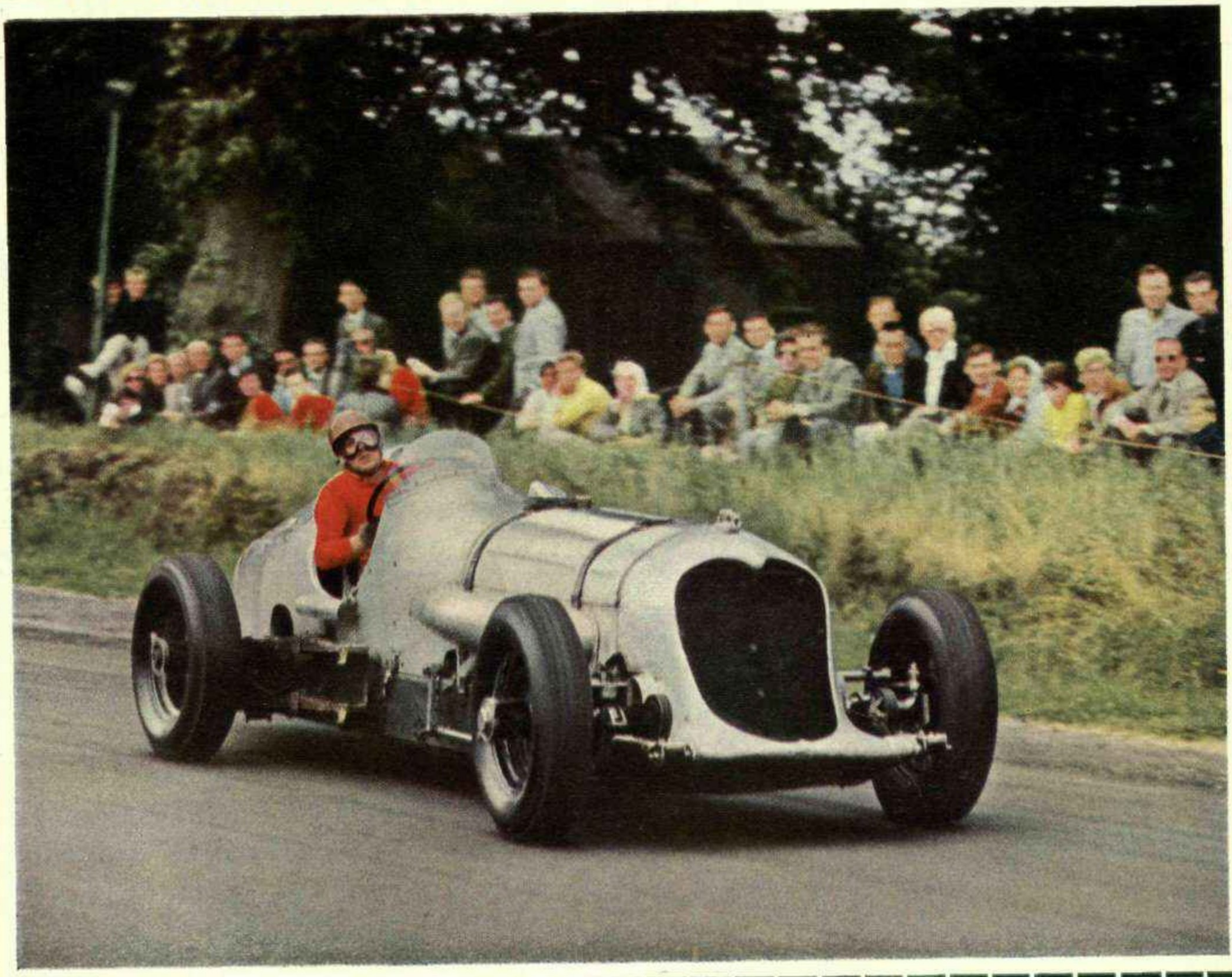
Vol. XXXVIII No. 8 TWO SHILLINGS August 1962

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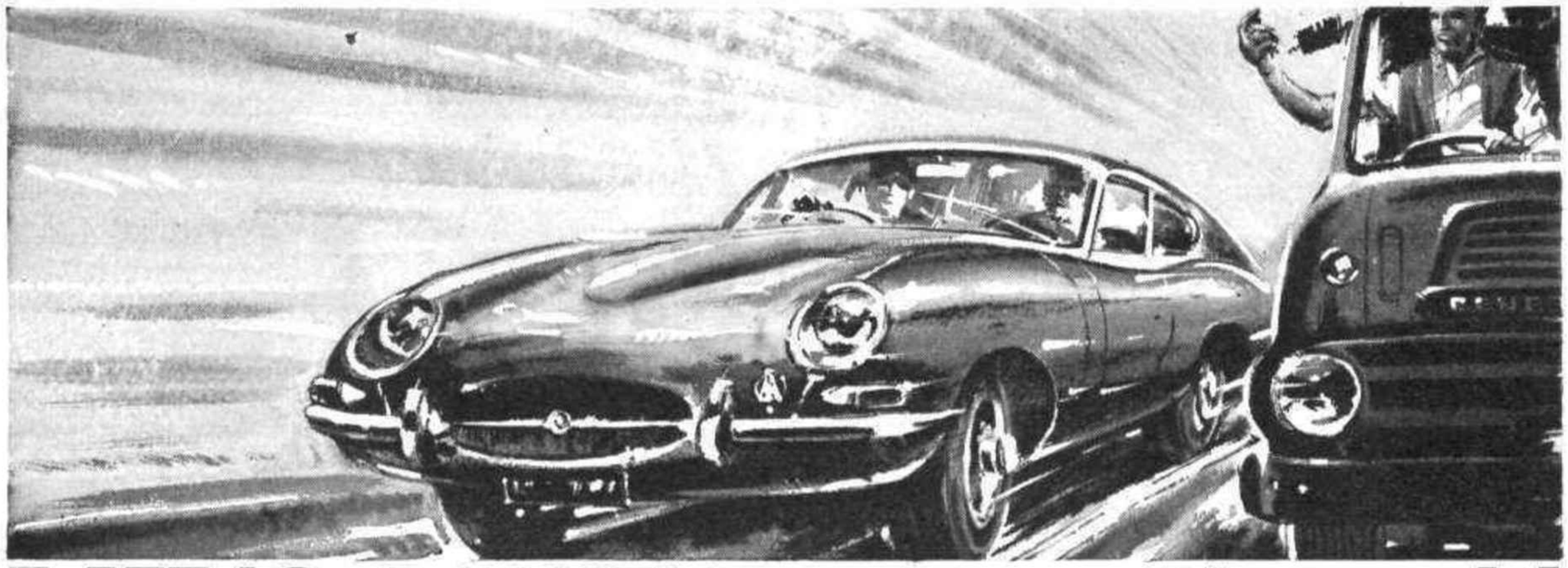
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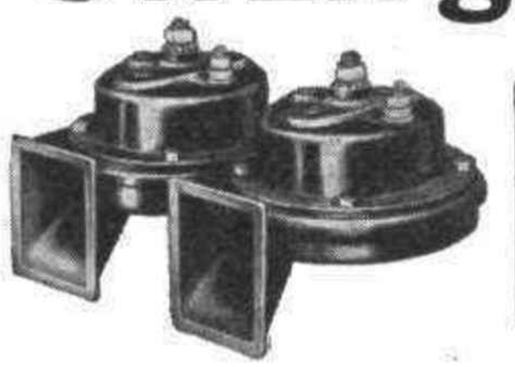
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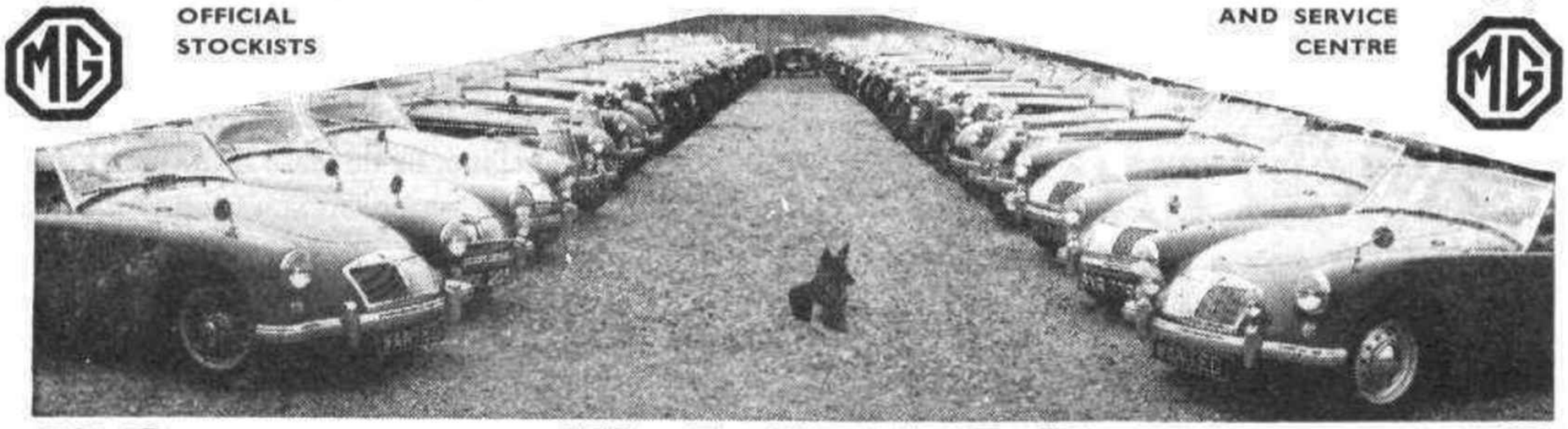
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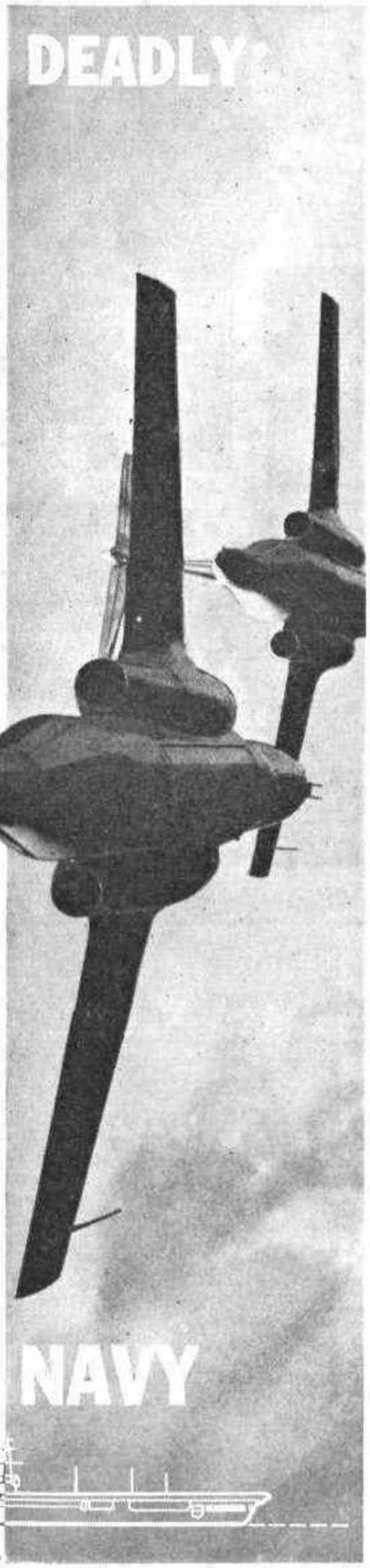
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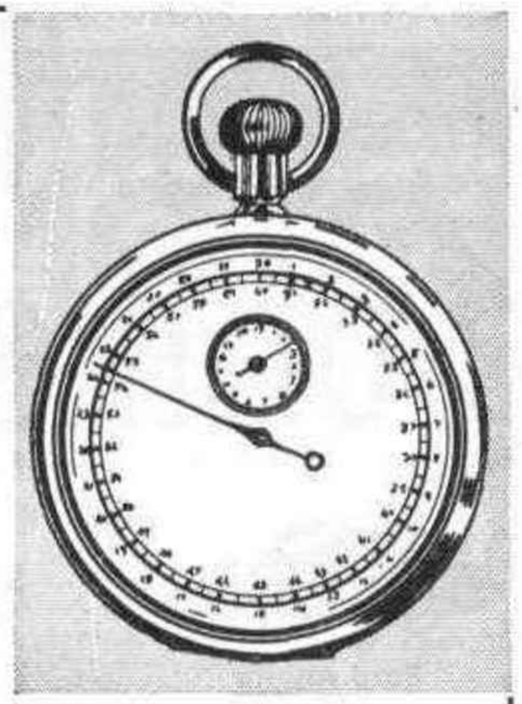
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The first FULL coverage of the previous week-end's Sporting Events at Home and Abroad

The month ahead :

- **Aug. 2** Leinster-Martell Trophy Race — Bouley Bay Hill-Climb — The Formula One V8 Cooper-Climax — exclusive cut-away drawing and description.
- **Aug. 9** German G.P. — British Bank Holiday Sport at Brands Hatch, Silverstone, Aintree and Mallory Park — Polish Rally.
- **Aug. 16** Continental Racing at Karlskoga and Zeltweg — 750 M.C. Six Hours Relay Race — Great Auclum Hill-Climb — Road-Test of the Alfa Romeo Giulietta Sprint.
- **Aug. 23** The Tourist Trophy Race at Goodwood — Craigantlet Hill-Climb (Northern Ireland) — Finnish Rally of the Thousand Lakes.
- **Aug. 30** Copenhagen G.P. at Roskilde — Road-Test of the Simca 1000 — Shelsley Walsh Hill-Climb.

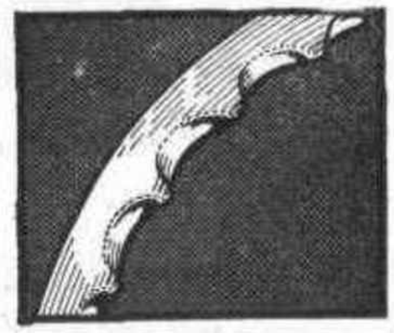
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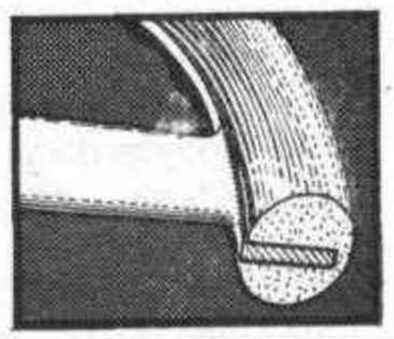
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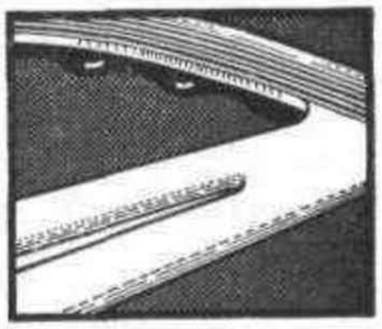
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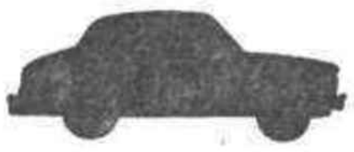

Hillman Minx Convertible


Hillman Husky


Humber Hawk

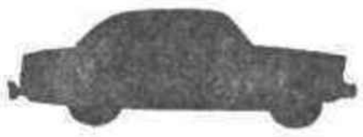

Morris Minor


Renault Dauphine


Riley 1·5


Riley 4/72


Rover 3 litre


Singer Gazelle


Standard Vanguard


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Triumph Herald


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VOL. XXXVIII No. 8 THE FRENCH AND BRITISH GRANDS PRIX AUGUST 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

CARS AND THEIR OWNERS

The MOTOR SPORT Readers' Survey, the last instalment of which is due next month, has aroused widespread interest and must rank as a unique means of deciding which cars, petrols, oils and accessories to buy or avoid.

