, *California.* 2 *dollars.*)

Clymer has come out with his usual comprehensive annual on the 1961 Indianapolis 500-Mile Race, this one more interesting than usual to European readers as it contains material on the Brabham Cooper that was specially built for the race and on the parade of historic Indianapolis racing cars that preceded the start. Would that all important races were as fully documented, although rather more technical data on the competing cars would be appreciated—there seems less in this than in earlier editions.

W. B.

Batsford have re-issued "The Racing Car," by C. Clutton, C. Posthumus and D. Jenkinson, as a paper-back, unabridged, indexed and with a very nice colour binding, at 5s.

* * *

L. Scott Bailey's "Automobile Quarterly" is a lavish, solid-cover publication covering all aspects of American motorama. Popular writers and artists doing fairly general work are favoured. This 107-page publication sells for 5.95 dollars.

CARS IN BOOKS

There is reference in Charles Lindbergh's detailed account of the first solo Atlantic flight, "The Spirit of St. Louis" (John Murray, 1953), to the "half-owned, secondhand Ford coupé" he used before his take-off from New York in the Ryan monoplane made him famous and the "rusting black Buick roadster" owned by Donald Hall, Ryan's Chief Engineer (this is in 1927). And we learn that when the crowd engulfed Lindbergh after his landing at Le Bourget it was in the little Renault car [a 9.5 h.p. ?] of the civil pilot Delage that he escaped from the surging well-wishers. . . .

Then there is the pre-1914 60-h.p. sports car of fiction, difficult to start, at the Yorkshire estate of the Crowthers, and their Rolls-Royce, in "The Crowthers of Bankdom," by Thomas Armstrong (Collins, 1940).—W. B.

"Cinturas in the wet are very, very good" A top rally driver reports

"Very impressive in the wet" was one of John Sprinzel's major impressions after his 1,000-mile all-weather test of the Cintura and to check it he watched the performance of other tyres at a busy roundabout. We think you'll agree that his good opinion is worth having. British Rally Champion in 1959, Sprinzel has won 14 class awards in international rallies. He judged the Cintura by the toughest, professional standards—and judged it a remarkable tyre. So it is. When you change to a set of Cinturas, you change to an entirely different class of road-holding. And you feel the effect immediately. What kind of effect? Read John Sprinzel's tape-recorded answers. *What were your first impressions of Cinturas?* **John Sprinzel:** "They were really quite startling. I drove the car on normal tyres, to have Cinturas fitted, through fairly thick traffic in the rush hour. Well, driving back I felt I was in a different motor-car. It felt so much lighter all round, so much easier to drive, so precise. The action you made on the steering wheel got immediate response through the tread."

How do Cinturas handle in the wet **John Sprinzel:** "I've driven all sorts cars on skid pans. And the amount steering effort you need depends considerably on the type of tyre. Well, with Cinturas under similar slippery conditions, you need half the effort to correct a slide. Then, take my first experience Cinturas in the wet. We were going along a main road, fairly fastish. *looked* as if it was wet because it was glistening (and, in fact, it was even a wee bit on the icy side in places). The surprising thing was that it really hardly showed *at all* in the road-holding of the car. I would say that Cinturas in the wet are very, very good . . . very impressive.

How did Cinturas affect cornering? **John Sprinzel:** "I was staggered, looking down at the speedometer; one didn't *seem* to be going very fast at all round corners—yet one definitely was! And even if you take it to the limit and force a break-away of the tail, it is so gentle and gradual with Cinturas that it is easily controlled. You just don't get



sudden breakaway with Cinturas. And this is a very big safety factor."

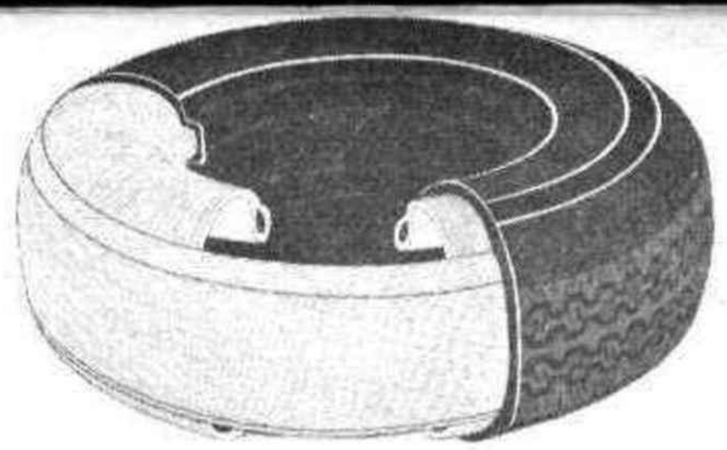
Would Cinturas be right for rallies?

John Sprinzel: "I was impressed personally by the way Cinturas held the road on loose gravel. I was impressed at the way they go over bumps. I like a tyre which lets me feel exactly what is happening. This is essential going fast round corners and on winding country lanes. And then there's the lack of effort needed to steer with Cinturas. I think they handle exceptionally well under rally conditions. They let you drive the car *sensitively*. And for the comparatively inexperienced driver, Cinturas are a considerable safety factor. Steering with Cinturas is so wonderfully precise, that a slight correction gets you out of difficulties. There's never any inclination to take a dangerous armful of wheel."

The thinking behind Cinturas. The thinking is this: that high-performance driving of high-performance cars can put conventional tyres under dangerous stress. And tyre distortion at speed can have unpleasant consequences. That is why the Cintura has a built-in 'safety belt'. This 'safety belt' is an inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at high speeds. It gives the tyre a much more square and uniform contact area with the road. It keeps the tread pattern open under all conditions: it gives the Cintura a remarkably low slip angle; it helps to eliminate the formation of dynamic wave at high speeds; and it gives the tyre a very low rolling resistance.

The benefits which follow, logically and inescapably, are these: exceptional road-holding, longer tyre life, cooler, safer running at high speeds, less absorption of engine power, reduced fuel consumption.

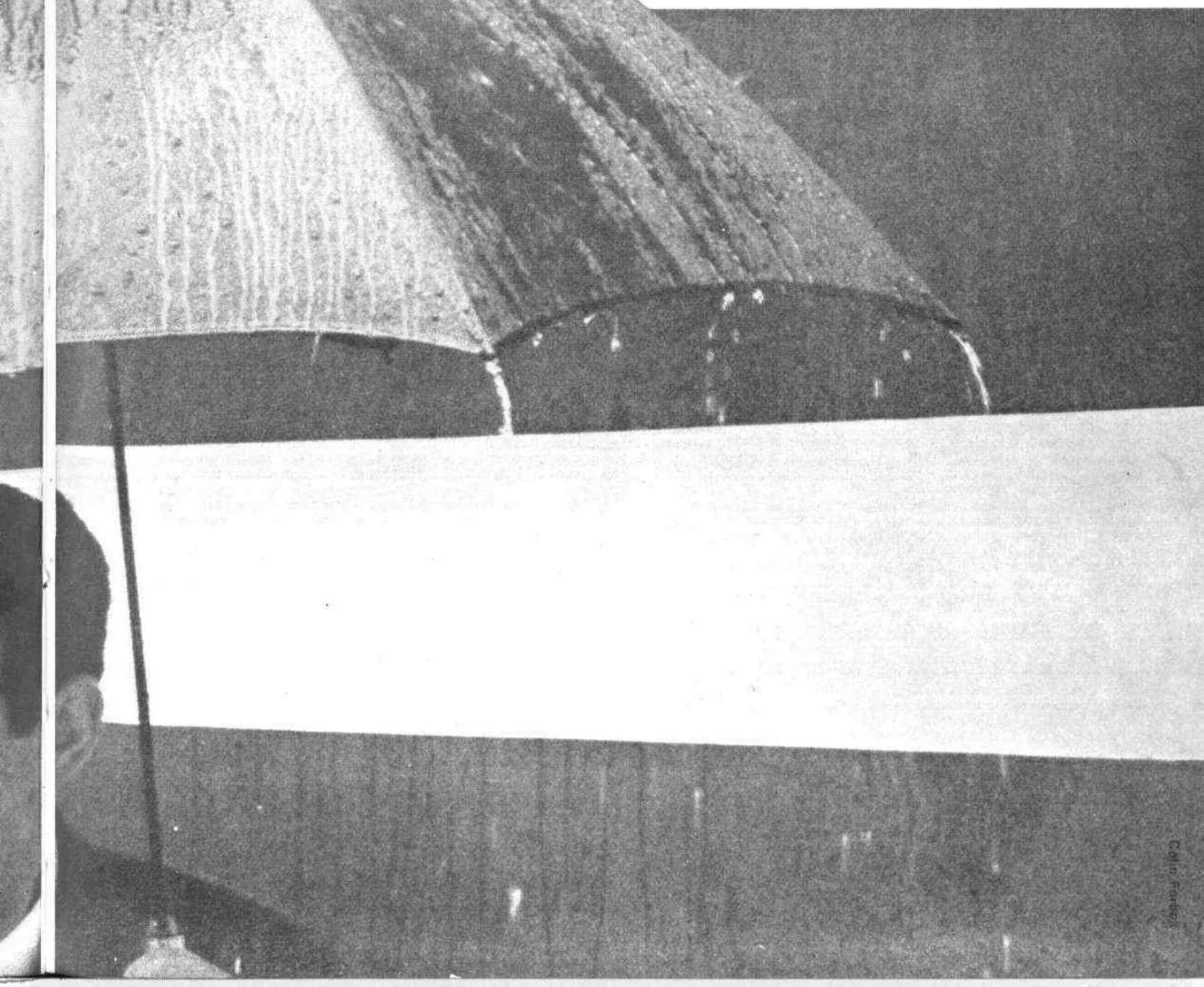
In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send for your copy of the Cintura book.



PIRELLI

CINTURA

The fabulous tyre with the built-in safety belt



AN EVENTFUL GOODWOOD MEETING

May 26th

THIS B.A.R.C. Sports-Car Meeting was an auspicious occasion, constituting the 50th of these meetings (formerly called Members' Meetings) in the Jubilee Year of the B.A.R.C. Unfortunately the weather did not play up—it was overcast and very cold.

The 10-lap Race for F.J. and non-s/c. 1,100-c.c. sports cars should have been an F.J. benefit, yet the order at the finish was F.J., sports car, F.J., sports car, which shows that Formula Junior requires big names and works cars to get it out of the rut. Dibley won at 90.72 m.p.h. by an ever-increasing distance from Hegbourne's Lola-Climax. Behind, Nicholson (Lola) and Fletcher (Lotus-Ford) fought a stirring duel, to no avail because the former had spun and to do this at Goodwood entails penalty! So Fletcher was moved to third place, Jerram's Gilby fourth. Hegbourne won the sports-car class, setting a new non-s/c. 1,100-c.c. sports-car lap record of 91.52 m.p.h., and Dibley lapped at 93.51 m.p.h. Prince ran into the *chicane* with his Lotus and the rolling sections rolled away to block the exit, which could be dangerous. Capel (Lotus) found the gap useful, and motored through it. The Frenchman Bernusset's Holbay-Weber Lola-Ford fell sick and circulated slowly.

A 7-lap "Veedol" Scratch Race followed. David Eva failed to notice the flag drop but drove superbly when he did start, winning at 80.86 m.p.h. in his twin-cam M.G. coupé, after a lap at 83.08 m.p.h. Second place was a photo-finish between Burnand (A.C.-Bristol) and Unett (Sunbeam Alpine coupé), the times being identical but the A.C. just crossing the line ahead of this fast Alpine. Pendred (M.G.) held a furious slide out of Woodcote, one of numerous spins, slides and wattle-bashings of an eventful afternoon.

The Closed Car 10-lap Handicap saw Merfield come through the field magnificently from scratch in the "Team Boomerang" 1½-litre Ford Anglia, which disdainfully pushed even Marston's 3.4 Jaguar out of its way, to win at a rousing 80 m.p.h. from Hick's Anglia and the generously handicapped Morris Minor saloon of Young. The crowd loved it, and waved programmes at Merfield. Wingfield's Austin-Cooper did some spirited wattle-dodging out of the *chicane*, and here, to see Merfield snatch a place from the Jaguar, plumes of blue smoke rising from his tyres, was quite something! This remarkable Ford actually made fastest lap, at 82.6 m.p.h.

Some of the allure of the 10-lap Scratch Race diminished when it was learned that de Selincourt's Lister-Jaguar had suddenly dropped a valve in practice. Mrs. Coundley lent him her D-type Jaguar but he spun it into the bank on the first lap some way after Woodcote, damaging the nose and being removed in a shocked condition—fearful of what Mrs. C. would say to him? "Dizzy" Addicott, the intrepid Vickers' test-pilot, led throughout in his Lotus, with light-alloy 3,524-c.c. V8 Buick engine, tuned with Iskenderian cams and Edelbrock manifolding and now using a Jaguar gearbox. It is geared to do some 196 m.p.h. at 7,500 r.p.m., with a 4-to-1 axle ratio and 3.5-to-1 overdrive, but on this occasion contented itself by lapping at 94.74 m.p.h., to draw away from Hegbourne's fast 1,100-c.c. Lola-Climax, winning by 12.6 sec. at 91.43 m.p.h. Fox's Lola-Climax, out on its own, beat Hodgson's Lotus-Climax to third place. It was a rapid race, Addicott setting a new 3.5-litre sports-car lap record and Hegbourne lifting his recently-established 1,100-c.c. ditto to 92.31 m.p.h. Tice (Lola) and Gould (Lotus) raced a length or so apart, to finish fifth and sixth, respectively.

Eva again came through to win the Le Mans-start 10-lap Scratch Race, although only fourth on the opening lap. His M.G. averaged 79.78 m.p.h. but on the closing laps was so hard-pressed by Entwhistle's 1,622-c.c. T.V.R. that the latter appeared to be playing at shunting-engines. Eva contrived to hold it off by 5.4 sec. at the line but the Blackpool car lapped faster, at 82.76 m.p.h. Dangerfield's TR4 was third. Everyone was driving on or over the limit and seven drivers were each penalised one minute for spinning, a rule I dislike. It was a stirring dice, with the A.C.s and Morgans outclassed. Neville's Daimler SP250 hard-top was disappointing and scratched from its later races.

Two 5-lap Handicaps and a "Veedol" 7-lapper concluded the racing. The first was won by Entwhistle's impressive T.V.R. at 80.75 m.p.h. This time he lapped at 83.08 m.p.h., as did Arnold's unplaced Lotus-Ford. Algate's TR2 was second, Pilkington's ancient Lago-Talbot third. Another ancient was Ashby's Silverstone Healey with triple-carb. 3.4 Jaguar engine and its hood up—which was last. Hodgson came through fast to win the next race at 85.78 m.p.h. in his Lotus-Climax from Cole's Lotus-Ford and Dangerfield's A.C.-Bristol. Mackenzie (Turner) made a bid for victory, having been second to Mayes' XK120 all the race, but accelerated too late, pushing his rival head-on into the *chicane* bricks, to the Jaguar's detriment. The "Veedol" Scratch Race was won by Cole, with Bennett's Turner scoring a class-win.

The boys really are driving fast in these Sports-Car Meetings and if it were to rain. . . .! See you at Goodwood on July 7th, when another round of the MOTOR SPORT Brooklands Memorial Trophy Contest, in which the leaders are Eva (M.G.) with 13 points and Burnard (A.C.) and Hegbourne (Lola), each with 10, will be contested?—W. B.

Results:

10-lap Scratch Race: H. P. K. Dibley (Lola-Ford)	90.72	m.p.h.
7-lap "Veedol" Scratch Race: D. Eva (Twin-Cam M.G.-A)	80.86	,,
5-lap Closed Car Handicap: D. P. Merfield (Ford Anglia) ..	80.00	,,
10-lap Scratch Race: D. G. Addicott (Lotus-Buick)	91.43	,,
10-lap Scratch Race: D. Eva (Twin-Cam M.G.-A)	79.78	,,
5-lap Handicap: D. Entwhistle (T.V.R.)	80.75	,,
5-lap Handicap: C. A. C. Hodgson (Lotus-Climax)	85.78	,,
7-lap "Veedol" Scratch Race: D. J. Cole (Lotus-Ford) ..	83.84	,,

EIGHT-CLUBS' SILVERSTONE

June 2nd

THE Eight Clubs' annual race meeting at Silverstone probably provides a more typical cross-section of current club machinery than any other event of the year. The paddock is filled with the latest in 750 and 1172 Formula devices, contrasting with a wide variety of more recognisable cars of widely differing types and age.

As usual the day's entertainment was smoothly run, with Douglas Johns—who was using as official car, one of the still-scarce P1800 Volvos—acting as Clerk of the Course. Proceedings opened with four half-hour high-speed trials, which included an enforced pit-stop to change all valve-caps. The oldest car present was I. T. Easdale's supercharged 1750 Alfa Romeo, which sounded healthy enough but was spraying some oil. A Sprite deposited its exhaust system on the track, causing M. B. Ferris's ex-Prior Lotus XI to tear its bodywork.

Due to other commitments, Charles Bulmer can no longer spare much time working out race handicapping, but it was demonstrated during the afternoon that Dennis Loveridge can carry out this task capably. This did not show itself particularly during the first handicap, which was won by S. A. Hands (Anglia-Classic) with nearly seven seconds to spare; in the next one, however, 2½ sec. covered the first five finishers. Here John Gott's Healey 3000 won from J. Morley (Lotus-Climax), T. P. Hart (Lola-Climax), C. R. Miller (Goodwin Special), and the Earl of Denbigh (E-type Jaguar) who all scrabbled through Woodcote in a tight bunch on the last lap.

In the third handicap Haslam's Morgan Plus Four led throughout from the limit mark, beating Povey's Lotus by 1 sec. Mrs. Peter Gammon's Anglia, handicapped into an eventual seventh place, displayed acute axle-tramp at the start and was driven with enterprise; Millington's Terrier spun as it crossed the finishing line.

Norman's Sunbeam Alpine lost a probable third place in another handicap whilst attempting to increase the radius of Woodcote Corner. Peter Mitchell held first place in an Anglia-Classic until overwhelmed by Bob Burnard's flying A.C. on the last lap, with Holford's Turner-B.M.C. a close third.

The final handicap was not without its incidents. Driving his E-type with all the stops pulled out, the Earl of Denbigh made the best lap before taking the chequered flag in a vast and marshal-scattering spin. Despite this, and a gyration by team-mate Gott at half-distance, the Hants & Berks M.C. team of Denbigh, Gott, and S. Thynne (Mini) took the honours in this inter-club race. Burnard just managed to beat the Earl to the line for individual first place but, as the A.C.O.C. had not fielded a complete team, his performance went unrewarded.

Most closely-fought among the scratch events, which, like the handicaps, were disputed over five laps of the club circuit was that for 1172 Formula cars. A. J. Youlton's Terrier, A. R. Wershat's Lolita, and R. Inglis's Rejo were going up the straights side by side, with Wershat often, but not always, taking the corners slightly ahead; on the last round Youlton managed to beat Wershat and Inglis out of Woodcote to take the flag by 0.4 sec. Eccleston's

Continued on page 556

By E-Type To Monaco

A Tough Continental Test of the Fastest Model in the Jaguar Range



PAUSE FOR MEDITATION.—The Editor looks down from the Jaguar E-type on that part of the Col de Restefond which he has already driven over, during MOTOR SPORT's *2,800-mile road-test of this enthralling 150-m.p.h. British sports car.*

WHEN the Jaguar E-type was announced at last year's Geneva Show it aroused World-wide admiration and was an immediate success. So naturally, everyone wanted to try it. But, apart from brief acquaintance with an early specimen down M 1 and up A 5, we had to exhibit patience, partly because certain teething troubles required sorting out—such as the rear wheels fouling the body, oil-loss from the chassis-mounted final-drive unit, brake troubles, etc.—and because there were too few E-types to share amongst a great number of motoring correspondents.

MOTOR SPORT could, nevertheless, have published a road-test report on this 150-m.p.h. Jaguar before now but we preferred to recount our experiences after a testing journey on the Continent rather than drive such a fast and powerful car in the thraldom of English traffic. Thus it was that plans discussed with Bob Berry, Jaguar's P.R.O., at the London Show last October came to fruition late in May, when a 2-seater " soft-top " Jaguar E-type was delivered to our offices, its ignition and carburation suitably adjusted to enable French octane-ratings and 9-to-1 pistons to enjoy some degree of compatability.

Early Impressions

The evening prior to enplaning from Southend for Basle we tried the car on the journey home and over local roads. This first re-acquaintance with this fastest of production Jaguars was entirely reassuring. In pouring rain, we had not gone farther than the Bank before feeling entirely at home behind the wheel of this 265-b.h.p. sports car. The 3.78-litre engine, for all its power, high-compression pistons and twin o.h. camshafts, will run contentedly down to 1,000 r.p.m. in 3rd gear, even in top, with the standard 3.31-to-1 axle-ratio. From such modest crankshaft speeds acceleration was clean and instantaneous, with never a cough, splutter or flat-spot. On the Embankment a pedestrian stepped on to a crossing and on the rain-slippery road the servo-actuated Dunlop disc brakes on all four wheels retarded progress surely, in a straight line, without any need to back-off on the pedal.

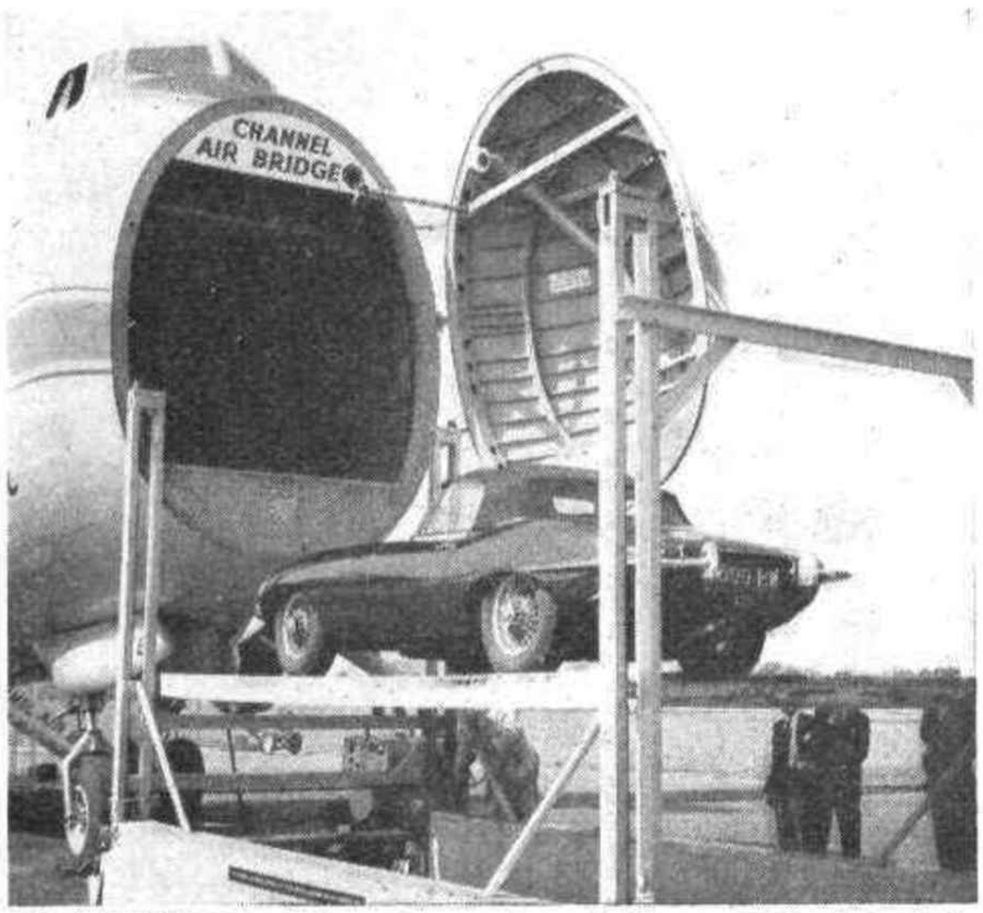
Past the derestriction signs the performance could really be used, 100 m.p.h. became common-place, and the engine proved willing to rush up to 5,500 r.p.m., although when the Jaguar, to which all eyes seemed to turn, was lolloping along at 95 m.p.h., the revs in top fell to a modest 4,000.

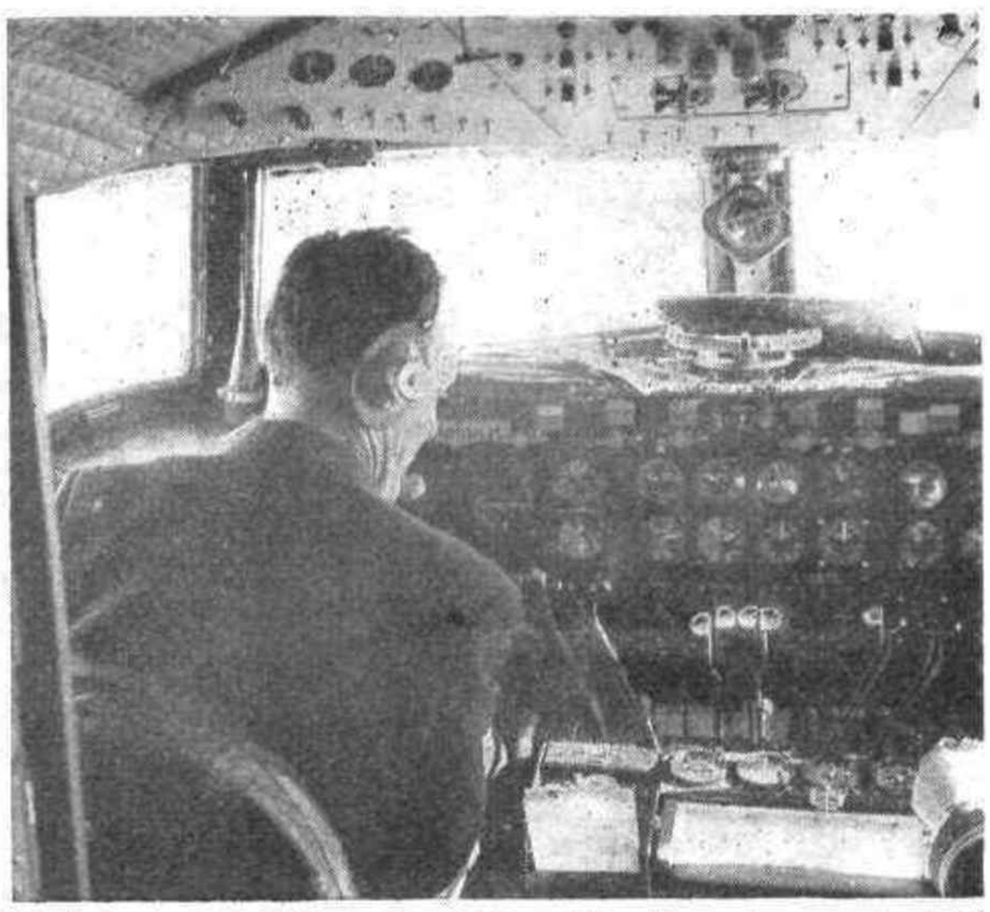
Experiments on still-wet twisty roads showed that the rear-end is extremely reluctant to breakaway, even when the power and torque (260 lb./ft. at 4,000 r.p.m.) were turned on hard in 2nd gear, such is the grip of the Dunlop RS5 tyres. The steering, by rack-and-pinion with no lost motion and good stops at full-lock, is pleasantly light and quick, being geared 2½ turns, lock-to-lock. The suspension of the E-type is soft enough to give an excellent ride over rough roads, yet is fully in keeping with the car's phenomenal performance, for there is very little roll, it is possible to " dodge " unexpected obstructions with alacrity, and, apart from a trace of " tail-happiness," there are no vices whatsoever. The steering characteristic is, indeed, virtually neutral. At the front torsion bars and wishbones are used, at the back the new Jaguar i.r.s. with stressed articulated drive-shafts, lower wishbones and trailing links with coil-springs. We have always advocated properly-designed i.r.s. and the Jaguar E-type and Mk. X endorse our views!

This preliminary canter certainly whetted the motoring appetite and made us eager to shake the traffic congestion of England from our chunky 6.40 × 15 tyres.

Since the earliest versions foot-wells have been provided and the pedals have been re-positioned. Although six-footers still find the E-type impossible or exceedingly uncomfortable to drive, as average-height mortals we were very nicely accommodated and found the driving position ideal, although it came as a mild surprise to discover that it is not possible to " heel-and-toe " on these race-bred cars. The adjustable and low-set wood-rimmed steering wheel, with its three drilled metal spokes, is particularly commendable.

The minor controls, too, are not only impressive to look at but are sensibly laid-out. A r.h. stalk works the direction-flashers and the full-beam signal flasher. The headlamps are dimmed





ON ITS WAY.—These pictures show the Jaguar being hoisted into the hold of the 4-engined Carvair and Capt. Tootill at the controls of this new aircraft—if you consider your *instrumental-panel is well stocked. . . .!*

by a r.h. flick-switch on the facia, the matching tachometer and speedometer (reading to 6,000 r.p.m. and 160 m.p.h., respectively) are immediately before the driver, there is the usual Jaguar warning-lamp for handbrake-on or brake fluid at a dangerously low level, and, of course, the normal warning lights, including one as a reminder that refuelling is due. The central instrument panel carries four matching dials, comprising ammeter, fuel gauge, oil gauge and water thermometer, and a row of six flick-switches, divided by ignition key, cigar igniter and starter button, which look after the various services. These switches are sensibly located, for the left hand goes out naturally to washers and 2-speed wipers switches and, moving one place to the left, selects the map light. The other three switches, reading from l. to r., control interior lamp, panel lighting (which can be bright or dim), and 2-speed heater fan. The engine always commenced promptly, the vertical quadrant control of mixture-strength being operated from cold—a warning light reminds the driver to push this down as temperature rises. Oil pressure is normally approximately 60 lb./sq. in. and water temperature 70° C.; if the latter rises towards boiling point, in traffic or low-gear mountaineering, the electrically-driven fan comes into operation. When the E-type was introduced one weekly contemporary said this happened at 80° F. and its opposite number quoted 80° C., but on the test car this happened, to the accompaniment of some subdued shuddering, at just under 90° C.

The bonnet is easily released by turning toggle-handles on each side of the bulkhead sill and operating a safety-catch at the rear end of the " power bulge." The boot is released by pulling a knob behind the driver's seat; this was hardly a one-man operation, because it was also necessary to press down the trailing edge of the lid. More serious, on several occasions, as 120 m.p.h. on a rough piece of road came up, the lid would open of its own volition, a fault not confined to this particular E-type. Fortunately the lid is spring-loaded, so attention to probable loss of luggage is drawn by it blanking the view in the mirror, but this does not exactly contribute anything to *Gran Turismo!*

The heavy bonnet stays open on its own and there is then excellent accessibility of the beautifully-finished power unit and entire front of the chassis. The rear-view mirror tended to vibrate and shift, but otherwise no criticism of the Jaguar's detail arrangements is called for, except that the horn-push in the wheel-centre sounded a rather unpleasant horn which became erratic for a few miles on our return to England. The hood has a big rear window, stows easily, and is covered by a hood bag; there still remains space behind the seats for a brief-case and oddments. The spare wheel lives under the floor of the boot, which contributes to the limited luggage space.

The lights-switch is reminiscent of that on a pre-war Derby-Bentley and a specially pleasing feature is the labelling of each of the controls in clear lettering along the base of the panel, illuminated, to two degrees of brightness, at night.

The Smiths clock resolutely refused to tell the time (like our Smiths travelling clock) but everything else functioned with precision. A big tunnel separates the two bucket seats, central gear-lever and handbrake are located conventionally, the stayed windscreen has triple wipers, there is a small open cubby-hole, you get in and out over wide chassis sills (if you aspire to a boy-friend or sugar-daddy with an E-type, girls, you will need slacks) and the doors have glass windows wound up fully with 3 turns of the handles.

So much for a preliminary look round this most impressive Coventry-built motor car. Impressive the Jaguar E-type most certainly is, in action for obvious reasons, at rest in appearance, from its long all-enveloping front-hinged bonnet with its big bulge over the cam-boxes flanked by louvres, those on the off-side covering the triple 2-in. S.U. HD8 carburetters, to its low hood (or hard-top) and its cocked-up tail beneath which the twin tail-pipes and silencers sneak upwards.

We had elected to take the open 2-seater *sans* hard-top, in the hope of sweltering weather in the South of France. In this we were disappointed, but this did not occasion any worry, for the easy-to-erect, high-quality hood (made in Jaguar's own trim-shop, each one individually tailored), braced truly rigid and drum-free by triple toggles on the screen-frame, is fully weather resistant, and the heater very effective. Indeed, let us here and now offer the highest praise for a sports car into which not a drop of water penetrated, or so much as dripped from under the dash, even in thunderstorms of tropical intensity—no mean achievement at the customary high cruising speeds of the E-type!

That this 2-seater is not a true *Gran Turismo* car was evident when we had to pack our evening suits into one case, supplemented only by a soft-bag, although the coupé version naturally carries far more luggage. Moreover, the fact that petrol fumes penetrated into the boot so that confectionery carried therein had to be thrown away, a passenger was sick and one's clothes, even those carried in a bag, reeked of petrol is hardly compatible with the meaning of the letters G.T.!