This turns our thoughts to a survey on a smaller scale, but of interest nevertheless, commissioned by Associated-Rediffusion to assess what sort of people use which makes of motor car and what they think of them. This survey covers London motorists and its sponsors admit that it is only a sketch, but some of the findings are worth quoting. For example, London's motorists average about 10,700 miles each per annum. Nearly every car-owner interviewed drove a saloon—eight in ten. One in ten drove a station-wagon, 1 in 25 an open or convertible. Eight in ten used "family"-type cars, only 1 in 25 having a fast tourer or sports car. It is amusing to learn from Associated-Rediffusion's findings that "Owners of family cars tended to be more sociable than sports-car owners," but that those "higher on activity and impulsiveness" were more likely than others to own sports cars, while the more neurotic were slightly more inclined to own such a car. "The sports-car owner," we are told, "also tended to exhibit more extroversion, be more flexible and nearer to the comfort than the striving end of that dimension." Then "On the dimension of thoughtfulness the sports-car owner tends to be further from the thoughtful end than the family-car owner, although of higher intelligence." This is qualified by the statement that "the total picture of the sports-car owner's tendencies suggest that there is something in the stereotype of him as a rather dashing individual, not given much to intellectual activity but intelligent nevertheless," which is enough to make a man discard his ancient Austin Ten for a TR4, M.G. 1600 or Austin-Healey right away! Apparently "do-it-yourself" activities are of more interest to sports-car owners; we recall being that way when we owned an early Morgan Plus Four. . . .

Londoners' cars are 25% black, 15% grey, 11% green, 11% blue, the remainder made up of minor colours or two-tone finishes.

Coming to make preferences, 3 in 10 were Fords, half belonging to working-class households; one-third of the working-class households who had a car had a Ford. Of professional families, only one-quarter had a Ford. In other words, the Ford is twice as frequent in working-class households as any other make—surely a legacy of the model-T?

Overall, London motorists of all social grades favoured a Ford, although Morris and Austin run them close. However, the B.M.C. group, *as a whole*, dominates the market, over 4 in 10 car-owning households having a B.M.C. product. Of these, say A.-R., the Riley, Wolseley and M.G. all seem slanted towards the upper end of the social scale. Of the "also-rans," Vauxhall was found in approximately 8%, Standard in approximately 7%, Hillman in 5%, Humber in 2%, Triumph in approximately 2% and Singer in 1% of car-owning households. So Vauxhall and Rootes tie with 8% each, Standard-Triumph leading with 9%—no doubt due to the Herald's popularity. Vauxhall and Standard cars appeal to all classes, Humber and Singer to "top people," Triumphs to the lower orders. It must be remembered that this does not apply only to current models, although nearly 9 in 10 were no more than ten years old. Less than 1 in 10 were pre-war models.

Reading this remarkable "People and Motor Cars" (Associated-Rediffusion Ltd., Television House, Kingsway, London, W.C.2—free), we learn that Ford owners "tend towards introversion, are rather low on activity and impulsiveness but are good in respect of self-control." Ford owners are, says A.-R., radically inclined, have below-average interest in instructional and improving activities and sport, a decidedly above-average interest in "do-it-yourself," and are not interested in jobs involving people, preferring scientific or mechanical employment. Morris owners tend to be similar to Ford owners, but are not interested in sport, being keen on artistic and literary activities. Austin owners are high on activity and impulsiveness, low on self-control, but quicker, more impulsive and more inclined to neuroticism than Ford owners. Wolseley owners were found to be extroverted, well-balanced, easy-going people, and Humber owners active, flexible and stable.

Of these motorists who were interviewed 1 in 5 were very much against "high speed" and only 1 in 10 very much in favour of it, but "rapid acceleration" had 3 in 10 very much in favour and over half generally so. We like the comment (our italics) that of those *who had any idea what it meant* most were pretty pro a "high power to weight ratio." "Cornering qualities" were thought very important by 7 in 10, 9 in 10 of all groups said both "road-

Continued on next page

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Front Cover Picture: POWERFUL CAR, COURAGEOUS DRIVER.—The 24-litre Napier-Railton, holder of the Brooklands lap record, making its first post-war competition appearance at Oulton Park on June 23rd in the hands of its present owner, the Hon. Patrick Lindsay.

Motoring Sport Events for August

★ **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
Aug. 1st ..	N. Wales C.C.	Erias Park	Colwyn Bay	Driving Tests (C.)	7.00 p.m.
Aug. 2/6th ..	AUTOMOBILKLUB KRAKOWSKI KRAKOW	Silverstone	KRAKOW	POLISH RALLY (*INT.*)	—
Aug. 4th ..	J.D.C./B.D.C.	NURBURGRING	Towcester	Race Meeting (*R.*)	1.00 p.m.
Aug. 5th ..	A.V.D.	Dunlop Factory, Speke	ADENAU	GERMAN G.P. (*INT.*)	—
,, ..	Liverpool M.C.	BRANDS HATCH	Liverpool	Driving Tests (*R.*)	2.00 p.m.
Aug. 6th ..	B.R. & S.C.C.	Mallory Park	FARNINGHAM	RACE MEETING (*INT.*)	12.30 p.m.
,, ..	Notts. S.C.C.	Trengwainton	Leicester	Race Meeting (*R.*)	1.30 p.m.
,, ..	W. Cornwall M.C.	WALFORD CROSS	Penzance	Hill-Climb (*R.*)	2.00 p.m.
,, ..	TAUNTON M.C.	GT. AUCLUM	TAUNTON	AUTOCROSS (*N.B.*)	9.00 a.m.
Aug. 11th ..	HANTS & BERKS M.C. ..	Silverstone	READING	HILL-CLIMB (*N.B.*)*	2.30 p.m.
,, ..	750 M.C.	Goodwood	Towcester	Six Hour Relay (*R.*)	1.00 p.m.
,, ..	B.A.R.C. (Surrey)	Church Lawford Airfield, Dunchurch	Chichester	Race Sprint (*R.*)	1.00 p.m.
,, ..	Jaguar Apprentices M.C. ..	Wiscombe Park	Rugby	Driving Tests (*C.*)	1.30 p.m.
Aug. 12th ..	W. of England M.C.	Hartlepool Promenade	Honiton, Devon	Hill-Climb (*C.*)	12 noon
,, ..	Hartlepools & D.M.C. ..	Bristol Airport	Hatlepool	Driving Tests (*R.*)	2.00 p.m.
,, ..	Burnham-on-Sea M.C. ..	HELSINKI, FINLAND	Lulsgate (A.38)	Veteran/Vintage Rally	2.00 p.m.
Aug. 17/19th	SUOMEN AUTOKLUBI ..	CRAIGANTLET	RALLY OF THE 1,000 LAKES, FINLAND (*INT.*)		—
Aug. 18th ..	ULSTER A.C.	Goodwood	BELFAST	HILL-CLIMB (*N.O.*)*	
,, ..	B.A.R.C.	Gresford	CHICHESTER	Tourist Trophy (*INT.*)	3.00 p.m.
Aug. 18/19th	Bolton le Moors C.C.	Cadwell Park	Wrexham	Bolton Rally (*R.*)	9.00 p.m.
Aug. 19th ..	B.R. & S.C.C.	Prescott	Louth, Lincs.	Race Meeting (*C.*)	2.30 p.m.
,, ..	V.S.C.C.	Weeford	Cheltenham	Hill-Climb (*C.*)	12.45 p.m.
,, ..	Shenstone & D.C.C.	Skinners Farm	Sutton Coldfield	Grass Hill-Climb (*C.*)	2.15 p.m.
,, ..	Romford E.C.C.	167/127377	Abridge, Essex	Autocross (*C.*)	2.00 p.m.
,, ..	Southsea M.C.	B.M.C.	Salisbury	Autocross (*C.*)	10.30 a.m.
,, ..	M.G. C.C. (Midlands) ..	Oulton Park	Longbridge	Driving Tests (*C.*)	2.00 p.m.
Aug. 25th ..	Chester M.C./750 M.C. ..	Kirkistown Airfield	Chester	Race Meeting (*R.*)	1.30 p.m.
,, ..	500 M.R.C. of Ireland ..	Goodwood	Co. Down.	F. J. Championships	2.00 p.m.
,, ..	Sussex C.C.	Vincent Greenhous G'ge, Layton Rd.	Chichester	Driving Tests (*R.*)	12 noon
Aug. 25/26th	B.A.R.C. (N.W.)	SHELSLEY WALSH	Welshpool	North Wales Rally (*R.*)	11.00 p.m.
Aug. 26th ..	MIDLAND A.C.	Brands Hatch	WORCESTER	HILL-CLIMB (*N.O.*)*	12 noon
,, ..	B.R. & S.C.C.	SPA	Farningham	Race Meeting (*C*)	12.30 p.m.
Aug 29th ..	ROYAL MOTOR UNION ..		LIEGE	LIEGE-SOFIA-LIEGE (*INT.*)	—

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

MATTERS OF MOMENT—continued from previous page

holding" and "all-round safety" were very important, while "with the exception of the customary 2% lunatic fringe," all informants wanted "efficient brakes." The *make* most popular with all sex, class and age groups was Ford. This make scored 20% choice to about 12% each for Austin and Morris.

The London public, asked to name makes spontaneously, most frequently quotes Ford (8 in 10), then Morris and Austin (6 in 10), while Rolls-Royce, Vauxhall and Jaguar are named by around 4/5 in 10—some P.R.O.s can now have a preening session, which in other companies could be a *pruning* session! Thinking of P.R.O.s again, or the impact of a make's evident sales-success, whereas only 3% Londoners named Aston Martin, 4% Armstrong Siddeley, and 11% Daimler and Rover, 17% spontaneously named Renault, 13% Volkswagen, 11% Fiat and 6% Mercedes-Benz. As for opinions on the merits of actual cars owned, the Morris 1000 topped the bill under almost every heading except appearance, where the Wolseley 1500 headed the list.

All this is absorbing but does not embrace motorists who love vintage and veteran cars for their individuality and idiosyncrasies, can appreciate the practical virtues and "character" of modern cyclecars like the Citroën Ami 6, D.A.F. and B.M.W. 700, respond to the power and speed of cars such as the Jaguar, Ferrari and Maserati and admire cars of individual design and construction. Which is where we come in. . . .

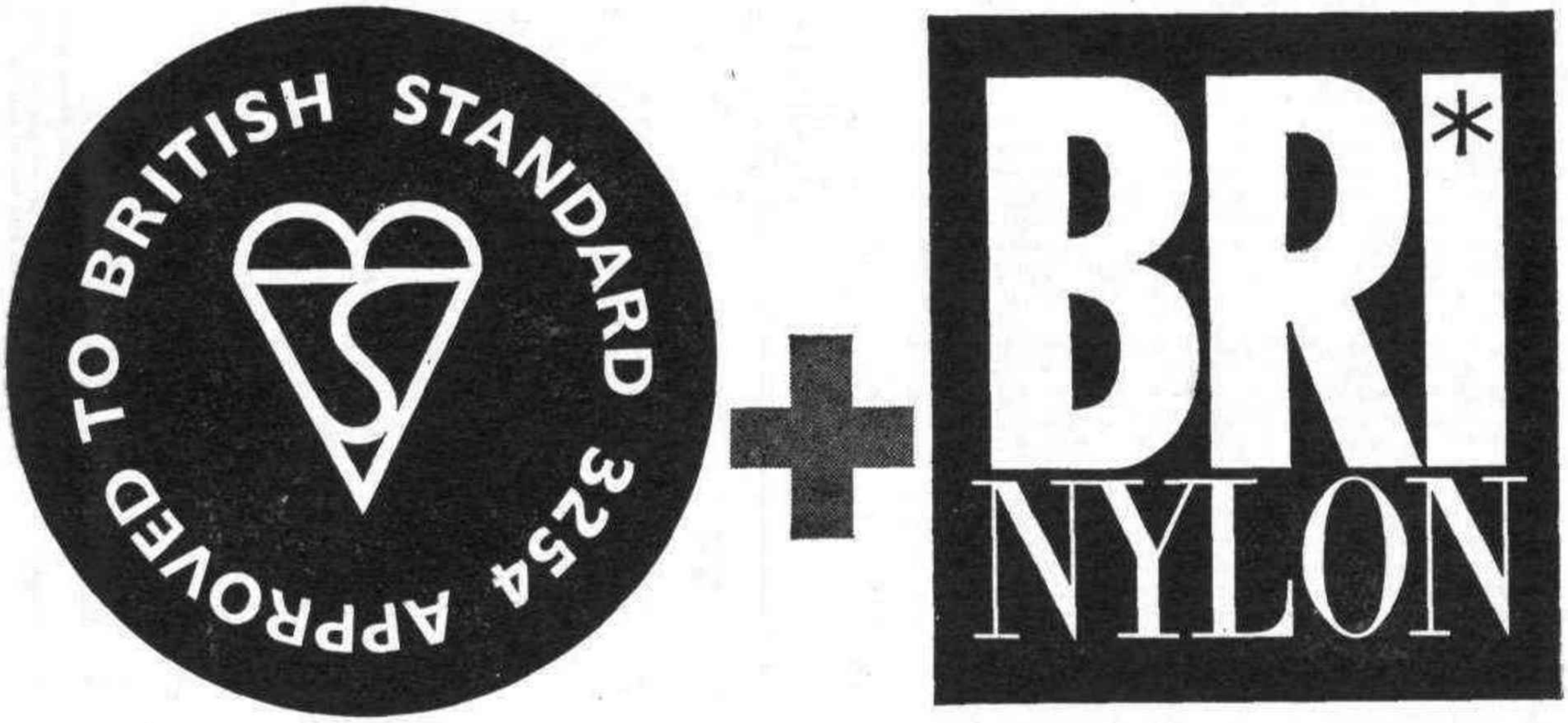
CAMBER COMPENSATOR

Yet another addition to the vast range of equipment supplied by Speedwell Performance Conversions is the camber compensator. This is designed for cars with swing axle rear suspension and consists of a transverse leaf spring which is attached at its centre by brackets to the gearbox housing in the case of the Renault Dauphine and Volkswagen and to a special mounting plate on the Triumph Herald. At the outer ends of the leaf spring are strong webbing straps which enclose the drive shafts, being free to move along the shaft with suspension movements. The principle of this compensator is similar to the device fitted by the manufacturers of the Porsche and Mercedes models, both of which have swing axle rear suspension. Under hard cornering conditions with swing axle rear suspension the inside rear wheel tends to lift and the offside rear wheel "tucks under" causing the car to hop sideways in an unstable condition. Speedwell claim that their compensator alleviates this condition and to prove it to the Press they arranged for us to try it on a before and after basis. The car which impressed us most during these tests was the Triumph Herald which, with the compensator fitted, could be thrown into bends in a most confident manner, rear end breakaway being promoted eventually in a very controllable fashion, even hard braking halfway through a bend not causing any drama. We were also able to try the compensator on a VW and Dauphine and noted a slightly firmer ride with these two as well as an improvement in the handling qualities, although higher than normal tyre pressures may have helped to improve the handling. Certainly it was possible to break the rear end away with both cars which is undoubtedly preferable to many drivers than the tyre scrub which invariably defeats attempts at fast cornering with these models. At £7 this compensator seems to be well worth while investigating.

DO YOU RECALL THEM?

According to the *Radio Times*, Jack Warner, who, having "left the Force" as Dixon of Dock Green, is about to take the part of the boss of Turner's Garage in "The Motor Way," used to do a bit of motor racing in the Brooklands days. Becoming interested, we checked in "The History of Brooklands Motor Course," to discover that there was a J. W. Warner driving at the 1926 B.A.R.C. Autumn Meeting. He used a grey 12/50 Alvis, apparently with the big-port short-stroke engine, and lapped at 86.6 m.p.h., which may or may not be news to the 12/50 Alvis Register. However, the *Radio Times* goes on to state that Warner raced "Not only at Brooklands, but on tracks in Italy, Spain, Germany and France," where "he built up quite a reputation between the wars *as one of Europe's crack drivers.*" The italics are ours. We recall Nuvolari, Caracciola, Seaman, Lang, Rosemeyer and others but not Warner. Can someone enlighten us?

Incidentally, the *Sunday Express*, writing of male photographic models, refers to Roy Nightingale, "the fabulous pink soap TV man," as having been a racing driver. When, and where?—W. B.



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LE MANS 24-HOUR RACE

THE same G.T. and Prototype muddle existed at Le Mans as at the other long-distance races this season, but by ignoring the complicated rules and regulations with which G.T. racing is becoming bogged down it was possible to enjoy Le Mans for once because the sun was shining.

At the start of the race Gendebien in the 4-litre V12 sports (sorry, Prototype) front-engined Ferrari and Graham Hill in the 4-litre Aston Martin Prototype waged a short duel, with Gendebien getting the upper hand before long. Third place was disputed between the three fierce and noisy front-engined 4-litre V8 Maserati coupés and Pedro Rodriguez in a works rear-engined 2.4-litre V6 sports (sorry, Prototype) Ferrari. The Aston took the lead when the leading Ferrari stopped for Phil Hill to take over, but Hill broke the lap record at 3 min. 57.3 sec. (126.9 m.p.h.) and soon regained the lead, Rodriguez getting through to second place when the Aston stopped for Ginther to take over. Ginther got the Aston back into second place but was then forced to stop for a dynamo armature change, which lost it several minutes, and as darkness fell an internal oil pipe broke, putting the Aston out for good.

This left the Hill/Gendebien Ferrari in the lead, but the Rodriguez brothers, driving the V6 very hard, took the lead whenever the big Ferrari stopped at its pit. The Baghetti/Scarfiotti V8 rear-engined 2.6-litre sports (sorry, Prototype) Ferrari lay third at midnight, while the Maseratis which had looked promising early on had faded away, only the McLaren/Hansgen car still running, having suffered tyre trouble and a slight crash. The Thompson/Kimberley car had been crashed and the Trintignant/Bianchi car was withdrawn with damaged rear suspension.

The Rodriguez Ferrari dropped out at 4.30 a.m. on Sunday with transmission trouble, the car actually being in the lead at the time. The McLaren/Hansgen Maserati went out with a broken piston, followed by the Baghetti/Scarfiotti Ferrari, which was then in second place, with gearbox trouble. This left Hill and Gendebien quite safely in the lead and the privately-entered G.T.O. Ferraris of Noblet/Guichet and " Elde "/" Beurlys " moved up to second and third places, while the E-type Jaguars of Lumsden/Sargent and Cunningham/Salvadori moved up to respectable positions. The two Lotus Elites of Hobbs/Gardner and Wyllie/Hunt were going like trains, the former averaging over 100 m.p.h.

The leading car began to sound slightly rough towards the end but with no opposition the drivers could afford to slow down, going on to win with ease for Ferrari's sixth win, Gendebien's fourth and Hill's third. The Lumsden/Sargent E-type began to suffer gearbox trouble and dropped back to fifth behind the similar car of Cunningham and Salvadori, while the Hobbs/Gardner Elite, which had sounded superb almost to the end, went off tune with valve trouble, losing seventh place overall to the Barth/Herrmann Porsche Abarth, but they had the consolation of winning the Index of Energy category. The only other British cars to finish were the Lawrence/Shepherd-Barron Morgan, which won its class and finished 13th overall, and the Harper/Procter Sunbeam Alpine, which finished 15th.

Results :

LE MANS 24-HOUR—June 23rd-24th—Very Good Conditions
Grand Prix of Endurance—Classification by distance :

		Distance in kilometres	*k.p.h.*
1st :	P. Hill/O. Gendebien (Ferrari 4-litre V12) ..	4,451.255	185.469
2nd :	P. Noblet/J. Guichet (Ferrari 250 G.T.O.) ..	4,384.137	182.673
3rd :	" Elde "/" Beurlys " (Ferrari 250 G.T.O.) ..	4,213.875	175.578
4th :	B. Cunningham/R. Salvadori (Jaguar E coupé)	4,166.617	173.609
5th :	P. Lumsden/P. Sargent (Jaguar E coupé) ..	4,163.417	173.476
6th :	R. Grossmann/E. Roberts (Ferrari 250 G.T.O.)	3,977.810	166.575
7th :	E. Barth/H. Herrmann (Porsche Carrera Abarth)	3,858.532	160.772
8th :	D. Hobbs/F. Gardner (Lotus Elite) ..	3,847.066	160.295
9th :	E. Hugus/G. Reed (Ferrari 250 G.T.) ..	3,779.317	157.472
10th :	G. Sala/M. Lucca Lizzano (Alfa Romeo GSVZ)	3,774.655	157.278
11th :	J. Wyllie/C. Hunt (Lotus Elite)	3,733.458	155.561
12th :	R. Buchet/H. Schiller (Porsche Carrera Abarth)	3,655.696	152.321
13th :	C. Lawrence/R. Shep. Barron (Morgan) ..	3,629.288	151.220
14th :	C. Dubois/G. Harris (Abarth Simca) ..	3,603.165	150.132
15th :	P. Proctor/P. Harper (Sunbeam Alpine) ..	3,601.467	150.061
16th :	A. Gilhaudin/A. Bertaut (Panhard CD) ..	3,427.026	142.793
17th :	B. Consten/J. Rosinski (R. Bonnet)	3,421.551	142.565
18th :	G. Laureau/P. Armagnac (R. Bonnet) ..	3,396.906	141.528

55 *starters* — 18 *finishers*

Index of Performance :

1st :	Panhard 702 c.c. (Gilhaudin/Bertaut)	1.265	index
2nd :	Bonnet 706 c.c. (Armagnac/Laureau)	1.251	,,
3rd :	Lotus Elite 1,216 c.c. (Hobbs/Gardner)	1.204	,,
4th :	Ferrari 250 G.T.O. (Noblet/Guichet)	1.203	,,
5th :	Ferrari 4-litre (Hill/Gendebien)	1.192	,,
6th :	Lotus Elite (Hunt/Wyllie)	1.169	,,

Index of Energy—Fuel consumption, speed and weight :

		Index	*Litres/100 kms.*
1st :	Lotus Elite 1,216 c.c. (Hobbs/Gardner) ..	1.27	14.4
2nd :	Lotus Elite 1,216 c.c. (Hunt/Wyllie) ..	1.17	14.3
3rd :	Panhard 702 c.c. (Gilhaudin/Bertaut) ..	1.15	11.4

Car No.	Drivers	Entrant	Car	Engine	Body	Category	Hours Completed	Position	Retirement	Remarks
1	A. Settember/J. Turner	Sc. Sirocco	Chev. Corvette	5,369-c.c. V8	Hard-top	G.T.	13	—	Gearbox	Ran a long time with only 1st and 4th gears
2	B. McLaren/W. Hansgen	B. S. Cunningham	Maserati 151	3,944-c.c. V8	Coupé	Exp.	13	—	Piston	At 3 hr. lay 2nd overall. Lost time with rear tyre trouble. Retired when 5th due to burnt piston at 5.13 a.m.
3	W. Kimberley/R. Thompson	B. S. Cunningham	Maserati 151	3,944-c.c. V8	Coupé	Exp.	5	—	Crashed	At 2 hr. lay 2nd overall, driven by Kimberley. At 4 hr. lay 3rd overall. Crashed by Thompson at 9.04 p.m.
4	M. Trintignant/L. Bianchi	Maserati-France	Maserati 151	3,944-c.c. V8	Coupé	Exp.	9	—	Rear suspension	At 1 hr. lay 4th overall. Slight contact with bank bent left rear suspension. Tyres wearing abnormally so car retired
6	O. Gendebien/P. Hill	Sefac Ferrari	Ferrari	3,967-c.c. V12	Open, front engine	Exp.	24	1st	—	Gendebien took lead on lap 2. Thereafter only lost lead during pit stops. Slight alarms at 10 a.m. due to suspicions of clutch or rear axle trouble. Able to go easy to finish
7	M. Parkes/L. Bandini	Sefac Ferrari	Ferrari	3,967-c.c. V12	G.T.O. coupé	Exp.	6	—	Overheating	Parkes put car in Mulsanne sandbank. Thereafter it overheated badly. Withdrawn when last
8	M. Charles/J. Coundley	Maurice Charles	Jaguar E	3,781-c.c. 6	Coupé	G.T.	3	—	Engine	Never seriously in the running
9	P. Sargent/P. Lumsden	P. Sargent	Jaguar E	3,781-c.c. 6	Special coupé	G.T.	24	5th	—	Lying 4th at 3 p.m. Sunday, overtaken in last 10 minutes of race due to gearbox trouble
10	B. Cunningham/R. Salvadori	B. S. Cunningham	Jaguar E	3,781-c.c. 6	Coupé	G.T.	24	4th	—	Until final stage of race always behind No. 9
11	G. Hill/R. Ginther	David Brown	Aston Martin	3,996-c.c. 6	Coupé	Exp.	6	—	Engine	At 1 hr. lay 2nd overall, driven by G. Hill. Delayed by dynamo trouble, and finally retired with broken internal oil pipe at 10 p.m.
12	J. Kerguen/" Franc "	J. Kerguen	Aston Martin	3,749-c.c. 6	Zagato coupé	G.T.	11	—	Engine	Never seriously in the running
14	M. Salmon/I. Baillie	M. Salmon	Aston Martin	3,749-c.c. 6	Zagato coupé	G.T.	10	—	Engine	In 11th position at 1 a.m.
15	D. Gurney/J. Bonnier	S.S.S. Venezia	Ferrari TR.	2,953-c.c. V12	Open	Exp.	3	—	Rear axle	At 1 hr. lay 7th overall. Thereafter was in trouble with throttle linkage, and went out with broken half-shaft
16	C. Abate/C. Davis	S.S.S. Venezia	Ferrari	2,953-c.c. V12	Spec. coupé 250 G.T.	Exp.	3	—	Gearbox	At 2 hr. lay 7th overall. Then trouble began and finally went out at Mulsanne with broken gearbox
17	R. Grossmann/E. Roberts	N.A.R.T.	Ferrari	2,953-c.c. V12	Coupé 250 G.T.	G.T.	24	6th	—	Ran very regular race, starting at 14th in first hour and climbing to 3rd by 18th hour. Delayed by broken front

18	J. Fulp/P. Ryan	N.A.R.T.	Ferrari TR	2,979-c.c. V12	Open	Exp.	12	—	Crashed	Never seriously in the running. Crashed by Ryan
19	*J. Guichet/P. Noblet*	*Pierre Noblet*	*Ferrari*	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	24	2nd	—	At 1 hr. lay 10th. At 4 hr. lay 6th. Thereafter in first six, taking 2nd place at 17 hr. Trouble-free run. Winner G.T. class
20	I. Ireland/M. Gregory	U.D.T.-Laystall	Ferrari	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	14	—	Flat battery	Held 7th place at midnight. Long delay with dynamo trouble. Car never gave full performance. Withdrawn, unable to restart after pit stop
21	E. Hugus/G. Reed	E. Hugus	Ferrari	2,953-c.c. V12	Farina coupé 250 G.T.	G.T.	24	9th	—	Driven consistently from 21st at 1 hr. to 7th at 22 hr. At 3 p.m. nearly had to retire with flat battery
22	" Elde "/" Beurly "	Eq. Nat. Belge	Ferrari	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	24	3rd	—	Driven consistently from 16th at 1 hr. to 3rd at 21hr. by two Belgian amateur drivers. Trouble-free run
23	F. Tavano/A. Simon	F. Tavano	Ferrari	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	15	—	Rear axle	Running steadily in 5th place overall at time of retirement. Delayed 18 minutes with dynamo trouble
24	J. Whitmore/R. Olthoff	Ec. Chiltern	Austin-Healey	2,968-c.c. 6	Hard-top Mk. II	G.T.	18	—	Engine	Had reached as high as 8th place by 8 a.m. Sunday. Was virtually driven into the ground in attempt to pass 3,000-km. mark
25	T. Dickson/J. Fairman	Ec. Ecosse	Tojeiro-Climax	2,495-c.c. 4	Coupé	Exp.	8	—	Gearbox	Never a serious contender. Delayed by gearbox trouble and oil leaks which finally caused retirement
27	G. Baghetti/L. Scarfiotti	Sefac Ferrari	Ferrari	2,644-c.c. V8	Open, rear engine	Exp.	17	—	Gearbox	Reached 3rd place overall after 5 hr. and maintained it until 2nd place man retired. Was 2nd when gearbox gave up
28	P. Rodriguez/R. Rodriguez	Sefac Ferrari	Ferrari	2,420-c.c. V6	Open, rear engine	Exp.	12	—	Gearbox	Exchanged lead with number 6 frequently, caused by pit stops. Was in lead when retired
29	C. Lawrence/R. Shep. Barron	Morgan Motors	Morgan	1,991-c.c. 4	Hard-top	G.T.	24	13th	—	Minor troubles experienced such as broken exhaust manifold, otherwise ran steadily
30	B. Pon/G. de Beaufort	Porsche Eng.	Porsche	1,588-c.c. 4	Coupé Abarth	G.T.	3	—	Valve gear	Cam follower broke unexpectedly early in race
31	P. Bolton/N. Sanderson	T.V.R. Cars	T.V.R.	1,623-c.c. 4	Coupé	Exp.	0	—	Overheating	M.G.-A engine was giving overheating trouble from start of race, retired after 35 minutes. Experimental car with wishbone suspension
32	P. Proctor/P. Harper	Sunbeam-Talbot Ltd.	Sunbeam	1,590-c.c. 4	Hard-top	G.T.	24	15th	—	A steady regulated run aimed at consistency and valour rather than anything outstanding. Not as high on Index as expected
33	P. Hopkirk/P. Jopp	Sunbeam-Talbot Ltd.	Sunbeam	1,590-c.c. 4	Hard-top	G.T.	17	—	Piston	Never seriously in running, though leading team-mate for most of time
34	E. Barth/H. Herrmann	Porsche Eng.	Porsche	1,588-c.c. 4	Coupé Abarth	G.T.	24	7th	—	Delayed by slight engine trouble; not a typical Porsche works entry, nor typical performance
35	R. Buchet/H. Schiller	Porsche Eng.	Porsche	1,588-c.c. 4	Coupé Abarth	G.T.	24	12th	—	Outclassed by smaller cars
36	J. Gordon/J. Bentley	Osca	Osca	1,568-c.c. 4	Coupé	Exp.	3	—	Crashed	First driver was in trouble almost from start of race. Engine had twin-plug cylinder head
37	G. Arents/J. Behra	Osca	Osca	1,568-c.c. 4	Coupé	Exp.	21	—	Axle bearing	Jose Behra replaced Hamill after early part of race. Car finally went out with rear axle trouble; was not very fast at any time
38	J. Hine/R. Prior	Monocoque Ltd.	Marcos	1,502-c.c. 4	Coupé	Exp.	8	—	Engine	Enlarged 105E Ford engine by Martin. Suspected camshaft failure. Delayed early in race by fuel pump
39	G. Sala/M. Lucca Lizzano	Scud. Sant Ambroeus	Alfa Romeo	1,290-c.c. 4-cyl.	Zagato coupé	G.T.	24	10th	—	A good run, always well placed but never able to challenge Lotus Elites
40	K. Foitek/R. Ricci	Scud. Sant Ambroeus	Alfa Romeo	1,290-c.c. 4-cyl.	Zagato coupé	G.T.	22	—	Gearbox	Delayed by starter motor trouble and loss of gears, finally struggled away from pits in top gear but did not return
41	R. de Lageneste/J. Rolland	Abarth Racing	Abarth Simca	1,288-c.c. 4-cyl.	Coupé, rear engine	Exp.	6	—	Ignition	Delayed by minor ignition troubles, which finally caused withdrawal
42	T. Spychiger/H. Oreiller	Abarth Racing	Abarth Simca	1,288-c.c. 4-cyl.	Coupé, rear engine	Exp.	2	—	Gearbox	Lying 26th overall at end of 1 hr. Ahead of Porsches, Elites, Oscas, etc. Came to rest on Mulsanne straight
43	C. Dubois/G. Harris	Eq. Nat. Belge	Abarth Simca	1,288-c.c. 4-cyl.	Coupé, rear engine	Exp.	24	14th	—	*Only surviving Abarth Simca of four that started*
44	D. Hobbs/F. Gardner	Lotus Eng.	Lotus Elite	1,216-c.c. 4-cyl.	Coupé	G.T.	24	8th	—	An excellent performance, running consistently fast and showing up many larger-engined cars. Only delay was caused by dynamo vibrating apart. Burnt valve in last hour of race, no consequences
45	J. Wyllie/C. Hunt	Lotus Eng.	Lotus Elite	1,216-c.c. 4-cyl.	Coupé	G.T.	24	11th	—	Delayed by dynamo trouble, otherwise ran well
46	B. Consten/J. Rosinski	Aut. Bonnet	R. Bonnet	996-c.c. 4-cyl.	Coupé, rear engine	Exp.	24	17th	—	Consistent but unspectacular run
50	G. Laureau/P. Armagnac	Aut. Bonnet	R. Bonnet	706-c.c. 4-cyl.	Open, rear engine	Exp.	24	18th	—	Delayed by brake-pedal trouble early in race but pulled back on Index from last to 2nd. Car driven hard throughout 24 hours
51	P. Condrillier/R. Fraissinet	Abarth Racing	Fiat Abarth	701-c.c. 4-cyl.	Coupe, rear engine	Exp.	13	—	Piston	—
52	M. Bianchi/R. Demetz	Abarth Racing	Fiat Abarth	701-c.c. 4-cyl.	Coupé, rear engine	Exp.	2	—	Engine	Suspected timing chain broken
53	A. Gilhaudin/A. Bertaut	Panhard Levassor	Panhard	702-c.c. 2-cyl.	Coupé, F.W.D.	Exp.	24	16th	—	Winners of Index of Performance
54	P. Lelong/J. Henriaud	Panhard Levassor	Panhard	702-c.c. 2-cyl.	Coupé, F.W.D.	Exp.	7	—	Crashed	Car destroyed but driver Henriaud not seriously hurt
55	B. Boyer/G. Verrier	Panhard Levassor	Panhard	702-c.c. 2-cyl.	Coupé, F.W.D.	Exp.	13	—	Engine	—
56	R. Masson/T. Zeccoli	R. Masson	Fiat Abarth	701-c.c. 4-cyl.	Coupé, rear engine	Exp.	16	—	Piston	Leading Index of Performance at time of retirement
58	N. Vaccarella/G. Scarlatti	S.S.S. Venezia	Ferrari	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	14	—	Engine	Running 7th at time of trouble
59	G. Berger/R. Darville	Eq. Nat. Belge	Ferrari	2,953-c.c. V12	Coupé 250 G.T.O.	G.T.	3	—	Crashed	Private entry crashed by Darville
60	J. Magne/M. Martin	A. Chardonnet	A.C. Bristol	1,971-c.c. 6-cyl.	Hard-top	G.T.	4	—	Clutch	Not a very serious entry
61	R. Vinatier/J. Vidilles	Aut. Bonnet	R. Bonnet	996-c.c. 4-cyl.	Coupé, rear engine	Exp.	2	—	Overheating	Engine ran unduly hot from the start
62	F. Albert/G. Balzarini	Abarth Racing	Abarth Simca	1,288-c.c. 4-cyl.	Coupé, rear engine	Exp.	3	—	Unknown	Very well placed among the small cars when withdrawn