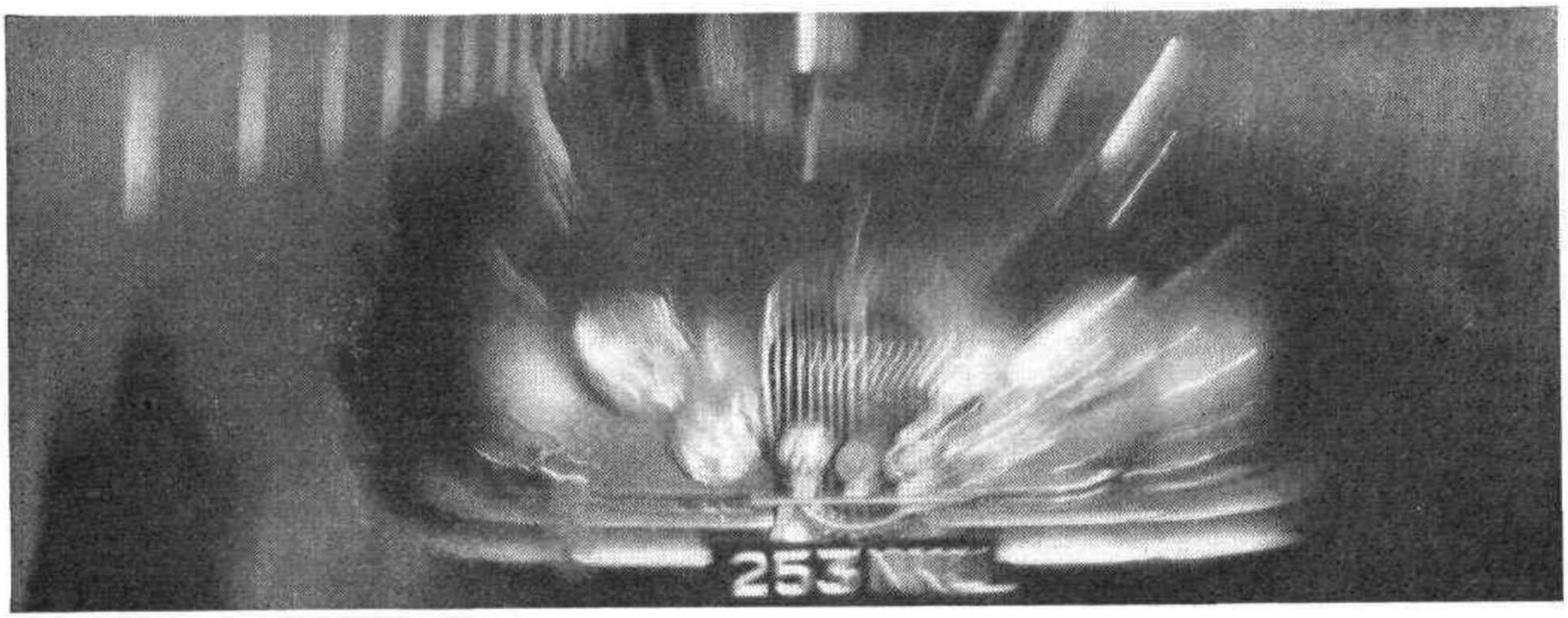
Channel Air Bridge

One object in making this journey to Monte Carlo was to sample the new Channel Air Bridge service from Southend to Basle; the others, quite obviously, were to submit the Jaguar to a searching and revealing test and to watch the Monaco G.P.

The new Southend-Basle service, which is complementary to similar services now in operation to Geneva and Strasbourg, is flown in four-engined aircraft, known as Carvairs, which are Douglas DC-4s modified by Channel Air Bridge to carry 5-6 cars and 23 passengers. The cars are hoist-elevated into the forward hold and the passengers occupy the spacious fuselage. In this fashion we were flown smoothly by Capt. Tootill, a keen reader of MOTOR SPORT since he discovered it in R.A.F. messes during

WHAT IS BP UP TO ON THE JAGUAR Mk 2?

(And on your car, too)



Speculating, that's what. Adjusting. Experimenting. For one good reason. To ensure that BP petrols are fully capable of meeting Jaguar's future requirements. And they are doing the same thing with over 40 other makes of car – probably including yours.

AND WHY? Because BP need to know *now* the kind of petrols and lubricants needed for the present – and in the future. Seeing first whether BP Super-Plus does for this new Jaguar (with basically the same engine as the 'E' Type and new Mk X) all it should or could do. You won't be surprised to hear it emphatically *does*. And then – even more important in a sense – BP wants to know what kind of petrol might be needed in 1967, if the '67 engine is on an 11:1 compression ratio instead of 9:1.

QUESTIONS GALORE *If* compression ratios increase . . . what petrol ? *If* the effect of deposits becomes more marked . . . what additives ? *If* the increased engine heat encourages vapour-lock . . . well, what then ? Each question leads to another. And every possible question about 1967 must be answered in 1962!

EXPERIMENTS FOR '67 So an engine out of this Jaguar is tested at various compression ratios that might be 'in' five years from now. And tested with various experimental petrols. They do it to the Jaguar. And they most likely do it to your car too. This line of research, carried out in co-operation with motor manufacturers, not only tells BP what to prepare for. It may also guide manufacturers in their planning for and designing of future engines.

Research on this scale, in co-operation with manufacturers, is constantly going on. Backing up BP's reputation for the most tested petrols in the world. Assuring that BP will always be The Key to the *best* performance.



IS THE KEY

the war, at 9,000 feet, the 450 miles to Basle occupying 2 hr. 20 min. The Carvair is appreciably quieter than the Bristol Superfreighter 170s of the cross-Channel routes and during the flight sandwiches and drinks are served by attractive Stewardesses.

There is little need to emphasise the excellent start to a Continental holiday that flying like this to Basle, Geneva or Strasbourg provides. The heavy bookings for these flights, which were inaugurated earlier this year, are a tribute to the motorists' approval. The Jaguar E-type was, of course, the least suitable car with which to prove our point, for it would have disposed of this dull part of the journey at about a quarter the speed of the Carvair but in any normal car the drive across France entails hour after hour of boring travel over roads excellent but largely devoid of good scenery. The cost of taking an E-type thus is £17 and as petrol would, at a very rough estimate, cost in the region of £14, what possible excuse could there be for *not* going *via* Channel Air Bridge, apart from the great saving in time, nervous strain and fatigue? Motorists using these Carvair long-distance flights find themselves well placed for entry into Switzerland, or travel to the South of France either over any of the usual Passes or down the more straightforward N 7 route.

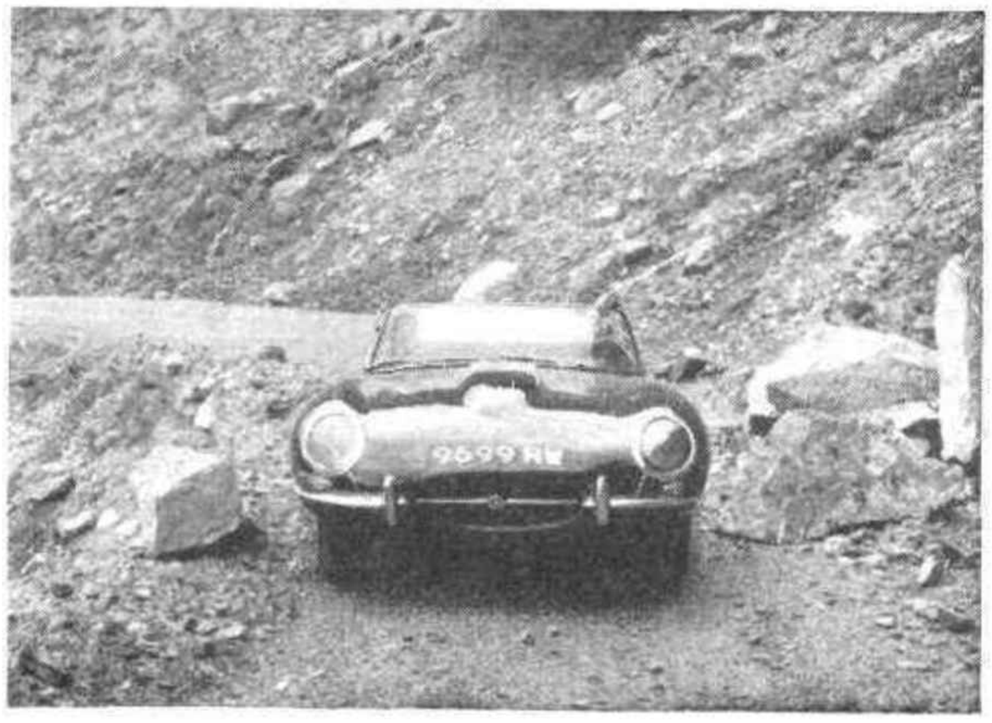
That morning, on our way to the office, we had encountered Lord Montagu's 1907 120-h.p. Itala on its trailer, going back to Beaulieu after its Monza outing. Sure enough, said our charming dark-haired Chief Stewardess, it had been flown out and back from Basle by Carvair.

The Basle and Geneva services operate in the afternoon, enabling Midlands' motorists to travel easily to Southend Airport in the morning, and so at tea-time, with the burbling exhaust-note of our dark green E-type once again in our ears, we found ourselves driving along that " no-man's-land " that is a reminder that Basle is half in Switzerland, half in France. After an easy passage through the frontier there followed a rapid drive into the setting sun (the last time it shone in earnest!) for an adequate dinner and bed at the Grand Hotel et Bains in Bescancon.

On the Thursday morning we set off in high spirits, the sun growing warm in the early morning and the Jaguar devouring the pleasant road towards Bourge, where we paused for fuel and oil and the E-type was much admired by the French mechanics.



CURIOUS!—As we were going to Monte Carlo we naturally followed the signposts saying " Nice " but the road got rougher and rougher and eventually we came to a snowdrift . . . .



In a car which, without exceeding 5,000 r.p.m., goes to genuine maxima of 34 m.p.h. in the 11.18-to-1 bottom gear, 63 m.p.h. in the 6.16-to-1 2nd gear, 92 m.p.h. in the 4.25-to-1 3rd gear (with a maximum in this cog of 113 m.p.h. at 6,000 r.p.m. and a usable 103 m.p.h. at 5,500!), and which will leap to " the ton " in 16 sec., nothing comes up, even on French roads, to challenge it. A comfortable corrected top speed is 122 m.p.h. at 5,000 r.p.m. but 5,500 r.p.m. can be held if you back-off occasionally, and that equals 138 m.p.h.

We lunched, appropriately enough as the Editor had been driving, at Corpse, and that afternoon were in the rally country of Gap and Sisteron. Indeed, innocently following some signposts to Nice, we took to the Col de Restefond, and ignoring the alarming unguarded drops to the valley far below and the appalling road surface, wound the Jaguar round innumerable hairpins, lowered it gently over gulleys, steered it with inches to spare past huge fallen rocks, until—we came to a snowdrift There was no alternative but to retrace our route. The rocks and boulders had opened up a small crack at the front of the unprotected sump through which Shell X-100 30 began to seep and both exhaust pipes were considerably flattened. Whether exotic cars with Italian names would go over such terrain without damage we do not know but in our opinion a Grand Touring car should be able to do this, and the E-type thus proved that it is not a rally or G.T. car. Eventually we crossed by the Col de la Cayolle, meeting a good deal of traffic and pausing at a *garage* to put up the hood against the rain that was to persist for the whole of our stay on the " sun-drenched " Côte d'Azur.

In driving for some 300 miles over continually twisting roads fatigue was obviated by the lightness and predictability of the E-type's steering and the reassuring power and certainty of those entirely excellent Dunlop disc brakes, which the vacuum servo rendered light to apply and which remained entirely vice-free, squeaking only slightly under mild applications of the pedal.

In climbing the *cols* the gearbox was in continuous use, and it is the least-pleasant feature of the car. The synchromesh is almost useless for rapid changes and causes jarring at the lever, and it is necessary to fully depress the heavy clutch pedal to effect quiet changes, which, with its excessive movement, is tedious. This is a pity, because the gears are quiet, the little rigid central lever nicely placed, and the engine unconcerned about being revved to 5,500 or used for long periods in the lower ratios. Long spells in 2nd gear cause the transmission tunnel and handbrake lever to get surprisingly hot, however.

As we wound the car for ever upwards and round corner after acute corner, the long bonnet nosing to the sky-line, and then dropped it swiftly downwards round hairpin upon hairpin bend, the enjoyment of 265 obedient horses and impeccable road-holding endowed by all-round independent suspension was marred only by a persistent tapping noise that suggested something amiss in the valve gear.

At last level roads were regained and we approached Nice in a traffic stream, being passed for the only time in the entire 2,800 miles of the test, by a Simca Sport that slipped past in a 50-k.p.h.



speed limit that we thought it prudent to observe, in view of the interest the French motorcycle police were displaying in our fierce-looking English " racing-car "! The driver felt tired only in the final congested miles, when traffic was diverted in Nice to accommodate an International Coach Rally, competitors' numbers in which ran into the 300s!

So to Monte Carlo. Next day British Motors Ltd. proved to be busy repairing exhaust systems and body dents in Jaguars that were taking part in a Jaguar D.C. Rally but on the Saturday morning they put the travel-stained E-type up on a hoist, drained out all the new oil with which we had just filled the sump, repaired the crack with Mr. Holt's well-known cement and some black paint, and pronounced the tap in the valve gear as unimportant—we had previously checked the tappet settings and found them correct. They had also found a universal joint for Bruce McLaren and this he was fitting to his personal Jaguar E-type, prior to winning the Monaco G.P. so calmly and convincingly in the V8 Cooper-Climax.

Incidentally, the run down had served as a reminder that 2 c.v. Citroëns still swarm the roads and lanes of France in spite of the new Renault 4s and Citroën Ami 6s, and that the Simca 1000 is now frequently encountered.

Strolling round the Principality we encountered Edward Eves, who reminded us that there is yet another satisfactory way of travelling to Monte Carlo—he had flown from Bagington (Coventry) to Cannes in his pre-war Miles Whitney Straight, hitched a lift to the *gare*, and come on by train!

Although Monte Carlo was crowded with cars, E-types competing for the attention of the passers-by with the Ferraris of the G.P. team, the cosmopolitan motoring atmosphere nicely emphasised when we looked from our window in the Hotel de Palmiers to see a 2 c.v. Citroën cheekily hiding behind a Mercedes-Benz 220SE (later we had a good view of Princess Grace leaving a Red Cross reception in her Rolls-Royce, from the same window), it is possible, once a parking space has been found, to leave a car there for several days without being molested. So for much of our stay the E-type sat brooding to itself, while we got drenched to the marrow watching the 5-a.m. practice on Friday, watched more practice on the Saturday and an extremely interesting race on the Sunday. However, the Continental Correspondent did " have a go " up La Turbie, and over the Turini and Col de Braus. He was impressed, but declared the Jaguar large, noisy and heavy as to steering and gear-change after a Porsche.

All good things terminate eventually, the pessimists remind us, and at 4 a.m. on post-race Monday we stowed our luggage and pointed the long nose of the E-type towards the Nice *autoroute* (toll approximately 10s.) *en route* for Calais. There was no intention of making a particularly fast run but on the other hand we didn't mean to hang about. As the route followed, up N 7 to Lyon, N 6 to Chalon and along N 44 from the other Chalon to St. Quintin, is a much-used one, we append our times, as they may be of interest and stimulus to others who traverse this road in good motor cars.

Monte Carlo ..	4.00 a.m.	**Reims**	1.55 p.m.
Aix en Provence	5.41 a.m.	**St. Quintin** ..	2.47 p.m.
Avignon	6.30 a.m.	**Cambrai** ..	3.12 p.m.
Valence	7.48 a.m.	**Arras**	3.30 p.m.
Lyon	8.51 a.m.	**Bethume** ..	3.50 p.m.
Dijon	10.59 a.m.	**St. Omer** ..	4.16 p.m.
Longres	11.50 a.m.	**Calais-Marck Airfield**	4.41.5 p.m.
Chaumont ..	12.09 p.m.		
St. Dizier ..	12.55 p.m.		

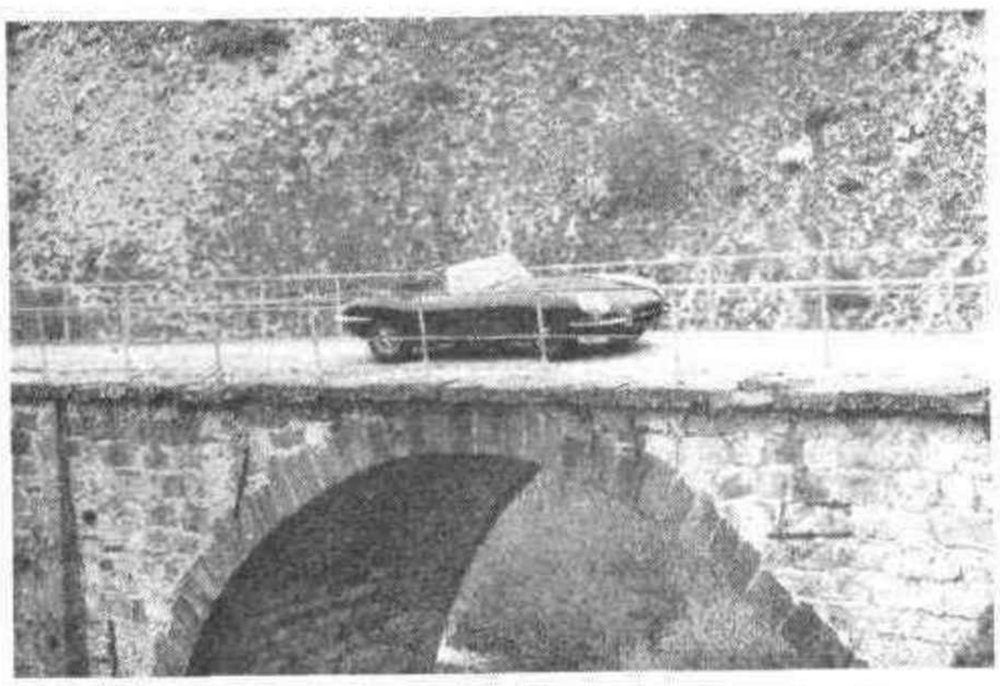
Distance for each full hour, inclusive of stops :

1st hour :	69.5 miles		7th hour :	62.3 miles	(petrol)
2nd hour :	68.1 „		8th hour :	59.5 „	
3rd hour :	68.9 „		9th hour :	60.0 „	
4th hour :	53.5 „	(petrol)	10th hour :	59.5 „	(petrol)
5th hour :	52.7 „		11th hour :	70.0 „	
6th hour :	57.0 „		12th hour :	60.6 „	

Petrol stops : 21 *minutes at rest.*

Average speed overall for 12 *hours :* 61.4 *m.p.h.*

We had started from the far side of Monte Carlo in the dark and driven comparatively slowly to Nice Airport to deposit a third passenger, an accurate time allowance being made for the detour. On the Nice *autoroute* the cruising speed was an indicated 110 m.p.h. at 4,500 r.p.m., we never exceeded 135 m.p.h., which was reached but once, and naturally there were the usual impedi-



On the right road at last. The Jaguar descending the Col de la Cayolle.

ments—difficulty in finding the way onto the *autoroute* at Nice, a good deal of lorry and tourist traffic, various pauses at red traffic lights, market day and many lorries in Villefranch, a long detour along N 460 and D 28 between Dijon and Longres, where the vineyards give place to agricultural scenery, and a very slow deviation in Reims. There is a motor-road of sorts from Avignon to Valence but it is two-way, there is a semi by-pass at the latter town but the real one is under construction, *pave* and traffic-lights slowed us in Cambrai with its rail-like tramcars, and a level-crossing bar fell, but rose again at the sight of the speeding Jaguar, ere we scented coffee beans being ground in Bethume. Also, there were three stops for fuel, totalling 21 min., and a brief pause to shut the boot-lid, which had again sprung open, either because the catch rattles free or due to chassis distortion over bad surfaces. Food—we had it with us! The need for three fuel stops was a bit depressing, for I consider a G.T. car should require refuelling only once, at lunchtime, on a coast-to-coast blind across France (I note that the Aston Martin DB4GT has a 30-gallon petrol reservoir, the Ferrari 250GT Berlinetta and the G.T. Maserati each have 22-gallon tanks, compared to the Jaguar E-type's 14-gallon tank. . .)

However, as a sports car there is no denying that the E-type is a superlatively rapid and enjoyable means of crossing Continents. Always the speed seems to be between 90 and 120 m.p.h., " the ton " comes up along any piece of clear road, and a drop into 3rd lifts speed from 50 to 70 m.p.h. in less than 4 sec., from 80 to 100 m.p.h. in under 5 sec. In sober fact, 0-50 m.p.h. occupies 5.7 sec., 0-60 m.p.h. takes 7.0 sec.! Let us emphasise again that this was a normal run by a normal driver, that we had no thought of establishing a " record," that the brakes never once went on hard. Yet twelve hours after leaving Monte Carlo we were beyond the *pave* of Lillers, the odometer indicating 736.6 miles, and the total distance of 777.7 miles took 12 hr. 41½ min., or 12 hr. 20 min. running time. Although the tapping noise in the valve gear was still with us the car otherwise showed no sign of distress. The brakes were as powerful as ever, oil pressure steady at 60 lb./sq. in., and the engine as responsive to the throttles as at the start, although pinking badly even on Azur petrol below 3,000 r.p.m.

To be able to average over 61 m.p.h. across France in daylight traffic in comfort and security is really something; in a normal car the long straights of N 7 can be tedious and thoughts would have turned enviously to those returning per Carvair. The bucket seats, not outstanding, nevertheless remain comfortable on such a journey, and we found the rather spongy front of the cushions and that ill-placed trim-rib under our bottoms acceptable on long acquaintance. In any case, any small faults that this 150-m.p.h., disc-braked, all-independently sprung, 0-120 m.p.h. in 24½ sec. sports car may possess are entirely excused by its astonishingly competitive price—£1,480, or £2,036 0s. 3d. when purchase tax has been met. A hard-top is available for £68 and the coupé version of the E-type is priced at £2,123 5s. 3d. inclusive of purchase tax.

Tailpiece

Two days later we took the car to Coventry for Jaguars to re-set the ignition for English fuel, whereupon pinking was virtually

eliminated on Esso Golden and the fantastic performance still further enhanced. Jaguar saw no reason to fit new tyres, change the sump or replace the brake-pads after this tough 2,000 miles. A check on fuel consumption showed this to be an overall 17.6 m.p.g., which is excellent for a very hard-driven 3,781-c.c. engine. In the 1,060 miles since the crack in the sump had been repaired 9 pints of oil were required to replenish the level, equal to 920 m.p.g.

At the Coventry factory the E-types are line-assembled in a separate shop, from which they emerge at the rate of 150 a week. Every Jaguar engine is bench-tested, after which the sump is dropped for inspection of the bearings, and as aforementioned the hoods are individually tailored. A slave hard-top is applied to every body to ensure a sound fit should one be ordered subsequently. Every Jaguar is road-tested before final inspection, some 35 test drivers being employed on these tests.

The Jaguar is a splendid example of good Coventry workmanship and the E-type is in every way an outstanding example of the highest conception of British race-bred sports car. Although its performance, acceleration and speed-wise, naturally constitutes its primary attraction, its astonishing docility, the more surprising because it is unexpected, the comfort allied to stability of the suspension, the excellent brakes and its eye-able appearance combine to make the Jaguar E-type one of the World's great motor cars.

We would dearly like one, not only for getting effortlessly and very quickly about Europe, but for shopping and going to the post, especially when only a few minutes remain before the last collection!

Following its return from Coventry the E-type remained in our hands for some days longer, covering in all 2,800 miles without incident or further trouble of any kind. Used as transport to Mallory Park on Whit-Monday, the Jaguar cruised up M 1 very comfortably at 4,800 r.p.m. (117 m.p.h.) and held 6,000 r.p.m. (153 m.p.h.) for a mile, although taking a considerable distance to attain this impressive maximum speed. On the return run an average speed of 104 m.p.h. was achieved for the full length of the Motorway, during which, according to a log kept by the passenger, over 900 cars, all but one keeping to their own lanes, were overtaken—but by then the Editor was rolling quietly about the Hampshire lanes in a Rover 80! During this further mileage another 6 pints of oil had to be added to the engine, and at the conclusion of the test the tyres were pretty well due for replacement.

One matter completely baffles us. Insurance brokers cannot be unintelligent, for it takes intelligence, allied perhaps to a certain low cunning, to make oodles of money and the insurance business makes it all right—just look at the " marble halls " from which they issue policies and the liveried commissionaires who guard their portals. How then, as intelligent beings, can they demand high premiums to insure that " dangerous " car, the Jaguar E-type. I can only conclude that they have never seriously driven one. For no car could be safer, more docile, instil greater confidence, than this stupendously clever 150-m.p.h. Jaguar, that is priced so modestly.—W. B.

THE VINTAGE MONZA MEETING

The recent vintage car gathering at Monza was of outstanding interest and enjoyment and British participants did very well therein. Fiat Register members were liberally entertained by Fiat and the Turin Museum authorities and given dinner by the V.C.C. Italiano. They visited the Fiat factory and training school, their cars were given a full service and two Fiat 2300s were placed at their disposal. 112 cars competed at Monza, including 35 Fiats (five each of 501 and 509, 17 Balillas) and 16 Alfa Romeos. Oldest car was a Menon dated as 1899. Best time in the 2-lap speed trial was shared between D. M. Ross (4½ Invicta) and C. L. de Priolo (2.3 Alfa Romeo 8C), at 82 m.p.h. A 1750 Alfa was second, at 78 m.p.h., and Liston Young's Fiat Balilla won its class at 70.7 m.p.h. Binns won the O.M. cup. B.P. served lunch for some 1,000 guests with a minimum of publicity, and expenses and accommodation in Turin were free.

On the Sunday Monza's Museum, of some 18 competition cars, was opened and demonstrations were given on the track by Lang in a W163, G.P. Mercedes-Benz, Henri Malartre's 1923 G.P. Rolland-Pilain, 1906 Sizaire-Naudin and Type 37A Bugatti, Taruffi's twin-boom Tarf and by *monoposto*, blown Monza, " Disco Volante," and unmodified 1924/5 P2 Alfa Romeos, while the 1940 rear-engined flat-12 Alfa Romeo, that was never raced, made its first public appearance. Lord Montagu was awarded a gold medal for bringing out the 1907 Itala and Naylor was given a silver model of an 1899 Fiat and a gold medal for demonstrating the 1907 Fiat " Mephistopheles," in which Salamano had a ride. The previous week-end the Invicta had won the Lago Maggiore hill-climb, at Monza I. S. Hallow's Rolls-Royce P3 won the *Concours d'Elegance*, and the following week-end I. Grant's Fiat 501B won the cup for best Fiat in the Palladian Villas Rally, which had 80 entries, of which about half were Fiats.—W. B.

CHANGE OF OWNERSHIP

When a car changes hands the former owner is obliged by law to notify the tax office of the new owner's name and address. This is supposed to be a safeguard against stolen cars, but is probably of more value to old-car enthusiasts who can persuade the Council concerned to trace for them the history of their vehicles. However, we have no grumble with the system as such, except that we fail to see why a 2½d. stamp is required; it is high time the already heavily-taxed motorist was permitted an O.H.M.S. form for this purpose. Also, it is very essential that acknowledgment of the p.c. or form be made, judging by a recent court case in which, if the facts are as presented to us, someone who sold a car and duly notified the appropriate Council of the change of ownership was asked by the Police to name its driver on a day six months later, on account of a parking-meter offence. The person concerned states that he told the Police he couldn't do this as he had disposed of the car. He then received a summons for failing to disclose the name of the driver. He attended the Court, armed with a carbon copy of the form on which he claims to have notified change of ownership. This was ignored and a fine of £3, with £1 1s. costs, imposed.

Unless facts not in our possession are involved, this is a startling instance of an innocent party being found guilty and one is left wondering whether some of those who try motoring cases in this Nation of Shop-Keepers are more concerned with the collection of finance than in dispensing justice. We gather that this case has been taken up with the victim's M.P., etc. But it does seem important to request acknowledgment of form R.F.70 when you notify change-of-ownership, otherwise, it appears, the crimes of all subsequent users of your late property can be vested on you in person. If requested such acknowledgment will not, we think, be refused.

TOO KEEN !

Goodwood spectators on Whit-Monday were disappointed that Dan Margulies' 2.9 Maserati was a non-starter in the Pre-War Racing Cars race, because it usually gives the E.R.A.s good competition. Margulies was also entered to drive a new Gitane G.T. at Castle Combe on Whit-Saturday, but again he non-started. Why? Because he had elected instead to compete in the Alpine Rally in a Mini, in which he was delayed with tyre trouble. This shows notable enthusiasm but is hardly fair to race organisers and spectators. Let us hope Margulies makes amends by driving the Maserati at the V.S.C.C. Silverstone Meeting on July 21st.

Porsche have issued an illustrated 74-page booklet listing every " Meisterschaften auf Porsche " of 1961.

7th INTERNATIONAL POLICE RALLY (May 26/27th)

This covered 800 miles in 24 hours and included a couple of speed hill-climbs, lapping the Chimay circuit, etc. The unlimited class was won by Chief Constable John Gott in an Austin-Healey 3000. Inspector Jauncey and Constable Cable from Southend were second in their class with an Austin-Cooper. This Rally does a great deal to strengthen the goodwill existing between the British Police Force and the Forces of Western Europe.

A LIMOUSINE CAVALCADE

To celebrate the advent of their new fleet of Daimler limousine hire-cars, Victor Britain Ltd. staged a display of limousines down the ages. This comprised their own 1911 25-h.p. Renault with British-made coachwork, a 1912 20-h.p. sleeve-valve limousine, a 1930 Austin 20/6 " Mayfair," a 1937 Rolls-Royce P3 Hooper limousine, a 1950 18-h.p. Armstrong Siddeley with the maker's coachbuilt body, a 1956 Armstrong Siddeley Sapphire, a 1958 Daimler DK400 and modern 4½-litre Daimler V8 limousine and Jaguar Mk. II and X saloons. Incidentally, Victor Britain's new V8 Daimlers are said to be so quiet that tape-recorders can be used therein without picking up road noises, and they can be hired with chauffeur, the lowest charge being 25s. for an hour's drive. Why not make up a party of six one evening and " go by Daimler " for a mere 4s. 2d. a head?!

Five-upmanship!



5 AERODYNAMIC STYLING

For improved performance and absence of wind noise

With the aid of a wind-tunnel, Saab's designers have evolved a shape so aerodynamically advanced that it causes 30% less "air drag" than the average modern car. This shape has made a big contribution to Saab's astonishing all round performance, providing a roomy 4/5 seater saloon with remarkable luggage space. The virtual absence of wind noise contributes to relaxed cruising at 60 mph plus. Saab's aerodynamic styling is but one of many remarkable features. For full details and name and address of your nearest distributor or dealer, write to the address below.

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

The Swedish Car with the aircraft quality

1 ACCELERATION

2 BODY STRENGTH

3 FAMILY APPEAL

4 ROADHOLDING

VINTAGE POSTBAG—continued from page 528

Country 'Buses

Sir,

The City of St. Albans in the late 'twenties was an exciting place for a lad with an interest in 'buses. The red Generals of the 84 route rubbed shoulders with the Nationals bound for Hertford, which in turn looked down haughtily on the smaller fry, the many 20- and 26-seaters in various colours of the smaller local operators.

As a schoolboy I used to ride as often as possible in a front near-side seat, not only for the sake of forward vision but also to watch the hands and feet of the drivers at the controls—learning to drive by example!

Until the advent of the L.P.T.B. and its immediate dismembering of a very efficient local network, the various operators worked, in the main, in harmony, and between Fleetville and the Town Hall ran a 3-minute interval service all day. There were "Albanians"—red and black, first G.M.s and then Bedfords and Leylands; "Comfy-Cars"—silver painted but the make escapes me; the "Express"—very fierce Stars with rowdy gearboxes; the "Karriyu"—Bedfords, I think; the "Victoria"—a G.M. and a Bedford, the latter very luxurious in its blue livery, later to be ruined by L.T. "country green"; the "Welwyn"—Dennis or Guildford—another lighter blue with, I think, a white line; the "Districts" were green and cream, but again the makes escape me, though Dennis springs to mind; also for a while "Abbeys," with blue A.E.C. double-deckers.

A look at an old Guidebook to the City, dated 1931/2, also reveals services under the names "Reliance," "City and Renown," whilst the Green Line services are also mentioned, as is a service called "Colne"—which went to Shenley, taking one of my schoolmates home each evening.

During the early 'thirties a minor sensation was caused by the appearance of the double-deckers of "Lewis's" from Watford, not only with covered upper decks but inside staircases as well, climbing Holywell Hill, to the amazement of all the locals. A boyhood visit to Watford left a flash of memory—a blue "Metropolitan," whilst Sunday School treats to Boxmoor meant a trip on an L.M.S. 'bus up the hill to Hays Retreat.

Another transport novelty was a parcels delivery service, with yellow box-trike 3-wheelers with fiendishly long chains and asthmatic engines—were these Warwicks? Happy days—and still remembered, especially when waiting far too long for a 'bus outside St. Albans City Station, as is sometimes my lot!

Leighton Buzzard. N. P. TUCKER.

* * *

History Unravelled

Sir,

I was most interested to see the photograph of the 33/140 Mercedes-Benz MB 9750 in your June issue.

I bought this car in 1958 or '59 and until 1957 it had been owned by its original buyer, Lord Tollemache the brewer. Apparently he had very firm ideas about coachwork as this car had twin speed-boat type air intakes on the bonnet, a boat-shaped tail complete with ribbed aluminium decking and a beam rail round the edge. It also had such unusual features as no front doors and a passage from the lounge at the back between the front seats and up to the driving compartment.

I was always intrigued by the urge of this car and the size of the blower. I drove it in a vintage *concours* at Oulton Park a few years ago and after the meeting stopped at a filling station outside the circuit. The old gentleman who served me remembered the car well and had worked on it in his youth, and told me that in 1930 the car had been sent back to Stuttgart to be brought up to the latest specification and fitted with a servo motor on the handbrake (there already was one on the footbrake). Having driven this 2½-ton monster around the Yorkshire Dales I realise why the reputedly fast-driving peer had required a servo motor on the handbrake. Even a strong man had all his work cut out to slow it down with both foot- and hand-brake, never mind stop it.

I remember a rather frightening incident when I was following a friend in a Mk. VIII to the local pub when my throttle jammed open (luckily without the blower accompaniment). We were rapidly approaching a T-junction and the proud owner of the then new Jaguar, after slowing gently down, happened to glance in his rear-view mirror, and rapidly disappeared round the corner. In the pub, when I arrived rather shaken, he said he had never seen anything quite so big approaching quite so fast in his rear mirror.

I should think that the people in your photograph are or were members of the Tollemache family, as the noble peer apparently had seven vehicles in his coach-house and the Rolls could easily have been amongst them. His castle home was somewhere in Cheshire but I never knew its name as I couldn't read the entry in the log book!

Incidentally, the steering was fantastically light for so large a car and it was a most pleasant car to drive, apart from its lack of brakes and its fierce thirst.

Ilkley. D. J. HARRISON.

[We have also heard that both cars are owned now by a Bexleyheath photographer who posed them, as shown last month, for his Christmas card!—ED.]

* * *

Model-A and B Ford Details

Sir,

Just a note *re* the fine article on the model-A Ford. Your contributor made a few minor errors. Specifically, "the 1930-31 model-A generally ran a 4.11 axle. . . ." The correct ratio for those years was 3.777 and the tyre size was 4.75–19. The 1932 model-B (4-cylinder) used the same ratio but the early 1932 model-18s (V8) had a 4.33 ratio, soon changed to 4.11 because of axle-shaft failures! The model-B did, indeed, have a heavier crankshaft but counterweights were not added until the 1933 model-C.

The straddle-mounted pinion referred to did not appear until 1933, by the way, and the entire unit was redesigned and enlarged for 1935, this being the unit generally used for the "California dragster."

Newport Beach, California. JOHN R. BOND.

* * *

American Vintage (Classic) Cars

Sir,

Why does the average English vintage car enthusiast often speak disparagingly of American vintage (classic) cars when he has mainly very little or no knowledge of same at all?

Christianssand S. (Norway). LARS KILE JR.

* * *

A 1924 Maxwell

Sir,

I have a 1924 Maxwell tourer in remarkable and almost new condition.

I understand that a similar car made an ascent of Clovelly in 1924 and I was wondering whether anyone would be interested in attempting to repeat the performance with my car?

It has a chromed radiator. Should it? All the other parts are nickel, but it seems just possible that this was the beginning of chrome?

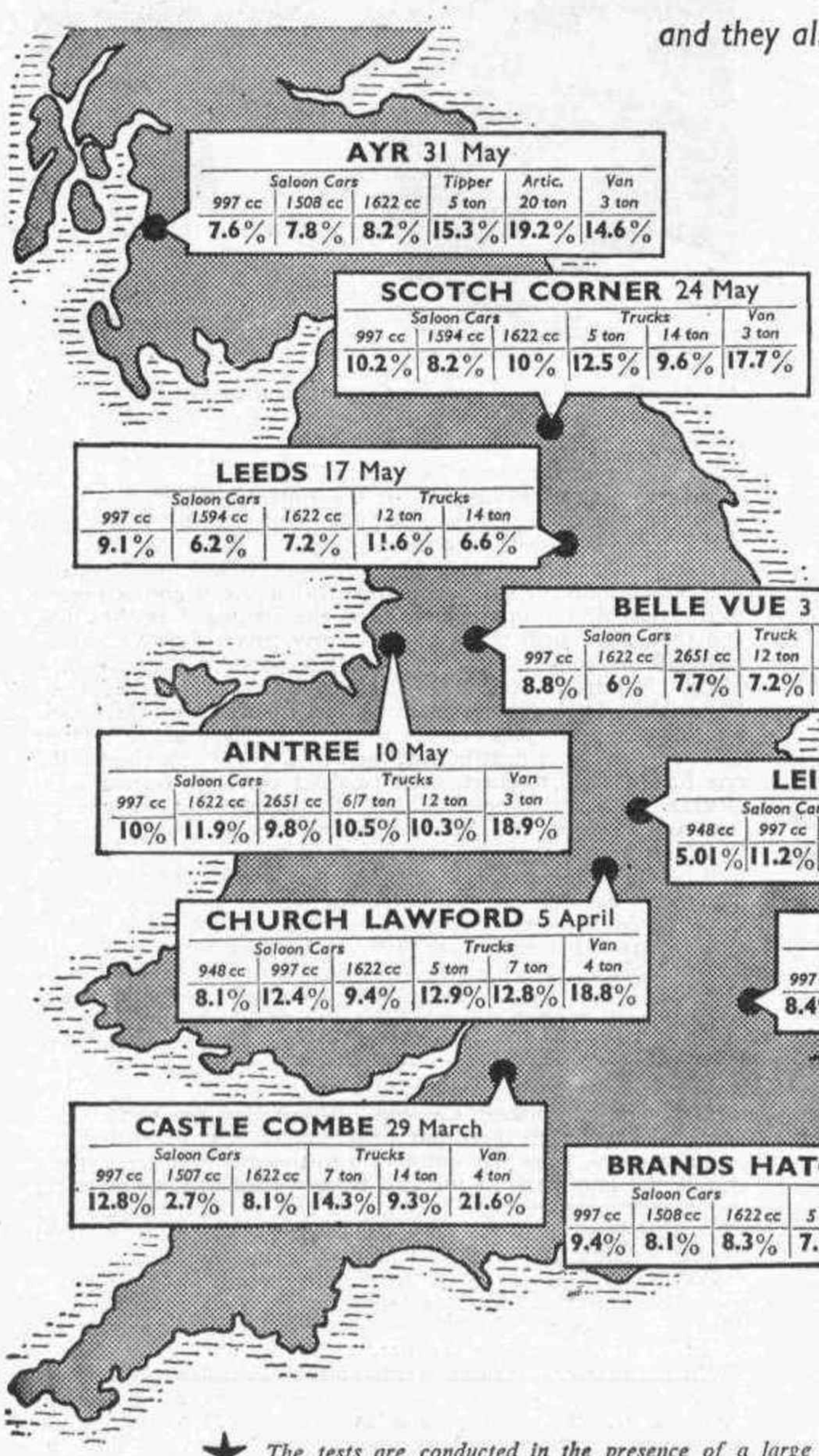
Cardiff. G. T. KITSELL.

We hear that in Nigeria the Department of Antiquities (appropriately!) bought for £25 a 1924 20/36-h.p. Albion lorry six years ago, which is in daily use. They hope to restore three other old Albions, one dating back to 1922.



A well-preserved 1924 *Maxwell—see letter from Mr. G. T. Kitsell.*

MICHELIN 'X' tyres
grip better, last longer
and they also
SAVE FUEL



AYR 31 May

Saloon Cars			Tipper	Artic.	Van
997 cc	1508 cc	1622 cc	5 ton	20 ton	3 ton
7.6%	7.8%	8.2%	15.3%	19.2%	14.6%

SCOTCH CORNER 24 May

Saloon Cars			Trucks		Van
997 cc	1594 cc	1622 cc	5 ton	14 ton	3 ton
10.2%	8.2%	10%	12.5%	9.6%	17.7%

LEEDS 17 May

Saloon Cars			Trucks	
997 cc	1594 cc	1622 cc	12 ton	14 ton
9.1%	6.2%	7.2%	11.6%	6.6%

BELLE VUE 3 May

Saloon Cars			Truck	Tipper	Van
997 cc	1622 cc	2651 cc	12 ton	5 ton	3 ton
8.8%	6%	7.7%	7.2%	6.2%	14.3%

AINTREE 10 May

Saloon Cars			Trucks		Van
997 cc	1622 cc	2651 cc	6/7 ton	12 ton	3 ton
10%	11.9%	9.8%	10.5%	10.3%	18.9%

LEICESTER 12 April

Saloon Cars			Trucks		Van
948 cc	997 cc	1622 cc	7 ton	14 ton	3 ton
5.01%	11.2%	9.9%	7.6%	12.6%	18.2%

CHURCH LAWFORD 5 April

Saloon Cars			Trucks		Van
948 cc	997 cc	1622 cc	5 ton	7 ton	4 ton
8.1%	12.4%	9.4%	12.9%	12.8%	18.8%

ST. ALBANS 25 April

Saloon Cars			Tipper	Van
997 cc	1622 cc	2267 cc	6 ton	3 ton
8.4%	8.6%	8.5%	14.2%	18.1%

CASTLE COMBE 29 March

Saloon Cars			Trucks		Van
997 cc	1507 cc	1622 cc	7 ton	14 ton	4 ton
12.8%	2.7%	8.1%	14.3%	9.3%	21.6%

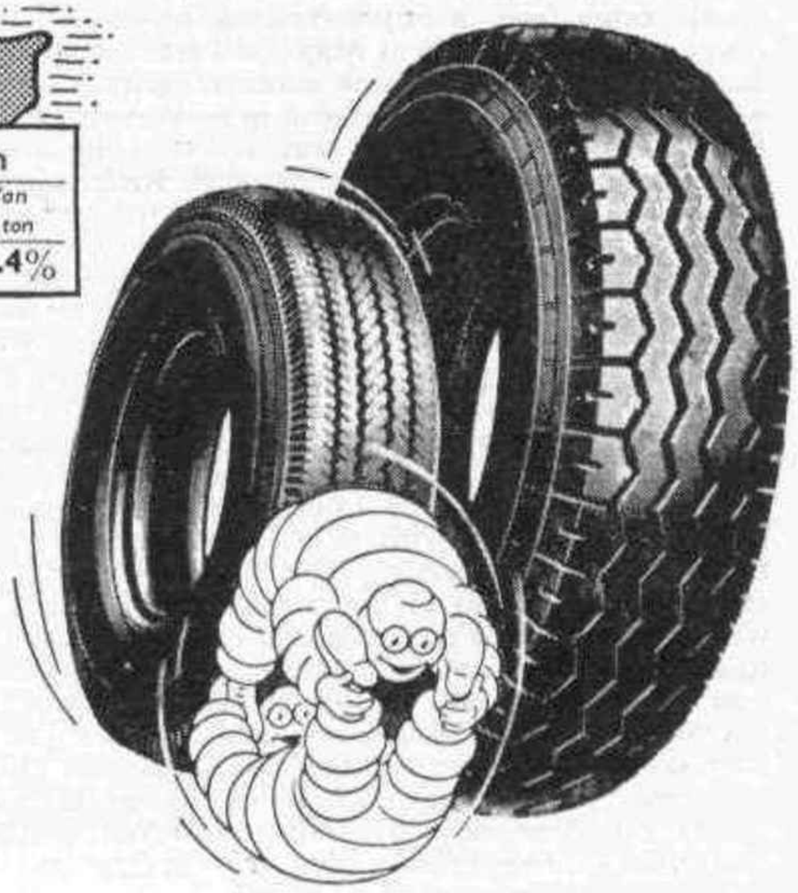
BRANDS HATCH 23 March

Saloon Cars			Trucks		Van
997 cc	1508 cc	1622 cc	5 ton	7 ton	4 ton
9.4%	8.1%	8.3%	7.1%	10.2%	17.4%

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

This year, with the co-operation of Motor Traders, similar demonstrations have been held all round the country. Results showing **improvements in m.p.g. with Michelin 'X'** are given on this map.

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



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

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

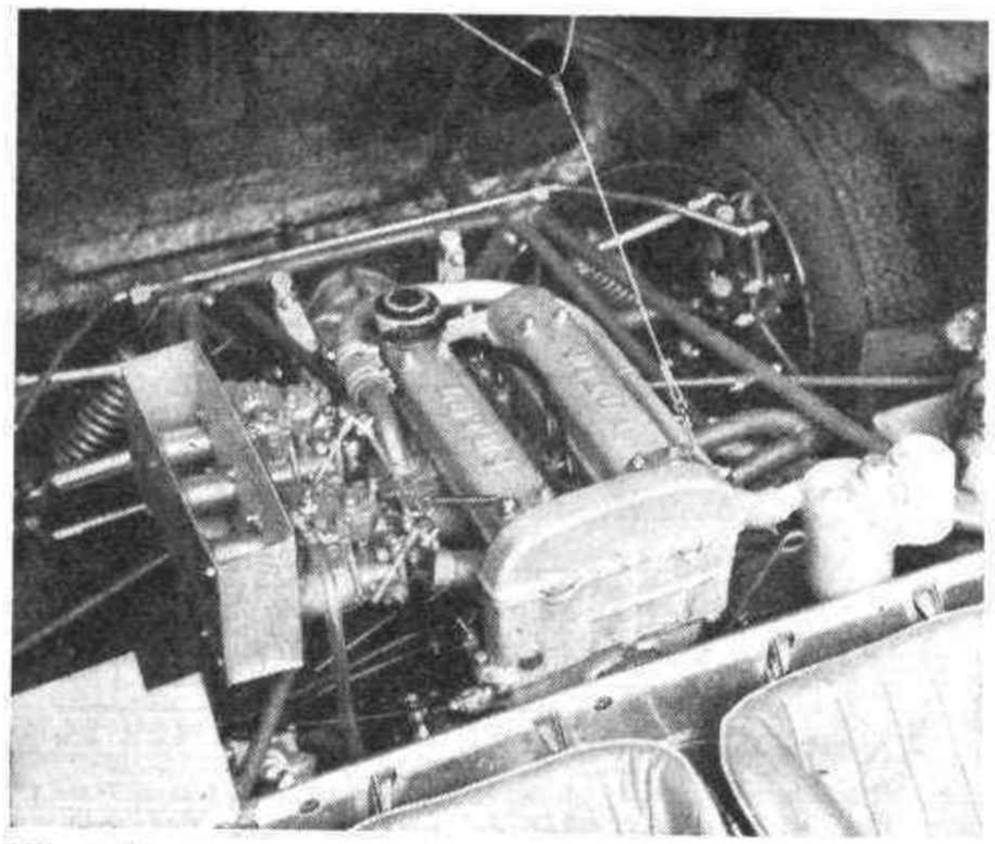
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THE A.D.A.C. 1,000 KILOMETRES

ADENAU, GERMANY, *May 27th.*

THE A.D.A.C. 1,000-kilometre race, run over 44 laps of the famous Nurburgring, is fast developing a character of its own, in as much as it is becoming a super International Clubman's event, or stepping-stone for the amateur driver of sports or G.T. cars to branch out into the world of serious motor racing. With its 22 kilometres to the lap the Nurburgring can easily absorb a vast entry of drivers, which this year ranged from World Champion Phil Hill to rank newcomers, and cars from the works Ferraris to Sunbeam Alpines. In the average sports car most of the corners are taken at comparatively low speeds, so that a mistake does not prove too disastrous, except to the bodywork of the car, and of the myriad places where one can spin off it is quite remarkable how many are protected by springy hedges that absorb the kinetic energy of the gyrating car and prevent serious injury. With rain as the main feature of this year's event there were an incredible number of cars spinning off into the bushes, with very few injuries to record.

On paper this year's race was a riot, the A.D.A.C. having so many classes and being so undecided about what features of a car decided its category, while the regulations allowed cars that had crashed or retired with mechanical trouble to be able to win their class. The whole affair was most confused and chaotic, but the actual 1,000-kilometre race was its usual self, with 67 cars lined up ready for the Le Mans-type start at 9 a.m. on Sunday morning in a light drizzling rain. There had been two and a half days of practice, during which time all the usual excitement had taken place, with engines being rebuilt, cars re-designed, theories proved or disproved, and few people being quite sure which of the pair of drivers to a car had actually made fastest lap. The A.D.A.C. sensibly line up the cars in order of practice times, sensibly that is except for obvious gaffs like crediting a very mundane B.M.C.-Midget with 10 min. 04.4 sec. which put it among the Ferraris and Porsches. The eleven different class divisions had got slightly out of hand, the Giuliettas with disc brakes on the front being ruled out of the G.T. class and a normal Tipo 61 Maserati, with new bodywork, being accepted as a "Prototype"; so, not taking the classes too seriously, it paid to concentrate on the 1,000-kilometre race as an open free-for-all event. The nonsensical situation arrived at regarding Sports cars, G.T. cars and Prototype cars is dealt with more fully in Continental Notes elsewhere in this issue. Apart from the M.G.-Midget the winner was obviously going to come from among the first thirty or so cars in the line-up, and at the head of the line was the 2.4-litre 4-camshaft Dino 246 Ferrari that had won the Targa Florio, being driven this time by Phil Hill/Gendebien, with next to it a 250GT Ferrari of 1962 type, but fitted with a 4-litre V12 engine with three double-choke carburetters that clearly came from a Super-America model. This very potent coupé was in the hands of Mairesse/Parkes, both these cars being factory entries. Next came another exciting coupé, the 2-litre 8-cylinder Porsche, that had run in Sicily and was now driven by Gurney/Bonnier, and this was followed by the 2.6-litre V8 2-camshaft Ferrari in the hands of P. Rodriguez/R. Rodriguez, in all cases the first-named driver being the one to start the race. Another 2-litre flat 8-cylinder Porsche followed, this being an open Spyder model, with G. Hill/Herrmann, and the old Aston Martin DBR1/300 of the Essex Racing Team with McLaren/Maggs. Alongside this now vast, front-engined old sports car was a diminutive green car which had put in a practice lap at 9 min. 48.9 sec., which compared well with the Hill/Gendebien fastest practice lap of 9 min. 25.5 sec. Entered by the Essex Racing Team, this little green car was a Lotus 23 rear-engined sports car with a special Lotus engine comprised of a 2 o.h.c. alloy cylinder head, with twin Weber carburetters, on a Ford block of 1½-litres capacity. The camshafts were driven by roller-chain from the front of the crankshaft, and the inlet manifolds were cast as part of the cylinder head, the engine being coupled to an inverted VW gearbox housing containing a Hewlan 5-speed gear cluster, as used on Lotus Juniors. This special Lotus-developed engine, which is intended for a production sports car later on this year, was giving 100 b.h.p. and being run as an endurance test of a production unit rather than a pure racing engine, but there was sufficient power to couple with the remarkable road-holding of the Lotus 23 for the two works drivers



The 1½-litre twin-cam Lotus-Ford engine used in the Essex Racing Team's Lotus 23

Clark/Taylor to surprise a lot of people in practice.

Next to the tiny Lotus was the first homologated G.T. car, to count for the 1962 F.I.A. Manufacturers' Championship, this being the black-and-white 1962 Ferrari 250GT of Scarlatti/Ferraro, which had won the Championship round for Ferrari in the Targa Florio. Two Swiss drivers with a private and extremely well-driven RS61 Porsche were next, these being Walter/Muller, and then the fourth works Ferrari entry, the 2-litre V6 single-camshaft rear-engined car with Bandini/Baghetti. The out-of-place "Spridget" was next, followed by the Abate/Vaccarella Ferrari V12 front-engined 3-litre sports car that won this year's Sebring 12 Hours, and belongs to the Scuderia Venezia. Three G.T. Ferraris were next in line, the first a brand new production one for Maglioli/Kochert, then two old privately owned ones, Nocker/Seidel and Berger/"Elde." For an apparently important International event the quality of the runners was now beginning to wear a bit thin, for many were obsolete cars, only placed so well because there was a shortage of new sports and G.T. cars, many Porsche Carrera Abarths being almost as out-of-date as some Lotus models. However, mention can be made of the Hobbs/Attwood Lotus Elite with Hobbs transmission, which was well placed, and the two tiny bright yellow Lotus 23 cars of the Ian Walker team. These were standard production rear-engined cars, with Cosworth-Ford engines, both immaculately prepared and beautifully driven by Hawkins/Ryan and Ashdown/Johnston, having recorded practice times of 10 min. 35.1 sec. and 10 min. 36.1 sec., respectively, which put to shame many G.T. Ferraris, Porsche Carreras, E-type Jaguars and 2-litre Morgans. Although there was a shortage of new material in the overall picture, there was quite a bit in the smaller classes at the end of the line, such as the two factory Panhards, which were very honest prototype G.T. cars, one with steel body, the other with fibre-glass, and the very odd-looking twin-o.h.c. 704-c.c. Bonnet-Renault Le Mans car, with rear engine and most complex shaped body. There was the latest, and flattest, in rear-engined sports Elvas with Climax engine and inverted VW gearbox, two Abarth 1000 coupés and the rear-engined Deep Sanderson, with B.M.C.-Mini engine/gearbox unit.

With drizzling rain falling over the pits area the flag was dropped and McLaren led off in the old Aston Martin, soon to be passed by Clark with the 1½-litre Lotus 23. Just before the start there had been a scrabble by some teams, notably Ferrari and Porsche, to change some of their cars to various types of tyre more suited to the wet, so that when some drivers ran across to their cars they found mechanics still changing wheels, Bandini getting into his car while it was still jacked up at the front. The V8 Ferrari was reluctant to fire, and due to the wheel-changing comedy some cars found themselves boxed in, but the first to move were able to get clear, these having been McLaren and Clark. The opening lap was a scream for Clark took the lead before the North Curve and had a clear run down to Adenau, while the rest of the field had the big Aston Martin in the way all down through the twisty bits.

Clark made full use of the situation and finished the opening lap 28 sec. ahead of the next car, which was Gurney in the 8-cylinder Porsche coupé, followed by the 4-litre G.T. Ferrari, the open 8-cylinder Porsche, the 2.4-litre Dino Ferrari, the Aston Martin, and the rest of the runners who never even saw which way the Lotus 23 had gone. Conditions on the opening laps were anything but suitable for a large powerful car, for it was raining on some parts of the circuit and dry on others, and Clark did not miss his opportunity, the little Lotus having just sufficient power for the conditions, and handling beautifully. To say that Clark ran away and hid from the rest of the field, with a clear road in front of him, would be an understatement, for his lead increased by as much as 16 sec. a lap until it was 101 sec. after seven laps. The other 66 runners were having an orderly and proper race, coming by at regular intervals or in groups and all running to form, Gurney still leading Mairesse in the big G.T. Ferrari, with Graham Hill in the open 8-cylinder Porsche holding off Pedro Rodriguez, Abate and Phil Hill in assorted Ferraris. Leading the F.I.A. part of the race, for homologated G.T. cars, was Maglioli with the red Ferrari coupé, ahead of Scarlatti and Nocker. The yellow Lotus 23 of Hawkins/Ryan was already in trouble with overheating, and on lap five, as the sun shone for a brief moment, Pedro Rodriguez spun off into a ditch. On the next lap Scarlatti crashed the black-and-white G.T. Ferrari and Gregory brought Casner's Maserati Tipo 61 into the pits boiling merrily. On the seventh lap Clark put in a lap at 9 min. 46.3 sec. and had already lapped nearly half the field, but his lead had now stopped increasing, for with the road drying rapidly the more powerful cars were able to get into their stride. Phil Hill turned 9 min. 34.4 sec. and followed this with 9 min. 31.9 sec., so that he passed Abate and Graham Hill, took fourth place overall and was gobbling up Clark's lead, as were Gurney and Mairesse now that conditions were better. Abate run into the back of a Giulietta with the big Venezia V12 Ferrari and both cars were badly bent, and some of the more elderly cars were falling by the wayside.

As well as no longer having weather conditions to help him, Clark was now being troubled by exhaust fumes, for the tail-pipe had broken off, and also the gear-lever kept jumping out of gear. Mairesse passed Gurney, using the sheer power of the 4-litre Ferrari engine, and Phil Hill was close behind them, all three being only 54 sec. behind the Lotus on lap 10. On the next lap the lead was reduced to 42 sec. and it was now just a matter of time before the cheeky little Lotus was caught. Gurney came in after 11 laps for fuel and to hand over to Bonnier, and shortly after starting his 12th lap Clark went off the road, so that when the others passed him he was lying on the grass recovering from the exhaust fumes. Once too often the Lotus had jumped out of gear on the over-run and, being somewhat dazed by the exhaust fumes, Clark was not quick enough in correcting the slide he got into and on full opposite lock he went over a small bank and into the shrubbery. Mairesse was now leading briefly but he stopped for fuel and to hand over to Parkes next time round, as did Graham Hill for Herrmann to take over, and Phil Hill went by into the lead. At the end of one lap in the lead Hill stopped at the pits, refuelled, and Gendebien was away before Parkes was in sight with the 4-litre G.T. Ferrari. Bandini brought the 2-litre Ferrari in for a routine stop while lying fourth and the car went no farther as it was found that the sump was cracked, so McLaren became fourth for a brief moment, until passed by Herrmann. While Bandini's car was being investigated Maglioli stopped for fuel in the leading G.T. Ferrari, and a complete failure of the starter motor meant that Kochert did not get a drive and the car had to be abandoned, which let the Nocker/Seidel car take the Championship lead. Cars were retiring in all directions at this point, Berger crashing badly with the E.N. Belge G.T. Ferrari, the M.G.-Midget breaking a stub axle and crashing, and Porsche Carreras and Abarth 1000s dropping out with mechanical troubles.

As a race the whole affair was now virtually over for the 2.4-litre Ferrari was quite untouchable, no matter whether Phil Hill or Gendebien were at the wheel, and they toured round at their own speed, only losing the lead briefly to the 4-litre G.T. Ferrari when they stopped for fuel, tyres, or driver changes, regaining the lead as soon as it was the turn of the G.T. car to make a pit stop. Although both 8-cylinder 2-litre Porsches were running perfectly they were unable to catch the Ferraris, but were an ever-present menace and by half-distance, which was 22 laps, the old Aston Martin was the only car on the same lap as the works Ferraris and Porsches, but by lap 25 it too had been lapped. The open 8-cylinder Porsche was not keeping up with its team-mate for it had been fitted with SP rain tyres just before the start and had lost a lot of time having these changed for racing tyres when the track dried, only for rain to fall again and call for another change of tyres, whereupon the rain stopped again! On racing rain tyres the handling in the dry is unaffected but on normal SP tyres in the dry the car handled rather like a jelly, so that Porsches should have left both cars on racing rain tyres.

Amongst the remainder of the field it was becoming a question of the survival of the fittest and among the fittest was the Lotus 23 Cosworth-Ford of Peter Ashdown/Bruce Johnstone, for they were both driving very nicely and consistently, and were steadily working their way up the list, being 10th overall at half-distance. The second Ian Walker car had broken its head gasket, had a new one fitted, but the head had warped and this one went as well. The Hobbs/Attwood Elite which was just behind the Ashdown/Johnstone Lotus 23 also went out with overheating, this fast car having a new nose with smaller aperture than the normal Elite. The Lawrence-tuned Morgans were plagued with starter-motor troubles, their Mini-Special Deep Sanderson fell off the road, Lumsden's E-type went out with rear suspension breakage, and the Elva ruined its engine. Of those that did not drop by the wayside some were going incredibly slowly and others were still racing, these being two German-driven Porsche Carreras that were only a few yards apart the whole time, including pit stops, in their dual for second place in their class.

In the closing stages of the race there was a brief moment of excitement when Parkes was in the 4-litre G.T. Ferrari in second place and Bonnier was in the 2-litre 8-cylinder coupé Porsche, and it was seen that Bonnier was closing up on the Ferrari, but it did not last for long; in spite of the rain Parkes opened out the big V12 Ferrari when his pit gave him the news and he just motored away and two laps later, on the 43rd lap with one to go poor Bonnier came to rest out on the circuit with a broken gearbox, so that team-mates Hill and Herrmann took over third position.

A rather dull race was made positively tedious by the A.D.A.C., when at the end they awarded a victory in the 2-litre sports-car class to the Ashmore/Carnegie Elva, as it was the last one in the class to retire; Bonnier/Gurney (Porsche) were awarded second place in their class even though the car was derelict out on the circuit, and the organisers refused to publish an overall classification, saying that Hill/Gendebien won the 3-litre Sports Class, Mairesse/Parkes the 4-litre Prototype Class, Nocker/Seidel the Class III F.I.A. G.T. Class, Linge/Barth the Class II F.I.A. G.T. Class, and so on. From all this confusion I append my own interpretation of the results of the VIII 1,000-kilometre race on the Nurburgring believing as I do that a car must finish to be placed. Strangely enough it was only the second time Ferrari has won the race, the other occasion being in 1953 when Ascari/Farina won with a 4½-litre Ferrari.—D. S. J.

Results :

1st :	P. Hill/O. Gendebien (Ferrari Dino 246 V6)	44 laps—7 hr. 33 min. 27.7 sec.—132.6 k.p.h.
2nd :	W. Mairesse/M. Parkes (Ferrari G.T. exp. 4-litre)	44 laps—7 hr. 35 min. 49.2 sec.
3rd :	G. Hill/H. Herrmann (Porsche 8-cyl. RS62)	44 laps—7 hr. 42 min. 24.6 sec.
4th :	B. McLaren/A. Maggs (Aston Martin DBR1/300)	42 laps—7 hr. 41 min. 38.6 sec.
5th :	P. Nocker/W. Seidel (Ferrari 250GT)	41 laps—7 hr. 36 min. 05.5 sec.
6th :	E. Barth/H. Linge (Porsche Carrera Abarth)	41 laps—7 hr. 37 min. 00.9 sec.
7th :	P. Noblet/J. Guichet (Ferrari 250GT)	40 laps—7 hr. 35 min. 05.6 sec.
8th :	P. Ashdown/B. Johnstone (Lotus-Ford 23)	40 laps—7 hr. 35 min. 21.1 sec.
9th :	G. Koch/E. Mahle (Porsche Carrera Abarth)	40 laps—7 hr. 35 min. 23.2 sec.
10th :	H. Oreiller/R. de Lageneste (Ferrari 250GT)	40 laps—7 hr. 42 min. 02.3 sec.
11th :	D. Glemser/R. Wutherich (Porsche Carrera)	40 laps—7 hr. 44 min. 14.0 sec.
12th :	P. Strahle/F. Hahnl (Porsche Carrera Abarth)	39 laps—7 hr. 35 min. 27.8 sec.
13th :	R. Moser/L. Bendar (Alfa Romeo Giulietta Zagato)	39 laps—7 hr. 45 min. 27.5 sec.
14th :	H. Estlet/F. Juttner (Alfa Romeo Giulietta Zagato)	38 laps—7 hr. 41 min. 10.0 sec.
15th :	M. Werner/N. Olsen (Jaguar E-type)	38 laps—7 hr. 41 min. 30.7 sec.
16th :	J. Wagstaff/P. Ferguson (Lotus Elite)	38 laps—7 hr. 43 min. 53.6 sec.
17th :	C. Gachnang/E. Grob (Ferrari TR-V12)	38 laps—7 hr. 44 min. 13.6 sec.
18th :	T. Fischhaber/K. Ahrens, Jnr. (Alfa Romeo Giulietta Zagato)	37 laps—no time given
19th :	M. Gregory/L. Casner (Maserati Type 61)	37 laps—7 hr. 37 min. 47.8 sec.
20th :	G. Laureau/J. Vinatier (Bonnet-Renault 704 c.c.)	37 laps—7 hr. 44 min. 22.8 sec.
21st :	H. Merkel/F. Kalkuhl (Porsche Carrera Speedster)	36 laps—7 hr. 33 min. 29.0 sec.
22nd :	J. Eschey/G. Bialas (Volvo P-1800)	36 laps—7 hr. 33 min. 47.4 sec.
23rd :	G. Sala/E. Zagato (Alfa Romeo Giulietta Zagato)	36 laps—no time given
24th :	K. Kothen/H. Endemann (Volvo P-1800)	35 laps—7 hr. 38 min. 47.4 sec.

Remainder of placings overleaf.

NAPLES G.P. (May 20th)

Formula One—60 Laps—150 Kilometres

Taking place on the same day as the Dutch G.P., the race at Naples was an outing for private owners with Formula One cars, all the factories being busy in Holland. All that is except Ferrari who deployed two cars from his large racing department for Mairesse and Bandini to race on the Possillippo circuit. Only 10 cars were permitted in the race, but 24 turned up to qualify and as the fastest three Italian entries were in irrespective of practice position it meant seven places to be battled for by the remainder. Naturally the two works Ferraris dominated the race and after leading for a long while Bandini overdid a corner and Mairesse was quickly by and away to win. Keith Greene in the Gilby-Climax 4-cylinder drove a good race to stave off Abate in the S.S.S. Venezia Porsche usually raced by Bonnier.

Results :

1st :	W. Mairesse (Ferrari 65-V6) ..	1 hr. 19 min. 36.1 sec.—113.160 k.p.h.
2nd :	L. Bandini (Ferrari 65-V6) ..	1 hr. 19 min. 39.4 sec.
3rd :	K. Greene (Gilby-Climax 4)	1 lap behind
4th :	C. Abate (Porsche 4-cyl.)	1 lap behind
5th :	I. Burgess (Cooper-Climax 4)	2 laps behind
6th :	A. Shelly (Lotus-Climax 4)	2 laps behind
7th :	T. Parnell (Lotus-Climax 4)	5 laps behind
8th :	D. Piper (Lotus-Climax 4)	9 laps behind
9th :	A. Settembre (Emeryson-Climax 4)	10 laps behind

Fastest lap : L. Bandini and W. Mairesse (Ferrari), equal in 1 min. 18.1 sec.—115.486 k.p.h.

INDIANAPOLIS 500-MILE RACE (May 30th)

Of the 33 cars that qualified for this year's 500-Mile Race there was one that did not conform to normal Indianapolis design. This was the Harvey Aluminium Special driven by Dan Gurney, who had qualified at 147 m.p.h. for the third row of the grid, compared with the 150-m.p.h. speed of Parnelli Jones, the fastest qualifier. The King-Dragster Mickey Thompson caused three Harvey cars to be entered, designed and built by Thompson Enterprises and financed by the Harvey Aluminium Company. Based on Cooper/Lotus Grand Prix lines with independent suspension all round, a tubular space-frame, and rear engine mounting, they were powered by specially enlarged and tuned Buick V8 engines. Gurney was the only one to qualify of the three entered.

In the race Gurney could not challenge the real Indianapolis champions, but was well placed among the general run of things until the final-drive gave out. The race itself ran true to form with the famous Indianapolis drivers in 4.2-litre Offenhauser-powered cars battling wheel-to-wheel for the lead, with fantastic pit stops in which three wheels would be changed and the car refuelled in well under 30 seconds. The winner was Roger Ward at a new record speed of 140.292 m.p.h. for the 500 miles, and his Indianapolis history is interesting as he finished first in 1959, second in 1960, third in 1961 and now first again in 1962. Ward it will be recalled is the man who took a speedway midget car to an S.C.C.A. race and ran rings round such machinery as 250F Maserati, sports Ferraris and sports Aston Martins. Designer A. J. Watson built the first and second cars to finish this year.