55 starters — 18 finishers

15th R.A.C. BRITISH GRAND PRIX

The Uncatchable Lotus and Clark

AINTREE, LIVERPOOL, *July 21st.*

IN spite of a lot of protests the R.A.C. once again delegated the British Grand Prix to the B.A.R.C., the second time in succession, so that the Grand Prix circus had to journey to Liverpool to race at the Aintree Stadium. After the victories by Cooper at Reims and Porsche at Rouen, as well as Porsche at the smaller Solitude meeting, everyone went to Aintree in a very keen frame of mind, knowing that the whole situation was very open. The Italian strikes having eased a bit, the Scuderia Ferrari fielded a lone car for Phil Hill, this being the one tried out in practice at Monaco, with the gearbox ahead of the differential housing, but still using the 1961-type 120-degree V6 engine, their other two entries being withdrawn. The two flat 8-cylinder Porsches for Gurney and Bonnier were as raced at Solitude, except that they were now both using Koni shock-absorbers, whereas one had been on Koni and the other on gas-filled Bilstein shockers previously. Graham Hill and Ginther had their usual B.R.M. V8 cars and there was a brand new spare car identical to Ginther's as regards the chassis frame at the rear, Hill's still having the prototype chassis frame with different tube arrangements to support the gearbox. McLaren and Maggs had the two identical Cooper-Climax V8 cars and Clark and Taylor had the two Team Lotus cars that they used at Solitude, Clark on the "monocoque" Type 25 and Taylor on the Type 24. The Bowmaker team had their two usual Lola-Climax V8 cars for Surtees and Salvadori and a brand new car as spare. In basic layout it was the same as the other two cars, incorporating all the successful modifications made since the start of the season, plus a few more, notably the front suspension uprights and stub axles. Instead of being a modified proprietary component the uprights were now fabricated from steel sheet in taper-tube form, like the Ferguson P99, and the stub axles were of large diameter tubing like the Lotus 24 and 25. The wishbone ends and steering pivots were also improved and strengthened, but the top suspension link has reverted to channel section as used on the original car. A 6-speed Colotti gearbox was fitted, with a right-hand gear-change which necessitated a cross-over linkage behind the gearbox as the 6-speed Colotti has the selector mechanism on the left. Rob Walker had to withdraw his entry as the car was written-off at Rouen and Brabham ran his Lotus-Climax V8 as the F.1 Brabham-Climax V8 was not quite ready. Although it could have been made a runner in time for the race it would have meant that it was completely untried and Brabham wisely decided not to use it. After Rouen the U.D.T.-Laystall team were not happy with the B.R.M.-engined car so they entered their two Lotus-Climax V8 cars, Ireland having the newest of the two, and Gregory's car having additional bracing struts across the engine bay. That completed the entry of works or semi-works teams and the rest of the field was made up of private entries. On Cooper-Climax 4-cylinders were Lewis and Burgess, on old Lotus-Climax 4-cylinders were Chamberlain and Shelly; Settember had a lone Emeryson-Climax 4-cylinder and de Beaufort had his 4-cylinder Porsche. Campbell-Jones was a non-starter as he was still suffering from his Solitude accident, and the car was badly wrecked, Greene hoped his new Gilby-B.R.M. V8 would be finished in time but it was not, and Siffert scrubbed his entry after hearing the measly starting-money offer made by the B.A.R.C. A last-minute arrival was Seidel with his brand new Lotus-B.R.M. V8.

Practice began on Thursday afternoon with one hour immediately after lunch and the Stadium was bathed in glorious sunshine, though a strong headwind on the railway straight was not conducive to fast lap times. In April Clark had set a new Aintree lap record in 1 min. 54.0 sec. in a Lotus 24 but the headwind put paid to much hope of improving on this. Porsche and B.R.M. were all set to go, Graham Hill having upswept megaphone exhausts and Ginther having downswept stub pipes with no venturi tail-pipes. McLaren's Cooper was present but the other V8 was delayed, its transporter having broken down on the way, so that Tommy Atkins' mechanics had to travel up from London, collect the car and bring it on, arriving too late for this first session. Eric Broadley was finishing off the brand new Lola, which was running with the letter T for recognition, and soon most competitors were circulating. Gurney was in fine form and charging along, braking very late for Melling Crossing, and Surtees tried the new Lola but was having trouble finding gears so left it at the pits to be adjusted and continued practising in his old one. Having spent a day at Goodwood sorting out the U.D.T. cars Ireland was driving very fast, while Graham Hill was not hanging about, that is until his engine blew up. Team Lotus were not in a very happy state and Clark was not leading the running, which was unusual. Unfortunately the timekeepers were still using "egg timers" with only one-fifth second divisions, so that official times gave lots of dead heats!

After a long pause, during which time the "family" saloon racers did their practice, the G.P. cars were out again, for another hour, and the pace quickened, even though conditions were the same. Clark now got into his stride and equalled his existing lap record, while Surtees abandoned his old Lola derelict on the grass and walked back to the pits to go out in the new one. Brabham, Burgess and Chamberlain now joined the practice, having missed the first session, and Maggs came out in the second Cooper-Climax V8. Ginther was trying now with venturi tail-pipes but Graham Hill was a spectator and Phil Hill was not happy with the Ferrari, its cornering being a bit unpredictable. Gregory was not happy with his U.D.T. car so Ireland took it out and did a time identical to that which he had done with his own car, which left everyone smiling except Gregory. Having driven a Lotus 24 at the circuit in April, Clark borrowed Taylor's car, to compare it with the Lotus 25, and after spinning it on his opening

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
2	P. Hill	Sefac Ferrari	Ferrari	Ferrari 120-V6	Ferrari 6-sp.	Ferrari 1962	Red	Gearbox between engine and differential unit
4	—	— WITHDRAWN —						
6	—	— WITHDRAWN —						
8	D. Gurney	Porsche Eng.	Porsche	Porsche 8-cyl.	Porsche 6-sp.	Porsche 1962	Silver	Solitude winning car
10	J. Bonnier	Porsche Eng.	Porsche	Porsche 8-cyl.	Porsche 6-sp.	Porsche 1962	Silver	As at Rouen
12	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Regular car
14	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Regular car
16	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Regular car
18	A. Maggs	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Regular car
20	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	"Monocoque" No. 2
22	T. Taylor	Team Lotus	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Green	As raced at Solitude
24	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Regular car
26	R. Salvadori	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Green and red	Regular car
28	—	— WITHDRAWN —						
30	J. Brabham	Brabham Racing	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Bright green	Regular car
32	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	New car at Rouen
34	M. Gregory	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	Previous Ireland car
36	I. Burgess	Anglo American	Cooper Sp.	Climax 4-cyl.	Cooper 5-sp.	Cooper Sp. 1962	White and blue	Regular car
38	J. Campbell-Jones	Emeryson Cars	NON-STARTER					
40	T. Settember	Emeryson Cars	Emeryson	Climax 4-cyl.	Colotti 5-sp.	Emeryson 1961	Green	Regular car
42	J. Lewis	Ec. Galloise	Cooper	Climax 4-cyl.	Cooper 5-sp.	Cooper 1961	Green and red	Regular car
44	W. Seidel	Autosport Team	Lotus 24	B.R.M. V8	Colotti 6-sp.	Lotus 1962	White	New car, first appearance
46	J. Chamberlain	Ec. Excelsior	Lotus 18	Climax 4-cyl.	Lotus 5-sp.	Lotus 1960	White and blue	Regular car
48	T. Shelly	J. Dalton	Lotus 18	Climax 4-cyl.	Colotti 5-sp.	Lotus 1960	Black	Regular car
50	K. Greene	Gilby Eng.	NON-STARTER					
52	J. Siffert	Ec. Filipinetti	NON-STARTER					
54	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6 sp.	Porsche 1960	Silver	Regular car

lap he did one cautious flying lap, if 1 min. 57.8 sec. can be called cautious! Anyone with more than four cylinders obviously had to be well under 2 min. for a lap, while the private owners had 2 min. as a goal. The pace was pretty hot, as instanced by September doing a 2 min. 03.2 sec., which was quite respectable in the Emeryson, but he was in 20th position. The day ended with Clark fastest, but Gurney was in second place, the Porsche going very well indeed, and then came Surtees in the Lola, which is showing continual progress.

Friday was another remarkable day, warm and dry, with not quite so much wind and everyone was out again for another hour of practice immediately after lunch, not that many people in the racing game have time for lunch. Clark was in trouble with fouling plugs and Graham Hill had a new engine but he had not gone far before it sprang an oil leak and plastered the circuit so that fast practice had to be abandoned until it dried up and meanwhile B.R.M. mechanics mopped up the mess on the car. In the hope that the new Gilby would be finished in time Greene borrowed Shelly's Lotus to put in the regulation qualifying laps. Bonnier was in trouble with his gear selectors, but when the car was right he was beginning to go in his old form once more. It was Surtees who set the pace, his regular car having been repaired, and he did 1 min. 54.2 sec. but Ireland was still having a real go, with a best of 1 min. 54.4 sec., while McLaren unobtrusively did 1 min. 54.6 sec. Among the private owners Lewis almost broke 2 min., and Burgess was going very well, showing considerable improvement these last three races since he has had a new engine. Near the end of practice Seidel turned out with his brand new Lotus 24 with B.R.M. V8 engine and 6-speed Colotti gearbox.

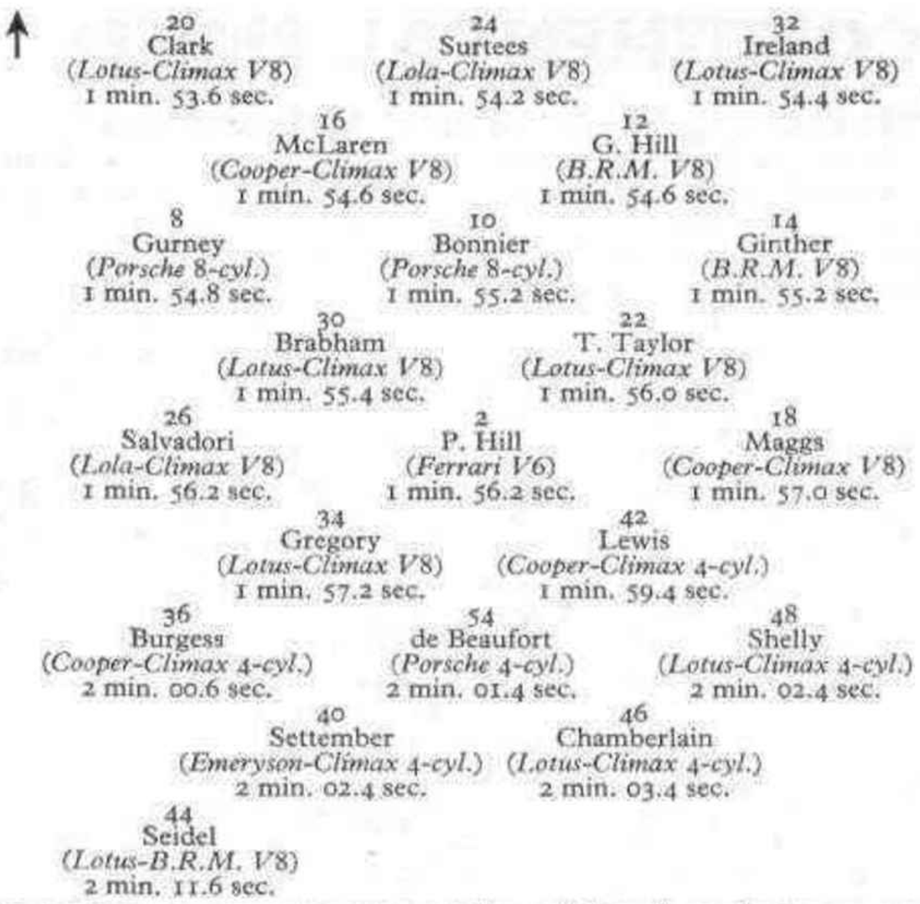
For the final hour of practice, after the saloons had been out again, Ireland did not practise, being well satisfied with his efforts, but Gregory insisted on flogging on. Some drivers like Clark, G. Hill, McLaren, Brabham, and P. Hill had not reached their limit and were going still faster, while others had obviously done all they could, or were merely out to bed in new brakes and scrub new tyres. Towards the end of the session, the wind dropped completely and the air became very cool, with rain in the offing and Clark took advantage of the conditions to do a terrific lap in 1 min. 53.6 sec. It is uncanny the way he seems to say " I will now set a new fastest lap " and goes out and does just that, and the works Lotus is seldom 100% right in all respects. One day it will be spot-on to everyone's satisfaction and then Jimmy Clark will do a really fast lap! There was no question of anyone having to qualify to start, Aintree being capable of taking the whole entry, so that the grid was drawn up on the best times of the four sessions, and in the final hour Jack Lewis had got well under 2 min., being the only 4-cylinder runner so to do, though Burgess got mighty close.

PRACTICE TIMES

No.	Driver	Thursday First	Thursday Second	Friday First	Friday Second
2	P. Hill ..	1. 58.6	1. 57.8	1. 56.6	1. 56.2
8	D. Gurney ..	**1. 55.2**	1. 54.8	1. 56.8	1. 55.8
10	J. Bonnier ..	1. 56.0	1. 55.2	2. 00.6	1. 55.4
12	G. Hill ..	1. 55.8	—	1. 55.0	1. 54.6
14	R. Ginther ..	**1. 55.2**	1. 55.6	1. 55.2	1. 56.8
16	B. McLaren ..	2. 02.0	1. 56.6	1. 54.6	1. 54.6
18	A. Maggs ..	—	2. 06.0	1. 59.0	1. 57.0
20	J. Clark ..	1. 55.6	**1. 54.0**	1. 55.0	**1. 53.6**
22	T. Taylor ..	1. 56.8	1. 56.4	1. 56.0	1. 56.4
24	J. Surtees ..	1. 55.8	1. 55.0	**1. 54.2**	2. 03.8
26	R. Salvadori ..	1. 57.4	1. 57.4	1. 56.2	1. 59.0
30	J. Brabham ..	—	1. 55.8	1. 56.0	1. 55.4
32	I. Ireland ..	**1. 55.2**	1. 55.8	1. 54.4	—
34	M. Gregory ..	1. 58.0	1. 57.2	1. 58.6	1. 57.4
36	I. Burgess ..	—	2. 01.6	2. 01.6	2. 00.6
40	T. September	2. 06.0	2. 03.2	2. 02.4	2. 03.6
42	J. Lewis ..	2. 08.6	2. 02.4	2. 00.4	1. 59.4
44	W. Seidel ..	—	—	2. 25.6	2. 11.6
46	J. Chamberlain	—	2. 05.6	2. 04.6	2. 03.4
48	T. Shelly ..	2. 03.6	2. 02.4	2. 17.4	—
54	G. de Beaufort	2. 02.0	2. 01.4	—	2. 01.4
34	I. Ireland ..	—	1. 55.8	—	—
22	J. Clark ..	—	1. 57.8	—	—
T	J. Surtees ..	—	1. 58.2	—	1. 58.8
T	G. Hill ..	—	—	2. 01.0	2. 00.4
18	B. McLaren ..	—	—	2. 06.6	—
48	K. Greene ..	—	—	2. 08.2	—

A study of all the lap times makes interesting reading for some drivers got progressively faster and others were erratic, while some made hardly any progress at all.