Results :

1st :	R. Ward (Leader Card Roadster)	225.774 k.p.h.
2nd :	L. Sutton (Leader Card Roadster).	
3rd :	E. Sachs (Dean Autolite Special).	

33 *starters* — 15 *finishers.*

EIGHT-CLUBS SILVERSTONE—continued from page 544

rear-engined Dison did not last the pace.

By contrast the earlier 750 race developed into rather a procession. Langton came up from a poor grid position to take the lead from Small, a lead he was never to lose, while Mallock's Simplicity dropped back after an early challenge.

Noteworthy scratch races for the unspecified motley included a short-head victory for G. M. Young's Sprite over Mayhew's fast Riley Special, and yet another win for Burnard (Ace-Bristol) who displaced Gott (Healey 3000) after the latter had set the pace earlier.

The fifteen-event programme certainly went on for rather a long time, but the competition and organisation were of a sufficiently high standard to keep most spectators at the circuit until the bitter end (6.40 p.m.) despite a constant threat of rain, and the occasional sound of John Arlott's Egbaston commentary over the p.a. system.—A. W.

RESULTS OF 1,000 km RACE—continued from page 555

25th :	M. Reid/J. Sparrowe (Austin-Healey Sprite)	35 laps—7 hr. 43 min. 36.6 sec.
26th :	B. Boyer/A. Gilhaudin (Panhard exp. coupé)	35 laps—7 hr. 43 min. 59.6 sec.
27th :	G. Savoye/C. Savoye (Morgan Plus Four)	35 laps—7 hr. 45 min. 54.6 sec.
28th :	C. Bobrowski/C. Dubois (Abarth 1000GT)	34 laps—7 hr. 37 min. 09.0 sec.
29th :	L. Miller/E. Shaffer (Sunbeam Alpine)	34 laps—no time given
30th :	K. Grothe/A. von Oertzen (Volvo P-1800)	34 laps—7 hr. 38 min. 19.6 sec.
31st :	E. Laub/P. Nicolier (Alfa Romeo Giulietta Zagato)	34 laps—no time given

Fastest lap : P. Hill (Ferrari Dino 246), in 9 min. 31.9 sec.—143.6 k.p.h.

EXIT THE ELITE

Most sizes of Dunlop's Elite car tyres are to be withdrawn from the range.

Although the Elite was, in its time, far ahead of any other tyre on the market in its class, embodying the most advanced cling rubber available in a normal production tyre, and with many high quality features of design and construction, the rapid advances of the last few years, especially in synthetic rubber technology, have reduced its lead.

The introduction of the standard-priced Dunlop Gold Seal C41 tyre, with its high grip rubber, advanced tread pattern and safety shoulder, means that the Elite no longer offers a big enough advantage, for most cars, to justify its extra cost. It is therefore withdrawn from the range in all sizes except those for Rolls-Royce and Bentley cars (8.20-15 and 8.90-15) where it has been exceptionally successful and where the demand for it is likely to continue.

MINIATURES NEWS

Corgi introduced last month an Oldsmobile Super 88 Sheriff's car (No. 237, 4¼ in. long, 4s. 11d.), a fine Ford Thunderbird 4-seater hard-top (No. 214S, 4 in. long, 4s.) and a Ford Thunderbird open sports car, with moulded detachable driver (No. 215S, 4 in. long, 4s. 4d.). Dinky Toys have brought out two realistic TV vehicles, an A.B.C. Mobile Control Room (Dinky Supertoy No. 987, 12s. 6d.) and an A.B.C. Transmitter Van (Dinky Supertoy No. 988, 7s. 6d.). These are provided, respectively, with detachable camera and scanning aerial. There is also a Leyland Atlantean rear-engined 'bus for those who collect public-service miniatures (Dinky Toy No. 292, 7s. 11d.).

Lesney Products' most recent contributions to the enormous field of transport in miniature are " Matchbox " reproductions of a Muir-Hill rear dumper (Matchbox Series No. 2, 2 in. long, 1s. 9d.) and a Whitlock Dinkum Dumper (Matchbox Series Major Pack No. M-10, over 4 in. long, 3s. 3d.). The dump buckets are fully working and the Dinkum Dumper articulates; the scale is to OO-g. Finally, Lines Bros. Ltd. have a Jaguar E-type coupé to 1/42nd-scale in their " Spot-On " series, the bonnet of which opens to reveal a twin-cam engine, the price of which is 6s. 9d.—W. B.

* * *

Autobooks of Brighton can supply for 5s. post free copies of the programme of the Rolls-Royce and Bentley Blenheim Palace Rally. They also offer reproductions, indistinguishable from the original, of 1911 and 1931 Bugatti Sales Catalogues, for 30s. and 37s. 6d. each (the two for 60s.).

* * *

Recent A.B.C. publications include guides to Midland Red 'buses and coaches, Yorkshire 'bus fleets (2s. 6d. each), and David Kaye's " Veteran and Vintage Public Service Vehicles," which describes in rather general terms, and illustrates, existing 'buses, trams and coaches (5s.). (Ian Allan Ltd., Hampton Court, Surrey.)

* * *

Alfa Romeo, Inc., of 231, Johnson Avenue, Newark, New Jersey, U.S.A., have issued an illustrated booklet of Alfa Romeo racing history, and Mercedes-Benz Sales, Inc., of South Bend 27, Indiana, have issued an exact copy of a brochure published in New York in 1906 on the 45-h.p. American Mercedes.

* * *

The Bugatti O.C. is planning an International Bugatti Rally for 1963.

LETTERS FROM READERS

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

A 3.4 JAGUAR MK. II AFTER 31,000 MILES

Sir,

The October 1960 issue of MOTOR SPORT printed a letter of mine in which I set out my impressions of my new Mk. II 3.4 Jaguar. The car has now covered 31,000 miles. After re-reading that letter I can find little to change of my ideas then.

The Jag. has proved to be a trusty and willing friend. Virtually nothing has been spent on repairs and it has never come anywhere near to letting me down.

What I still dislike as much as ever is the heavy steering at slow speeds, the tendency to roll, and the car's ferocious appetite for tyres—8,000 miles per set. Whilst I do not belong to that large class of people who own a Jaguar as a status symbol and bumble along at 40 m.p.h., I am not an erratic driver, as my m.p.g. of over 21 proves.

Jaguars depreciate rapidly in price from new—I suppose the cause is the poor serviceability of the body—one often sees a very tatty Jaguar with a layer of rust at the bottoms of the doors and the paint stripped along the edges of the mudguards. Unlike the Rover, a Jaguar is not thought of by the public as a car to buy and keep. Indeed, to say the least, the paintwork is very poor, chipping easily and scraping for almost no reason. (How often do I cast envious eyes at the finish of the new VW 1500.)

Before I bought the car I knew that the cantilever rear springs, which are really only an improvisation, would, as they sagged, leave me with only 3 or 4 in. of ground clearance. This indeed has happened. How Australians or rural French, or anyone else who has to use the car on unmetalled roads, manages is a mystery to me.

Finally, the noise of the loose timing-chain after my small mileage is becoming far too insistent for comfort. They tell me at the garage that this very often happens. Since it takes two days' dismantling to get at this lower chain to tighten it, and since they also tell me that when I am about it I might as well have the engine decarbonised, we have a further example here of a quality British car which has to be partially stripped down for what I consider to be a major overhaul before it has covered 40,000 miles.

Against World competition, this just will not do!

Dungannon. CONN MCCLUSKEY.

* * *

TYRES—HOW SHOULD YOU CHANGE THEM ROUND?

Sir,

When I traded in my 1958 De Luxe VW last year for a new one after completing just under 70,000 miles, it was still on the original Michelins (never a decoke either). These tyres were still good enough for the local agents to re-sell the car without replacing them. They had been changed round according to the manufacturer's instructions—or at least the garage said they had.

As my car lacked the advantages of cable brakes I am reluctantly forced to attribute the tyre life to my superlative driving skill.

Guildford. G. I. WILSON.

* * *

MOBIL ECONOMY

Sir,

I was very interested to read Mr. R. C. E. Robert's comments in the May issue of MOTOR SPORT with regard to the BP 100,000 miles test, and then to read the Editor's excellent article "The Grand Prix of the Globules" dealing with the recent Mobil Economy Run. Having read of the phenomenal m.p.g. figures of the M.E.R. in 1957, Mr. Robert's letter heading "Who d' they think they're kidding," could well apply to my thoughts at that time. How better to find out the facts than to enter myself in 1958. Being a private motorist with no "access to assistance" I thought I would be taboo, so—first surprise—I was accepted. Assuming that the "regulations" were merely only so much paper work, I listened with interest to the devious economy devices my colleagues suggested—pumping up the tyres, carburetter economy jets, thinning additive in the gearbox and so forth. You may guess my surprise when they found the lot during scrutiny and others of which I did not know. This convinced me that this was a genuine event but not being a "globule don" I still wondered how "economy tuning" and lubrication with the "recommended products" would affect a car after say 20,000 miles. To find out the answer I sold my old car and purchased a new Gazelle which I had accepted for the 1959 run. We did not win but we averaged over 43 m.p.g. The intention was to enter the car again in 1960 and '61 and compare results but as the routes varied each year the idea was not foolproof. The obvious thing would be to repeat the 1959 route under the same conditions and under the same scrutiny—unfortunately, on looking into the possibility of this, I found that expenses, R.A.C. Officials, fuel, accommodation, etc., would amount to well over £100 so that is off but the following data might be of interest.

Since purchasing the car in February 1959 it has been run on Mobil Special (except when not available) and lubricated since new with Mobil Oils. The average daily run is three miles to the office and three miles back, with a twenty/thirty yards reverse at each end. It has been used continuously for rallies, driving tests, tours abroad, including the Sete Rally. The average m.p.g. over short journeys when new was 33.3 m.p.g. The average now over the same journey is 33.2 m.p.g. Over long journeys it is 40 m.p.g. (with overdrive). Replacements since new—battery (18 months) set of tyres (21,000 miles), speedometer (23,000 miles). Other than normal greasing and tappet settings no other maintenance has been necessary, the cylinder head, manifold, etc., have never been off and compression remains at peak.

I admit to being now convinced there must be something in this manufacturer's claim for his products.

West Wickham. E. JONES.

[Good for Mobil!—ED.]

* * *

LET OUT

Sir,

In his letter in June MOTOR SPORT, Mr. H. N. Hillier suggests that the Austin designers have overlooked the fitting of a hinged rear number-plate to the A40.

The following is taken from the Austin A40 Drivers' Handbook:

"In common with other vehicles of this type, *i.e.*, where the rear-seat squab hinges forward, it will be found that if the vehicle were driven with luggage compartment lid open, exhaust fumes would tend to enter through the lid opening. In addition it should be noted that the number is not displayed according to regulations with the lid open, and for these reasons the lid must always be closed before using the vehicle."

This problem of exhaust fumes is present in any vehicle which is not perfectly streamlined; the most extreme examples are, of course, station-wagons.

Greenock. DONALD R. MCSWEIN.

* * *

THE CORRECT SHADE OF SERVICE

Sir,

The letter from Mr. John M. Bell in your April issue is clearly very damaging to the reputation of my Company, and I trust you will publish my comments on it in your next issue.

In the first place great care has been taken to organise the Reception Department in such a way that every caller during working hours is interviewed by a responsible official, which was obviously not the case on the occasion of Mr. Bell's call.

There are two qualified receptionists on duty from 8 a.m., covering one another during the lunch hour. When either is away through illness a senior member of the service department clerical staff replaces him.

The works lunch hour is between 1 p.m. and 2 p.m., so that no authorised member of our staff should have stated, as Mr. Bell infers, that the lunch hour did not finish until 2.15 p.m.

In the second place, exhaustive inquiries have failed to elicit any knowledge of this incident, or of any employee eating his lunch in the Reception Office, or of any recent occasion when this office has not been properly manned during the period 1 p.m. to 2 p.m.

A tester is on duty during the lunch hour and none of our employees has any recollection of this incident, so it seems inconceivable to us that any customer could enter the reception department at any time without being properly received.

Mr. Bell is unknown to us and we are disappointed that after many requests he has found it impossible to come and identify the person who let him and us down so badly.

For nearly thirty years we have endeavoured to build up a

reputation for courtesy and efficiency as distributors of Standard and Triumph cars, and we greatly regret that Mr. Bell should have been treated in the manner stated.

Although we have been unable to take any action against the individual concerned since we have not been able to trace him, we have given a strong general directive to all employees concerned that any discourtesy of this nature will be followed by instant dismissal.

S. H. NEWSOME, *Managing Director*,
S. H. Newsome & Co. Ltd.
Coventry.

* * *

SLIPPERY—OR SLIP UP?

Sir,

I must express my agreement with the views of A. G. Tillman, but he seems to have missed mentioning the fuel consumption of the Molyslip Mini. In the owner's own words : " Yes, I must admit I cane the Mini very much," and yet he still gets between 58 and 60 m.p.g.! There would seem to be a big discrepancy somewhere, since the Mobil Economy Run Minis were only recording 54-55 m.p.g.!

J. HOLMES.
Nelson.

* * *

THE LAST WORD!

Sir,

With reference to the wintry VW advertisement, since the one that got away has got away so thoroughly that it has gone right out of the picture, how do we know that it *was* a VW ?

PATRICK MUSSETT.
Manchester.

[This correspondence is now closed.—ED.]

* * *

From The Viscount Curzon, C.B.E. D.L. J.P.

MOTORISTS AND THE POLICE

Sir,

I read with some interest in "Matters of Moment" your article on motorists and the police, and I endorse all you say.

For some years now as Chairman of the Bucks. Road Accident Prevention Committee, and a member of other similar committees, and as a Magistrate in the County, I have been pressing at every opportunity the necessity for amicable relations between the police and the motorists. It is indeed encouraging to see that Brigadier Cheney, Chief Constable of Buckinghamshire, has announced that his constabulary is holding a Road Courtesy Campaign during the months of May and June with the object of bringing about a better relationship between the police and all road users, and to make road courtesy and safe driving a habit.

Brigadier Cheney is, of course, an honorary member of the British Racing Drivers' Club and shares responsibility with the Northants Constabulary for the excellent traffic arrangements on the approaches to Silverstone.

I understand that during the first week of this Courtesy Campaign 1,529 road users in Bucks. were stopped and cautioned or advised by police officers, and during the second week 2,117 people. This can be split into first week, 185 pedestrians, second week 278 pedestrians, cyclists 283 and 509, motorcyclists 66 and 68, other drivers 995 and 1,242. It is obviously too early to comment on the success or otherwise of this campaign, but it is a serious attempt to do something helpful as opposed to the recognised police procedure which so often ends in prosecution for what might be considered by the motorist as a minor offence, with its attendant wastage of time at the Courts.

CURZON.
Penn Street.

* * *

JUSTICE?

Sir,

Two flagrant pieces of gross injustice towards the already long-suffering motorist were recently reported in the National press.

The first was a case presided over by Mr. Justice Megaw, who held that motorists have *an absolute duty* to give precedence to pedestrians on zebra crossings. In the particular case reported, the unfortunate driver was held liable to the pedestrian whom he knocked down, even though it was admitted that the pedestrian had " foolishly dashed across in front of his vehicle."

On the face of it, this would appear to be a case of the motorist being penalised to provide compensation for a " jay walker." The most disturbing factor of the whole affair, however, is the worthy judge's incredible contention that the driver should be held responsible for not doing the impossible despite the fact that the necessity to do so clearly arose through the stupidity and thoughtlessness of the plaintiff.

The second case is perhaps even more astounding than the one related above. It concerns a scooter rider who was fined £5 with 17 guineas costs, and disqualified for a year, for allegedly driving while unfit through drink.

In this case, Mr. E. R. Guest, the West London Magistrate, apparently completely disregarded the expert evidence of the doctor who examined the rider within 40 minutes of the alleged offence, and pronounced him fit to drive. Admittedly there was a time lag between the time of arrest and the examination, but I find it hard to believe that in 40 minutes a person could cease to be a drunken menace on the road, and be passed as fit to drive by a fully qualified doctor who, by virtue of his profession, must be absolutely certain of his decision.

This case raises the question of whether, if charged with an offence similar to the above, it is worthwhile being examined by either the police doctor or your own doctor, if the Magistrate, in his wisdom, will, as likely as not, disregard expert evidence, and accept that of a police officer in preference.

Surely it is high time that the combined voices of the large motoring organisations, to which so many of us belong, made themselves heard in an attempt to secure more careful regulation of the powers of some of the people who sit in judgment of motoring offenders, to ensure that the sentences pronounced are not left so much to the discretion of a few people who are apparently as illogical as they are dictatorial.

D. DE C. CROTHALL.
Wimbledon Common.

* * *

MINI RECORDS

Sir,

I note that one of your correspondents has managed to do over 100 miles and have a Mini-Minor for a few days without any trouble. Indeed it must be a record.

I purchased a Riley Elf, a so-called luxury Mini-Minor, which costs well over £100 more than the normal Mini. Before doing one mile or having it one day it was delivered with British racing rust in the following places :

1. Round the base of the boot lid.
2. Door panel off-side.
3. Round the windscreen.
4. Underneath the chrome strips on the side of the car.
5. Round the rear lamps.
6. The windscreen wipers run rust on to the rubbers which in turn deposit it on to the windscreen.

The sound-proofing material in the boot was held on at two corners only and was hanging down disconsolately across the boot. The roof lining became detached and is held up by the flimsy so-called sun visors. The so-called stainless steel runners at the base of the bodywork show signs of rust at the joins. A wonderful extra finish for considerably over a £100 more than the average Mini!

In the five days I have had it it has been a source of interest to many, being one of the first around our district, and I have not been slow to point out the rust, the hanging sound-proofing, the hanging roof lining, the paint-free edge of all four wheels where the tyres have been bashed on.

My last car bought new was foreign; my next one will again be foreign.

My personal transport is three tons of Teutonic brute force, a 1936 Mercedes Benz 540K cabriolet, which ha. yet to show any rust, and the chrome, which is still good, is on brass.

Not again will I buy British and should have known better, having been an avid reader of MOTOR SPORT for thirty years.

Please continue to criticise new cars constructively as in the past and publish such letters as these in the hope that one day we can buy British and be proud of it.

T. R. O'NEILL.
Thames Ditton.

Sir,

F. E. Mallett, Surbiton (May issue MOTOR SPORT) makes me see red, after reading his remarks regarding those tough Minis.

Possibly your correspondent is in possession of one of the earliest models—he omitted to state whether this is so.

Speaking from personal experience, it is true they did leak, but it was possible to have this fault corrected at your local garage—and on the later models this doesn't occur at all. Water getting in the distributor during wet weather has also been cured. Other components ? Horn button did give trouble—cured; two door pulls—replaced. The only other trouble—loose shock-absorbers—again cured.

As a member of the female brigade I've not had the opportunity

of examining a brake drum, so do not know whether there is one leading and one trailing shoe in each drum, or not.

It is agreed the jack is rather frail looking, but this has done the job it was required to do.

But really I could explode when he says tyres are finished at 15,000. I can only speak for my husband and myself, and, while we drive speedily, we don't find it necessary to slam on brakes! On our Mini No. 1 we covered 29,000 miles in 18 months, replacing only two tyres at 21,000, the remaining two having ample tread for a *few* more miles when Mini No. 2 was purchased—and after 17,780 miles to date in 12 months on all kinds of road surfaces, the amount of tread is good for at least a further 6-8,000 miles. (On the second model we have not changed tyres round every 2,000 miles.) Of course, we do not keep our Mini's tyres at low pressures.

For economical running at a large mileage rate and ease of maintenance, comfort, particular roominess in front, etc., etc., give us a Mini every time. If money were no object we would have a Jaguar E-type, or a Mini-Cooper as second string to our great little de luxe Mini!!

Stanmore. P. D. THOMPSON (Mrs.).

* * *

PERVERTED PUBLICITY

Sir,

Having started your May issue at the front cover and been fascinated until I reached the back cover, I am suddenly a puzzled man.

Confronting me as I solemnly contemplate the end of this month's quota I see two pictures. The first picture shows a moron trying to see through a windscreen with rain on it. The second picture shows that someone has switched on the wipers. Moron, it appears, was, and still is, parked (see speedo.) in the middle of a wet street. I then read that it was clear that our hero was in a safer situation in the second picture than in the first picture. Why?

Further, what has all this to do with windscreen washers?

London, W.11. E. R. RIX.

* * *

NOMENCLATURE

Sir,

As a reader of many years, and the holder of a Driver's Licence since 1919, I have now become heartily sick over the repeated misuse of the word "visibility."

Almost every motoring journal, and quite a few others, refer to the so-and-so having excellent "visibility" over either a sloping bonnet or through a curved windscreen, or for some other reason totally unconnected with the word.

Even some aeronautical journals, to their shame, are falling for this totally erroneous description of a characteristic which can only be described as "the field of view"—shortened usually to "the view."

Visibility is usually associated with the length (distance) of perceptible vision, which can be reduced considerably by other features certainly not connected with motor-car design, and a return to the correct descriptive word would appear overdue.

Ask any qualified commercial pilot if there is any difference between these two words and mark his answer, ditto any master mariner!

Without any apologies.

Ryde. L. S. ASH.

* * *

NO CHAINS!

Sir,

You have rather caught me over a barrel about the Porsche Carrera 2, and its camshaft drive.

The advertisement was, of course, inserted by me, but in this particular instance it did consist of an extract from *The Motor* article on the Carrera 2, and they made this erroneous statement. I can really only add that I did this ad. in rather a hurry, and did not spot their error at the time. It was not repeated. We did write to *The Motor* asking them to insert a correction.

W. H. ALDINGTON,

Isleworth. *Director*, A.F.N. Limited.

* * *

RUNNING-IN

Sir,

On Thursday, May 3rd, I helped at an accident involving one of three Ford Anglia vans being delivered along the A 34 north of Congleton. Its front tyre had collapsed and the vehicle had swerved, hit the bank, and rolled over. Fortunately no vehicle was proceeding in the other direction. Another motorist who stopped to assist said that some half-mile back, while he was doing 70 m.p.h., these three vehicles had passed him, in close formation, crossing a double white line. The milometer reading on the crashed vehicle was 196.

It seems monstrously ironical that the eventual purchaser will be advised not to exceed 40 m.p.h. for the first 500 miles or so, and to steadily run the motor in thereafter. The least the purchaser of a commodity can expect is the privilege of wrecking it in his own way, not having this "built in," as it were, on delivery.

Manufacturers apparently condone this abuse by implying that a skilled driver can reach these speeds without damaging the working parts. I cannot understand how skill will cool the high temperatures generated by the tight unbedded bearing surfaces, or the gears of transmission and back axle. If skill in fact has these desirable influences I should be pleased to know how and where one obtains it. I think it is dishonest clap-trap.

Tamworth. J. REYNOLDS.

* * *

POLITICS

Sir,

Whilst your excellent magazine usually confines itself to motoring, not political, issues, I feel that the letter of Mr. John Thorpe, published last month, cannot be allowed to go unanswered.

In his skilfully worded letter, Comrade Thorpe—I am sorry, Mr. Thorpe!—ridiculed the idea that Communist countries undercut with the prices of their goods to be able, when the time is ripe, to disrupt the home markets of the country in which their goods are sold. This, he says, is the contention of an unreliable "professional anti-Communist"; to rely on such a man "is as wise as forming an opinion on democracy by a prolonged study of *Mein Kampf*."

Mr. Thorpe obviously has a great sense of humour. Otherwise he would have mentioned what happened in 1958, when Russia suddenly closed all her markets to Finland (nearly 20% of whose trade was with Russia) in an attempt to force Finland to admit Communists into her Cabinet. In the ensuing chaos, it was by luck alone that the Finns were able to resist the demand.

Having shown Mr. Thorpe that the Communists *do* use trade for the disruption of other countries, let us now show that they also undercut with their prices. Since it was the Skoda car which comes from Czechoslovakia which brought up this argument, may I quote the Czechoslovak Statistical Institute, which stated in 1955 that Czechoslovak trade was not guided by "purely practical considerations . . . it follows a plan carefully drawn up in accordance with political considerations." In other words, the Communists undercut, "to capture markets, and with and through them, the minds of free men" to quote the Prime Minister of Canada. But I suppose Mr. John Diefenbaker is just another unreliable "professional anti-Communist." . . .

Mr. Thorpe still seems unable to explain why a Skoda should cost £1,370 in Prague, yet under £400 in Egypt—or why the pre-import duty price of the car entering this country is only £330. The Triumph Herald 1200, the most mechanically similar English car, costs nearly 50% more, and we know that the Leyland group is doing all it can to keep the price of the Herald as low as possible. Is this not proof that the Communists undercut? Or are we to believe that the Czechs put a purchase tax of over 300% on their cars? Since Mr. Thorpe says "many of us might well feel that the tax on cars here is hardly a light one" (it is in fact 45%), I would like to hear his views on this matter!

Finally, Mr. Thorpe asks why the British record of Labour Relations is defamed so often—and says that the time lost through strikes is "hardly disastrous." I suggest that it *is* disastrous, and mostly through the influence of factory-branch Communists, of whom the *Daily Herald*, hardly a fanatically right-wing newspaper, once said, "If they cannot stop exports at the factory, they always end up by fomenting strikes at the docks." How peculiarly true that was in May 1962. We have the workers of the Ford Motor Company, and of many other firms, on unofficial token strikes in sympathy with the nurses (how sweet!), and a threatened National dock strike, which was only averted by an eleventh-hour agreement. Funny, but one never hears of such things happening on the other side of the Iron Curtain.

Mr. Thorpe appears to me to be a great advocate of the cause of the Communist countries; he said in his letter that anyone who supported such views as are expressed in this one must be dim-witted. Many of us might well feel that the boot is on the other foot. . . .!

Barford. M. BEGBIE-CLENCH.

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FOR SALE

1957 MORGAN 4/4. Overdrive. Reconditioned Ford engine, etc. Best offer. Box No. W.435. [6435

LEA-FRANCIS 1,767-c.c. engine, less electrics, etc.; damaged cylinder. Must dispose immediately. Also 1949 aluminium/timber estate car, heater, fog, overhauled 1,000 miles ago; M.O.T. May 1962. Ideal for motor caravan. Sale, or exchange smaller tourer. Bradley, 130, Holland Road, W.14. Tel.: PARk 5106. After July 6th. [6437

M.G. M-TYPE. Reconditioned J2 engine, gearbox. Red. V-windscreen, rev.-counter, oil pressure gauge, boot. Taxed August. Delicious throughout. Compelled sale. £110. Prudhoe, 179, Dean Road, Scarborough. [6438

ROLLS 25-h.p., 1929, elegant saloon, beautiful lines. £230 or realistic offer. Arman, 11, Trevose Close, Chandlers Ford, Hants. Tel.: Chandlers Ford 5002. [6439

F.N.-B.M.W., 1939, 326. Breaking. Offers with inquiries. Clarke, "Fairview," Station Road, Meole Brace, Shrewsbury. [6440

M.G. NA, 1935, suitable spares or rebuild. Offers around £45 required. H. K. Nunn, Heald Wall Nook Cottage, Barkisland, Halifax, Yorks. [6441

LEA-FRANCIS 2½-LITRE sports, 1950. Good condition. £160 o.n.o. Lockwood, The Homestead, Yew Tree Hall, Stretton on Dunsmore. [6442

VINTAGE SALMSON "Grand Prix" 2-seater. Handsome pointed-tail body. Superb original condition. M.O.T. Hood and sidescreens. Enormous quantity spares. £175, no offers. 12, Golders Manor Drive, London, N.W.11. [6443

ONLY £190, MORGAN Special, 1,203 c.c., o.h.v. reconditioned engine, fibreglass body, new hood, many extras. Very reliable and quick. Swallow Cottage, opposite "Chequers Inn," Cutnall Green (Tel.: 611), Droitwich. [6444

DISMANTLING TA. Fitted many TC parts, wings, wheels, etc. Block cracked. Also PA chassis, offers; and some PA spares. 7, Chester Close, Luton, Beds. [6445

RILEY LYNX, 1937, 12/4. M.O.T. tested, engine recently overhauled, good body, tyres, twin windtones; good all-round condition, some spares, etc., £100. 1½-litre reconditioned preselector gearbox, £12. Roberts, c/o 36, Clifton Road, Rugby, Warwickshire. Tel.: Rugby 3616. [6446

MUST SELL : SPRITE carbs., inlet manifold, works mileage, £12. Also twin S.U. carbs., pancakes, Servais inlet and exhaust manifold for 100E, £15. Riley Nine sports, 1935, alloy 2/4-seater body, engine, chassis, etc., completely overhauled; special head, twin S.U.s, 4-branch; radiator rechromed. Requires finishing. Numerous spares. £35 o.n.o. Roberts, Strongford Farm, Trittensor, Stoke-on-Trent. [6448

RILEY KESTREL 9-h.p., 1935, red. In immaculate *concours* condition as result of complete rebuild by engineer-enthusiast. Worth over £250, accept £190. 34, Totternhoe Close, Kenton, Middlesex. [6450

TR SPARES : Chassis (damaged), £3; pair aeroscreens (new), £7; pair sidescreens, £6; 2-speed wiper kit (new), £9; part heater kit, 30s. 67, Pilsley Road, Clay Cross, Chesterfield. [6451

MISCELLANEOUS SALE : Shorrock supercharger kit for Sprite, complete, as new, £35. Morgan front suspension, new, complete crossframe, £10. Sprite exhaust system, £5. Sprite flywheel and starter ring, £2. Townsend, Longcroft, Oxton, Notts. Tel.: Oxton 275. [6452

1947 M.G. TC. Interior relined throughout matching fawn Polyvinyl hood. Fitted carpets throughout. Stage I. Immaculate interior and exterior. 92 m.p.h., 41 m.p.g. Lovingly treasured. £225 o.n.o. Tel.: Primrose (Hampstead) 1158. [6453

LANCIA APRILIA, 1939, de luxe. Weber, "X"s, 2nd series front suspension, Houdailles rear. Excellent state throughout, full history. £195. Owner going to U.S.A. Wright, Drive House, Datcher, Bucks. Tel.: 270. [6455

FOR SALE—*continued*

A.C., 1936, d.h.c. Excellent condition, M.O.T. Spares galore. £140 o.n.o. Hayward, Aine, York. [6454

H.R.G. 1100. Full weather equipment, tonneau; tyres as new; spot, sealed-beam heads. M.O.T. £225. Tel.: MUS 3546 (*office hours*). Tough, 63, Ponsonby Place, London, S.W.1 (evenings). [6456

BUILDING A "SPECIAL"? Many mods.: Aquaplane h.c. head, £7; twin S.U. carbs. and *manifold*, £13; etc. Send for list. 308, Twentywell Lane, Sheffield. [6457

"MOTOR SPORT"/"AUTOSPORT." *M/s*, 54 to date; *A/s* '57 to date. Offers. Camps, 117, Bassett Avenue, Southampton. Tel.: Southampton 69339. [6458

"SPECIAL" BUILDERS," I have an A.K.S. fibreglass car body for sale, complete with head, side, tail and reverse lights; windscreen; X-flow rad. and header tank, tonneau, etc. Must sell, £75 o.n.o. 21, Swain Road, Thornton Heath, Surrey. [6459

RENAULT 750, 1951, two-tone green. Recent respray, resleeve, *recon.* head. Good tyres. 100, Kymswell Road, Stevenage. [6460

ROLLS-ROYCE 20/25 sports saloon by Thrupp & Maberly. Unmarked pearl grey cellulose. Excellent mechanically. In everyday use. Taxed, tested. £295. Photo available. Tel.: Coltishall (Norwich) 439. [6461

RILEY 2½, 1951. Outstanding condition. Best offer over £200. Details from 43, Ellesmere Road, Chiswick, W.4, or Tel.: CHI 3862. [6462

1953 RILEY 2½. L.H.D. Good condition. Must sell, £135. Tel.: Exmouth 2814. [6463

M.G. TD2, 1953. Good condition throughout. M.O.T. certificate. Tonneau cover, luggage rack, heater, etc. £310. Tel.: Burton-on-Trent 5411 (day). [6464

1937 A.C. COMPETITION, superb condition. £210 o.n.o. 19, Brynards Hill, Wootton Bassett, Wilts. [6465

£50 O.N.O. F8, 1938 regd. Fixed hard-top "Sabre" body. Running order, less 2nd gear. Gurney, 23, Roberts Road, High Wycombe, Bucks. [6467

VOLKSWAGEN, 1955. Superb condition throughout. Extras include sunroof, roll-bar. £365 o.n.o. Tel.: Sanderstead 6440. [6468

B.M.W. 700 sports coupé, twin carb., right-hand drive, white, 2,500 miles. As new inside and out. £725 o.n.o. Wilkinson, 9, St. Margaret's Road, Ruislip. [6469

1172 FORD SPECIAL, re-regd. 1960. Tubular chassis, "X"s. One-off body. £120. 34, Mottram Road, Stalybridge, Cheshire. [6470

FORD TEN SPECIAL, "Fairlite" body, new tyres. Luxuriously finished. £120. Hall, "Beverley," Backwell, Som. [6471

1960, OCTOBER, AUSTIN-*Mini*, one owner, 10,000 miles. Downton conversion, twin S.U.s, 9 : 1 head, etc.; 90 m.p.h., 36 m.p.g. minimum. Really first-class order. £445. Tel.: Reading 55811, extension 6087 (9-4). [6472

FORD EIGHT ENGINE and gearbox, £3; ditto Ten, dismantled, 30s.; wheels and tyres, £1 each. Tel.: WALlington 8950. [6476

ALFA ROMEO, 1951, 2½-litre 6C sport, 5/6-seater, d.h.c. by *Touring*. Good order. £350 o.n.o. Wells, Cornbury Farm, West Lavington, Devizes, Wilts. Tel.: Lavington 3107. [6477

SMART 1932 AUSTIN 12/4, £45 o.n.o. Mechanically reliable and economical. Good paintwork, interior and tyres. Hardly used. M.O.T. Taxed September. Box No. W.479. [6479