Saturday started very ominously with drizzling rain but as midday approached the sun shone and everything dried up nicely, and the meeting began with a 17-lap saloon car race, followed by a parade of veteran cars and a parade of the Grand Prix drivers. At 2.10 p.m. the Grand Prix cars set off on a warming-up lap and



by 2.20 p.m. everyone was on the grid and ready to go, except that Ireland was in trouble. Having got himself on the front row of the start his mechanics worked all night to build him a new gearbox in order to give him the best possible chance of success, for in practice the old box had developed slight wear on some of the dogs. Anything that showed wear or was suspect was replaced by new parts and Ireland was all set to have a go. On the warm-up lap one of the brand-new selector forks had broken and it was too late to do anything except whip off the gearbox top and disentangle the broken part, leaving Ireland with no second or third gear. In first class order the grid was cleared, all the engines were started and then Ireland found he couldn't get any gears at all and had to sit helplessly on the front of the grid stuck in neutral. For an endless five seconds the flag was raised and then down it came and twenty of the twenty-one starters roared away leaving the helpless Ireland on his own, everyone having skilfully dodged him. It was Clark who led away, with all the right people following him, except for Bonnier who muffed his start and was among the back-markers. A staggering opening lap dice was expected but it did not happen, for Clark just ran away from everyone, the field following in a surprisingly orderly procession, in the order Surtees, on the old Lola, not the new one, Gurney, McLaren, Brabham, G. Hill with low-level stub pipes on his B.R.M., Gregory, Salvadori, P. Hill, Bonnier, Maggs, Ginther and Taylor. When everyone had gone from the start Ireland's car was wheeled to the pits and the unhappy mechanics attacked the Colotti gearbox. Clark was comfortably ahead of Surtees, but McLaren was worrying at Gurney's tail and Graham Hill was pressing Brabham, and after only four laps this lot had left the rest of the field. Bonnier had recovered from his bad start and was leading the next group in which Ginther's B.R.M. was not running as well as it might, even though he had a brand-new engine and Taylor's Lotus was ailing, while Phil Hill seemed to have given up all hope, lying in thirteenth position with Burgess almost keeping up with him. Surtees now began to close up on Clark, who had made fastest lap in 1 min. 57.4 sec. and by lap 8 he was right with him, equalling Clark's lap time, but the Lotus driver now did 1 min. 57.0 sec. and the gap opened up again. Surtees replied with a 1 min. 57.0 sec. and while he could hold this Lotus he could not catch it and settled down into a firm second place. McLaren was still pressing Gurney's Porsche, while Graham Hill had got past Brabham, the rest dropping back. On lap 7 Trevor Taylor had the remarkable experience of having a carburetter choke tube fall in his lap. He stopped at his pit and gave it to his mechanic, saying " where did this come from ?". One of the ram pipes on the front carburetter had come off, the choke tube had popped out and by a miracle had flown through the opening behind the driver's head and fallen in his lap. It was put back and another ram pipe screwed on and away Taylor went, his car sounding much healthier, but it had dropped him right back to eighteenth place, a lap behind the leader. While Clark was on lap 8 Ireland got going, having only 1st, 4th and 5th gears usable, but remembering the French Grand Prix he pressed on. Shelly had retired with engine trouble and not long afterwards Seidel went out with brake trouble and an

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CONTINENTAL NOTES

THE dreadful accident at the end of the French Grand Prix at Rouen demands comment, and it is to be hoped that many lessons will have been learnt. At most French races the crowds tend to swarm on to the track as soon as the winner is flagged in, and to prevent this happening rows of police, or *gendarmes*, line the barriers to control the crowds. At Rouen this was done with a row of police between the straw bales lining the finishing straight on the left, and the grandstands, which was reasonable enough, but there was also a line of police on the right of the straight, in front of the pits, to prevent those people in the pits from getting on the track. Now this was absurd, for most of the people in the pits are closely connected with racing and are capable of controlling themselves, and are all aware of the danger of a fast-travelling racing car. The pit area is divided from the circuit by a solid yellow line, and this must not be crossed by any car at any time, entry to the pit area being from the beginning of this yellow line, some hundreds of yards before the pits. This is a sound and sensible layout, and during practice any driver seen crossing the yellow line gets a rocket from the Race Director, and rightly so. This yellow dividing line should be regarded as a concrete wall, dividing the pits from the circuit, and in some cases there is a dividing strip of grass. The layout of dividing the pits from the track itself, with a deceleration zone well before the pits, is sensible, for it means that cars are forced to come into the pits at a reasonably low speed, and that from the moment they decide to enter the pits they are well out of the way of those going by at full bore.

Now another well-chosen rule is that when a driver crosses the finishing line he should continue for a further lap of the circuit, on a " slowing down " lap, or " cooling off " lap, returning to the pits next time round. This is such an obvious safety regulation that is plain common sense that nobody can argue against it. At the end of the French Grand Prix, while Gurney was finishing his last lap, the organisers permitted the police to place a cordon of men almost shoulder to shoulder along the yellow pit line, and then there was a bit of shouting and they moved back a pace or two, but still periously near the edge of the track. Gurney finished and crossed the line at speed, continuing on down the hill, and so did Maggs in second place. These two were still racing and travelling at 120 m.p.h. or more on the correct side of the track, which was the left side away from the pit area which was on their right. There were probably thirty or more photographers crowding round the Race Director as he gave Gurney the chequered flag, and after the first two had finished there was the usual general air of confusion, with officials, photographers, friends, mechanics and so on around the finishing area and pits.

Surtees now arrived, travelling comparatively slowly, only having 3rd gear, and was correctly placed on the right-hand side of the track, or in the " slow lane," but not in the " stopping lane." Not wanting to struggle round for another slow lap, he prepared to stop at his pit by turning right after the finishing line and crossing the yellow pit line, which in itself is forbidden. Arriving knee-high to a solid line of police he could not see where his pit was and became confused and stopped, at which point Trintignant arrived, also running in the " slow lane " even though his car was quite healthy, and he claims he intended to do a " slowing down " lap, but if that was the case why was he not travelling at speed as on all the previous laps and on the left of the road. Seeing Surtees in the Lola stationary in front of him and being unable to stop in time, he swerved to the left, out into the middle of the track, heading for the " fast lane." He could not turn to the right because of the solid line of police. At this point Trevor Taylor was approaching the finishing line at a good 120 m.p.h., on the left of the road, with every intention, and rightly so, of receiving the chequered flag at speed and continuing on a " slowing down " lap. Now the finishing line at Rouen is on the brow of a hill, and it is not until you are practically on the line that you can see over the other side and actually see the ground in front of the pits. When Taylor could see it was too late, for there was Trintignant across the road and travelling at perhaps 30 m.p.h.

Fortunately Taylor did some quick thinking, sized up the situation and realised he had a choice of three alternatives. He could try and swerve and pass Trintignant on the right, and collide with the stationary Lola; he could have swerved to the left and run into a solid wall of straw bales; or he could keep going straight on with the brakes hard on and hit Trintignant's Lotus fair and square. He wisely chose the third alternative, knowing that it is far safer to hit a moving object than a stationary one. By the time the works Lotus 25 hit the Trintignant Lotus it was probably down to 80 m.p.h., and with Trintignant still doing 30 m.p.h. or so the impact was less severe than it looked, but even so both cars were torn apart and bent and buckled in all directions, being completely smashed. By remarkable good fortune neither driver was hurt in the impact, but had Taylor made any other decision the outcome hardly bears thinking about. Had he gone to the left or right his car would have certainly cannoned off the stationary object and bounced in all directions, taking everything and everybody with it and there would have been a massacre.

Who was to blame for the whole affair? Just about everybody except Trevor Taylor. The organisers, if they gave the police permission to marshal the finish, were to blame; if not, then the Chief of Police was to blame. Surtees was to blame for not continuing on a " slowing down " lap, even if his car was sick, and anyway he should not have been crossing the yellow pit line for the race is not over until everybody has arrived. Trintignant was to blame for not taking the chequered flag in the normal fashion, which is at speed on the left of the road, and he is also to blame for swerving out across the track. He would have been quite justified in hitting the Lola up the back.

One way to avoid a repetition of this accident, assuming those concerned did not learn any lessons, would be to have the finishing line at all circuits at the end of the pit area and not at the beginning. This is done at Aintree and Monza, for example, and at neither of those circuits could such an accident have happened. Admittedly the Lola was sick and maybe it could not have completed another lap, but it approached the finish line at a good 50 or 60 m.p.h. and even had it then blown apart, which it didn't, it could have gone on rolling by and down the hill out of harm's way. Although this accident was an isolated one, and let's hope it stays that way, similar accidents have very nearly happened many times before, and at many a race I have watched drivers braking really heavily to avoid a confusion going on around the pit area, and even at the end of the " slowing down " lap racing cars are still travelling fast enough to do damage to the human being and many a photographer has had his foot run over, while on one occasion, at Monza, one was sent flying into the air. It is practically impossible to keep the finishing area of a race completely clear of people, especially mechanics, team members and so on, but they all know enough about motor racing not to need an army of police to control them and any attempt at control should be done with the aim of having less people on the track, not more as was done at Rouen. Altogether a lamentable affair that should teach somebody something.

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On the organisation side of motor racing the French seem to have been in trouble on all sides just recently, for all was not well at Le Mans during the scrutineering. The Automobile Club de l'Ouest, who organise Le Mans, protested a long time ago at the F.I.A. ruling that such events would count for a G.T. World Championship for Manufacturers, knowing that the 250,000 or so who attend Le Mans went to see something more exciting than a production Grand Touring car going round. They wanted sports cars to run in the 24-hour race, as has been traditional since the first race held in 1923, so they thought up a category called " Experimental Prototype " which left the way wide open for manufacturers to enter sports cars on the pretext of them being prototypes of something or other. This category produced some splendid hairy monsters, some thinly disguised as G.T. cars, others being out and out sports cars. Last year the sports-car class was limited to 3-litres, but this year, with Prototype cars allowed up to 4-litres, Ferrari put a 4-litre V12-cylinder engine of G.T. type into his last year's Testa Rossa sports car and called it an Experimental Prototype. It was one of the fastest cars ever seen at Le Mans and Gendebien and Hill made good use of it to win the race and the American driver set up a new lap record for the circuit in 3 min. 57.3 sec.—204.212 k.p.h. (127 m.p.h.). Ferrari had three other works cars entered, the G.T.O. coupé with 4-litre engine that had run at Nurburgring in the 1,000-km. race, and which is a genuine Prototype; the V8-cylinder 2.6-litre sports car which is a blood-and-thunder sports car at its best, but of which the engine is new this year and could be considered a prototype G.T. engine, with its single o.h.c. per bank of cylinders layout; and the Dino 246 rear-engined car that has won so many sports-car races in the past and is nothing more than a thinly disguised 2½-litre Formula One car. The Ecurie Ecosse also produced a thinly disguised old-type Formula One car in the shape of the Tojeiro coupé, a low and fierce-looking car with rear-mounted 2½-litre 4-cylinder Coventry-Climax engine and 5-speed

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THE SOLITUDE GRAND PRIX

STUTTGART, *July 15th.*

IT was unfortunate that the Solitude-rennen had to be held in the middle of July, for it came between the French Grand Prix and the British Grand Prix, and due to the proximity of these two major events the German race suffered in entries. After the mechanical mortality at Rouen the Solitude entry suffered even more. The date chosen was beyond the control of the A.D.A.C. as it had to fit in with the motorcycle World Championship calendar.

Of the 22 original entries, Team Lotus had to scrub their third entry as they had only two cars left after Rouen, Porsche could only field two works 8-cylinder cars, U.D.T.-Laystall had to scrub both their entries, and Bowmaker withdrew their lone Lola that Surtees should have driven. The result was a very sparse entry consisting of four works cars capable of putting up a battle and the rest were private owners who could do little but battle between themselves. Clark had the new Lotus 25 he drove at Rouen and Taylor the new Lotus 24 with which he did one lap at Reims, both having Climax V8 engines, the Type 25 with a 5-speed ZF gearbox and the Type 24 with a 5-speed Colotti gearbox. Gurney had a brand-new Porsche 8-cylinder, similar to his Rouen-winning car, and Bonnier used the car he had in France, having had all its troubles put right. Among the private owners de Beaufort and Schiller had their 4-cylinder Porsches, and Settember and Campbell-Jones had Emerysons, both with Climax 4-cylinder engines. Burgess had the Anglo-American Equipe Cooper-Climax Special, with the side radiators replaced by a normal front-mounted radiator, in the interests of weight distribution rather than cooling, and Frenchman Collomb was making his re-entry into Formula One racing after his Bruxelles crash, having bought the 1961 Yeoman Credit Cooper Special with the narrow body-work. Kuhnke and Sieffert had old Lotus 18 models, and Joseph Siffert, the good Swiss driver, had his new Lotus-B.R.M. V8, lending his 4-cylinder car to local driver Mitter. Finally there was Marsh with a Marsh Special comprising an early rear-engined B.R.M. chassis with Climax 4-cylinder engine and Cooper gearbox.

On the first day of practice the Team Lotus cars were ready but Colin Chapman had been delayed by trouble on his aeroplane, and having his drivers with him it meant that they all missed practice. The result was that Friday afternoon practice was not exactly exciting and Gurney and Bonnier were completely unchallenged, both improving handsomely on the old lap record, as would be expected. Last year in practice Bonnier made fastest lap in 4 min. 01.1 sec. with the 4-cylinder Porsche, and in the heat of the race, which was very fierce, Gurney recorded 3 min. 58.6 sec. With the 8-cylinder Porsches they had no trouble in beating this, Gurney with 3 min. 55.7 sec. and Bonnier with 3 min. 56.2 sec. After practice finished Chapman and his two drivers arrived, and as there was some G.T. practice taking place the organisers agreed to let Clark and Taylor do three practice laps untimed, at the end of the afternoon. Porsche took advantage of this offer to join in and do some more practice, so that instead of three laps the Lotus boys were able to put in quite a number.

On Saturday afternoon practice livened up a bit for there were four fast runners out, but some rain earlier had left the track damp in places. However, it eventually dried out and though Gurney had got down to 3 min. 55.7 sec. again, Clark was soon after him and finally settled for 3 min. 53.9 sec., while Bonnier was getting much more confident with the 8-cylinder Porsche and did 3 min. 55.8 sec. Practice had been late in starting, and Clark had been delayed by a puncture on his opening lap, caused by a front brake pad coming out of place and the metal carrier gouging its way through the wheel rim until it got to the inner tube! When practice was due to finish Clark still held F.T.D. and Gurney was out trying hard to beat it, getting very close with 3 min. 54.8 sec., and the organisers took their time over ending practice. While this extra time was going on Campbell-Jones crashed in Ashmore's Emeryson, it catching fire and burning the driver slightly, so that when this happened practice just had to end, leaving Clark with pole position on the grid.

Race day was a busy affair with many motorcycle races, the Formula One event coming on after lunch, by which time the circuit was pretty well polished, but the weather was fine and dry. Gurney had little trouble leading away from the start, for Clark got rather a lot of wheelspin and Bonnier made a complete nonsense and got away amongst the private owners, so that on the first lap Taylor held third place behind Clark, but on the next lap Bonnier passed the young Lotus driver, and the order was Gurney, Clark, Bonnier, Taylor, and that is how it stayed. Clark's engine was not running too well, the mixture being wrong and two plugs were overheating, so that he could not keep up with Gurney, and as Bonnier's car lost a tail-pipe from its exhaust system and this lost him 300 r.p.m., he could not keep up with Clark, so the three of them spread out slowly but surely. Gurney was in fine form and lapping around 3 min. 56 sec., the car running perfectly, and *on lap nine he set a new lap record in 3 min. 55.6 sec.—174.4 k.p.h.* Meanwhile the private owners were having little private dices among themselves, except Siffert, who spun his Lotus-B.R.M. V8 on the opening lap and then on lap two had petrol come out of the overflow pipe and spray on the ignition system, which caused a minor electrical bonfire. Marsh was in trouble with his clutch, getting nowhere at all and finally retiring, and Settember had got the better of de Beaufort and Mitter when an oil pipe broke and he stopped out on the circuit. Burgess was the only private owner not in trouble, running well in fifth position, but naturally unable to keep pace with the works cars.