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FOR SALE—*continued*

FINE OLD CAR requires good home. 1930 Morris Cowley saloon, good running order, sound condition throughout. Instruction book. M.O.T. certificate. £50 o.n.o. 11, Rutland Avenue, Poulton-le-Tylde, Nr. Blackpool. [6490

EUSTACE WATKINS WOLSELEY Hornet sports, 1933, 12 h.p., occasional four. T. & T. Aug. Excellent order. Twin carbs., hydraulic brakes, slab tank, strap, etc. £120. E. W. Ellison, Coombe House, Chieveley (Tel.: 325), Newbury, Berks. [6491

M.G.-A 1,500-c.c. ENGINE and gearbox, standard and c/r. gears. Highly-tuned, hand-built unit complete with all accessories. Brand new. Five wire wheels, 15 in. "X" tyres, splined hubs, k.o. caps. Offers to : D. F. Lovejoy, 37, Culver Lane, Earley, Reading, Berks. [6492

ROLLS-ROYCE 20/25, 1935, Windover limousine. Excellent condition throughout. Insured, licensed, tested. Maroon and black. Price £450. Apply Box No. X.493. [6493

DELLOW SPECIAL, regd. '58, Mk. 5 chassis and suspension, E93A engine, fibreglass body, Caribbean hard-top, spare engine and 4.7 c.w. and p. £165 Dixon, 23, Turner Street, Waterhead, Oldham, Lancs. [6494

750 SPECIAL, alloy body, most mods.; cross-flow head. £50. Horton, Upton Warren, Bromsgrove. [6495

TWO 2½-LITRE RILEY engines for sale complete. Deliver anywhere. What offers? Roberts, 106, Arderne Road, Timperley, Cheshire. [6496

M.G. PA. Rare Airline coupé. Good mechanical condition. Upholstery scruffy. £45. Kennard, 19, Park Place Villas, W.2. Tel.: AMB 7874. [6497

DAIMLER BARKER drophead coupé, 1952 model, one owner since 1954. Blue and cream body. 56,000 miles, reconditioned engine; regularly serviced and well maintained. £375 o.n.o. Tel.: HAMpstead 8328. [6498

MARSHALL SUPERCHARGER, almost new, £28. Would be suitable for Riley 1½. All inquiries to A. E. Bragg, 19, Harvey Road, Croxley Green, Herts. [6500

1937 RILEY FALCON. Engine, transmission and tyres good. Excellent for spares. Any reasonable offer. Drakard, Hartest (Tel.: 204), Suffolk. [6501

LAGONDA 2-LITRE low-chassis tourer. Refabricated. Excellent condition. £225 o.n.o. Clarke, Gatesford Lodge, Traps Lane, New Malden, Surrey. Tel.: MAL 2655. [6502

A/HEALEY SPRITE : Sliding sidescreens, almost new, £8. Turner, 22, Nursery Row, S.E.17. Tel.: BAL 2480. [6503

RILEY 2½, 1952. Beautiful B.R.G. cellulose. Excellent bodywork, interior. Recent engine overhaul; near new tyres. First-class car at £200. Neale, Tel.: Elmbridge 5281, ext. 56 (Surrey) (office), 46, Oakliegh Avenue, Tollworth. [6504

1923 DURANT tourer, 24 h.p., o.h.v., 4-cyl. Mechanically sound but body requires finishing. Full history known. £70 o.n.o. Cook, Cleeve, Culverstone, Meopham, Kent. [6505

328 B.M.W. : 1940 Mille Miglia (one of six imported). Recellulosed, burgundy/black. Engine just completely rebuilt by specialists. Hirth close-ratio gearbox, 3.7 : 1 competition axle, OZ.80 head. Rechromed, new hood, sidescreens, battery; re-upholstered; five new Michelins. M.O.T. Photos. Superb condition. £385 o.n.o. Exchange considered. Fidler, Stanton Avenue, Manchester, 20. Tel.: DID 6390. [6507

GSM DELTA : One of the rare, extremely attractive, fast, glass-fibre 2-seaters, 105E—60-b.h.p. engine. Nearly new, numerous improvements. £785 o.n.o. (list over £1,100), exchange. Frazer, Tel.: HAMpstead 4712 (after 8 p.m.). [6509

AUSTIN CHUMMY, '29, in pieces prior rebuild, spares £10 or exchange motoring books. Humber Nine, '29, v. sound, inside tatty, £30. Jackson, 12, Mayne Avenue, Luton, Bedfordshire. [6510

1961 FORD FALCON Caribbean, well trimmed. Used daily without trouble. Bank manager forces sale. £175. Thompson, 29, Greenford Road, Greenford, Middlesex. Tel.: WAX 4683. [6511

LOTUS-LIKE FORD TEN Special. Prof.-built alu body. Used hill-climbs. New front tyres. Hood. £100 o.n.o. Tel.: UPP 5657 (evenings only). [6512

LANCIA APRILIA, 1939. M.O.T. April 1962. Bodywork, interior and mechanics very good. Everything works. Enthusiasts please. Tel.: SHE 8577. [6513

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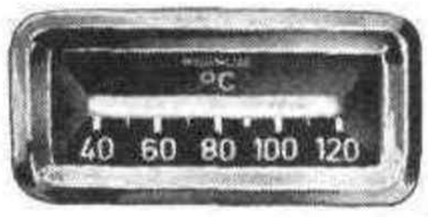


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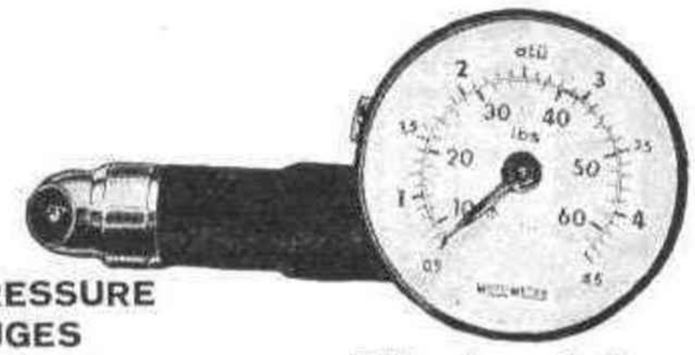
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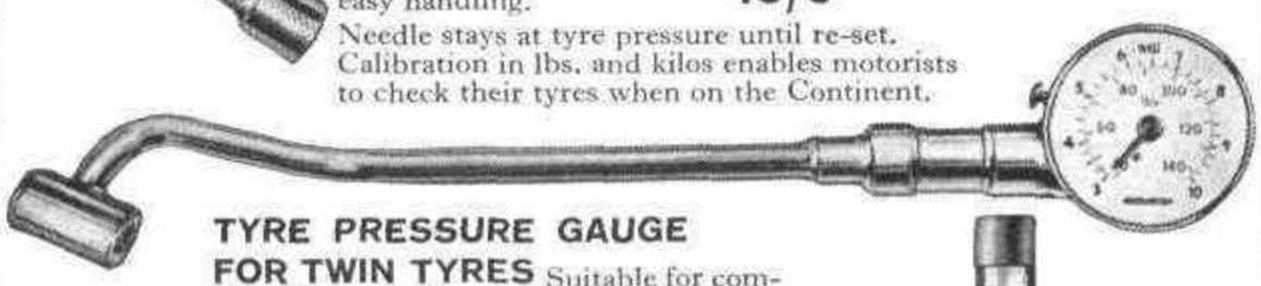
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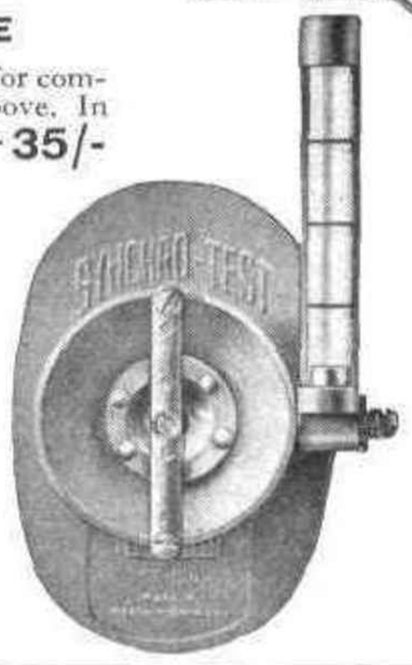
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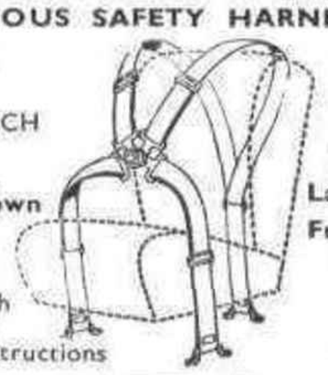
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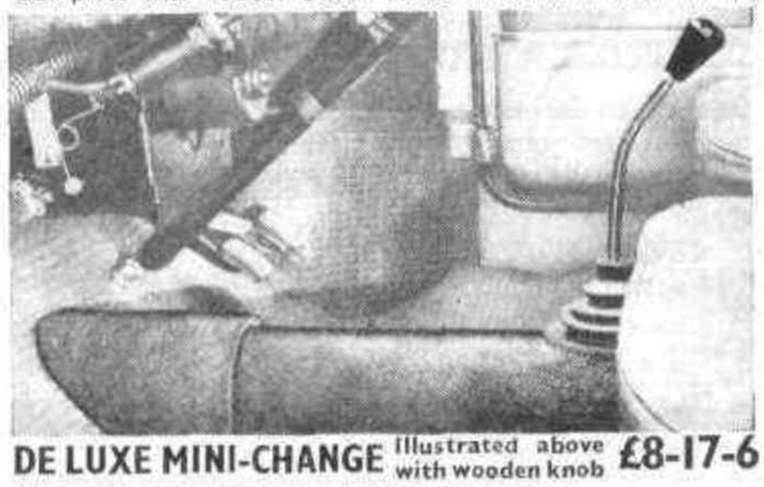
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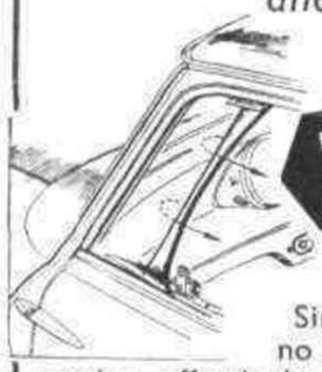
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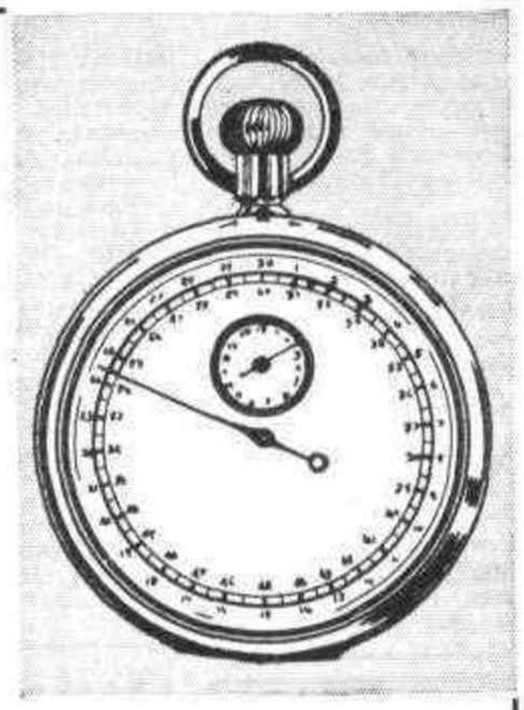
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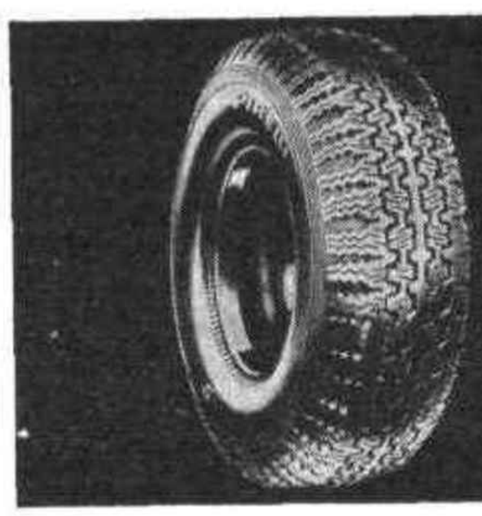
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1928 3/4½ BENTLEY V.D.P. fabric 4-seater, 3-piece windscreen, "C" box, standard throughout. Offers around £400. Genuine reason for sale. Marsh, Tel.: Tunbridge Wells 21178 (during day). [6778

BREAKING 1948 WOLSELEY Eight. Damaged near-side front. Other parts good, including engine, transmission and body. Tel.: Uplands 4351 (evenings or weekends). [6779

FOR SALE—*continued*

M.G. L MAGNA. Many spares, including engine. £50. Also Wolseley Hornet radiator, 30s. Tel.: Downland 3145 (after 6). [6780

1904 POPE-TRIBUNE. Fully restored. V.C.C. dated. Regular Brighton finisher. Unique in Europe. £875. Box No. X.781. [678n

AUSTIN SEVEN SPECIAL, fibreglass 2-seater. Bucket seats, hydraulic brakes, new 16-in. non-shroud wheels, new Michelin tyres, Marshall lights, telescopic dampers, rebuilt 3-bearing engine, crossflow radiator, water pump; good battery, hood, etc. Virtually unused since construction. Genuine reason for sale. £175 o.n.o., consider exchange. 10, High Street, Robertsbridge, Sussex. Tel.: 303. [6782

NEW CROWN-WHEEL and pinion, for 1951 1½-litre Riley, ratio 9/44, £5. Workshop Manual, 15s. Sanders, Swell, Fivehead, Taunton. [6783

LAYSTALL HEAD for Consul. Valves, springs, twin S.U.s, linkage. As new. Offers to 184, Addison Road, Rugby. [6784

TRIUMPH GLORIA, 1935, 10.8 Climax engine. M.O.T. cert. Body/mechanics very good. Grey/red. Recent replacements parts fitted, extras. Bargain, £50. 110, Mercian Way, Cippenham, Slough, Bucks. [6785

BREAKING M.G. M-TYPE. Details of spares from Box No. X.786. Also J2 block, offers. [6786

1172 FORMULA CAR. Very quick. Aquaplaned engine, all-independent suspension, M.G. J2 box. Appearance similar Lotus 7. Road equipped; tonneau and windscreen. Recent rebuild chassis and engine. For quick sale, £175. Tel.: Beckenham 1009. [6787

A SPORTS CAR for under £300! This outstanding 750 Special cost over £450 to build. Falcon body with full weather equipment, full Formula modifications to engine and chassis; nominal mileage. For details and photographs of this fast and economical car apply Archer, 43, Woodcroft Avenue, London, N.W.7. Tel.: MIL 1404. [6788

BENTLEY 3-LITRE, 1926, Freestone & Webb saloon, good condition. Recent overhaul, including reground crank, mains and big-ends, etc. £250 o.n.o. Birmingham, Tel.: Priory 4178. [6789

FANTASTIC FORD SPECIAL, £99, must sell. Falcon body with hard-top. Many mods. 12,000 miles. Brockbank, 45, Binswood Avenue, Leamington. [6790

ASTON MARTIN Mk. II, 1935. Past *concours* winner in exceptionally good condition. Fast and efficient. Recently rechromed, resprayed, new tonneau, hide seats, etc. Seen London. £350. Box No. X.791. [6791

1936 RILEY LYNX-Sprite. Good for year. Nearest £80. Hood poor. Tel.: St. Albans 55355 (evenings). [6792

SUPERCHARGED SPRITE, 1960. Radio, wire wheels, discs, heater, anti-thief switch, radiator blind, 2-speed windscreen wipers, windscreen washers, tonneau cover, spot lamp, fog lamp, reversing light, interior light. Supercharger gauge, ammeter, oil-temperature gauge, rev.-counter. Locking petrol cap, racing w/mirrors, hard side-screens, Carlotti steering wheel, pass-flash light, exhaust boost, anti-dazzle 2-way rear mirror; undersealed, felt silencing, tools. Green with yellow stripes. Not raced nor rallied. Hate to sell but am going abroad. A bargain at £500 o.n.o. H.P. terms. Tel.: CRE 1044. 445, Cranbrook Road, Ilford, Essex. [6793

LAGONDA 16/80 drophead. New pistons, timing, valves just fitted. Z box. M.O.T. Body fair. £75. Also many spares for 16/80 and M45. Tel.: Frodsham 3375. [6794

ALVIS SPEED 25, 1938, Charlesworth saloon. Excellent all round condition. New head-lining and carpets. Carefully maintained. Gurney, Brookwood, Burley-in-Wharfedale, Ilkley, Yorkshire. [6795

1920 BULLNOSE MORRIS Oxford 4-seater tourer. Believed Paris Show model and one of the only two Morris cars surviving today. Taxed. M.O.T. tested, but needs painting. £175. McManus, 178, Normanton Road, Derby. [6796

PAIR HUER PRECISION rally clocks, Monte Carlo and master time, used once. Bargain at £30. Tel.: Hatfield Heath 306. [6797

HEALEY ELLIOT, good condition. New "X"s high-comp. 2.4 Riley unit, 25 m.p.g., 100+ m.p.h. M.O.T. cert. £190. J. Hadley, 1, Trejon Road, Old Hill, Staffs. Tel.: Birmingham PRIory 2112 (9.00-5.00). [6798

RILEY 1½, 1947. Radio, heater. £150. 4, Lissoms Road, Chipstead, Surrey. Tel.: Downland 3857. [6799

ANGLO-AMERICAN vintage touring Railton, four seats, aluminium body, straight-eight engine; new hood. £175. Batt, Globe Farm, Darby Green, Blackwater, Camberley, Surrey. Tel.: Yateley 2246. [6800

AUSTIN-HEALEY SPRITE, October 1960, off-white. Many extras; 14,500 miles. Genuine reason for sale. £475 o.n.o. Can be seen at Milverton Garage, Rugby Road, Leamington Spa. [6801

FOR SALE—*continued*

LAGONDA, 1931, 2-LITRE, low-chassis Speed Model. M.O.T., taxed. Good tyres. £75 o.n.o. Courage, Broyle Mill Farm, Ringmer, Sussex. Tel.: 373. [6802

M.G. 2-LITRE coupé, 1939. Exceptional condition, £95. Also excellent order Crossley Eagle saloon, 1937, £45. Both tested. Chalstrey, "Groby-lawn," Groby Road, Altrincham, Cheshire. Tel.: 4710. [6803

WOLSELEY ABBEY HORNET Special, 1931. Alloy body. Lovely condition. M.O.T. Spares. £85. 30, Craybrooke Road, Sidcup, Kent. [6804

1952 JOWETT JUPITER, excellent condition. £250 o.n.o. Revell, Tel.: Buxted 3288 (Sussex). [6805

CITROEN LT.15, 1948, black. Superb condition. Twin carbs. £180. Hayes, 6, Durants Road, Enfield, Middlesex. [6806

SHORROCKS SUPERCHARGER 105E Anglia. Only 4,000 miles, car exchanged. £55. Norcliffe, 26, Caldy Road, West Kirby, Cheshire. Tel.: Hoylake 1603. [6807

SET OF ACE Super wheel discs (19 in.), including two spares for Rolls Phantom II. Offers. Harris, Glenlyon, Freshfield Road, Formby, Lancs. [6808

1955 SUNBEAM ALPINE, 7-year test passed, specially built for Alpine Rally with 20-gallon tank, electric and mechanical pump, floor gear-change, H.M.V. wireless; also extra fibreglass top. Approximately 50,000 miles; fully licensed for 1962. £425. Apply: Needham, 91, Humberstone Gate, Leicester. Tel.: 22908. [6809

RAILTON FAIRMILE drophead, 1936. New Solex carburetter, king-pins. Good body. £60. Box No. X.810. [6810

WOLSELEY HORNET SPECIAL, 1934. Immaculate body. New hydraulics, axle, tyres, bearings, seats, upholstery. All bills and history. £95. Swallow, 40, Ranmoor Close, Harrow, Middlesex. [6811

RILEY ROADSTER. Immaculate example of beautiful *marque*. Genuine 30,000 only. Resprayed. Countryman tyres. Laid up half its life as now. N.O. abroad, must sell after eight years' devoted ownership. Best over £100. Wells, New Yatt, Witney, Oxon. Tel.: Ramsden 262. [6812

M.G.-A fixed-head coupé, Nov. 1958. Blue, immac. cond. Replacement engine, luggage rack, spot-lamps, Marchal headlamps, etc. £515. Tel.: Field End 7047. [6813

ROLLS-ROYCE PHANTOM III (1936) 2-seater drophead coupé. Reconditioned engine and coachwork by J. Walker, Esq., of Chelsea. A very high price is required. C. E. Green, 111, Station Road, Redhill, Surrey. [6814

JOWETT JAVELIN, 1951 Oct., Series 3 engine. Red. V.G.C. £150. Bonham, 30, Holywell Crescent, Abergavenny, Mon. [6815

ARMSTRONG SIDDELEY, 1935, 20 h.p., black touring saloon. Good condition. Recent rebore, new pistons. Very handsome car. Offers. Balcombe, 83, High Street, Broadstairs, Kent. Tel.: Thanet 61550 (business hours). [6816

ASTON MARTIN short-chassis Mark II 2/4-seater, completely rebuilt, engine, transmission and chassis. £400 o.n.o. Sharpe, 17, Hambledon Road, Clanfield, Hants. Tel.: Horndean 3523. [6817

HISTORIC GRAND PRIX racing car. H.W.M.-Alta Team car of 1950/53 era. Road equipment. Tremendously hairy. Superb. Ideal climbs, sprints, etc. £450. Tel.: Haywards Heath 1516 (after 7 p.m.). [6818

ULSTER AUSTIN, immaculate condition, 97% original. Enthusiast's thoroughbred. Mechanically overhauled. Tonneau. £195. Box No. X.819. [6819

FRAZER NASH, 1934, T.T. Replica. 4ED Meadows. In excellent and original condition throughout. £340. Box No. X.820. [6820

'39 ROLLS WRAITH, original. Tools, mascot, manual. 86,000 miles. One titled owner. Four-light owner-driver saloon. Taxed 1963. £625 o.n.o. or consider exchange. Evans, Place Farm, Ockley, Dorking, Surrey. Tel.: Oakwood 322. [6832

HALDA SPEEDPILOT, ex Wolseley 1500. £10. Also Helphos searchlight, £2. Box No. X.833. [6833

SHORROCK SUPERCHARGER, ex Wolseley 1500, 8,000 miles only. Cost £80. £35 o.n.o. Box No. X.834. [6834

VOLVO 122S, April 1961. Green. 15,000 miles. Servo brakes and radio. £950 o.n.o. Box No. X.835. [6835

TR3A, 1958. Powder blue. Discs, heater, harness; excellent condition; other extras. £490, or exchange Consul convertible. 101, Westcombe Avenue, Croydon. Tel.: THO 5499. [6836

ALLARD 2-seater sports. 1951 Ford V8 engine, new hood and sidescreens. Good condition all round. £145 o.n.o. Twin Solex carbs, and manifold for same car, £10. Tel.: Romford 40619 (daytime), Hornchurch 48147 (evenings). [6837

SPRITE, '58, blue. New hood-sidescreens; rev.-counter, air trumpet horns, fresh-air heater; high-compression engine. Excellent condition throughout. £365. Tel.: Marlow 2185. [6842

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

FOR SALE—*continued*

OUTSTANDING 1.5 RILEY Adelphi. 1937. Reconditioned engine, gearbox, new tyres. £95. Tel.: Sanderstead 5933. [6548

RILEY NINE KESTREL. 1936. Needs attention. With or without engine and gearbox. Cash or swop. Ulster 9 engine recond. 5,000 miles ago. Chromard liners. Spares, most other models. S.A.E. for inquiries. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: LEE 8904. [6550

"MOTOR SPORT" 1957 to date—offers. Rolls 20/25 spring and spreader, oil gun and some tools. Handbook (new) 4¼ Bentley. Box No. X.551. [6551

LOTUS ELITE 1960. Stage III. ZF gearbox, Reutter seat, Halda. Many extras including set spare wheels, Red Spot, set spare tyres, snow and studded 15,000 miles. Maintained as new. Offers invited. Tel.: BARnet 9275. [6552

ALVIS TA 14 coupé. 1948. Grey. Red hood and upholstery, lovely example of breed. Sorrowful parting. £225 o.n.o. Deakin, 140, Solihull Lane, Birmingham 28. [6553

1936 KESTREL 9. Very smart, sleeved std., crank grd.; head, carbs, back axle, dynamo, recon. New exhaust, all electrics, rewire. Recent respray, headlining, chrome, well shod. Family outgrown. £85 "Windrush," Willow Way, Godstone, Surrey. Tel.: Godstone 303. [6554

LANCIA APRILIA 1939. Excellent condition. Offers over £150. Hall, Tel.: Bovingdon 2175. Box No. X.555. [6555

M.G. TC recently resprayed, retrimmed, new hood, 16 in. rears, including spares. £225. Also Singer Le Mans 2-seat slab tank model, recently rebuilt, including spare engines, gearboxes, axles etc. £125. Wilks, "Merebrook," Hanley Swan, Worcester. [6556

RILEY KESTREL 15/6. 1935. Preselecta Gearbox, push-button radio, excellent condition. Must have £50. Burroughs, 186, Melfort Road, Thornton Heath, Surrey. Tel.: 3705. [6557

JAGUAR 2½-LITRE. 1948. D.H.C. Recon. engine, new hood, recent respray, twin exhausts, interior relined, rebuilt wheels, perfect condition throughout, Marples tested. Must go, £120. J. Baile, 97, Woodberry Avenue, N. Harrow, Middx. [6559

HEALEY 2.4 SALOON. M.O.T. Engine, tyres and body sound. Requires paint. £85. "Fair-light View," Udimore, Rye, Sussex. [6560

SHORROCKS SUPER-CHARGER. Removed from M.G. Magnette Mk.III sold to non-enthusiast. Only run 3,000 miles. All fittings, vacuum gauge, etc. £50. Box No. X.561. [6561

1946 RAILTON Straight 8 coupé. Good condition throughout. £85 o.n.o. Quick sale essential. Tel.: Pembridge 423. [6562

AUSTIN-HEALEY 100/4, 1955. Excellent condition, Michelin "X"s, including two brand new. Radio, heater, twin Marchals, windscreen washer, etc. £385 o.n.o. Tel.: Gerrards Cross 4567. [6563

AUSTIN NIPPY 1937. One of last made. Excellent original condition. 35 p.s.i. hot. Has not been, does not need rebuilding. Used as second car. Regretfully offered owing overseas draft. Taxed. £85. Lt. Commander Foden, Highmeads, Upperfield, Midhurst. Tel.: 54. [6564

RILEY 2.4 Engine excellent condition, except frost cracked Block. £15. And gearbox with specially made close ratios. £35. Box No. X.566. [6566

DELLOW 1950. Good condition. Hood, side-screens, tonneau. 4 new tyres and battery. Taxed. Certificated. £120. View appmt. 193, Landells Road, London, S.E.22. Tel.: TOWnley 4242 (office hours). [6567

BUCKLER MISTRAL FORD Special. Jant, brisk, interesting. £150. "Yachtshaven" Stock Stairs, Winsford, Cheshire. Tel.: 2522. [6568

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LAGONDA DROPHEAD COUPE, 3-litre, first registered October, 1954. Ivory. Guaranteed 45,800 miles. This car is in absolutely mint condition and mechanically perfect. Scrupulously maintained by fastidious owner. Must sell, owner going abroad, £1,000. No offers. Tel.: HARborne 2012 (Birmingham). [6571

MOTOR SPARES Mercury engine. Allard heads, twin carbs., radiator, C.R. geargox. o/drive unit, swept exhaust. Ready to race. £45. Tel.: Isleworth 4385. [6572

SUPERMARKET. UNUSED TWIN 1¾ in. S.U.s £7. Inlet, exhaust manifold, suit B.M.C. "B" £3. Standard Halda, used once, £10. Sold separately. W. N. Yuill, 3, Paisley Avenue, Edinburgh, 8. Tel.: Abbeyhill 3143. [6545

M.G. TC, late 1949. Resprayed. Overhauled engine, twin spots. Excellent condition. £225. Tel.: SHE 8577. [6514

ALFA ROMEO 6C 2500 G.T., 1949. Goes well but requires some attention. £150. Box No. X.574. [6574

LANCIA AURELIA, 1952, 6-cylinder, 1,750-c.c. 5-seater drophead coupé, very elegant blue Farina body with black canvas hood. Right-hand drive. 28 m.p.g. All extras. First registered U.K. when brought from Italy May 1961, since when one owner only. £399. Tel.: London Flaxman 7505 (weekday evenings), or write, "R.," 50, Earls Court Road, London, W.8. [6575

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ALFA ROMEO 2.3 supercharged 8C Le Mans 4-seater, ex-Lord Howe. This well-known and highly desirable car is in splendid condition throughout. Blue with silver wheels and Dunlop racing tyres. An offer of £1,000 has been privately received from abroad but it is earnestly hoped that it will remain in this country in the hands of an appreciative connoisseur. Also short-chassis 2.3 8C complete, spares or rebuild. Head uncracked. £250. Sir Ralph Millais, Downgate, Dandhurst, Hawkhurst, Kent. [6578

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ALVIS SPEED 20 Vanden Plas drophead coupé, 1935, in exceptional condition throughout. Photographs to genuine inquirers. £300 or offers. Box No. X.581. [6581

SPORTING ROLLS-ROYCE 25-h.p., 1935. M.O.T. Black and green pillarless saloon by Gurney Nutting, in brilliant condition, with radio, heater, spotlight, etc. Maintained by enthusiast going abroad. £400. J. Buxton, Little Ickford, Aylesbury, Bucks. Tel.: Ickford 270. [6582

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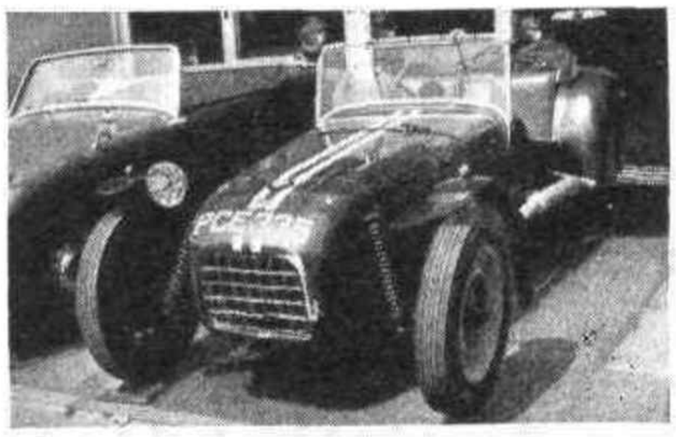
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£725 JAGUAR XK150, 1958, Special Equipment model fixed-head coupé. Overdrive, wire wheels, disc brakes, etc. A superb example in pearl grey with red hide upholstery. Faultless condition throughout.

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£495 M.G.-A fixed-head coupé, 1957. An exceptionally clean example in Old English white with black interior. Turbo discs, radio, etc. One owner from new. Another superb example in red with black upholstery at **£515.**

£475 M.G.-A 1500, 1956. This one-owner example is fitted with a low-boost supercharger, heater and detachable hard-top. Bodywork in British racing green with black leather. A superbly maintained and mechanically perfect example.

£445 AUSTIN-HEALEY Sprite, 1960. A superb one-owner example in pale green, fitted with various extras. Unmarked throughout.

£425 ELVA Courier, 1959, M.G.-A 1500 engine. An excellent example of this ever-popular *marque* in red with matching upholstery. Fitted heater, etc.

£399 AUSTIN-HEALEY Sprite, 1959 (November). In cherry red with matching upholstery, fitted with various extras, including heater, luggage rack, etc.

£395 M.G. TF, 1250, 1954. A very fine example in red with matching upholstery. Engine has just been rebored but not yet run-in. Various extras.

£365 AUSTIN-HEALEY BN1, 1955. An exceptional example in ivory with red side panels. Overdrive, heater, wire wheels, etc. Superbly maintained.

£315 M.G. TD, Mark II, 1952. In indigo blue with red interior, fitted with radio, heater, etc. A most pretty example.

£295 TRIUMPH TR2, 1954. An above-average example in maroon and white, fitted with various extras, including Michelin "X" tyres, twin spots, reversing lamps, etc.

£295 METROPOLITAN, 1957, fixed-head coupé. Fitted with radio, heater, etc. *In red and cream. Excellent condition throughout.*

£275 FORD Consul convertible Mark I, 1955. A two-owner example in excellent condition, with bodywork in beige with red interior. Thoroughly recommended.

£245 FORD 1172 Special. "Peel" fibreglass G.T. body. Aquaplaned unit, i.f.s., etc. Superbly finished in white with red trim. TR2 instruments, remote gear-change, etc.

£245 ASTON MARTIN, 1933, 4-seater long-chassis tourer. A most splendid example of this much-sought-after *marque*. Excellent condition throughout with bodywork in black cellulose and red upholstery.

£195 JAGUAR XK120 roadster. This car needs a respray as at present it is in red and white. Engine, etc., very good. Need we say more.

£195 FRAZER NASH-B.M.W. Type 327/80 4-seater drophead coupé. A most attractive example in metallic blue with beige leather upholstery. Astonishing performance and road-holding.

£165 FORD Thames 5-cwt. converted van with windows, in two-tone green. Excellent mechanical order and surprisingly fast, 1957.