Ominously some heavy clouds began to come up and on lap 17 there was a shower of rain which made the circuit like a skating rink, and Gurney had a moment which took him well and truly on to the grass, but without consequences, and then Taylor lost his Lotus on a hairpin and spun on to the grass verge. He stopped at the pits next time round to ask if he could have his tyre pressures lowered, and to explain that he had been off the road. Just as he was leaving it was seen that he was trailing about 20 feet of fence wire under the car which must have been lying in the grass, and luckily it had not caused any damage. Next lap and Clark failed to appear, having spun on the wet circuit at almost the same spot as Taylor, but he was less lucky and hit the bank with the rear of the car, bending the exhaust pipes at right-angles and buckling the right-hand rear radius arms. He limped back to the pits and was forced to retire, thus leaving the two 8-cylinder Porsches in full command of the race, and they finished a very healthy first and second, giving Gurney two wins in two weeks, which not only boosted his morale but put the whole Porsche team in fine fettle, while Bonnier was much happier with the car by the end of the 25 laps, especially as both Lotus cars had got into difficulties on the slippery surface, while his Porsche had felt all right.—D. S. J.

Results :

SOLITUDE G.P.—Formula One—25 Laps—11.417-km. Circuit 285.425 Kilometres—Warm and Dry with One Rain Shower

1st :	D. Gurney (Porsche 8-cyl.) ..	1 hr. 45 min. 37.2 sec.—162.1 k.p.h.
2nd :	J. Bonnier (Porsche 8-cyl.) ..	1 hr. 47 min. 24.3 sec.
3rd :	T. Taylor (Lotus-Climax V8) ..	1 hr. 49 min. 32.3 sec.
4th :	I. Burgess (Cooper-Climax 4-cyl.)	1 lap behind
5th :	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
6th :	G. Mitter (Lotus-Climax 4-cyl.)	2 laps behind
7th :	H. Schiller (Porsche 4-cyl.)	2 laps behind
8th :	B. Collomb (Cooper-Climax 4-cyl.) ..	6 laps behind
9th :	G. Sieffert (Lotus-Climax 4-cyl.)	7 laps behind (*not classified*)

Fastest lap : D. Gurney (Porsche 8-cyl.), 3 min. 55.6 sec.—174.4 k.p.h. (*new record*).

Retired : J. Siffert (Lotus-B.R.M. V8), lap 2, electrics; K. Kuhnke (Lotus-Climax 4-cyl.), lap 5, engine; A. E. Marsh (B.R.M.-Climax 4-cyl.), lap 10, clutch; T. Settember (Emeryson-Climax 4-cyl.), lap 11, oil leak; J. Clark (Lotus-Climax V8), lap 19, accident.

14 *starters* — 9 *finishers*

11 Bonnier (*Porsche 8-cyl.*) 3 min. 55.8 sec.	10 Gurney (*Porsche 8-cyl.*) 3 min. 54.8 sec.	1 Clark (*Lotus-Climax V8*) 3 min. 53.9 sec.
9 Siffert (*Lotus-B.R.M. V8*) 4 min. 14.0 sec.	2 T. Taylor (*Lotus-Climax V8*) 4 min. 02.3 sec.	
18 de Beaufort (*Porsche 4-cyl.*) 4 min. 21.2 sec.	20 Burgess (*Cooper-Climax 4-cyl.*) 4 min. 17.5 sec.	14 Marsh (*B.R.M.-Climax 4-cyl.*) 4 min. 14.0 sec.
22 Kuhnke (*Lotus-Climax 4-cyl.*) 4 min. 27.9 sec.	16 Settember (*Emeryson-Climax 4-cyl.*) 4 min. 21.8 sec.	
23 Sieffert (*Lotus-Climax 4-cyl.*) —	19 Collomb (*Cooper-Climax 4-cyl.*) —	8 Schiller (*Porsche 4-cyl.*) —
	24 Mitter (*Lotus-Climax 4-cyl.*)	

N.B.—Time for 23 made by Mitter in practice.
No times given for cars number 8, 19, 23. Car 24 did not practise with Mitter.

CONTINENTAL NOTES—continued from previous page

Cooper Grand Prix gearbox. Maserati produced three splendid "Prototypes" in the shape of the "rortiest" coupés yet seen, with space-frame chassis, 4-litre 4 o.h.c. V8-cylinder engines derived from the famous old 4.5-litre sports cars, the 5-speed gearbox/differential unit from that design, disc brakes and so on. They were noisy and fast, being timed at 285 k.p.h. on the Mulsanne straight (approximately 177 m.p.h.), and everything that a racing enthusiast could wish for, but whether it was what the F.I.A. had in mind when they were talking about G.T. cars is another matter.

Thinly disguised sports cars were not only found amongst the big boys, for Rene Bonnet, who is now working in conjunction with Renault, having abandoned Panhard, had a 706-c.c. twin o.h.c. sports car with rear engine that would have been hard put to comply with sports-car regs., let alone Experimental Prototype. However, he showed willing because his other entries were genuine little G.T. coupés, with the same engine/gearbox unit and suspension in well-finished cars that could easily be put into production as competition coupés. The engine in these Rene Bonnet cars is designed by Amedee Gordini with the Regie Renault concern prominently in the background, which is very good for motor racing.

All these Experimental Prototypes were very exciting and great fun, and the organisers were happy until Colin Chapman arrived with *his* Experimental Prototype. This was a Lotus 23 rear-engined sports car with a 997-c.c. version of the twin o.h.c. Ford engine that had run at Nurburgring when Clark led the race for eleven laps, to everyone's consternation. It was not obvious at the time but the consternation was deeper than imagined, for without question of doubt the twin o.h.c. Lotus 23 was excluded from Le Mans in the minds of many officials before it even appeared for scrutineering. The shilly-shallying that went on was terrible and wasted everyone's time, and the excuses for excluding the car were futile and even after complying with certain requests Team Lotus were still refused on other grounds. Had the Lotus 23 not gone so fast at Nurburgring it would have competed at Le Mans, but it was a dead certainty for winning the Index of Performance, and probably the Index of Thermal Efficiency, providing it held together for 24 hours, and that was a chance certain people were not prepared to take. It will be remembered that last year Dan Gurney stirred things up at Silverstone with a Chevrolet Impala in the saloon-car racing world, and when he tried to do it a second time all sorts of "strange and peculiar manoeuvrings" came into play and he was ruled out. I am not going to suggest that Jaguar got rid of the Chevrolet in the saloon-car field, nor am I going to suggest that Panhard got rid of the Lotus at Le Mans, but I am going to suggest that when big manufacturers are involved in motor racing it gets pretty serious. The U.D.T.-Laystall team intended running a Lotus 23 with twin-cam Coventry-Climax 750-c.c. engine, but that was out too. One cannot help feeling that had there been a Bugatti or Talbot entered, capable of winning the race outright then some of Mr. Ferrari's entries would have been excluded.—D. S. J.

15th R.A.C. BRITISH GRAND PRIX—*continued from page 597*

overheating engine, but meanwhile things up at the front had very clearly settled down, with Clark 4 sec. ahead of Surtees and gaining slowly but surely all the time, while McLaren got by Gurney on lap 13 and there was nothing the Porsche driver could do about it. In the second group Maggs was going well and had passed Bonnier, to take seventh place, and Burgess was still leading the 4-cylinder runners, but only just as Lewis had passed on one occasion and then fallen back again, but was still challenging.

At 20 laps the first six cars had settled down in the order, Lotus, Lola, Cooper, B.R.M., Porsche, and Lotus, as mixed a bag as anyone could wish for, but they were all steadily spreading out. Bonnier had got back in front of Maggs, and Phil Hill was getting all worked up to pass Ginther and take 11th place, while Burgess was driving a very good race and fending off Lewis most of the time. They were followed by Settember in the Emeryson and Taylor was beginning to work his way back through the field. As a race the whole thing was now over, having developed into a procession with Clark drawing away all the time, nobody being capable of challenging him and the Lotus sounded very healthy. The gap between him and Surtees was opening out from 6 sec. to 7, to 8, to 9 sec. and so on, as the young Scots driver went on his immaculate way. Behind them and holding formation amongst themselves came McLaren, G. Hill, Gurney and Brabham, and on lap 26 Bonnier came in for a consultation as something was going wrong in the gearbox/final-drive unit. On the next lap the mythical Porsche reliability received another blow for Gurney's clutch began to slip and Brabham passed him. Bonnier rejoined the race for one more lap and then retired with suspected trouble in the crown-wheel and pinion department, and on lap 28 Salvadori went by sounding odd, stopping at his pit next time round with a flat battery affecting the ignition and the fuel pumps. Gurney's clutch slip was getting worse and he was nursing the car along, so that by lap 33 he had dropped right out of the running, but was still sixth though it was only a matter of time before Maggs would catch him. Salvadori had a new battery fitted and went out again, but there was a serious short somewhere for that too went flat and the Lola was withdrawn. Phil Hill had got in front of Ginther for a few laps and then dropped back again, and on lap 34 Clark lapped the Ferrari and on lap 35 he lapped the B.R.M.

At lap 37, which was as near as makes no odds half-distance, the race being over 75 laps, the order was Clark (Lotus), 14 sec. ahead of Surtees (Lola), then nearly half a minute behind came McLaren (Cooper), all three using Coventry-Climax V8 engines, then Graham Hill (B.R.M.) and Brabham (Lotus-Climax V8). The struggling Gurney was still sixth, followed by Maggs and Gregory, the rest having been lapped. Taylor was up to 11th place and Burgess was still leading the 4-cylinder cars and going as well as ever. Maggs eventually caught Gurney, as was inevitable, and so did Gregory, and on lap 44 Ginther's B.R.M. died on him on the Railway Straight. His fuel pumps had stopped working and he poked around and found a broken wire which he was able to repair, and off he went again, but he had dropped from ninth to 14th place in the meantime. Clark had set up a new fastest lap in 1 min. 55.0 sec., but it was still a whole second off his April record, so he was obviously not extending himself, but even so he was still drawing away from the Lola and was steadily lapping everyone. By lap 46 only Surtees, McLaren, G. Hill and Brabham were on the same lap as the flying Scot, and on the next lap Phil Hill retired the Ferrari when the engine went rough due to faulty ignition on one distributor. All was now calm and peaceful and the race became one of endurance and reliability, with Clark lapping Taylor and towing him along to possible higher positions. Surtees had settled for a certain second place and eased off after lapping Maggs, so that the young Cooper V8 driver re-passed the Lola. Taylor overtook the unhappy Gurney, who nevertheless was keeping going, and Burgess threw away his commanding lead of the 4-cylinder runners when he had to stop for petrol, this letting Lewis into the lead. Settember was going well in the Emeryson, having a remarkable non-stop and trouble-free run, and he too passed Burgess while the Cooper Special was at the pits. Ireland was still limping round at the end of the field but retirements were few so his efforts were in vain. On lap 67 Clark lapped Brabham and steadily the race ran itself out, with Clark about to lap Graham Hill in the closing laps. However, Clark decided to be a gentleman and he eased up and let Hill remain on the same lap, but Taylor, who was all the time following Clark, thought differently and raced on, passing them both and thus being only one lap behind his team-mate instead of two.

So the British Grand Prix finished, a splendid victory for Jimmy Clark and the Lotus 25, unchallenged from start to finish, but not at all what had been expected. Surtees finished a firm second in the Lola, which proved itself very raceworthy and a future winner given the right circumstances, and in third place was McLaren in the Cooper V8, having driven a typical sound and sure race, while Graham Hill came home fourth, the last to complete the full race distance.—D. S. J.

Results :

BRITISH GRAND PRIX—Formula One—75 Laps—4.828-kilometre Circuit—362 Kilometres—Warm and Dry

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 26 min. 20.8 sec.—148.47 k.p.h.
2nd :	J. Surtees (Lola-Climax V8) ..	2 hr. 27 min. 10.0 sec.
3rd :	B. McLaren (Cooper-Climax V8)	2 hr. 28 min. 05.6 sec.
4th :	G. Hill (B.R.M. V8)	2 hr. 28 min. 17.6 sec.
5th :	J. Brabham (Lotus-Climax V8)	1 lap behind
6th :	A. Maggs (Cooper-Climax V8)	1 lap behind
7th :	M. Gregory (Lotus-Climax V8)	1 lap behind
8th :	T. Taylor (Lotus-Climax V8)	1 lap behind
9th :	D. Gurney (Porsche flat-8)	2 laps behind
10th :	J. Lewis (Cooper-Climax 4-cyl.)	3 laps behind
11th :	T. Settember (Emeryson-Climax 4-cyl.) ..	4 laps behind
12th :	I. Burgess (Cooper-Climax Sp. 4-cyl.)	4 laps behind
13th :	R. Ginther (B.R.M. V8)	5 laps behind
14th :	G. de Beaufort (Porsche 4-cyl.)	6 laps behind
15th :	J. Chamberlain (Lotus-Climax 4-cyl.)	11 laps behind
16th :	I. Ireland (Lotus-Climax V8)	14 laps behind

Fastest lap : J. Clark (Lotus-Climax V8), on lap 36, in 1 min. 55.0 sec.—151.14 k.p.h.

Retired : T. Shelly (Lotus-Climax 4-cyl.), lap 6, head joint; W. Seidel (Lotus-B.R.M. V8), lap 11, brakes; J. Bonnier (Porsche flat 8-cyl.), lap 27, final drive; R. Salvadori (Lola-Climax V8), lap 35, electrical fault; P. Hill (Ferrari V6), lap 47, ignition.

21 *starters* — 16 *finishers*

AINTREE AIRINGS

The start was given impeccably for the simple reason that it was given by a calm and confident time-keeper and not an excitable dignitary or notability.

* * *

If the drivers could have heard the running commentary going on over the loudspeaker system they would have died laughing; they all *knew* what was happening while the commentators were making some pretty wild guesses.

Full marks to Settember in the Emeryson for running the race non-stop; in the past they have been noted for early pit stops. Burgess and the Anglo-American Cooper Special have also been showing vastly improved reliability, which is good to see.

* * *

Funny how the commentators and all the pits were timing gaps to a tenth of a second and the official time-keepers were only timing to a fifth of a second. Something wrong somewhere.

* * *

Now that all the English teams are getting into their stride B.R.M. seem to have lost the initial advantage they had at the beginning of the season.

* * *

A note to note : The Italian G.P. has been put back to September 16th and the Oulton Park Gold Cup has been brought forward to September 1st, by mutual agreement among the organisers and the F.I.A.

* * *

The British Grand Prix in 1964 will be at Brands Hatch. At least we have been warned.

* * *

The saloon car race? Cor lumme! Jaguars or Tigers? Rapiers or Daggers? Exciting in a sordid kind of way.

Results :

SALOON CAR RACE—Three Classes—17 Laps—82 Kilometres

* **1st** :	J. Sears (Jaguar 3.8-litre)	39 min. 19.6 sec.—123.62 k.p.h.
2nd :	M. Parkes (Jaguar 3.8-litre)	39 min. 19.8 sec.
3rd :	Sir G. Baillie (Jaguar 3.8-litre) ..	39 min. 58.2 sec.
4th :	P. J. Dodd (Jaguar 3.8-litre)	41 min. 01.4 sec.
* **5th** :	P. Harper (Sunbeam Rapier) ..	1 lap behind—40 min. 05.2 sec.
* **6th** :	J. Love (Cooper-Mini B.M.C.) ..	1 lap behind—40 min. 05.8 sec.
7th :	Miss Carlisle (Cooper-Mini B.M.C.)	1 lap behind—40 min. 20.6 sec.
8th :	P. Jopp (Sunbeam Rapier)	1 lap behind—40 min. 32.2 sec.
9th :	E. Lewis (Riley 1.5-litre)	1 lap behind—40 min. 35.6 sec.
10th :	J. Whitmore (Cooper-Mini B.M.C.)	1 lap behind—40 min. 36.0 sec.
11th :	P. Pilsworth (Sunbeam Rapier) ..	1 lap behind—40 min. 44.0 sec.
12th :	Miss Jones (Cooper-Mini B.M.C.) ..	1 lap behind—41 min. 24.2 sec.

* *Class winners.*

V.S.C.C. SILVERSTONE MEETING (July 21st)

This meeting attracted an excellent crowd, remembering that the Grand Prix at Aintree was on the same day. The main event of the day was the 50-km. Boulogne Trophy race. Margulies, making one of his rare appearances with the ex-Bira Maserati, led away from the start but very soon Sid Day, driving his own E.R.A. R6B (having taken over the Hon. Patrick Lindsay's entry, as the E.R.A. "Remus" had suffered a hub derangement in practice), was in the lead. He was hotly pursued by Martin Morris driving his first circuit race in the very smart ex-Hull 2-litre E.R.A. On the 10th of the 19 laps Margulies, when in third place, drew into the pits as, he said, he was not satisfied with the way his car was running. The order then became Day, now some distance ahead of Morris, followed by Waller's E.R.A. and Schellenberg who was having his customary wrestling match with the Barnato-Hassan. They finished in this order, with Schellenberg deservedly taking the Vintage Class. On the very first lap the E.R.A.-Delage had gone harmlessly into the ditch at Woodcote.