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FOR SALE—*continued*

CITROEN LIGHT 15, 1953. Big boot model. Excellent condition. Recent overhaul. New valves, springs, pistons, rings, drive-shafts, front tyres, carpets. Fitted new push-button radio, screen-washer, heater, fog and reversing lamps. Complete with handbook, workshop manual. £250 o.n.o. J. Pitchford, Byeways, Ditchling, Sussex. Tel.: Hassocks 2177. [6839

JUDSON SUPERCHARGER for 34-h.p. Volkswagen. As new. £45. Owner sold car. 56, Shirley Grove, Edmonton, London. [6840

50 IN THIRD. Superb 1952 Jensen Interceptor convertible. B.R.G. Engine and interior heaters, "X" rears, Peco extractor, dual spots; boot, bonnet and interior lined. 21 m.p.g. Low mileage; stored last 18 months. Rare and impressive vehicle. £350 o.n.o., or exchange XK120 roadster in similar condition. Available mid-August. Box No. X.841. [6841

JAGUAR Mk. V 3½-litre. Immaculate. Radio, heater; new battery, good tyres. £175. Tel.: Orpington 22760. [6843

1½-LITRE JAGUAR Special Equipment saloon, 1949. Well maintained family car. Usual extras. £125. Tel.: HATch End 3051 (evenings). [6844

ALFA ROMEO GIULIETTA Sprint, 1957; original British registration. Fully overhauled and not a badly-worn example. Part exchange for good TF M.G. Open Alfa considered or cash sale. Box No. X.845. [6845

LOTUS VII, 100E. Balanced crank, h/l. cam, c/r. gears. Aquaplaned, etc. Engine just run-in. Well kept. Never raced. £330. Also Arnott supercharger with bits for B.M.C. "A" engine. Offers. Coombs, Hopton, Diss, Norfolk. [6846

1960 FORD SPECIAL. Suitable for road or trials. New recon. engine, superb acceleration; excellent condition throughout though still room for improvement. £90 o.n.o. Osborn, The Mount, Warnham. Tel.: Horsham 5083. [6847

TR3A, 1958. Costing £1,600 new, absolutely every extra possible for a TR; a very exceptional car. Very fast but never raced. Owner purchasing an A.C. Low mileage, immaculate. £695 o.n.o. 18, Newlands Road, Horsham, Sussex. Tel.: Horsham 3696. [6848

DELLOW. Maintained in outstanding condition. Many, many extras. £250 o.n.o. 14, Banyardway, Rochford, Essex. [6849

LEAF SPARES, 1930. Sloping radiator engine, gearbox, back axle. Tel.: Castle Bytham (Lincs) 334. [6850

HEALEY BN1. Fitted 4-speed gearbox, new crankshaft; rebore 1961. All extras, mods. £255. H.P. available. Tel.: LANgley 536 (July 7th onwards). [6854

FOR SALE—*continued*

ALVIS TJ 12/50, 1931, excellent condition. £150 o.n.o. Tel.: Badgers Mount 214. [6851

SUNBEAM ALPINE, late 1960, 14,000 miles. Hard-top, soft-top,radio. Milford House, Chobham (Tel.: 473), Surrey. [6852

BRISTOL 401, blue. Michelin "X"s. £345 Milford House, Chobham (Tel.: 473), Surrey. [6853

TR2, 1956. Excellent specimen, many extras. £340 Trestrail, 6, Logan Road, Bristol, 6. [6855

RILEY IMP, B.R.G., good condition, £175; also superb 1936 Riley 2-seater sports, red; Laystalled engine, high-ratio back axle, Scintilla magneto; £155. 22, Peters Place, Northchurch, Near Berkhamsted, Herts. [6856

BENTLEY 3½-LITRE, 1934, 1939 body. Just run-in after £150 overhaul; £125 for quick sale. Also M.G. VA saloon, decent, £55. Box No. X.857. [6857

LANCIA AURELIA, 1952, B21 saloon. Mechanical overhaul last year. Radio, heater, "X" tyres and two spares. £325. 5, Manor Way, Potters Bar, Middlesex. Tel.: 55397. [6858

LANCIA APRILIA, 1939. A very good specimen. £185 o.n.o. Perry, 14, Rowhill Crescent, Aldershot. Tel.: 23499. [6859

BENTLEYS. 4-litre saloon, £110. 4½, 1929, partly completed rebuild, new body frame, most pieces included. £240. Maggs, Church Lane, Wool. [6860

EXPECTANT FATHER must part M.G. TB, 1939. Reconditioned engine. Body fair. M.O.T. Tel.: UPL. 6442. [7119

TH. SCHNEIDER 13/55, o.h.v. Probably 1930, first registered 1935. Open tourer by Corsica, B.R.G. Complete mechanical rebuild 1961, also chrome, carpets, etc. £200. Dawkins, Ropers Lane, Wrington, Bristol. Tel.: Wrington 262 (day), 445 (night). [6862

M.G. TF 1250. Owner gone abroad. Immaculate condition. 13, Sandon Road, Edgbaston. [6863

AUSTIN-HEALEY 100/4, blue. Reg. '57 and recon. engine, with h.c. pistons. Extras include wire wheels, "X" tyres, heater, radio, spot and overdrive. £320 o.n.o. Tel.: ORP 26906. [6864

1936 2½-LITRE JAGUAR sports, saloon version of "100" model. Stone grey. Second owner. Genuine mileage 72,345. Beautifully maintained, complete history. Engine overhaul, king-pins. Manual. M.O.T. £95. 21, Smallmead, Horley, Surrey. [6865

ROLLS WRAITH, 1939, magnificent Mulliner saloon, formerly financier's car, luxury int., modern lines. Recent complete engine recondition, brakes, clutch. Offers. Tel.: PAD 3960. [6866

FOR SALE—*continued*

WOLSELEY 25-h.p. coupé, 1939. A fine car is for sale. New tyres all round (RS5s rear), new brake linings, heater, radio, P.100 lamps. Recent decoke; runs like a bird. Chromium and paintwork beautiful. Regretfully selling, but salary forces. £60 o.n.o. Tel.: Bramley 2280 (weekend) or Reading 50821, 25, Alma Street, Reading (weekdays), 'phone office hours. [6867

APRILIA, 1937, Eagle drophead. Spacious body, Lancia performance—ideal for encumbered enthusiast. Sound throughout. £250 mechanical/electrical overhauls; hood, tyres new; spare differential, extras, frills. To allow perfecting cellulose, chrome, interior—only £99. Box No. X.868. [6868

BARGAIN FOR "SPECIAL" builder. Almost completed Morris Special with fibreglass body, or can be used for building new "special." Cost over £200, will sell for £50 o.n.o. Tel.: Boxmoor 115. [6869

TR3A, 1958, hard/soft-tops. Overdrive, radio, heater. Immaculate condition. Hosts of extras. Part exchange; hire purchase, £575. 12, Lynton Rise, Cleethorpes. Tel.: Grimsby 56833. [6870

1914? HARLEY DAVIDSON combination, original, complete. Williams, Church Farm, Hampton Bishop, Hereford. [6871

1933 LAGONDA 3½-LITRE sportsman coupé, good condition. £110. Apply Gent, 6, Columbia Avenue, Sutton in Ashfield, Notts. [6872

1927 ERSKINE saloon, 16.5 h.p., excellent and original condition throughout. Offers. Apply Gaunt, "Chatsworth," Brookland Avenue, Mansfield, Notts. [6872A

M.G. TC, 1946. Good order but family growing. £165. Lodge, Greenroyd Cottages, Darrington, Pontefract. Tel.: Pontefract 3604. [6873

IMPOSING HOTCHKISS, 1953, 3½-litre "Anjou" saloon, blue, excellent blue leather. Effortless 70 m.p.h. cruising, 17-22 m.p.g. Good tyres, spare unused. Heater/demister, 5-band radio, Marchal lamps and twin spots, twin reverse lamps, built-in parking lights, cig.-lighter, etc. S.A.E. photos. Seen London by arrangement. £215 o.n.o. Hope, Ackworth School, Pontefract, Yorks. [6874

MORRIS EIGHT SPARES and others, good condition, ex-"special" builder. Box No. X.875. [6875

STABLE SURPLUS: Engines, gearboxes, brakes, carbs., etc. S.A.E. for full details. Williams, 150, Glenwood Avenue, Westcliff-on-Sea, Essex. [6876

M.G. TC. Reconditioned engine, recently overhauled by specialists; bodywork and weather equipment very good. M.O.T. Many extras. £199 o.n.o. Box No. X.878. [6878

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1930 ALFA ROMEO 1,750 c.c. twin o.h.c. 2/4-seater drophead coupé. Twin S.U., Scintilla Magneto, new tyres **£295**

1948 CONNAUGHT 1¾-litre sports/racing 2-seater, four Amals, dry sump. 100 m.p.h. Engine overhauled **£295**

1933 LAGONDA 16/80 4-seater tourer, preselector gearbox. In sound order throughout **£180**

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1958 VOLVO PV444 2-door saloon (ex-Les Leston), fitted highly-tuned 1,583-c.c. 122S engine and 4-speed close-ratio gearbox. L.H.D. ... **£395**

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1933 ROLLS-ROYCE 20/25 4-seater drophead coupé. Recent complete overhaul **£595**

1940 BENTLEY 4¼-litre MX Series Vanden Plas sports saloon. Excellent example **£495**

1935 BENTLEY 3½-litre Freestone & Webb 4-seater tourer **£645**

1954 FIAT V8 2-litre G.T. coupé. Must be seen **£825**

1958 PEUGEOT 203 saloon, immaculate, low-mileage example ... **£395**

1938 MERCEDES-BENZ 230 4-seater drophead coupé **£125**

1934 A.C. 15/60 fixed-head coupé **£135**

Lancia Aurelia, Aprilia, Augusta Spares and Repairs

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FOR SALE—*continued*

MINI DE LUXE, specially well maintained, 32,000. £400 o.n.o. Tel.: Shurlock Row 267. [6877

TR3, 1956. 51,000 since new. Works reconditioned engine done 12,000. New clutch, new radiator. Anti-roll bar, Ferodo VG95 brake linings (extra hard), "X"s, heater, tonneau, two hoods. Overdrive on three gears. Just had £55 red respray. Marchal Optiques fitted. Sliding screens. Regularly serviced. Never raced or rallied. Genuine reason for sale. This car is perfect both bodily and mechanically having been gradually improved over the last 18 months. £430 o.n.o. Cooke, Little Orchard, Heather Drive, Sunningdale, Berks. Tel.: Ascot 684. [6879

RILEY NINE KESTREL, 1936. Condition fair. M.O.T. £40. Dibley, Tanglewood, Ffordd Gwynach, Ruthin, Denbighshire. [6880

1953 SUNBEAM ALPINE 2-seater, many extras, £200. W. Sadler, 28, Atlantic Way, Greenhill Estate, Sheffield, 8. [6882

M.G. TD, 1953. Fibreglass hard-top and canvas top, heater. Ivory and red. Good condition. £310. Tel.: Sale (Cheshire) 6046. [6883

AUTO UNION 1000 coupé de luxe, 1960. Immaculate condition throughout. Superb handling qualities. Fresh-air heater, screen-washers, reverse and spotlights, Alpine horns, spare carburetter, Continental touring kit. Truly a car for the enthusiast. Offers over £700. Stewart, 2, Eversley Road, Didsbury, Manchester, 20. [6884

HEALEY SPRITE, 1960. Beige. Alloy head, Ashley front, "X" tyres, hard- and soft-tops, belts, usual necessary extras. Company car arrived so perfect car must go at around £500. Watson, Woodbine Cottage, Main Street, Lowdham, Notts. Tel.: 3136. [6885

LAGONDA, 1928, 2-LITRE h/c. Speed tourer. 13,000 since engine and brakes rebuilt, new k.p.s and carburetter. £175 o.n.o. Evans, Shudehill, Hayfield, Stockport. Tel.: New Mills 2002. [6886

LOTUS 7A Series 1. Engine just built to stage III. New crank, bearings, camshaft, etc. Fitted Avon Turbospeeds. Very clean and fast, never raced. £425 o.n.o. Duncan, Broadfields, Leigh Sinton, Nr. Malvern. Tel.: Leigh Sinton 231. [6887

VOLKSWAGEN, 1958, coral. Immaculate. Extras include seat belts, parcel shelf, w/washers, "X"s, etc. £445. Faulkner, 2, Salisbury Crescent, Waltham Cross, Herts. After July 7th. [6888

ROVER 14 sports saloon, 1946. M.O.T. Good condition for year. Firm's car reason for sale. £105. Faulkner, 2, Salisbury Crescent, Waltham Cross, Herts. After July 7th. [6889

FOR SALE—*continued*

E-TYPE SILVERSTONE HEALEY. Excellent body and mechanical condition. £275. Wood, 22, Grafton Road, Worcester Park, Surrey. [6890

M.G.-A, 1958. Commenced life as "Z car" (Television fame), therefore magnificently maintained accordingly. Truly immaculate machine, especially replacement engine. £525 o.n.o. 169C, Haverstock Hill, Hampstead, London. Tel.: Primrose 1158. [6891

EXCELSIOR TALISMAN 3-cylinder engine, complete carbs., dynastart, gearbox, etc., as fitted to Berkeley, hardly used. £40. 46, Matlock Way, New Malden, Surrey. Tel.: Malden 4779. [6892

BENTLEY, 1924, 3-LITRE, ex-Forrest Lycett. Short-chassis Red Label. Very good condition, over £260 spent in the last year. Mods include 4½ rear axle, Borg & Beck clutch, light flywheel, high-comp. pistons, high-output oil pump, D-type gearbox, Hardy Spicer prop.-shaft, etc. Fitted with 4-seater open tourer body (Cooper) in 1934. £575. Apply S. Roger, 14, Queensborough Terrace, London, W.2. [6893

M.G. TA. Red. Engine overhauled May. Well shod. Flashers, prefocus headlamps, spotlamp, telescopic shockers. Interior good. Extra gauges. £150. 6, Nottingham Road, Croydon. Tel.: CRO 9793. [6894

A40 SPORTS, 1951. Aluminum body, floor change. £120. 51, New Barns Avenue, Mitcham, Surrey. [6895

PEUGEOT 403, 1957. Outstanding condition with every possible extra. L.H.D. £285. Tel.: Wisborough Green 466. [6896

ROLLS-ROYCE 20/25, 1934, Freestone & Webb sports saloon. Genuine 86,000 miles. Already one *concours* win. Very pretty and outstanding in every way. £700. S. Hyde, 12, Alumhurst Road, Westbourne, Bournemouth. [6897

ROLLS-ROYCE PHANTOM II, 1934, sedanca by H. J. Mulliner, low mileage. An outstanding car in every respect. Details, photo, from M. D. Bown, 53, Old Milton Road, New Milton, Hants. [6898

M.G. PA, 1935. £200 spent last 18 months on engine, brakes, steering, lights, seats, tonneau, etc. M.O.T. cert. Economical and reliable runner. £125 o.n.o. Griffin, Tel.: Ruislip 2030. [6899

JAVELIN DE LUXE, 1950, Series III. Recon. engine, new tyres, replacement headlamps, new spot. Sound bodywork, original paintwork, leather upholstery. Sound proposition so no haggling. £95. Miller, 19, London Road, Salisbury, Wilts. [6901

FOR SALE—*continued*

LANCIA AURELIA 2500 G.T. sports saloon, 1955. R.H.D. Superb performance, de Dion road-holding. New "X"s. £675, or exchange VW or Porsche, cash either way. Box No. X.900. [6900

E93A. "SPECIAL" BUILDERS. Bellamy i.f.s. unit, as new, £19. C.R. gearbox, 1¼ and 1½ S.U. carburetters inlet and Aquaplane exhaust manifolds, 16-in. wheels. Dennis, 246, Kenpas Highway, Coventry. [6902

1928 AUSTIN 16/6, magnificent. Rewired, new batteries, clutch. Cruises 60. Tel.: RODney 7066. [6903

JAGUAR MK. V 2½. Good appearance, good runner, M.O.T. 1963. Relined brakes, tyres fair. £50. 100, Fleming Mead, Mitcham, Surrey. [6904

VINTAGE 3-LITRE BENTLEY. Although not original, a very attractive 4-seater tourer. Almost perfect condition, 20 m.p.g. Must be sold and goes to best offer. Hardy, 235, Sutherland Avenue, Welling, Kent. [6905

1934 SINGER LE MANS; sound and clean. M.O.T.C. Taxed. £60 o.n.o. 29, Knapton Lane, Acomb, York. [6906

1952 DELLOW. £165 o.n.o. Many new parts, tuned recon. engine, hood, tonneau, six good tyres. Recently resprayed. Taxed. M.O.T. Tel.: Bowler, TUDor 7931. [6907

AUSTIN-HEALEY 100/4. Used as second car and in excellent order throughout. £325. The Rowans, Burway Road, Church Stretton, Shropshire. Tel.: 294. [6908

1936 JAGUAR saloon 2½, low mileage, good condition. £45, no offers. Letters: A. Howard, 75, Leigham Court Road, S.W.16. [6909

M.G. TF, 1954. In good condition. Bodywork immaculate. New hood and screens. £375 o.n.o. for quick sale due to exigencies of the Service. Officers' Mess, Deerholt Camp, Barnard Castle, Co. Durham. Tel.: B.C. 2376. [6910

SPECIAL OFFER—90% complete Rochdale Ford. Got the lot. Bills over £300, no money to complete Offers to P. Wraight, 28, Orchard Avenue, Gravesend, Kent. Tel.: Gravesend 67787. [6911

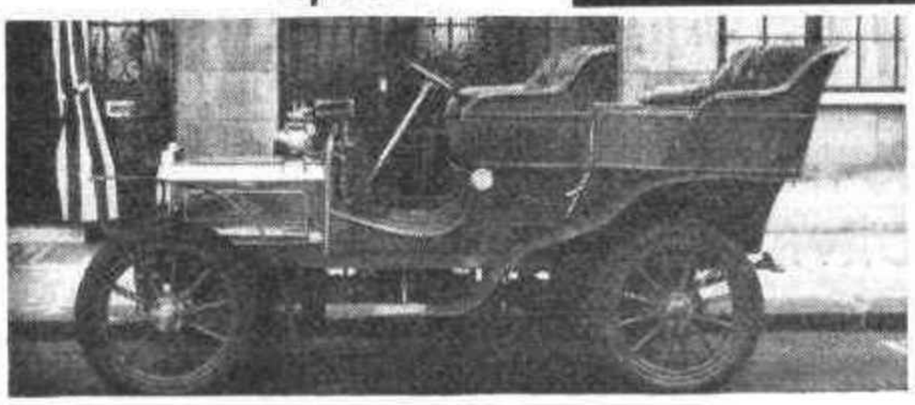
HOTCHKISS, 1949, 3.5 saloon, in excellent condition. Enthusiast owned and a real motor car for the connoisseur. M.O.T. till May 1963. Offers please to Brown, Tel.: MAN 4588 (day) or Bookham 3770. [6912

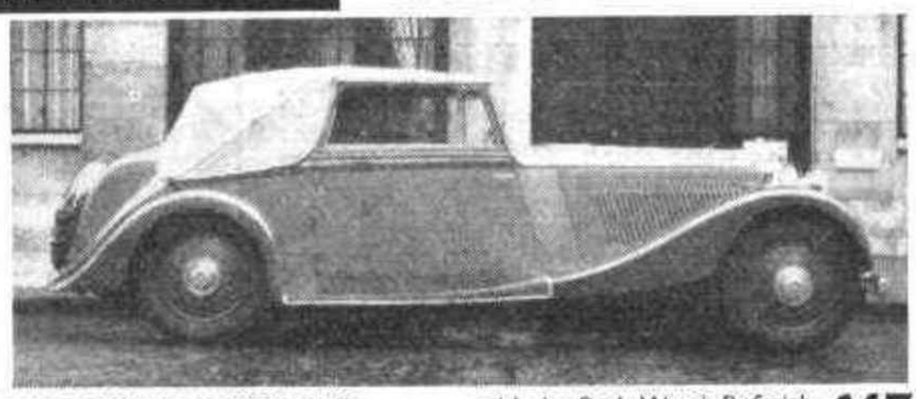
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ROLLS-ROYCE (1926) Phantom I "All-weather" tourer, by Barker. Restored in our own workshop and now in pristine condition. Collector's show piece. M.O.T. **£850**

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ROLLS-ROYCE (1937) 25/30 h.p. 4-door convertible by Martin Walter. An excellent example of rare sporting carriage. M.O.T. **£750**

ROLLS-ROYCE (1938) Phantom III sports saloon by Kellner of Paris. Recently imported from France. Two-tone black and dove grey. Details of extensive check by Rolls-Royce available. **£575**

ROLLS-ROYCE (1937) 25/30 h.p. Aristocrat saloon by Hooper. Full history available. Exceptional value. **£525**

ROLLS-ROYCE (1935) 20/25 h.p. James Young owner-driver sports saloon, dark green, fawn trim, fitted heater and radio, schedule serviced. M.O.T. **£425**

ROLLS-BENTLEY (1937) 4¼ litre convertible by Park Ward. Refinish in royal blue, tan trim, an excellent example. Schedule serviced. M.O.T. **£475**

BENTLEY (1949) Mk. VI, 2/3 seater, drophead by Simpson & Slater. Metallic grey with matching trim. Detailed history. **£875**

VINTAGE BENTLEY (1926) 3-litre, long-wing 2-seater by Arnold of Manchester. Schedule serviced. **£375**

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CITROEN (1957) DS 19 an excellent example of this very advanced model. £525 taken P/E June.

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At the time of going to press we are negotiating the purchase of:—

20/25 h.p. Hooper Sports Saloon.
Bentley 3½ litre Park Ward convertible.
Lagonda 3-litre 1929 long wing tourer.
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40/50, 1932, P. II M/S. sound Hooper limousine, above average condition. £110 or nearest offer; 40/50, 1927, P. I—remnants of chassis, engine and gearbox; £15 to clear. 40/50, 1929, P. I hearse, in daily use—sound vehicle, available August; £120. The above have been replaced by later type Rolls-Royces. Credit facilities if required. H. J. Moss (Sawbridgeworth) Ltd., 2, Cambridge Road, Sawbridgeworth, Herts. Tel.: 2342. [6585

TR2, 1955, red. "X"s, heater, washers. Reason for sale, leaving England. £310. 40, Simonside Terrace, Heaton, Newcastle-upon-Tyne. [6586

1962 ASHLEY FORD, well finished, hard-top, i.f.s., hydraulics. £220 o.n.o. Tel.: Ipswich 41871. [6588

SINGER 9-h.p. sports, 1933. Breaking, many spares, including two new tyres. Tel.: SOO 2970. [6589

ROLLS-ROYCE (1923), 20 h.p., less body, £90 (will separate). 1931 Rolls starter, £5. Pair stainless headlamps, £3 10s. Front end of British Salmson (about 1930), £25 (will separate). Veteran 22-mm. plugs, 5s. 9d. Sectioned '14/'18 R.A.F. plug, 6s. 9d. Two wheels, complete exhaust, brake rods/cables, petrol tank, front springs/shackles, absorbers; off 1930 3-litre Lagonda, £4 lot. Straight Bosch horn, £1 5s. Pair curved ditto, £1 15s. 1933 Rolls-Royce 20/25, £225, or separate. Pryce, 157, Malden Road, Cheam, Surrey. Tel.: FAI 6896. [6590

BARWELL ALLOY HEAD for B.M.C. "A." Almost new. £24. Bosworth, 17, Beeston Fields Drive, Beeston, Notts. [6591

M.G. TF1500, 1955, 48,000 miles, red. Reconditioned engine; very good condition throughout. Hood, tonneau, heater, luggage rack. £410. Tel.: Checkendon 390. [6592

1172 FORD SPECIAL. Green A.K.S. fibreglass G.T. body. Twin carbs., 4-branch exhaust, Aquaplane h.c. head, double valve springs, c.r. gears, h.r. axle, L.M.B. suspension, five new tyres. Very neat interior. £220 or offer. Anderson, "Glenelg," Barrack Hill, Romiley, Cheshire. Tel.: Woodley 2137. [6593

TR3, 1957. Overdrive, heater, "X"s. Carefully used and in immaculate condition. £450. Hind, "Marley Hill," Marley Lane, Haslemere. Tel.: 4291. [6594

VOLKSWAGEN DE LUXE, 1954, black saloon, very good condition. £300. Tel.: Worthing 8727 or LIB 2956. [6595

SUPERCHARGER. Roots type, recently fitted to Rapier (car being sold unblown). Complete with 1½ S.U., pressure gauge, jockey pulley, manifolding, etc. £15. 19, Bowles Field, Longcot, Faringdon, Berks. [6596

ALVIS SE saloon, excellent condition. Running-in rebored engine. Needs loving owner and garage. £175. Nixon, Addenbrooke's Hospital, Cambridge. [6597

FORD CONSUL Mk. II, 1956. Nice condition. £350. 65, Woodham Park Road, West Byfleet, Surrey. [6598

ALVIS SILVER EAGLE, 1935. Nearest to £80. West, 15A, Oxford Street, Ramsbury, Nr. Marlborough. [6599

1935 M.G. PA 2/4-seater. Good order, M.O.T. cert £95 o.n.o. Turner, High Lea, Manchester Road, Tytherington, Macclesfield, Cheshire. Tel.: Macclesfield 2347. [6601

FORD TEN 4-seater tourer, 1936. Black cellulose in original condition. Brown upholstery. Full weather equipment. Good tyres. M.O.T. £65. Tel.: Manchester CHOrlton 1840. [6609

GENUINE BARGAIN. ROCHDALE G.T., fully trimmed, 90% new parts. £120 o.n.o. 31, Westholme Road, Manchester, 20. Tel.: DID 3200. [6610

AUSTIN SPRITE, Speedwell Stage 8, Peasmarsh bonnet conversion, c/r. gearbox, racing clutch, etc. "Beautiful car" in B.R.G. £435. Mr. Smith, Tel.: Fulham 4305. [6611

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JAGUAR, 1955, Mk. VII M. Pastel blue int. and ext. C-type engine, S.U. HB carbs., 20,000 miles. Overdrive, five new tyres, radio, heater, flashers, fog and l.r. lights, maintenance manual. UKJ regd. 19-20 p.m.g. Beautiful car, wonderful condition. £350. Tel.: Hatfield 4729 (evenings and weekends). [6613

1959 GINETTA, space-frame, 1,172 c.c., i.f.s., hood, tonneau. Good condition throughout. £150. 17, Swanley Bar Lane, Little Heath, Potters Bar, Middlesex. [6614

SIDDELEY SPECIAL, 1934, open tourer. Recent £50 overhaul of engine. Sound body. M.O.T. £120 o.n.o., or exchange any large, P.V.T. pref., Lagonda or Alvis. Biddle, 33, Westmead Road, Sutton, Surrey. [6615

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M.G. SPECIAL—Rochdale body. Knock-on wire wheels, h/c. head, electric fan. Fitted racing bearings and balanced by Laystalls. Fully instrumented. New nylon reinforced hood and sidescreens. Just resprayed B.R.G. Fog and spot lamps. Well shod all round. Taxed and insured. Enthusiast's car offered at £210. Tel.: Southend 68203, or write, Box No. X.619. [6619

DELLOW MK. I. Excellent condition throughout, *i.e.*, mechanically, body, tyres, full weather equipment. £175 o.n.o. 42, Belmont Road, Rubery, Nr. Birmingham. [6620

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ALVIS T14 saloon, 1949, engine reconditioned. Taxed Dec.; roadworthy certificate, Nov. Excellent condition. £180 or near. Tel.: Ruislip 2387. [6622

M.G. PB, 1936. 1172 Ford professionally mated to PB box. Twin S.U.s, 4-branch exhaust, hydraulics and teledraulics all round. Whole car rebuilt 2,000 miles ago and now immaculate bodily and mechanically. Another stork sale. £150. Mather, Tel.: Billinge 332 (Lancs). [6623

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MARSHALL-NORDEC SUPERCHARGER, specimen condition, unused since reconditioned by makers. Bargain, £16. N. D. Wallace, 73, Queens Drive, Wavertree, Liverpool, 15. [6629

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TR2, 1954, in B.R.G., with hard- and soft-tops, tonneau, heater, overdrive, "X"s, TR3A front. £325. 8, Billinge Avenue, Blackburn. Tel.: 7080. [6634

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M.G. TC. Very smart. Reconditioned engine; extras. £195. 34, Mags Barrow, Ferndown, Dorset. [6636



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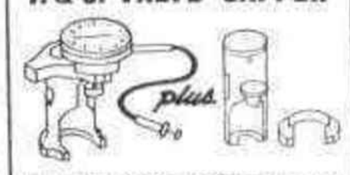


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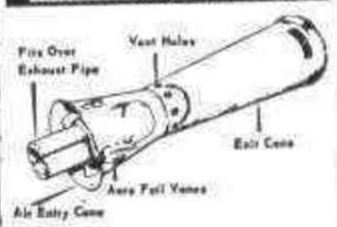
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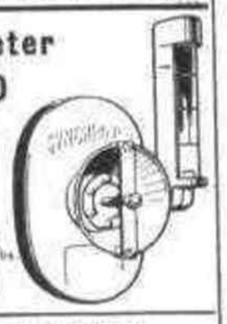
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AUSTIN-HEALEY Sprite, Oct. 1961. One owner, 5,000 miles only. Literally spotless in cherry red with white Ashley G.T. hard-top. Equipped with radio and heater, special exhaust, twin spotlamps, wing-mirrors, screen-washers **£585**

JAGUAR XK140, 1956 drophead coupé. A particularly smooth and pleasant car in white with pale grey leather upholstery. Fitted with radio and heater, overdrive, twin spotlamps, wood-rimmed steering wheel **£425**

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Our **Chequered Flag MINI-Centre,** recently opened at our Chiswick showrooms, has now been appointed **Distributors** for the fabulous new **Ogle-Mini-GT.** The B.M.C.-Mini, already an outstanding car, is now transformed into a fabulous GT coupé. Seating two in great comfort, full instrumentation is standard, as are remote gear-change, wood-rimmed wheel, adjustable seats, Marchal lamps, long-range tanks, underseal and full sound-proofing. For full details we invite your inquiries; demonstrations available.

M.G.-A 1958 fixed-head coupé. Striking in red with silver top, and red interior and fitted with radio and heater, luggage rack, twin spots, screen-washers, etc.... ... ... **£565**

TRIUMPH TR3, 1956 2-seater. Just recellulosed in B.R.G., with black cockpit. This example is considerably faster than most, with 2.2-litre engine, wire wheels, overdrive, "X" tyres, tonneau cover, screen-washers, etc. **£465**

PEERLESS, 1958 Phase I GT saloon. Two owners from new, a most carefully looked after example in red with pale grey upholstery. Fitted with wire wheels, disc brakes, heater, overdrive, wood-rimmed wheel, radio, etc. ... ... **Choice of two from** **£645**

AUSTIN-HEALEY Sprite, 1960 2-seater. One owner, 15,000 miles. Immaculate in white with red interior, and fitted tonneau cover, heater, rev.-counter, screen-washers, etc ... **£485**

JAGUAR XK140 fixed-head coupé, 1955. Gleaming dark green with pale green upholstery, and fitted with radio and heater, overdrive, "X" tyres, twin spotlamps, screen-washers, wheel trims, etc. **£465**

M.G.-A, 1958 2-seater. A very attractive car in Pacific Blue with black hard-top and interior. Equipped with heater, luggage rack, wing mirrors, screen-washers, etc. **£545**

TRIUMPH TR3A, 1960. Very low mileage only, finished in dove white with red cockpit. Disc brakes, heater, overdrive, screen-washers, rear seat, etc. **£725**

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SUNBEAM Alpine, 1960 2-seater. Low mileage only, and equipped with a black hard-top, disc brakes, screen-washers, heater, etc. Spotlessly finished in dark grey with red upholstery **£735**

FAIRTHORPE Electron Minor, 1961 2-seater. One owner from new. Particularly well finished in royal blue with matching upholstery in dark blue. Low mileage only **£375**

AUSTIN-HEALEY 100/4, 1954 2-seater. Choice of two excellent cars in black with white interior; or in red with black interior. Both are equipped with wire wheels, heater, overdrive, tonneau cover, spotlamp, etc., and both are competitively priced at **£345**

M.G.-A 1600, 1960 series 2-seater. Meticulously maintained from new in salmon pink, with black upholstery. Fitted with disc brakes, dashboard clock, screen-washers, competition seats, etc. **£635**

TRIUMPH TR3A, 1959 2-seater. Beautiful pale blue with dark blue interior, and fitted with disc brakes, radio and heater, "X" tyres, twin spotlamps, tonneau cover, washers, etc. **£635**

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FOR SALE—*continued*

ALVIS, 1950, TB14 2-seater coupé. Immaculate body, etc. £130, or exchange vintage open. 251, Manor Road, Chigwell, Essex. [6913

1960 AUTO UNION 1000S (regd. Oct. '59), 4-door saloon, 31,000. £630. 9, Orchard Road, Elmstead Heath, Colchester. Tel.: Wivenhoe 635. [6914

M.G. TC, 1947. B.R.G. Very sound throughout. Reconditioned engine, many other new parts. Flashers, spot, fog. £180 o.n.o. 25, Cross O'Cliff Hill, Lincoln. Tel.: 24184. [6915

MORGAN 4/4, 1950. Good sound condition, goes very well. New hood. £150. Atkinson, Tel.: Bourne End 156. [6916

LAGONDA 2½ saloon, midnight blue, 1950. All alloy. D.O.H.C. Aston Martin engine. I.R.S. Excellent condition inside and out. Recent M.O.T. £250. Tel.: Vigilant 9518 (weekends only). [6917

LANCIA AUGUSTA de luxe saloon, 1936. Engine and bodywork good. Nearly new tyres. Tested. Some spares. Seen Essex. £70 or offer. Box No. X.918. [6918

TR3A TONNEAU, brand new, £8. Trickett, Kimbrae, Burnley Road, Crawshawbooth, Rossendale, Lancs. [6920

BREAKING M.G. L2 with Hornet engine. Good body, wheels, tyres, etc. S.A.E. Gothard, Lydgate Road, Soothill, Batley, Yorkshire, or call weekends. [6921

H.R.G. 1500, 1949. Superb condition. Over £300 spent on total overhaul in last three years. All conceivable extras. Complete history. £330 o.n.o. Box No. X.922. [6922

ASTON MARTIN, 1938, 2-litre, works fitted post-war DB1 engine—recently overhauled and rebored. New clutch, hood, sidescreens. Resprayed black two years ago, some rechroming. Well shod. Very good general order. £325 o.n.o. Can be seen either 1, Tavistock Drive, Nottingham—Tel.: 61127 at weekend, or Atherstone, Warwickshire, Monday-Friday, Tel.: Atherstone 2345 during working hours. [6923

ROLLS-ROYCE, 1934, 20/25, black Park Ward sports saloon. Well preserved and excellent running order. Full history available. £250 cash. Dr. English, 31, St. Leonard's Terrace, S.W.3. Tel.: SLO 5565. [6924

A.C. ACE, Sept. '55. Excellent condition. CL series engine just overhauled. Radio, "X"s, tonneau, spots. New hood and sidescreens. Cherry red cellulose just resprayed. £650 o.n.o. Lt. Banfield, 42, Marine Parade East, Lee-on-Solent. [6925

'61 FORD SPECIAL. E.B. fibreglass body, hard-top, 8-h.p. engine, 85+, hydraulic brakes. Gunn, Birdwood, Huntley, Glos. [6926

HEALEY, DEC. '48, roadster. Mechanics sound, body fair; new tyres. Offers or break. Eccles, 18, Gledholt Road, Huddersfield, Yorks. [6927

AUSTIN-HEALEY 100, 1955, red, fast, excellent condition. Overdrive, heater, wire wheels, Dura-band tyres, tonneau, spotlight. Taxed December £330. Forinton, Well Springs, Ightham, Sevenoaks. Tel.: Borough Green 577 (evenings). [6928

ALVIS TA14 estate car. Good condition and appearance. £65 for quick sale. Box No. X.929. [6929

NOVEMBER 1960 TORNADO Typhoon 2/4-seater G.T., 9,000 miles. £200. Freeman, 2, Spital Close, Gretton Road, Winchcombe. [6930

RILEY, 1951, 1½-LITRE saloon. Beautiful black body, good interior, very sound mechanically. Two good, three dreadful tyres. £200. Jewell, 15, Tanybryn, Burry Port (Tel.: 259), Carms. [6931

M.G. TC, Oct. '49. Polychromatic grey. Recon. engine. New brakes, steering and rear axle. M.O.T. cert. Radio, windtones, twin spares, luggage rack, telescopics, etc. £210. Tel.: ISLeworth 7222 (day), CHIswick 1896 (evening). [6936

ASTON MARTIN 1½ Mk. II l.c. tourer, B5/552/L 1935. New hood, screens, tonneau, seats; re-sprayed dark green. Engine rebuilt, new liners, pistons, valves, crank reground/balanced; racing bearings; new clutch, water pump and batteries. Bills for £270. Details on request. Price £290. P. Broughton, Magnolia Cottage, Caerleon, Mon. Tel.: Caerleon 250. [6933

ALVIS 4.3 Charlesworth saloon, 1937. Mechanically excellent, body and interior good. Tremendous performance. M.O.T. yesterday. £130 o.n.o. Davis, Tel.: FIN 8441 (business). [6934

VOLKSWAGEN, 1955, £75. Transporter—excellent engine—new front suspension—suitable for conversion to caravette. Perseus Mfg. Co., St. Matthew's Street, Branston Road, Burton-on-Trent. Tel.: 4357. [6935

M.G.-A 1,622 c.c., unused cylinder head c/w. valves and springs, £10. Sunbeam Alpine: manifold and mods for Webers, £5. T.V.R. unused anti-roll bar, £2. Tel.: South Mimms 2130. [6936

SPRITE MK. I. Excellent. Extras. £375 o.n.o. 167, Croydon Road, Caterham, Surrey, or Tel.: Godstone 203. [6937

TALBOT, 1938, 3-LITRE saloon. Heater. Very good condition, M.O.T. £80 o.n.o. Tel.: BRI 5852. [6939

INVICTA, 1932, 1½-LITRE Blackburne-engined 4-seater tourer. Immaculate. £195. Tel.: St. Albans 57723. [6940

FOUR-SPEED GEARBOX for Ford 7W, E93A, 100E. Offers. W.H.Y.? Barnes, 58, Windsor Avenue, Hillingdon, Middlesex. [6941

FOR SALE—*continued*

HIGHLY MODIFIED "Iron Lung" 1172 Formula car, built 1961. Ford chassis, tubular, strengthened 4.7 axle. M.O.T. Road equipment. £160 o.n.o. 42, Queens Drive, Fulwood, Preston. [6938

LAGONDA M45 open 4-seater, completely rebuilt—superb order. £250 o.n.o. Norton, "Bleabeck," Boot, Eskdale, Cumberland. Tel.: Eskdale 265. [6942

VOLKSWAGEN DE LUXE, 1956. Excellent condition. Polar silver. Radio, roll bar; many extras. £365 o.n.o. White, 22, Moss Lane, Pinner, Middlesex. Tel.: Pinner 7883. [6943

EXTREMELY GOOD SINGER Le Mans, 1934. Interested people Tel.: WADhurst 258 (evenings). [6944

1960 RILEY "BROOKLANDS" Special. Professional alloy body; Treen chassis; hydraulic brakes; rebuilt engine and back axle; p.v.c. weather equipment. £175. Tel.: Howe, Reigate 4743. [6945

ROVER TOURER, 1947, 12 h.p. Good condition throughout, with new p.v.c. hood, battery, and steering. Elegant and distinctive. £150 o.n.o. Tel.: VICtoria 3307. [6946

RECONDITIONED FORD ENGINE, £12. Lucas sealed-beam units, £5. 36, Stonard Road, N.13. [6947

DAIMLER, 1951, Special Sports by Barker, excellent condition. Colour black. New tyres. £250 o.n.o. Treesbank, Blacklion Hill, Shenley, St. Albans, Herts. [6958

M.G. TB. Deep red. Condition mainly good. Exchange engine 20,000. Good performance and appearance. £125. Details from Guest, Fairhaven, Rotherfield, Sussex. [6959

MORGAN 4/4, 1949, 1,267-c.c. o.h.v. engine. Good condition, fast, economical. Enthusiast's car. M.O.T. tested. £150. Apply after July 7th. 29, Third Avenue, Manor Park, E.12. [6960

1926 AUSTIN CHUMMY. Immaculate and original. Collector's piece. £75. Tel.: Molesey 1694. [6961

FAST, SAFE, COMFORTABLE. 1952 Jowett Jupiter, with radio, heater, screen-washers, reversing lights. Recon. engine, gearbox and brakes. New hood, wheel bearings. Excellent tyres. A magnificent example of a classic design. £260 o.n.o. (H.P.). Martin, Landfall, Waltham Chase, Southampton. [6962

LOTUS 7: Highly modified 100E. Immaculate B.R.G., new "X"s, hood, tonneau, new grey trim, new all-enclosing wings. Looks 1962. £345 o.v.n.o. Part-exchange TR/Morgan considered. Stonehealed, Brinkworth (Tel.: 296), Wiltshire. [6965

1958 XK150 f.h.c., overdrive, 30,000 miles. Carefully maintained by one owner. £760. Box No. X.963. [6963

ASTON MARTIN Mk. II s/c. Works fitted Speed Model engine. Body and engine excellent, completely rebuilt and meticulously maintained over last six years. £350. Tel.: ENField 7260. [6964

H.R.G. 1100, 1947. Excellent condition mechanically, new hood, tonneau, tyres, upholstery; rewired, and M.O.T. for year. £200. D. Blakiston, "Applegarth," Bosham Hoe, Nr. Chichester, Sussex. [6966

COOPER SPORTS: I.F./R.S.; E93A engine; hydraulics; new 12v. electrics; new instruments. Alum. body; weather equipment. Best offer over £195. Evenings 7.30 p.m., Sundays. Etchells, 84, Wilton Street, Denton, Manchester. [6967

RAPIER ENGINE: 1,494 c.c. Suit 1956/61 Hillman. Excellent condition (12,000 miles)—absolutely complete. £48. Spare crankshaft, £7. New 10-in. clutch, £5. Fidler, Stanton Avenue, Manchester, 20. Tel.: DID 6390. [6968

IMPRESSIVE 1947 DAIMLER DB18. Good tyres, spots. M.O.T. £85. Foster, 10, Yates Avenue, Aston-on-Trent, Derby. [6969

1960 SPRITE. £250 extras, incl. supercharger, wire wheels, disc brakes, heater, hard-top, fog, spot and reversing lamps, tonneau, good Turbospeed tyres, 3.9 axle. One owner 15,000 miles. Never entered for a competition. £525. Swanton, Overton, Marlborough, Wilts. [6970

WOLSELEY SPARES. 12, 14 Special 14 and NF, 1934-6. Hundreds of parts, must clear for space. Foulkes, Littlecroft, Corbridge, Northumberland. [6971

LAGONDA LG6 saloon. Resprayed. Reconditioned engine, five new tyres. £275. Also LG45 saloon, black, very pretty, £195. George Rose, Metham Hall, Howden, E. Riding. Tel.: 201. [6972

"SPECIAL" BUILDERS. Ashley 1172 body and windscreen, £50; also reconditioned E93A engine, boxed Popular chassis, rear axle, etc.; what offers? J. Craven, 67, Holmsley Lane, Woodlesford, Nr. Leeds. [6974

1955 CITROEN Big Six. Hydro-pneumatic suspension. In immaculate condition and open to any inspection. Real performance, comfort and fun to drive. £245, or consider an exchange deal for car suitable for wife. Stewart, 56, Gores Lane, Formby. Tel.: 3381. [6975

LEA-FRANCIS, 1951 model, 6-Lt. saloon, black. Radio, heater, spots. Cared for. £90 o.n.o. School House, Loxwood, Sussex. Tel.: Loxwood 207. [6977

ALVIS SILVER EAGLE saloon, 1935. Good condition. M.O.T. Good tyres, heater, screen-washers. Top o/h. and carbs. rebuilt. £120 o.n.o. Real Wolseley Hornet, 1932, Swallow coachwork. Only 19,000 miles since complete strip and rebuild. £90 o.n.o. Evans, 18, Peverell Drive, Hall Green, Birmingham. [6976

1957 TR3, white. Tonneau, soft-top, heater. Nice condition. £375. Bowler, "Westwinds," Duckmanton, Chesterfield. Tel.: Bolsover 3302. [6978

1951 SUNBEAM-TALBOT convertible. M.O.T. tested. Taxed. £75. Tel.: Pulborough 2837 (Sussex). [6979

1947 TC M.G., black. Vynide hood, brakes relined. Good condition. £185. Tel.: Pulborough 2837. [6979A

1935 A.C. sports, completely rebuilt, taxed; spare engine. Photographs available. £215. Mulcaster, Styles Hill, Frome, Somerset. [6980

1938 RILEY FALCON. Engine good, body and interior sound. New battery. £60 o.n.o. 20, Little Potters, Bushey Heath, Herts. Tel.: 3681. [6981

M.G. TF, December 1954. Recently reconditioned engine. Heater, screen-washer. New hood, battery. Good condition. Taxed. £390. Tel.: ADDiscombe 1010. [6982

TR2, 1954/55, v.g.c. New electrics throughout; "X"s, heater, etc. Wonderful value at £270—no offers; owner going abroad. Woking area. Box No. X.983. [6983

1925 HUMBER 8-h.p. 3-door saloon, excellent condition mechanically and body A.1. Everyday use. £100 o.n.o., or would exchange for M.G., Lagonda 2.6 chassis, or W.H.Y.? 12, Pindock Mews, London, W.9. Tel.: CUN 9703. [6984

XK140 d.h.c., o'drive. Bearings, brakes and hood renewed in past 10,000. Exchange for interesting Bugatti, Invicta, W.H.Y.? 12, Pindock Mews, London, W.9. Tel.: CUN 9703. [6985

ALVIS, 1951, sports saloon. Good condition, new tyres. £200. 90, Mountsorrel Lane, Rothley, Leicester. Tel.: 28694. [6987

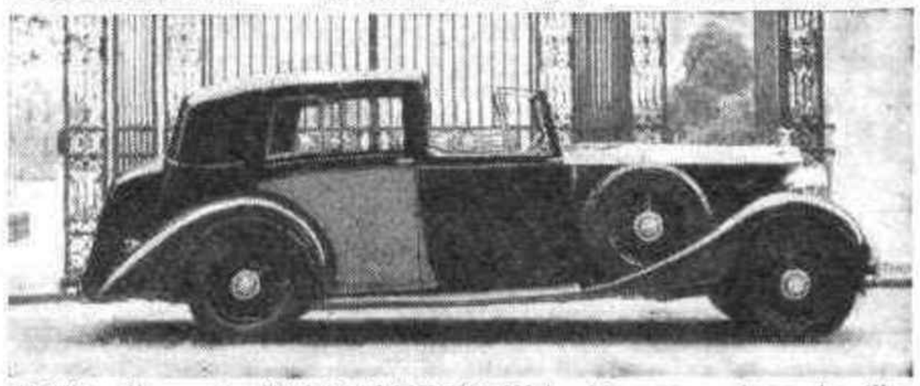
ALVIS SPARES. 1932-1936 Speed 20 and 16.9; 1927-31 12/50 and 1938 12/70. No body parts. TA14, all parts available. D. Bagshaw, 37, Granville Road, Wigston Fields, Leicester. [6988

LANCIA APRILIA, 1938. M.O.T. Good tyres; electrics overhauled; transmission and new clutch by Lancias. £100 o.n.o. Seen London or Leicester. 37, Granville Road, Wigston Fields, Leicester. [6989

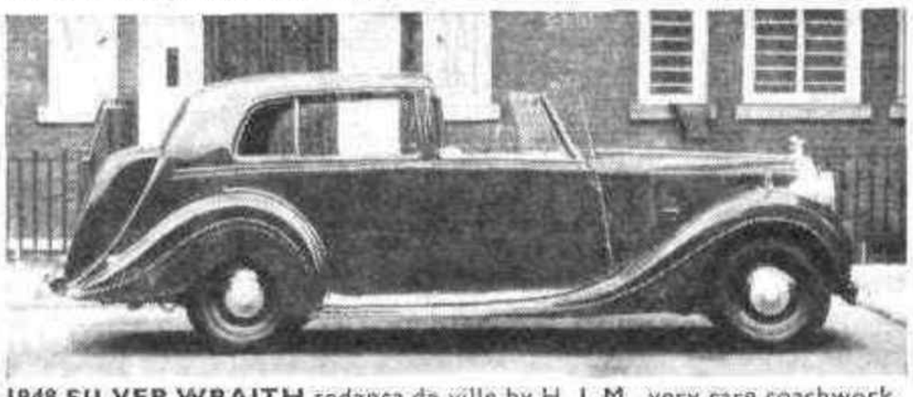
M.G. TC, 1949. New engine, rebuilt body, etc., white. £230. Norman, 38, Clarendon Road, Birmingham, 16. [6990

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AUSTIN-HEALEY Sprite Mk. II, 1961 2-seater. One owner, 6,000 miles only from new. Quite unblemished in every way in salmon pink, with black cockpit. Fitted with every extra, including tonneau cover, heater, etc. **£595**

T.V.R. Mk. II, Sept. 1960. Two owners from new, 14,000 miles only. Unmarked in Italian red with red interior. Fitted with M.G.-A 1600 engine, wire wheels, heater, etc. **£565**

TRIUMPH TR3, 1957 2-seater. Gleaming black with black upholstery; and equipped with disc brakes, overdrive, heater, "X" tyres, screen-washers, etc. **£475**

RELIANT SABRE. Now for immediate delivery, a brand new and unregistered example of this exciting new British sports car. Finished in red with matching trim, with wire wheels, disc brakes, heater, wood-rimmed steering wheel, screen-washers, electric dash clock, etc. ... ... From **£1,064**

JAGUAR XK150 fixed-head coupé, 1958. A full special equipment model finished in dark grey, with grey upholstery. Fitted with disc brakes, wire wheels, radio and heater, twin spotlamps, "X" tyres, screen-washers, overdrive, adjustable steering, etc. **£695**

M.G. TF 1500, 1955 2-seater. *A delightful example of this very popular sports car, finished in pale metallic green with tan upholstery. Fitted with heater, twin spotlamps, reversing lamp, etc.* **£445**

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We are the Main T.V.R. Distributors in the Midlands. This delightful G.T. coupé is available for **immediate delivery** in **Component form** with Ford Classic, Mk. 2 M.G.-A 1600 or Climax engines **from only £795.** We have an M.G.-powered Demonstrator car available, and would be delighted to arrange a demonstration for you at your convenience. Part exchange, hire purchase and insurance facilities are immediately obtainable. Please write or call for further particulars.

AUSTIN-HEALEY Sprite, 1960 2-seater. Two owners from new, 13,000 miles only. Spotless white with red upholstery, and fitted with heater, washers, wing mirrors, safety belts, etc. **£495**

M.G.-A, 1956 2-seaters. *Choice of two hand-picked cars, finished in black with red interior; or in red with black interior. Both have various useful extras, and are attractively priced at* **£445**

TRIUMPH TR3A, 1958 2-seater. An enthusiast-maintained example in white with royal blue upholstery, and equipped with disc brakes, heater, "X" tyres, 4-branch exhaust, etc. **£535**

MORGAN Four-Four, 1959 2-seater. One owner only from new, unmarked maroon with black interior, and fitted with radio and heater, twin spotlamps, flashers, etc. **£425**

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As the **Midlands' Lotus Distributors** we are pleased to announce very early delivery of the fabulous **Lotus Elite G.T. coupé** now with improved specification and luxury interior trim, in **component form** for only **£1,299** (a reduction of no less than £650 under assembled price). Demonstrations available, please write or call for fullest details.

M.G.-A 1600, 1959 2-seater fixed-head coupé. One owner only, finished in red with matching trim, with disc brakes, heater, screen-washers, adjustable steering, etc. ... **£665**

AUSTIN-HEALEY 100/6, 1958 2-seater. A particularly attractive car in white with black trim. Equipped with radio and heater, twin exhausts, screen-washers, etc. **£595**

TRIUMPH TR3, 1957 2-seater. In Italian red with red cockpit; and fitted with tonneau cover, new Pirellis, screen-washers, reversing lamp **£435**

JAGUAR XK140 drophead coupé, 1955 (Nov.). A specimen car throughout, and unquestionably one of the finest we have ever seen. Finished in maroon with pale grey hood and *red upholstery. Fitted with twin spotlamps, "X" tyres, luggage rack, etc.* **£525**

ASHLEY, 1961 2-seater. One owner, 8,000 miles only. A really professionally-built sports car, all new parts throughout costing over £700, with stage 4 Aquaplane FORD 100E engine, close-ratio gears, "X" tyres, fullest weather equipment, etc. Finished in dark blue **£465**

TRIUMPH TR2, 1954 2-seater, gleaming black with red trim. Equipped with "X" tyres, tonneau cover, screen-washers, wing mirrors, reground crank, etc. **£295**

JAGUAR XK150 fixed-head coupé, 1959. White with red upholstery, and fitted with disc brakes, wire wheels, twin spots, radio and heater, washers, etc. **£875**

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FOR SALE—*continued*

1937 BENTLEY 4¼ Park Ward drophead. Excellent bodily and mechanically. M.O.T. £250. Axel-Berg, Paddocks, St. Hilary, Cowbridge, Glamorgan. [6704

SUNBEAM SP.20 coupé, 1932. Excellent condition. £100 engine overhaul March. Owner (S.T.D. Register member) posted overseas. Photograph. Offers : Lumb, Broughton, Malton, Yorkshire. [6705

BUCKLER 90, 1959. Ford Ten. Low mileage. Close-ratio gears, Aquaplane S.U., oil cooler, 12v., i.f.s., Buckler aluminium body. Engineer built from new parts. Finished two-tone grey. Box No. X.706. [6706

1960 SPRITE, perfect condition, 17,500 miles. £475. Bramwell, St. Christopher, Belmont Road, Combe Down, Bath. [6707

M.G. TA TICKFORD in perfect mechanical condition. Complete engine overhaul, new tyres, brakes relined, fitted heater. Nearest offer to £180. M.O.T. of course. Button, 5, Mountview Road, Kingsbury, N.W.9. [6708

M.G. TC, 1946. Very good condition. Reconditioned engine, new full tonneau, etc. Bills available for over £200. M.O.T. cert. £195. Simpson, Tel.: Coventry 72499. [6709

GOGGOMOBIL T700 ROYAL saloon, cost £690. Only 1,400 miles, unmarked. £450, terms possible; exchange considered. Abarth silencer for Volkswagen, unused, £8 10s. 49, Khama Road, S.W.17. Tel.: Balham 8912. [6710

TWO BARGAINS OFFERED due to marriage. Auto Union 1000S, 1960, £675. Bentley 3-litre saloon, 1924, £200; or both, £800. Smith, The Orchard, Chipping Campden, Glos. [6711

BENTLEY 3½, 1934. Most attractive 2-door saloon with box boot. Running-in after rebore. New shells, clutch, dynamo and starter; completely de-sludged. £275 o.n.o. Beckingham, Tickencote, Stamford, Lincs. Tel.: Empingham 259. [6712

1947 M.G. TC. Excellent condition mechanically and bodily. Works reconditioned engine. Relined brakes and clutch. Many extras. Genuine reason for sale. £290 o.n.o. Ramsay, 20, High Street, Glastonbury, Somerset. [6713

BENTLEY Park Ward saloon, 1936. Taxed Dec. M.O.T. certs. £250. "Carinya," Braeside Road, Ringwood, Hants. [6714

1938 RILEY KESTREL, M.O.T. certificate. Excellent condition. Offers. Kemp, The Lodge, Belmont, Faversham, Kent. [6715

JOWETT JAVELIN, series III engine reconditioned 8,000 miles ago. Heater. Excellent condition throughout. Tel.: Ewell 4742. [6716

MORGAN 4/4, 1938, reconditioned Climax engine and gearbox. Offers. Tel.: Ruislip 6982. [6717

1934 TRIUMPH Monte Carlo, 10 h.p., Vanden Plas tourer. Folding windscreen, slab tank, two spares, good tyres. £75. 1932 Sunbeam 20-h.p., clutch needs relining, £25. Barnfather, 9, Holmlands Road, Darlington. [6718

RILEY IMP. £295 or offer. 88, Downside, Shoreham-by-Sea. Tel.: 3615. [6719

T.V.R., Mk. II M.G.-A. Beautiful car in excellent condition. 4.3 : 1 rear axle, racing acceleration. Leather trim; low mileage; never competed. Exhaust modified for increased ground clearance. Sorrowing owner needs more seats. Tel.: Elmbridge 3347. [6720

TRIUMPH TR3A, April 1960, DF 166, immaculate opalescent silver grey, red upholstery. Overdrive, hard/soft-tops, radio, heater, Michelin "X," tonneau, wheel discs, rack, fog, reversing lights, seat belts, mirrors, mascot sealed beams. Meticulously maintained; bills, service records shown. £715, H.P. arranged. Exchange saloon, estate, considered. 178, Birstall Road, Leicester. Tel.: Leicester 814377. [6721

ROCHDALE G.T., Ford Ten engine, boxed chassis, h/c. head, 4.7 axle, sports coil, 4-branch exhaust, carpets, leather trim. £195 o.n.o. Betjemann, 10, Warren Road, London, N.W.2. [6722

HEALEY 2.4 SPORTSMOBILE, 1950, 100+ m.p.h. Alloy body, resprayed red. Mechanically sound; weather equipment good; heater. M.O.T. Taxed. £160 o.n.o. McAteer, Tel.: Arnold 4321, ext. 443. [6723

ASHLEY SPORTIVA. 1172 tuned, 4.4 c.w.p., Ashley chassis, i.f.s. Built June 1961, 2/4 seats, wood-rim wheel. Excellent condition. £250. Brown, 815, Sutton Road, Barr Common, Walsall. Tel.: Kings Norton (Worcs) 1132. [6724

LANCIA G.T. 2500, 1953/4, imported 1959. £200 engine overhaul at Lancia's. 30,000 miles. New "X"s, new brakes, clutch, respray 12 months. Right-hand drive, floor change, wood-rim wheel. £675. Sellars, Tel.: DRO 1145 (office), BRA 767 (evenings). (Cheshire.) [6725

ASTON MARTIN, 1934, S/C. Puts all other sports cars to shame. Photos on request. £375. Jay, 195, Millhouses Lane, Sheffield. [6726

1960 PORSCHE 1600, red, 24,000. Radio, safety belts, twin Marchals, carpets. £1,400. Consider exchange cheaper car. Musgrave, Bedford Hotel, Chichester. [6727

BENTLEY 4¼, 1939, sports saloon. Also Phantom III, 1938, Windover touring limousine with swept-tail and boot. Both excellent condition. Further details : Rickie, 206, Hobs Moat Road, Solihull, Warwickshire. Tel.: SHEldon 6262. [6729

FOR SALE—*continued*

LAYSTALL LUCAS ALLOY Superhead for M.G. TC or TD model. Complete with valves. £22 10s., free carriage. Carson, 47, Ladas Drive, Belfast, 6. [6688

1953 M.G. TD, red. Good condition, resprayed. Engine reconditioned. £260. First offer secures. Box No. X.689. [6689

M.G. PB ENGINE and gearbox, complete less carbs. Also few engine parts. £30 o.n.o. Henty, Bridge House, Hook Norton, Oxon. [6690

M.G.-A, '58, Pacific blue, 21,000. Two cars, pleasure only. Bitumen over underseal; one owner; as new. £550. Tel.: St. Helens (Lancs) 6312. [6691

ALVIS SPEED 25, 1939, d.h.c. Engine and clutch just o/h. *Front suspension, steering and bodywork* recently. About £200, or exchange with £100 cash for XK140 or T.V.R. requiring attention. Box No. X.692. [6692

MERCEDES-BENZ 540K. One of the last fabulous 2-seater drophead coupés left in the country; *overhauled, recellulosed, rechromed, re-upholstered in* best hide; new hood, carpets and tyres, complete with two spares in tail; stoneguard, twin spotlamps and pass-lamp, manual, spare bulb case, etc. Phantom III foursome drophead sports coupé, virtually as new, overhauled, recellulosed, rechromed, new hood and tyres. R.-R. maintained and complete down to manual; low mileage and many interesting features. Tel.: Fremantle 1597, or write, Frank Cox, Bina Cottage, Dove Mews, S.W.5. [6693

M.G. TD, 1953. Enthusiast's model. Immaculate condition, engine and bodywork. Black with green leather upholstery, green hood. Only two lady owners; used as second car, hence genuine 47,000 miles. This TD is dearer than most but a perfect example. Registration number MG 2, sold as an extra if offer attractive enough. Tel.: Stoke Mandeville (Bucks) 2266. [6694

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M.G.-A, 1958, fixed-head coupé. Resprayed beautiful opalescent blue. New chrome, new Duraband tyres. Mechanically excellent. £495 o.n.o. Tel.: Letchworth 923. [6696

LAGONDA LG6, 1938, drophead. Good condition all round. £225. Tel.: Elmbridge 4294 (business); Malden 1982 (home). [6728

LAGONDA 2½-LITRE foursome drophead coupé, 1952. Blue. Engine just extensively overhauled. Outstanding thoroughbred motor car for £295. Tel.: Nottingham 82327. [6755

M.G. PA, 1934. M.O.T. tested. Body good. Taxed, insured. £75 o.n.o. Holmes, 1, Greenlands Road, Kemsing, Kent. [6757

SINGER LE MANS 2-seater, B.R.G., good condition throughout, M.O.T. June licensed. £100. 31, Buncer Lane, Blackburn. Tel.: Blakewater 43641. [6731

ALVIS 12/60 BEETLEBACK. £135 o.n.o., or p.e. Brooklands Riley, Aston or similar. Hill, 25, Woodside Avenue, Crewe, Cheshire. [6732

BENTLEY 3½, 1934, Park Ward saloon. Engine rebored; new brakes, servo, back-end, tyres M.O.T. Real value at £150. Must sell. Milne 682, King Street, Aberdeen. [6733

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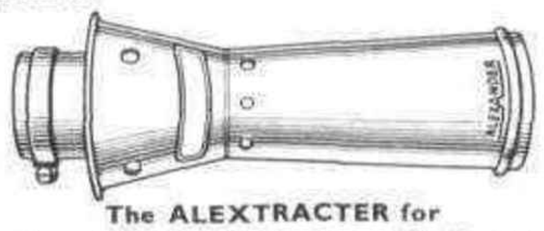
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AUSTIN SEVEN 2-seater tourer, 1935, restored. Now in best possible condition. Must be seen. £110. 34, Lion Road, Bexleyheath, Kent. Tel.: BEX 9298. [6734

VW JUDSON SUPERCHARGER, complete kit, with instructions for 36-h.p. model. £35 10s. Studley, Shipham, Nr. Winscombe, Som. Tel.: Wins. 3131. [6735

FAIRTHORPE ELECTRON MINOR, 1958, blue. Used as second car. £200. 20, Ruskin Drive, Morecambe. Tel.: 4197. [6736

TALBOT 75 sportsman's saloon, 1938, 17.9 h.p., 23 m.p.g. Recent M.O.T. In nice condition, taxed; roomy and reliable car for only £40. 70, Burlington Lane, Chiswick, London, W.4. [6737

TURNER ALEXANDER, Nov. 1960, 16,500 miles, one owner. Discs, cross-flow head, 13-in. w.w., hard-top, heater, anti-roll bar, etc. In Empress blue. £525 o.n.o. Gray, Frating Garage, Elmstead, Colchester. Tel.: Wivenhoe 228. [6738

EX-WORKS PROTOTYPE sports/racing Lea-*Francis, 1953. This unique car, in appearance like* Le Mans Frazer Nash, is fitted 11 : 1 dry sump 1,674-c.c. engine, giving 25 m.p.g. and 120+ m.p.h. Coil/mag. ignition, 4-speed close-ratio box. This car is a crowd gatherer and affords an enthusiast the opportunity of possessing a thoroughbred machine equally suited to the road or track. Offers invited, to: Brown, 13, Hyde Park Gardens, Winchmore Hill, London, N.21. [6739

M.G. TD, 1953. Immaculate condition. New hood. £360. 68, Whitehouse Crescent, Sutton Coldfield, Warwickshire. Tel.: Sutton 6898. [6740

LANCIA ARDEA, 1948, green, brown leather. Good engine, tyres, brakes. £80 o.n.o. Clarke, 40, Alloway Terrace, Linlathen, Dundee. [6741

APRILIA SPARES. Letters to P. Dillon, Heather Cottage, Hillside Road, Ash, Nr. Aldershot, Hants. [6742

ASTON MARTIN MK. III, 1959. Overdrive, 17,000 miles. *Perfect condition.* £1,775. Bullen, 14, Paradise Walk, S.W.3. Tel.: FLA 8710. [6743

PORSCHE 1600 SUPER. Blue. 50,000 miles. Well kept; bills available. £1,100. Tel.: FLA 8710. [6744

LAGONDA 3-LITRE ENGINE. Dismantled. Magneto, dynamo, twin S.U.s. Any offers. Tel.: Wordsworth 0403. [6745

SUNBEAM-TALBOT 90 Mk. I. Only 15,000 since engine, clutch, gearbox recon. M.O.T. £110 o.n.o. Tel.: FIE 8791. [6746

PAIR UNUSED LUCAS P100 headlamps, perfect condition. £25. Smith, 122, Cedars Avenue, Coventry. [6747

1956 AUSTIN-HEALEY BN2. Polychromatic blue. Fitted RS5s. Very clean throughout. Speedo. reading 34,000 miles. Offers around £445. Parsonson, 22, Cobnor Close, Gossops Green, Crawley, Sussex. [6748

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RILEY 1.5 KESTREL, 1935, 15,000 miles since reconditioned engine, chassis, electrics. £35. *Raymond, Flint Cottage,* Hillside Lane, Hayes, Kent. Tel.: Hurstway 2090. [6750

ASHLEY-FORD 1172 hard-top, 1959. B.R.G. 2/4 seats. Enthusiast maintained. £180 o.n.o. Bickmore, 7, Highfield Road, Belper, Derbyshire. [6751

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1937 M.C. TA/TC. Black. Recon. engine, sealed beams; mech. sound, recently overhauled; body patchy. Taxed Oct. '62. £150 o.n.o. Tel.: TED 4719 (after 6 p.m.). [6991

1940 SIMCA CINQ (Fiat 500) coupé. Probably best-preserved and cherished example in England. £75. Pears, 20, Swan Street, Boxford, Suffolk. Tel.: 276. [6992

VOLKSWAGEN DE LUXE, 1956, silver-blue. £350. Lennox, Swan Cottage, Fenstanton, Huntingdon. Tel.: St. Ives 3351. [6993

SET 'EM AGOG with a top-dog Mog! 1947 F-Super Morgan, signal red, scintillating chrome. Recon. E93A, 44 m.p.g. New boots, shoes. £140. Stapleton, Little Hales, High Stile, Dunmow, Essex. [6994

TR2. Needs slight attention. Bargain for the first with £180 cash. Box No. X.995. [6995

A40 DE LUXE, 1959. Impeccably maintained by one enthusiast owner. Grey/black. "X" tyres, Marchal spots, rad. blind, instruments, Delaney harnesses, sound-proofed, undersealed, etc. House purchase forces sale. Offers? Thorpe, "Silverleys," Windsor Lane, Burnham, Bucks. [6996

ALVIS SILVER EAGLE d.h.c., 1935. Reconditioned engine, tyres good. Spares. £50. Tel.: Hucknall 2719 (after 6 p.m.). [6997

LAGONDA M45 pillarless saloon, 1935. Complete, taxed and M.O.T. £90 o.n.o. Morton, c/o 936, Shields Road, Newcastle-on-Tyne, 6. [6998

TERRIER MK. II, 1960/61. New highly-tuned 100E unit just run-in. Close-ratio gears, R5s. Condition immaculate. £525 o.n.o. Contact first: Mike Anderson, Top Flat, 2, Lennox Road South, Southsea, Hants. Tel.: Portsmouth 23199. [6999

SPEEDEX ALLOY BODY A.7 Special, recently completed. Receipts for over £250. Must sell for financial reasons, therefore will accept around £85. Slack, Yan Tan, Panorama Drive, Ilkley, Yorkshire. Tel.: 1810. [7000

BENTLEY 3½, 1934, Thrupp saloon, good condition. £110. 72, Woodlands Road, Ilford. [7001