Later in the day the E.R.A.s came out again for the 5-lap All-Comers' Scratch race, Lindsay now driving Day's car. This time Morris took the lead but, on the third lap, it is thought due to a locking front brake, he hit the marshals' post at Beckett's and very unfortunately two officials were fatally injured. Lindsay went on to win comfortably from Waller, and Bertie Brown in his E.R.A. Once again Schellenberg was a splendid fourth, again winning the Vintage Class.

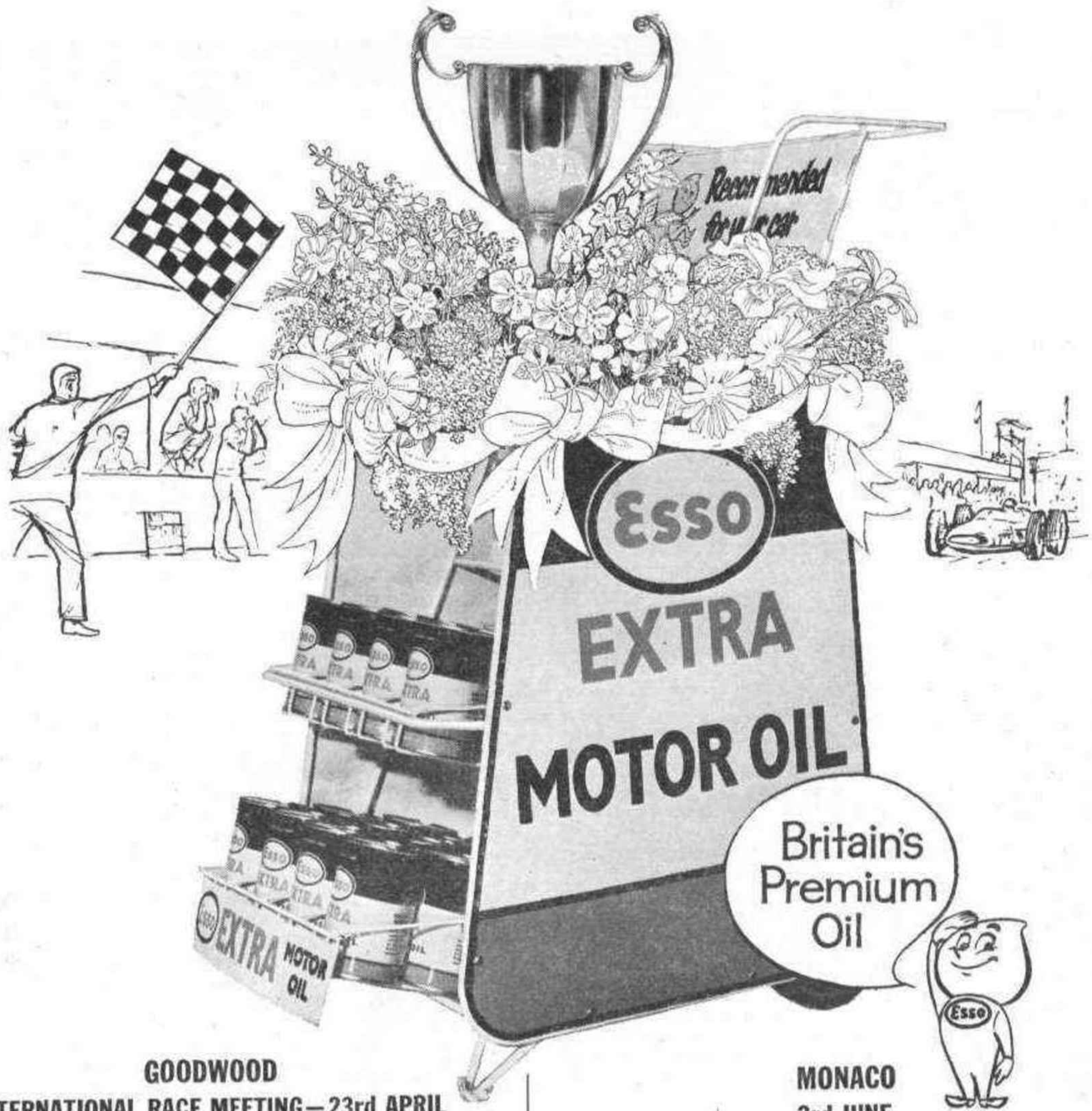
The meeting had opened traditionally with a 12-lap Inter-Team Relay Race, which was led for a long time by the Singer team, until the faster cars overtook them. The final result was a win for the Riley team from the Bentleys, with the Frazer Nash team third. The rest of the meeting was composed of 5-lap handicap and scratch races, the results of which are given below. The second 5-lap Handicap included a great many vintage light cars, amongst them a single-carburetter A.B.C. with a fine assortment of b.e. tyres. It was won appropriately by Warden's 1925 9/20 Humber tourer. It was pleasing to see the flat-twin two-stroke Sima-Violet in action. The previous race had been won by Russ-Turner's 1937 4½-litre open Bentley, which has two Centric superchargers. The Merrydown Trophy was secured by St. John's A.C.-engined Frazer Nash, which managed to keep ahead of the 4½-litre Bentleys of Morley and Williamson. Easy victories were secured in their races by Hine's 1924 3-litre Bentley and Harding's 1926 Amilcar Six with AG100 Villiers supercharger. The industrious Arnold-Forster had rebuilt his Delage since it had broken a con.-rod at Oulton Park and it was nice to see it running strongly, now with Bentley rods, a 5-to-1 compression ratio, and with the body painted a handsome blue instead of the silver Brooklands finish in which it appeared previously.—W. B.

Results :

Boulogne Trophy Race :	**1st** : S. Day (E.R.A.)	77.71 m.p.h.
	2nd : M. H. Morris (E.R.A.),	
	3rd : P. Waller (E.R.A.),	
Vintage Class : C. K. W. Schellenberg (Bentley Barnato-Hassan)		73.72 m.p.h.
Fastest lap of the day : Day (E.R.A.), 80.17 m.p.h.		
All-Comers' Scratch Race : **1st** : Hon. P. Lindsay (E.R.A.)		76.33 m.p.h.
Vintage Class : C. K. W. Schellenberg (Bentley Barnato-Hassan)		73.99 ,,
Inter-Team Relay Race : Riley team		60.72 ,,
Vintage Sports-Car Scratch Race : G. S. St. John (Frazer Nash)		70.70 ,,
1st 5-lap Handicap : B. M. Russ-Turner (Bentley)		60.43 ,,
2nd 5-lap Handicap : J. T. Warden (Humber)		46.64 ,,
3rd 5-lap Handicap : J. Knight (Riley)		61.69 ,,
4th 5-lap Handicap : R. C. Batho (Amilcar-Riley)		57.75 ,,
5th 5-lap Handicap : T. R. W. Burke (Frazer Nash)		59.31 ,,
6th 5-lap Handicap : H. P. Hine (Bentley)		63.64 ,,
7th 5-lap Handicap : C. P. Harding (Amilcar Six)		69.01 ,,

A MINI ON DUNLOP C.41 TYRES

Having stated recently that a Pirelli Extraflex tyre on the Editorial Mini-Minor deflated after 5,147 miles, it is only fair to state that a Dunlop C.41 tyre did the same thing after 1,345 miles, in this case almost instantaneously. This tyre was on the near-side front wheel and it would be interesting to know whether the hot air which is pushed out of the side radiator on the Mini had any effect on this particular tyre and whether readers have also experienced sudden deflations with tubeless tyres in this small size. The Dunlop C.41 tyres which we have been testing are otherwise satisfactory, giving extremely good road adhesion, particularly in the wet, and making no howl when cornered fast.



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

MONACO
3rd JUNE

GRAND PRIX DE MONACO	1st
GRAND PRIX 'MONACO JUNIOR'	1st

CRYSTAL PALACE
NATIONAL OPEN MEETING—WHIT MONDAY

SALOON CAR RACE (General Classification)	1st
ANERLEY TROPHY (FORMULA JUNIOR)	1st

BELGIUM

BELGIAN GRAND PRIX	1st

LE MANS

INDEX OF THERMAL EFFICIENCY	1st
UP TO 1,300 cc Class	1st

(Subject to official confirmation)

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Analysis of the

Type 356B Porsche Super 75

Road Test Impressions of a Beautifully-made Completely-equipped 1,582 c.c. £2,348 German G.T. Car



A SHAPE NO ONE HAS COPIED.
—This picture shows the clean aerodynamic lines of the Porsche coupé.

ALTHOUGH I am not privileged, like the Production Manager and Continental Correspondent of MOTOR SPORT, to have had regular experience of Porsche motoring, I was able recently to drive a Super 75 for over 1,000 miles on English roads, mostly fast miles, for this is a car that is not habitually driven slowly.

In many ways a Porsche is the modern equivalent of the pre-1939 Bugatti—expensive, but rewarding, a car for discerning owners, beautifully and individually made, and, like the famous French *marque* of pre-war times, somewhat temperamental, if experience of this test car, and the P.M.'s 1960 Super 75, is any criterion.

In coupé form the modern Porsche has not changed materially from the original conception of Dr. Ferdinand Porsche, dating back to 1949. Of the three body styles, coupé, hard-top and openable cabriolet, we are here concerned with the first-named, a low-drag, individually-styled car, with the Super 75 version of the rear-mounted flat-four air-cooled, push-rod inclined-o.h.v. engine that develops 75 b.h.p. (88 S.A.E.h.p.) at 5,000 r.p.m. on a compression ratio of 8.5 to 1.

The Porsche has undergone minor but significant changes down the years, for like VW, the little factory at Zuffenhausen-Stuttgart, controlled now by Ferry Porsche, believes in continual improvement of the basic car rather than model-changes at defined intervals of time. Compared to the quite early models you find a greater area of screen and rear window, less convenient adjustment of the seat squabs, more room in the engine compartment, enabling twin Zenith double-choke NDIX carburetters to be used, conventional sound-damping insulation in place of upholstery in this engine-boot, new bumpers, rather ugly wheel knave-plates, funnels over the floor ventilators to keep hot and cold air from blowing about the ankles, a new steering wheel with a horn-ring that impedes a clear view of the tachometer dial, door "keeps", a level luggage platform behind the front seats, exhaust pipes terminating within the rear bumper over-riders which discolours them and makes it more difficult to remove the engine, and many other small items that a knowledgeable Porsche enthusiast will note, either favourably or the reverse depending on his personal likes and dislikes.

Even comparing the 1962 test-car with the P.M.'s 1960 Super 75 a number of changes were apparent—larger screen, bigger rear window, twin grills on the engine boot, a different system of fresh-air ventings, variable-speed screenwipers, different steering wheel, a heaviness in almost all the controls, and so on. Whereas this 75 b.h.p. car has the type name "1600 Super" on the engine boot lid, the test car merely had an "S" after its make name.

I am no Porsche connoisseur, although this way of motoring appeals to me, and so I deal hereafter with the current Super 75. Incidentally, there has been a further "mod." since the test-car was made, the fuel filler on l.h.d. cars now being in a front wing instead of beneath the front bonnet, which, I understand, enables the tank to impinge to a smaller degree on luggage space and obviates petrol fumes being drawn from the filler cap and into the car *via* the fresh air ducts.

THE SUPER 75 IN DETAIL

It is general knowledge to MOTOR SPORT readers that a Porsche is splendidly constructed and finished. It is a very low car, so that you enter over a frame-sill, through doors which shut in a pleasingly positive manner of their own. The separate front seats have hard but comfortable cushions and the squabs have a big range of adjustment controlled by side levers against strong spring action, and they fall almost completely down to form rather lumpy beds. These seats are not nearly so convenient as those fitted to early Porsches, however, wherein the squab angle could be regained without operating the side levers. The doors have lockable quarter lights with the notable refinement of tiny knurled knobs that prevent the pip being depressed and thus serve to foil a thief who is not sufficiently enterprising to remove the back window. The windows lower completely with 4⅓-turns of the handles. Normal interior handles are used, which when lifted up lock the doors, even against the key, from within. The exterior push-buttons each have locks. The aforesaid interior handles are so contrived that it is impossible to be locked out of the car if the key is left within. The rear side windows open slightly, as ventilation panels, on well-made toggles and have a knob that locks them in position. Range of vision from the driving seat is quite good in spite of the low seating position, both front wings being in view, although the scuttle is now higher than before. There is stiff crash-padding above the facia in leatherette to match the interior trim, and soft vizors.

The instruments and minor controls reflect the quality of the car but could be better arranged. Before the driver are the matching Vdo tachometer and speedometer, the former reading to "60" (6,000 r.p.m.) and being calibrated in figures by thousands, and the latter going to 120 m.p.h. The tachometer is to the right of the speedometer where its more vital readings tend to be obscured by the horn-ring. The dial is straked from 3,000 to 5,000 r.p.m. as a reminder that nothing much happens in a Porsche until these crankshaft speeds are attained, and there is a red section from 5,000 to 5,500 r.p.m. to indicate that the engine should not be held for too long above its peak speed. The speedometer dial has straking between 30 and 40 m.p.h. to draw attention to speed-limits and incorporates total and trip-with-decimal mileage recorders. It is calibrated in figures every 20 m.p.h. A faintly irritating aspect of the trip recorder is that the last digit moves up with the decimal numerals, so that a driver obeying instructions of a rally navigator might sometimes be unable to read the mileage accurately. Far more serious, remembering the high price of the car and the class of person likely to drive it, is an error of optimism as high as 6% in the speedometer readings. The tachometer commences with "6," for 600 r.p.m., the engine of the test-car idling at 1,200 r.p.m.

The usual warning lights are incorporated in the dials of the tachometer and a right-hand matching dial, and include a warning that the side lamps are alight (green), the other lights covering dynamo-charge, high-beam (blue), oil pressure (green) and direction-flashers. The right-hand dial indicates oil temperature at the top and fuel contents at the bottom. Unfortunately, although the needle-sweep is considerable, there is no longer any calibration

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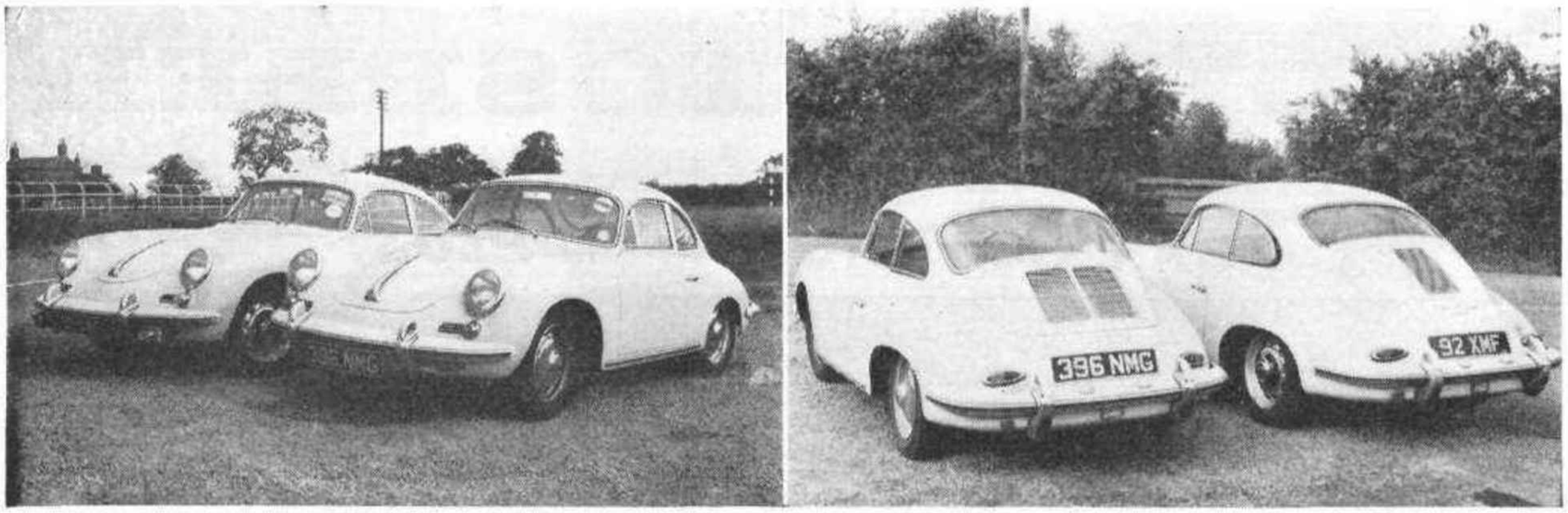
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THE EXTERNAL DIFFERENCES between the latest Porsche Super 75 and a 1960 model are here illustrated. Note the bigger screen and luggage-boot lid of 396 NMG and, in the right-hand picture, its bigger back window, and twin grilles.

of this thermometer. an indication that even at the Porsche factory the salesmen are taking over from the engineers! The fuel gauge is marked " 0," " $\frac{2}{4}$," " $\frac{4}{4}$."