ALLARD, 1952, 91P saloon, superb throughout. £145 o.n.o. S.A.E., photograph. 41, Hamilton Road, Ilford. Tel.: ILF 0260. [7002

SAAB saloon, L.H.D., practically new condition. £495, consider exchange. Tel.: Stonegrove 7073 (Edgware). [7003

M.G. TA, 1938. Undersealed; recellulosed carmen red; retrimmed black leathercloth, seat covers; fitted green carpet; black p.v.c. hood/screens. Rebored: reground camshaft/crankshaft, new valves, pump, thermostat 3,000 miles. New diffs. and tyres. Taxed Jan., M.O.T. May 1963. Genuine reason for sale. All bills available. Spares galore. Further details: Tel.: Slough 23006. [7004

1939 ALVIS 12/70 saloon, mechanically good, but upholstery poor. M.O.T. Will sell for a sensible price. Box No. X.005. [7005

AUSTIN-HEALEY 100/6, 2/4-seater. Overdrive. Wire wheels, radio, etc. Modifications. Outstanding. £495. Tel.: Brookwood 3124 (Woking). [7006

ALVIS SILVER EAGLE saloon, 1929. One owner; completely original. Handbook, tools. £100 engine overhaul. 173, Sheen Lane, S.W.14. Tel.: PROspect 9878. [7007

M.G. VA. Excellent condition, bills for three years. Five new tyres, spare engine and gearbox; extras. £100 o.n.o. 176, Hampstead Lane, Highgate, London. Tel.: FITzroy 1138. After July 9th. [7020

1956 M.G. Magnette saloon, twilight grey, heater, screen-washers, fog-lamps, wing mirrors. In immaculate condition. **£425.**

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SILVER WRAITH Park Ward O/D. sp. saloon in grey with maroon interior, 1947. Very good general order throughout but no known history, hence realistic price of **£585**

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VINTAGE 20/25 (December 1930) small 7-passenger limousine by Hooper. Believed three owners; recent engine overhaul by well-known R.-R. Specialists and generally in very fair order throughout. Taxed. **£165**

20/25 Hooper sports saloon 1934, with first-class chassis and very fair coachwork. **£295**

20/25 Thrupp fixed-head 2-seater coupé with dickey. Sound chassis with unusual and attractive coachwork. Generally in very fair order. **£295**

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Mk. VI Freestone & Webb razor-edge sports saloon in dual grey with grey interior, radio, heater, etc. Genuine mileage believed 103,000 (two owners), full-flow engine. We have recently fitted new radiator and half-shafts, overhauled brakes, decarbed engine, and although a 1948 series this car is quite outstanding. **£645**

3½-litre Hooper sports saloon, 1934, believed two owners and mechanically good with sound coachwork. **£165**

ANOTHER 3½-litre, 1935 series, 2-door 4-seater razor-edge body by Kellner in very fair order with good chassis. **£165**

3-litre RED LABEL V.D.P. tourer, highly original save for wings. Recent engine and brake overhaul; new hood, and now being repainted. Completed price **£495**

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ALVIS Silver Crest 4-light sports saloon, 1938, but in above-average condition and good value at **£95**

ASTON MARTIN 1½-litre Mk. II, 1935, d.h.c. Very sound in every way. **£245**

HUMBER 14/40 tourer, 1927. Fair coachwork, good hood and tyres but poor trim. Very original but external crack in block, hence realistic price of **£60**

LAGONDA 2.6 saloon, late 1950. Good mechanically, sound coachwork but needs repaint and general tidying up. **£155**

M.G. Special, J1 chassis, 1172 Ford engine, M.G. gearbox, hydraulic brakes. Ready to receive coachwork. **£50**

RILEY Nine, very rare **Falcon** 4-door special sports saloon, 1933. Recent engine overhaul and in good order throughout. **£95**

TALBOT 105 sports saloon, 1937. In very fair general order, good tyres and sound coachwork. **£70**

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XK140 ENGINE with "C"-type head and gearbox, complete with all accessories, also most parts. Offers. Vickers, 10, Major Road, London, S.E.16. [7019

SUNBEAM 16 6-light sliding head saloon. Exactly as it left the factory in 1933 after £350 and three years' work. Try any offer or exchange historic racing car or W.H.Y.? Gladly shown to prospective purchasers only at 24B, St. John's Avenue, Putney Hill, S.W.15. Tel.: PUT 6871. [7021

TALBOT 8/18, 1925, d/h. coupé, dickey. Fitted F.W.B. £45. 9, Devonshire Road, W.4. Tel.: CHI 9631. [7022

SINGER JUNIOR, 1929, 2-seater, dickey. Original and running. £35. 9, Devonshire Road, W.4. Tel.: CHI 9631. [7023

DELLOW, 1951. Complete overhaul last three months. Bills available. Many extras. M.O.T. certificate. £175 o.n.o. Tel.: ARChway 2058. [7024

1923 ALVIS 12/40 model. The second oldest Alvis on the road and in completely original condition. For sale around £325. Details on request from: Poulson, 1, Richmond Road, Ilford, Essex. Tel.: ILF 1760. [7025

FRAZER NASH d.h.c., 1951. White F.N.S. unit. Heater. Very fast and comfortable. Exceptional order. £550. Tel.: FLA 7725. [7026

BEAUTIFULLY-KEPT 3½-LITRE Bentley saloon. £150 o.v.n.o. Tel.: Robinson, SPE 7387 (London) (6.30 p.m.). [7027

1939 2-LITRE Aston Martin. Resprayed. Recond. engine 1,000 miles ago. Excellent body and weather equipment. £200 o.n.o. Joy, 15, Wetherby Mansions, S.W.5. Tel.: FRO 3537. [7028

AUSTIN-HEALEY 3000. Immaculate in blue/white, 4-seater. £675, or would p/exchange for 1959 Sprite. Seen Amersham or London. Tel.: Holmer Green 3143. [7029

105E AQUAPLANE twin S.U. conversion, complete. Tel.: Brentwood 6052. [7030

M.G.-A, '59. Recently resprayed, red. Exceptional condition, never raced or rallied. 38,000 miles only. Good tyres (new last year), hood, tonneau. Description not enough, this is one to be seen. £540 o.n.o. Licensed. Tel.: Slough 26769 (day), Ascot 1097 (night), or write: Plumtrees, Sunningdale, Berks. [7031

M.G. NA, 1934. Good body, tyres, mechanics, but rear axle knocks. Unused since 1958. £25 o.n.o. Tel.: TIDeway 3831 (London). [7032

M.G. TD. New tyres, tonneau and hood. £250 o.n.o. Jeffery, Tel.: WHItehall 5454, or WELbeck 9766 (evening). [7034

M.G. TD2. New engine, five good tyres, tonneau cover, luggage rack. Must sell. Offers. Tel.: Loughton 4115. [7035

SPORTS/RACING ELVA-Climax 1,100 c.c., supercharged. Many awards British and Continental events. Modified rear suspension, Appendix C. Bargain, £485, including trailer, spares, Stage III carbs. 112, Croham Valley Road, South Croydon. Tel.: SAN 1921. [7036

BUGATTI TYPE 44 front axle complete, two wire wheels, exhaust manifold. All good. 112, Croham Valley Road, South Croydon. [7037

FRAZER NASH-B.M.W. 329 cabriolet. Excellent throughout. Complete overhaul. Recent M.O.T. certificate. £125. Box No. X.038. [7038

FABULOUS MORGAN Plus Four. Rebuilt March 1962 with all racing modifications. Full Lawrence-Super Sports engine, discs, R5s, etc. Offers over £600 to Tel.: Bradfield 384 (Berkshire). [7039

Air-cooled O.H.C. engine. Independent suspension. Anti-roll bar. All synchro. 4-speed gearbox. Headlight flasher. Parking lights. Heating and fresh air systems. Clock. Stove-enamelled paint. Adjustable seat backs.
50 m.p.g. 75 m.p.h.

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What is believed to be the only Low-Chassis **DAIMLER DOUBLE SIX '50'** still in existence. Entirely original and magnificent **CORSICA DROPHEAD COUPE.**

The comprehensive spares inventory includes such major items as engine, gearbox, axles and brakes. Full details together with photographs of this beautiful car will be supplied on request.

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Belgrave Square, S.W.1
BELgravia 4086

FOR SALE—*continued*

"MOTOR SPORT," 1952-1961 complete. *Autosport*, 70 copies 1952-1959. *Motor/Autocar*, 300 copies 1953-1959. Many classic car magazines. Offers. Write/call: Weekdays after 8 p.m.—Sundays all day. Cowan, Gate Lodge, Woodcote Lane, Purley, Surrey. [7040

LANCIA APRILIA, 31.12.37. Very good cond. Four nearly new Michelin "X." M.O.T. Taxed Sept. £75—no offers. 59, Runnymede Gardens, Greenford, Middlesex. [7041

DIFF. UNIT, 4.22, B.M.C., suitable Sprite, Riley 1.5, Wolseley 1500, etc. Hardly used. £12. Tel.: Ruislip 2370 (evenings). [7042

SPRITE, OCT. 1960, absolutely unmarked. Many extras. 14,000. H.P. available. £450. Tel.: MOU 9198. [7043

1932 SUNBEAM 18.2 saloon. Rebuilt engine, five good tyres, 5.50×20. Clutch and flywheel missing. To tow away from Hutton Garages Ltd., Rayleigh Road, Hutton, Essex. Tel.: Brentwood 2417. Offers. [7044

1949 JOWETT JAVELIN. Oval crankshaft; body rough; running order. Suitable spares. £60. Box No. X.045. [7045

JOWETT JAVELIN, 1951. Good condition; recent brakes reline; good tyres. Tested. £160. Box No. X.046. [7046

SPRITE, 1960. Pale blue. Extras include radio, heater, tonneau, rev.-counter, etc. One owner. £455. Stevens, 28, Buxton Road, Chingford, E.4. Tel.: Silverthorn 2277. [7047

DELLOW Mk. II, 1951, excellent condition, very potent. £200 o.n.o. Delap, Clan Conal, Lee-on-Solent, Hants. [7048

1172 FIBREGLASS saloon "special." S.U. carburetter, 4-speed gearbox, 12-volt electrics, Michelin "X"s. Requires trimming. £175 or offer. Hollindale, "Castramon," Stony Lane, Christchurch. [7049

1961 SPRITE de luxe. Green. 13,000 miles. Extras. Best offer over £490. Evans, "Beverley," Parton Road, Churchdown, Gloucester. [7050

1172 FORD SPECIAL, 1960. Red 4-seater fibreglass body, Watling tubular chassis, hydraulic clutch and brakes, 4.7 c.w.p. Well finished. Offers. Hathaway, 32, Victoria Avenue, Hull. [7051

SLEEK FALCON FORD, proved reliable. Full weather equipment, "X" tyres, L.M.B. Supersprung. Just fitted reconditioned engine/clutch. £150 o.n.o. Tel.: Walton 26778. 10, Lindsay Drive, Shepperton, Middlesex. [7052

WOLSELEY HORNET SPECIAL, 1932. Excellent condition. M.O.T. cert. £85. Tel.: Bookham 2395 (after 7 p.m.). [7053

VINTAGE TYRES new and s/h., nearly all sizes, including 700×23, 700×21, 700×20, 33×5, 30×3½ B.E. Sensible prices. Box No. X.054. [7054

T.V.R. Attention all those who said that they would like to buy one in the MOTOR SPORT Survey—Have mine. Mk. II—105E engine—silver metallic blue; perfect condition; performance, looks and economy. Sounds like a Formula Junior. Cut price, £620 o.n.o. Tel.: PROspect 2638, or 64, Derby Road, London, S.W.14. [7055

BEAUTIFUL BRITISH RACING green Jaguar Mk. V, 1951. M.O.T. till May '63. Fogs, H.M.V. radio, recent £70 respray; 50 p.s.i. hot; cover. Genuine reason for sale. Demonstrate adjacent London. £170 o.v.n.o. Box No. X.056. [7056

SHORROCK SUPERCHARGER, 1962, for B.M.C. "A" series, Sprite, etc. £40. As new. Guaranteed. Tel.: CLE 2430 (evenings). [7057

100+ M.P.H. 100E ELVA Ford estate car. Dozens of extras and mods. Maroon and good condition. Valued at £300 (extras cost more). Sell or swap best sports or G.T. offered, Morgan preferred. Hughes, 16, Belgrave Avenue, Leicester. [7058

1939 APRILIA ENGINE, rebored, new mains, big-ends, timing gear, but busted crankshaft. £10. Drewe, Padnell Road, Cowplain, Hants. [7059

ASTON MARTIN INTER. 2/4-seater, 1930. Very clean sound car. Full details available. Box No. X.060. [7060

M.G. C-TYPE MONTLHERY Midget. Immaculate, rare, ex-works car. Hydraulics. Well shod. £160. Burgess, 95, The Ridgeway, Waddon, Croydon. Tel.: CRO 5754. [7061

TR2, 1954. Red. Many extras. Outstanding condition. Nearest £350. Tel.: ISLeworth 7530. [7062

1927 SUNBEAM tourer, coachwork by Maythorn and Sons. Manual dipping, artillery wheels. M.O.T. 65 gns. Tel.: Poole 649 (office). [7063

FRAZER NASH, 1951, Le Mans. B.R.G. Engine rebuilt month ago—new carbs., pistons, valves, valve-gear. Chassis overhauled. New remote-control gear-lever, battery. Nine wheels—four good "X"s, five Dunlop racing. Special ex-Tony Crook hill-climb ratio fitted—spare diff., two alternative ratios. Magnificent condition, very fast (Shelsley 42.15, June 3rd—class win, new record Brunton June 17th). Reason sale: change of plans. £795. Seen Robert Patrick and Partners, Manson Mews, Queensgate, S.W.7. Tel.: Mr. Patrick, FREemantle 7009. [7065

ALVIS 12/70, 1938. M.O.T.T., 1961. Good running order except engine dismantled. Body good. Pair tyres, battery new. £18 o.n.o. or as spares. Loughborough, Isington Farm, Alton, Hants. [7066

FOR SALE—*continued*

RILEY TWELVE, 1936, sports saloon. New front springs, shackles, brake compensators, linings. Body very good. Runs satisfactorily. Was rebuilding, bought house, haven't time to finish. Taxed December. £70, haggle. Bowler, 22, Marchmont Road, Birmingham, 9. [7064

M.G.-A SPARES: Four new Dunlop RS4 tyres, 5.90×15, £4 10s. each. Pair 1¾-in. S.U. carburetters, £8. Pair M.G. competition seats, as new, £25. M.G.-A grille, as new, £10. Please Tel.: LEE 9946 (London) (evenings). [7067

1937 RILEY 1½ close-coupled Continental, mechanically excellent, body reasonably sound, needs painting. £60 o.n.o. Tel.: Botley (Hants) 2316. [7068

M.G. TD, Mk. II, reg. 1960. White. Extras. Taxed, insured. Excellent body. £250. Tel.: Bristol 51253. [7069

COVENTRY CATHEDRAL FESTIVAL Driving Test, F.T.D. Fairthorpe Electron Minor, engineer's car, one owner. Great fun. £275. Rowland, Chylds Court, Allesley Park, Coventry. [7070

DELLOW, 1952. Aquaplane twin S.U.s. Weather equipment. £180 o.n.o. Tel.: Haseley Knob 227 (Warwickshire). [7071

TYPHOON. New parts, receipts. Reg. '61. 6,500 miles. Occ. 4 saloon. Tubular chassis, i.f.s., engine tuned, c/r. gears, 4.4, 15-in. wheels, "X"s. Harnesses, heater. Taxed, insured '63. Must sell, £350 o.n.o., cost £600. H.P. Cowdrill, 46, Devonshire Road, Birmingham, 20. [7072

DORETTI, 1957. TR3 engine. Cream with red hard-top. Heater, spots, other extras; "X" tyres. £375 o.n.o. Tel.: Nottingham 72887. [7073

RILEY FALCON 15/6 reconditioned engine, £40. Morgan, 171, Llanllienwen Road, Morriston, Swansea. [7074

FIAT 500 CONVERTIBLE, excellent condition, 18,000 miles. Heater, screen-washers. L.H.D. First registered December 1961, approx. 2½ years old. £225. Bell, 34, Devonshire Park Road, Davenport Park, Stockport. [7075

CITROEN LIGHT 15, 1951. Absolute specimen. Mist green, beige hide. £195. Hagerty, 113, Eastbank Street, Southport. Tel.: 56442. [7076

BRISTOL 401, 1950. Nice condition. Silver grey. £350 cash, no offers considered. Box No. X.077. [7077

ASTON MARTIN Le Mans, short chassis. Superb. Offers. 45, Brook Lane, Oldham. [7078

M.G. SPECIAL. Best offer or break for 16-in. wire wheels (good tyres). A.70 engine/gearbox, twin S.U.s, hydraulics. Bargain. Pearce, Park House, Haygate Road, Wellington, Shropshire. [7079

BRISTOL TYPE 401. £450. See "Exchanges." Tel.: SPRingpark 4450. [7080

FORD SPECIAL. Turner fibreglass body. £100, or exchange 3-wheeler. Photographs/details on request. 181, Probert Road, Oxley, Wolverhampton. [7083

LEA-FRANCIS, 1934, 12/40 Meadows, fixed-head coupé with dickey. Extensive mechanical and other work. Wire wheels, four new Dunlops. Chrome excellent. Middle-aged owner. Bills and photos available. £85. Tilby, 41, Cubbington Road, Leamington Spa. [7084

M.G., 1932, "D"-TYPE open 4-seater. £70. Tel.: Wordsworth 2518 (Harrow). [7085

AN XK140 at a really sensible price. Suede green. Fitted radio, heater, tonneau cover, excellent hood, screens. Passed M.O.T. June. Really excellent throughout and only £385!! Terms arranged. Tel.: Bristol 39521. [7086

ROLLS 20/25 Rippon limousine, 1934. Superb engine. M.O.T. by Rolls concessionaire last month. Mascot. £110. Brodrick, Sylvaine, Hall Lane, Longton, Preston. [7087

ALVIS 3-LITRE d.h.c., 1951 mod. Engine overhauled, twin S.U.s, "X" tyres. Excellent throughout. £230 o.n.o. Tel.: Hursley 266 (Winchester). [7088

MORRIS 1000 ENGINE, gearbox, with dynamo starter, carburetter, cost £125. Standard Vanguard engine, gearbox, etc. Best offers. Tel.: Rawdon 2506. [7089

FRENCH SALMSON SPARES: O.H.C. engine nearly complete, rusty; 3-speed gearbox, clutch, etc., good; set of unused o.s. pistons! Bosch mag. Believed 8 push-rod chassis, axles, wheels, etc. Maves, Lattimores, Wheathampstead, Herts. [7090

ALLARD saloon, 1951, good condition. £95, offers. 21, Wellesley Avenue, Iver. Tel.: 799. [7091

HILLMAN WINGHAM cabriolet, 21 h.p., 1937. Large roomy car, excellent condition, fitted towbar. M.O.T. '63. £60 o.n.o. 84, The Downs, Harlow, Essex. [7092

EXCEPTIONAL TC M.G. Considered finest example in Midlands. £350. Further details available from Mr. Taviner, 69, Gospel Farm Road, Acocks Green, Birmingham, 27. (Letters only, please.) [7093

UNIQUE—1950 MORRIS Oxford tourer. Special model built at Cowley. Full history known. In excellent and original condition, and equipped with heater and radio. Reluctantly offered due to change in circumstances to good home for £190. Barmby, 5, Aversley Road, Kings Norton, Birmingham, 30. [7096

ALVIS 14, 1947, utility. Overhauled engine. £75. Tel.: BYRon 1492. [7097

FOR SALE—*continued*

RILEY GAMECOCK, 1932. Mechanically excellent. Twin S.U.s; sound body. M.O.T.; taxed. Spares. £70. 53, Mulberry Road, Bournville, Birmingham. [7095

LAGONDA drophead coupé, July 1954. £800 overhaul 22,000 miles ago. In first-class order, everything works. £750 o.n.o. Box No. X.098. [7098

ALFA ROMEO, 1931, 1,750 c.c., 2-door, 4-seater coupé by James Young, unblown. Taxed. M.O.T. Well shod. Good running order. £250. Dr. Medcalf, County Hospital, Kendal. [7099

RILEY "BROOKLANDS," 1931, ex-Gerard. Amals, 4-branch exhaust, large crank, close-ratio crash box. Shortened, lightened chassis; lightweight bodywork immaculate. Very pretty, potent contender in vintage events. Trailer included. Offers around £325. Owen, 8, Upland Road, Upton, Wirral. Tel.: ARRowebrook 5835. [7100

MK. V JAGUAR. Engine sound, new battery and steering box. £75 o.n.o. J2 M.G. hydraulic brake set, standard set good drums, £5 and offers. Fraser, 20, Hoggs Lane, Purton, Wilts. [7101

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FORD ROCHDALE (Green). Twin S.U.s, Aquaplane manifolds, wind-up windows. Genuine 12,000 miles. 100% reliable. £265 o.n.o. Turner, 4, Welland Lodge Road, Cheltenham. [7103

ALVIS, 1938, 12/70 d.h.c., full history. Above average. Nearest £80. Mrs. Morton, 22, Salisbury Road, Worcester Park, Surrey. Tel.: DERwent 8187. [7104

M.G. TC, 1948. Red. Extras. Fair condition. £145 o.n.o. Tel.: Maidenhead 5075. [7105

M.G. TC, Stage II. Resprayed and engine reconditioned April '62. Few to match it. £240 o.n.o. Tel.: Cherrywood 2109 (6 p.m.). [7106

TR3, 1957. Overdrive, hard/soft-tops, Michelin "X," tonneau, radio, heater, washers, spots. Excellent condition. £475. Smith, 141, Canon Cockin Street, Sunderland. Tel.: 58425. [7107

FOR RESTORATION. 1927 Humber 14/40 tourer. Recent daily use; complete, original. Offers. (Bournemouth.) Box No. X.108. [7108

LAGONDA, 1931, 2-LITRE low-chassis Speed Model; top condition. Seen Cheshire. Details and photo from: Box No. X.109. [7109

RARE VINTAGE 1929 12.8 Hillman tourer. Taxed, tested. In everyday use. £70. Thomas, 66, Avenue Road, Tottenham, N.15, or Tel.: STA 7243 (after 6 p.m.). [7110

JAGUAR XK140, cream hard-top body, used only three years. Excellent engine, steering, brakes, etc. Dual exhausts. Lovely runner. Nearest £295. (London.) Box No. X.111. [7111

M.G.-A, LATE 1957. Red, beautiful condition. Heater, spot, rack, tonneau cover. Sale necessitated by population explosion. £450 o.n.o. Tel.: SPEedwell 6182 (evenings). [7112

CONVERTIBLE A40. 35 m.p.g. Recon. engine, new battery, tyres, brakes. £215 o.n.o. Excellent condition. Tel.: ROYal 2500 (evenings). [7113

M.G. TF, 1954. Immaculate. Reconditioned engine, gearbox. Owner emigrating. £360. Tel.: BALham 7774. [7114

APRILIA DE LUXE, 1939, excellent mechanical and body condition, everything works. M.O.T. to March 1963. Offers over £120. Many spares. West, 14, Hillside Avenue, London, N.11. Tel.: ENTerprise 6778. [7181

S.S.90. This neat unique specimen is mechanically perfect, gives genuine 27 m.p.g., has good battery, tyres, chrome, red leather. Two rebuilt wings, need spraying to complete. £200. Tel.: Pollards 3254. [7182

AUSTIN-HEALEY 3000. Delivered new May 31st, 1962. Ivory white and black with black upholstery. Motorola radio, heater, adjustable steering column, overdrive, wire wheels, servo brakes. Cost new £1,345. 500 miles only. Owner unfortunately posted abroad. £1,185. Tel.: REG 8822. [7184

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PAIR HALF-SHAFTS, Type GB.3119, GB.3120, required for 3½ Bentley. Complete rear axle considered. Reilly, 9, Collinbridge Park, Newtownabbey, Co. Antrim. [6580

1912 DAIMLER wire-spoked wheel required. Size 875×105, beaded edge. Hill, Wymondham, Leics. [6518

VETERAN CAR, 1912 or earlier, in full working order, must be British. Details and price to Box No. X.531. [6531

JAGUAR XK120 or XK140 gearbox. F. Taylor, Moorland Road, Leek, Staffs. [6558

CYLINDER HEAD 4 separate ports induction for Riley 2.4 Pathfinder engine. Sir James Walker, Ringdale Manor, Faringdon, Berks. [6565

ALVIS 3-LITRE, about 1953/4, must be mechanically excellent. Alternatively similar Rover 90. Lockie, 3, Pixholme Court, Dorking, Surrey. [6573

ABOUT 1957—WANTED, ID Citroën, A.C., 2.4 Jaguar, Rover 90, or older Bristol. Tel.: Marlow 3011. [6600

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BENTLEY Mk. VI S.S. sports saloon, 1950. Black. New tyres, brakes: s/roof, radio, htr. Excep. **£545**
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JAGUAR XK140 f.h.c. 2/4-str., 1955. Sky-blue. Eng. o'hauled, new RS5s, P.N. radio, htr. **£385**
JAGUAR Mk. V spts sal., 1950 ser. Blk and chrome. 2 owners; new eng.; s/roof, htr., spots ... **£139**
JAGUAR Mk. IV sports sal., 1948. Black and chrome. P100s, s/roof, htr.; new tyres ... **£89**
ALVIS TA21 sports saloons, 1952, choice of 2; s/roof., radio, heater ... ... **From £195**
ALVIS TA14 sports saloon, 1949. Heater, s/roof. New tyres **£139**
SUNBEAM Mk. III sports convert. 4-str., 1955. Turquoise. O/drive, radio, htr., spots ... **£295**
S/TALBOT Mk. IIA sports convert. 4-str., 1954. Cream. New hood, tyres and brakes: htr. **£235**
S/TALBOT Mk. II sports saloon, 1952. Green. S/roof, htr.; new tyres, battery **£175**
ROVER 75 sal., 1953 series. Black and chrome. Recent engine overhaul and new brakes. Freewheel and heater **£245**
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RAILTON d.h. coupé, 1937. 'Coachcraft' alloy body; new hood, tyres, battery **£115**
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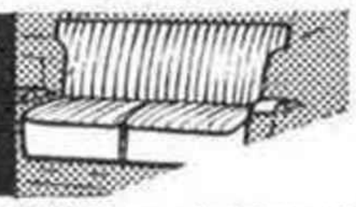


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1960 TRIUMPH Herald sports saloon, carefully used, two from **£455**
1952/3 LAGONDA Tickford convertible, reground crankshaft, new bearings **£435**
1959 AUSTIN-HEALEY Sprite sports 2-seater, immaculate white, hardly marked, two from **£425**
1954 ROVER 75 in outstanding condition, choice also **90s,** from... ... ... **£375**
1955 SUNBEAM 90 sports saloon, very carefully used, choice two from **£355**
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1954 MINX convertibles, very carefully used, choice two **£235**
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BENTLEY 1927 3-litre 4-seater tourer.
LAGONDA 1931 2-litre 4-seater tourer.
LAGONDA 1929 2-litre 4-seater tourer.
LAGONDA 1938 V12 2-seater roadster.
ROLLS 1939 25/30 sports saloon by H. J. Mulliner.
ROLLS 1938 P.III sports saloon by Barker.
ROLLS 1935 20/25 sports saloon by Hooper.
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ASTER 1904 20-h.p. open 4-seater.
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1928 15-h.p. ARMSTRONG SIDDELEY radiator cap and mascot (sitting-up Sphinx). Isles, 5, Kneesworth Street, Royston, Herts. [6604

WANTED—BACK NUMBERS *Motor* and *Autocar*, last five years, complete or odd copies. Any condition, provided no cut or missing pages. Briggs, Students' Hostel, Cottingham Road, Corby, Northamptonshire. [6605

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YOUNG LAGONDA CLUB member offers £25 deposit and £5 weekly for good, reliable L.G.6 saloon. Box No. X.656. [6656

WANTED : H.R.G. DERRINGTON alloy cross-flow cylinder head with valves, in good condition, for B.M.C. 1,500 c.c. (Lancs.) Box No. X.657. [6657

FOR 105E ANGLIA, pair 1⅛-1¼ in. S.U.s, linkage and manifold, 4-branch exhaust. Venables, Stanville Road, Cumnor Hill, Oxford. [6658

1957 TR3 HARD-TOP, discs, o/d. Details : Hockley, 360, Yeading Lane, Hayes, Middlesex. [6697

WANTED : 1933/4/5 2-DOOR saloon Austin Seven, Morris 8/Minor or Ford 8Y. Good, original, unspoiled condition and M.O.T. essential. Tel.: CREscent 3021 (Ilford). [6698

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WANTED, COMPLETE SUPERCHARGER installation for Austin Mini; Shorrocks or similar. Good condition essential. Write : D. Bryant, 65, Garden Road, Hucknall, Notts. [6700

BENTLEY 4¼ OPEN, original, sound. V.D.P. long-wing preferred. Or good 3. All letters answered, photos returned. Full details please. Howard, 51, Great Darkgate Street, Aberystwyth. Tel.: 7473. [6701

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HARD-TOP WANTED for 1960 Sunbeam Alpine. Lees, 22, Overton Road, Sutton, Surrey. Tel.: HEL 2508. [6823

JAVELIN ENGINE. Full details and price to Sallis, 81, Station Road, Hepthorne Lane, Chesterfield. [6825

WANTED : GOOD PRE-WAR Baby Railton Ten, or post-war Railton drophead coupé. Box No. X.826. [6826

TC, TA M.G. wanted. Must be in exceptional condition, resprayed, and no more than three owners preferred. A good price will be paid for the right car; buying subject to A.A. inspection. Reeves, 41, Stourway, Christchurch, Hants. [6827

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WANTED : ROCHDALE OLYMPIC. Cash or part exchange 1960 Triumph Herald. Box No. X.830. [6830

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TR2/M.G.-A/BN1. For cash. Excellent condition. Tel.: Bennett, Seven Kings 4931 (between six and seven) (Essex). [6952

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WANTED : J2X or K2 Allard. Box No. X.167. [7167

WANTED—*continued*

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LOW-MILEAGE CONTINENTAL. Volvo, Lancia, Simca, Fiat, Peugeot. 101, Seafield Road, Bournemouth. [7009

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WANTED : FOUR-BRANCH PLUMBING for '51 Healey Tickford. Also interested any spares. Milligan, 41, Marlow Road, London, E.6. [7171

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AUSTIN SEVEN D/L., June 1961. Blue. Superb condition. Exchange mint Sprite, M.G.-A. 25, Chertsey Street, London, S.W.17. Tel.: BALham 3118. [7014

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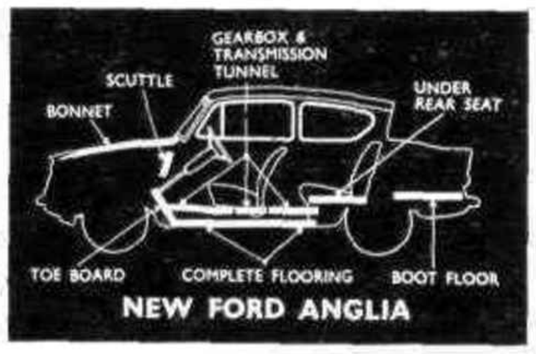
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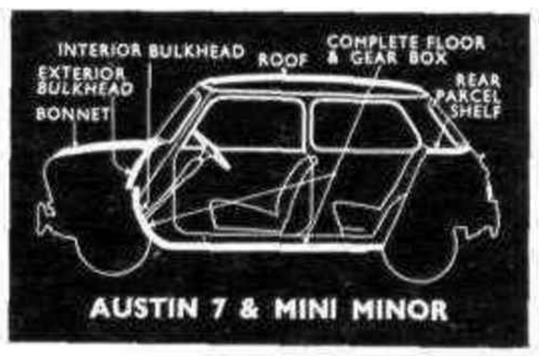
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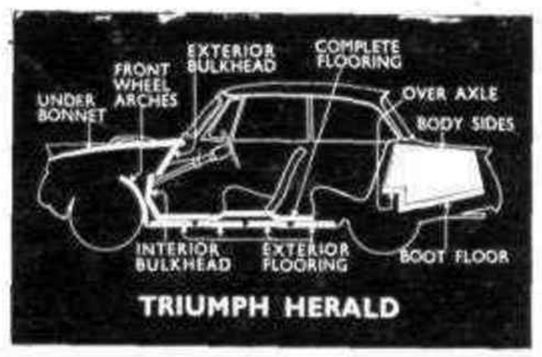
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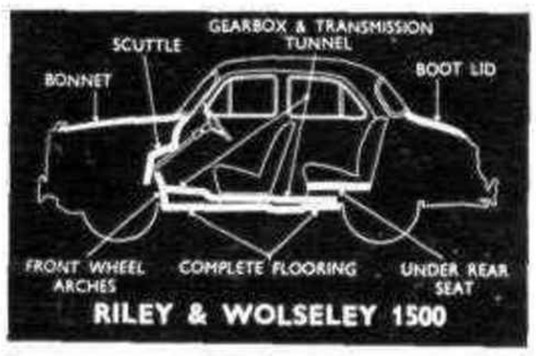
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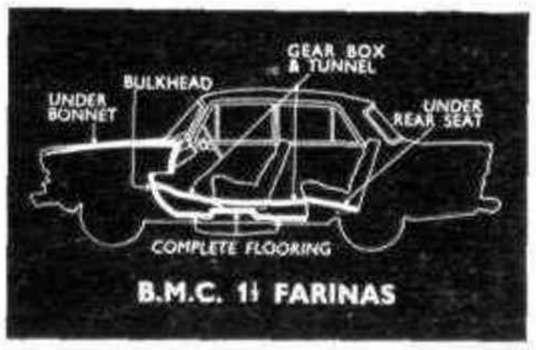
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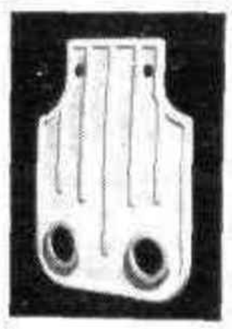




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