Unlabelled neat black knobs are spaced rather haphazardly about the metal facia. That to the left of the steering wheel looks after the wipers, its knob turning to vary the blade speed from 40 to 80 strokes per minute. Next to it is the cigar lighter; it would be better were these two knobs reversed, because should the driver want to put the wipers on or off at the same moment as the passenger feels in need of nicotine, their hands must cross. Set up rather awkwardly behind the wheel is the lamps-control knob, bringing in first side lights, then headlights, and the rheostat instrument lighting by rotating it. A hand-throttle knob is set to the right of the lamps-knob, also behind the wheel; it pulls out against serrations to increase engine speed and turning the knob locks it in position.

A foot-operated screen washer, that squirts over the roof on too-vigorous pressure, is supplied from a plastic reservoir holding about 1½ qts. of water. Out of sight below the facia, but easily reached, is the useful reserve fuel tap, labelled " RES," " ZU," " AUF," that brings in rather more than a gallon of fuel. The petrol filter is located at the base of its operating-rod, but is out of the way of the driver's feet. A draw-type ash-tray is provided, also provision for a facia-mounted radio, above which is an *accurate* Vdo clock.

To the right of the 3-spoke steering wheel is a neat little stalk that controls the direction flashers, flashes the lamps if pulled up, and dips the headlamps of pushed down. Lamps flashing is on dipped beam if the sidelamps are alight, full beam in daylight, or, of course, from low-beam to high-beam. Some drivers will prefer a separate lamps' stalk, as it is possible to signal a turn inadvertently when operating the lamps in a hurry. A small-diameter horn-ring on the wheel sounds a loud horn but was rather stiff to use. The steering wheel is set sensibly low, although somewhat higher than on earlier models, to offer breathing space to German stomachs.

The heater controls are very neat—just a small quadrant with selection of off, ventilation to screen and ventilation to car, with a knob in front of the gear lever to bring in warm air. This knob calls for many turns and on the test car hot instead of cold air was directed on the feet even when it was screwed down. Markings on the quadrant are by International colour code. The chassis rails incorporate the air outlets with those neat sliding vent-hoods, now with funnels to direct the air forward. Another quadrant provides for a gasolene heater, if fitted.

On the extreme right of the metal facia is the ignition-key-cum-starter. Internal stowage in the Porsche is generous. Both doors and scuttle possess big pockets. There is a lined lockable cubby-hole, although it is too small to take a Rolleiflex camera. Its lid has elastic bands for holding pencil, route-card, etc. Twin non-swivelling anti-dazzle vizors are fitted, with a mirror for the lady passenger, and the rear-view mirror is of very effective anti-dazzle type. There is a neat VW-type Hella interior lamp on each side, each having its own switch which can be set for courtesy action. These lamps are usefully bright. Coat hooks are provided, also metal door " pulls " and a metal grabhandle on the facia.

The fuel tank and spare wheel occupy much of the space in the front boot, the lid of which has been enlarged recently, but there is useful stowage for soft bags, etc. A nice point of detail, typical of Porsche development, is that the bonnet-lifting handle is now rigid, to prevent it buckling when a heavy-handed pump attendant leans on it while closing the lid. Most of the luggage, of course, goes behind the main seats, two occasional seats, very nicely shaped and leather-upholstered, having backs that fold forward to make a flat, cloth-faced platform. On this sizeable suit-cases can be carried; lugs are provided for luggage straps but the straps themselves have to be bought by the owner. The front boot knob remains on the near-side in r.h.d. cars, which is rather casual in a car costing £2,400. The same applies to the engine-lid release knob. There is a rather " fumbly " safety-catch for the front boot lid and an emergency nylon rope for opening it should the main cable break—but this reduces the thiefproof effect. Both lids are self-propping; some people consider they should be separately lockable, to obviate locking the car doors.

The fuel tank has a commendable size filler orifice. A gear lever lock is provided at the base of the lever. Incidentally, a very clear and comprehensive driver's manual, on VW lines, is issued with the car. The test car was impeccably turned out, with spares kit, workshop manuals in English, a tin of oil, etc., but, as will be seen later, I would have been happier had the engine been developing its full power.

ON THE ROAD

The Porsche is essentially a low and small car and a driver unfamiliar with it has to get used to this and allow for the sensation that it is pivotting on the inside back wheel round acute corners. The driving position is very comfortable, although pedals offset to the left (the brake pedal is in line with the steering column) and the generous length of seat cushion may combine to cause leg strain.

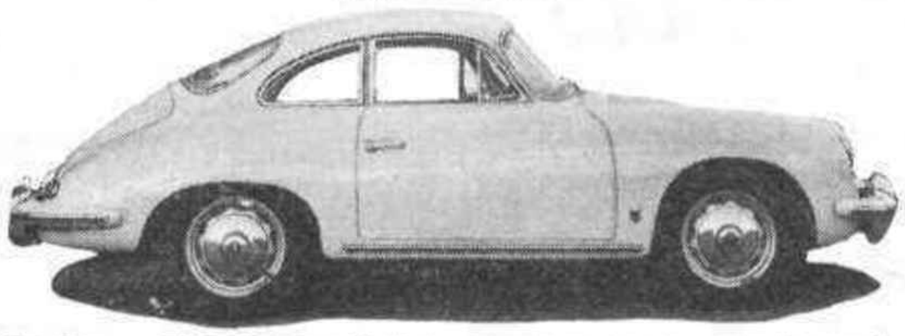
This is essentially a car you "wear " rather than merely sit in—getting over a sill into the driving seat. Although so compact, only a very long-armed driver would be able to reach over to open or close the near-side rear vent-window from his seat, yet he has ample leg, elbow and head room in this compact G.T. coupé.

The rigid central gear lever is delightfully placed, its movements conventional, with reverse easy to find beyond bottom gear position. The pull-out handbrake is moderately accessible under the scuttle but stiff to release. The treadle accelerator enables " heel and toe " gear changing.

With memories of finding the VW's lightness of control handed on to the Porsches I drove some years ago, I was disappointed in the heaviness of the 1962 version. The steering calls for some effort and becomes heavier towards full-lock, all three pedals call for firm pressure, and although the gear-lever has much shorter movements than formerly, gone is the delightfully light " non-mechanical " swopping of ratios of the earlier Porsches.

The gear change is very quick, however, the change from 3rd to 2nd particularly rapid, and there is unbeatable synchro-mesh, gear changing calling for only a flick of the clutch pedal. But it is a heavier change than I had anticipated. As it is essential to keep engine speed above 3,000 r.p.m. if any sort of performance is to be obtained, the gear lever has to be operated continually. In this

THE PORSCHE TYPE 356B COUPE WITH SUPER 75 ENGINE



Engine: Flat-four cylinder, 82.5×74 mm. (1,582 c.c.). Inclined overhead valves operated by push-rods. 8.5 to 1 compression ratio. 75 b.h.p. (88 S.A.E. h.p.) at 5,000 r.p.m.

Gear ratios: First, 13.69 to 1; second, 7.81 to 1; third, 5.01 to 1; top 3.61 to 1.

Tyres: 165×15 Dunlop S.P., on bolt-on steel disc wheels.

Weight: Not weighed. Maker's figure: 18 cwt., 1 qr., 16 lb. (kerb weight, D.I.N.).

Steering ratio: Just under 2½ turns, lock-to-lock.

Fuel capacity: 11½ gallons (including 1.1 gallons in reserve). Total range approx. 316 miles.

Wheelbase: 6 ft. 11¼ in.

Track: Front, 4 ft. 4 in.; rear, 4 ft. 2¾ in.

Dimensions: 13 ft. 1¼ in.×5 ft. 5½ in.×4 ft. 3½ in. (high).

Price: £1,707 (£2,348 2s. 9d. inclusive of purchase tax and import duty.) As tested: £2,366 17s. 3d.

Makers: Porsche K.-G., Porschestrasse 85, Stuttgart-Zuffenhausen, Germany.

Concessionaires: A.F.N. Ltd., Falcon Works, London Road, Isleworth, Middlesex.

PORSCHE POINTS

[The general specification of the Porsche is given in the data table; below we publish a few additional facts that will be of interest to the technically minded.—ED.]

The Super 75 engine gives 86 ft. lb. torque at 3,700 r.p.m. and develops 47.4 h.p. per litre (D.I.N.).

* * *

The 3-piece crankcase is of light alloy, the cylinders of cast iron, with light alloy heads. The forged crankshaft runs in four main bearings.

* * *

The cooling fan is driven by a V-belt through the dynamo, which runs at approx. 1.8 times crankshaft speed. The fan feeds air over the cylinder barrels at a rate of 290 cub. ft. a second at 2,000 r.p.m. and at 580 cub. ft. per sec. at 4,000 r.p.m.

* * *

There is full pressure lubrication with a full-flow oil cooler and by-pass Fram filter. The sump holds approx. 3 quarts of lubricant, the complete engine approx. 5 quarts.

* * *

The ignition setting at full advance is 5° b.t.d.c. and the test car was using Bosch W225 plugs.

* * *

Valve timing is:—inlet opens 17° b.t.d.c., closes 53° a.b.d.c.; exhaust opens 50° b.t.d.c., closes 14° a.t.d.c. Tappet setting=0.040 in.

* * *

The electrical system is 6 volt, with an 84 amp./hr. battery and 200 watt current and voltage regulator. There are 12 fuses, under the facia in the driving compartment.

respect the Porsche again recalls the pre-war Bugatti; you may remember how astonished was the wife of motoring journalist, the late Edgar Duffield, when she was driven from Aldgate to "The Bear" at Esher in top gear in a Type 44 Bugatti, because her husband's 8-valve and 16-valve Brescia Bugattis never got out of 2nd and 3rd speed until they were well out of London. With its 3.61 to 1 top gear the modern Porsche resembles the Brescia Bugatti; of vintage days . . .

If the excellent gearbox is properly employed, extremely useful acceleration all along the speed-range is available, together with maxima of 28, 51 and 78 m.p.h. in the three lower ratios without exceeding 5,500 r.p.m., to which the engine goes without any indication of distress. Top speed is 109 m.p.h., again at 5,500 r.p.m. but 95 m.p.h. was about the best I could get on English roads. This must be qualified by stating that carburation appeared to be suspect on the test-car, which was seriously down on power compared to the P.M.s 1960 Super 75, the engine "hanging" badly at 4,000 r.p.m. For this reason there was no point in taking acceleration figures. The engine is sensitive to different fuels—it refused to look at Shell, went better on Esso Golden and better still on BP Super Plus.

But it never went properly for very long and on account of this erratic running I had a rather trying run down from Oulton Park to Hampshire, although, a Porsche being a Porsche, the average speed was still impressive. This is largely due to the great ability to pick up speed very quickly indeed from 30 to 50 m.p.h., together with a very high degree of controllability. The steering, geared just under 2½ turns lock-to-lock, exhibits no free-play and is essentially accurate, and the Super 75 corners with no roll, its short wheelbase enabling it to "tuck-in" in traffic most effectively. It must *look* safe, too, because fellow users of the highway at far lower speeds never hoot or shake firsts at it. It is, indeed, a very safe car, possessing cornering powers and acceleration that keep it out of trouble.

The steering tendency is initial understeer, even on the test-car, which lacked the extra stabiliser leaf spring for the torsion-bar swing-axle i.r.s. This persists round fast bends but changes to oversteer on sharper corners. The Dunlop SP tyres (which cost extra) cling on very impressively indeed, especially in the wet, at the expense of a harsher ride than normal and rather sudden breakaway when the limit of adhesion is reached. Some die-hard Porsche enthusiasts prefer the old handling characteristics of considerable but consistent oversteer.

The ride is inclined to be lively, in a corner to corner choppiness that is typically Porsche, but only on very rough surfaces does this affect road-holding and even then steering precision is scarcely jeopardised. On unmade roads the Koni-damped suspension functions well. The steering has strong but slow self-centring action which, with the SP tyres, made it tiring on long runs. A rocking action, rather than kick-back, is set up by surface changes through the torsion-bar trailing-link i.f.s. and hydraulically-damped, worm-and-peg mechanism. Tyre squeal is virtually impossible to produce.

The brakes call for firm, even considerable pressure, no doubt due to hard linings, and they are then fully effective for all save really savage stops from near-maximum speed, when disc brakes might be just that much more reassuring. There was considerable squeal from the anti-fade linings as the car came to rest but the brakes did not pull off-course and had no vices.

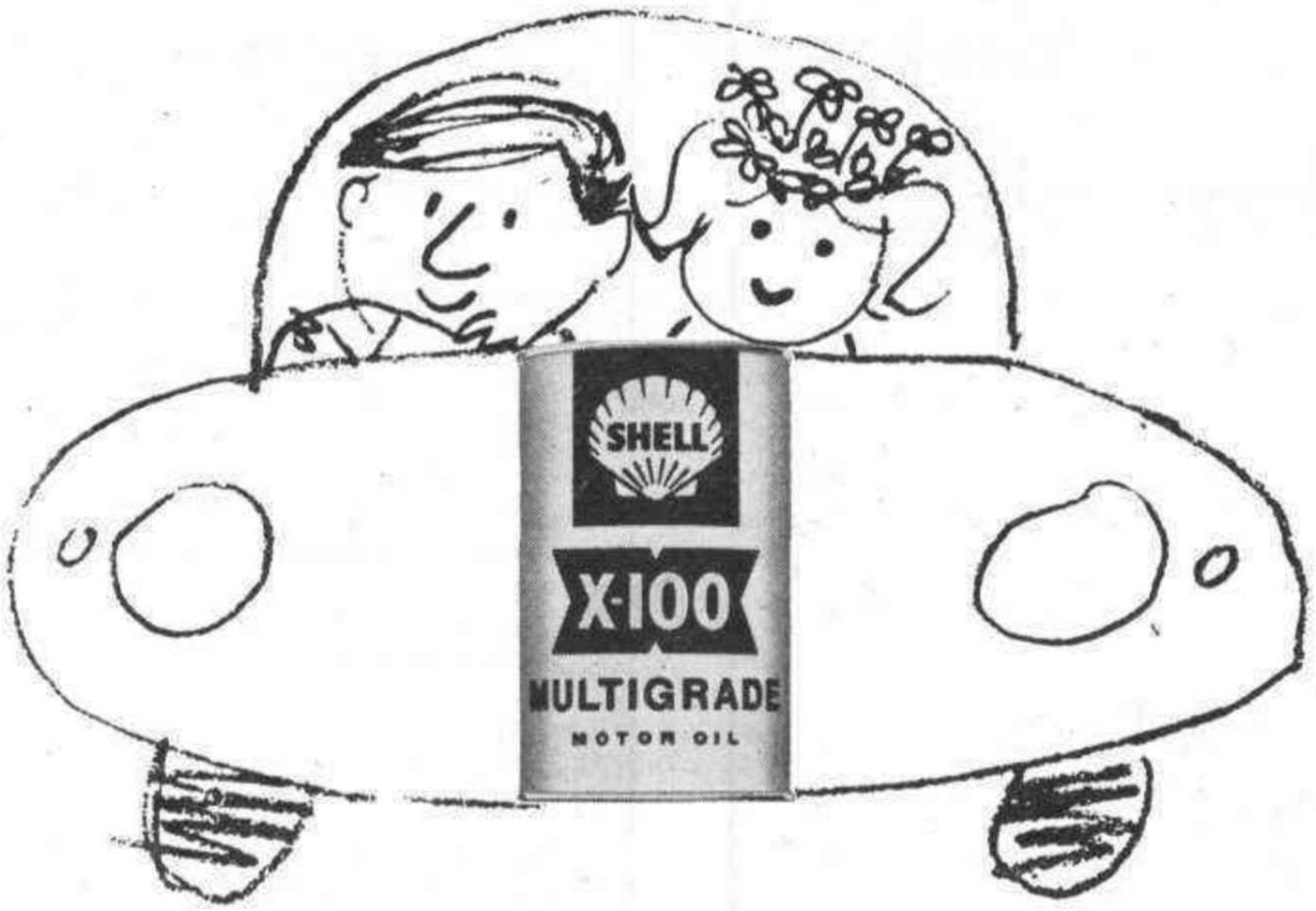
The main point of Porsche motoring is effortless fast travel in luxury surroundings. Although the characteristic exhaust note of the flat-four engine intrudes considerably under acceleration, throttled back it becomes a pleasantly quiet power unit, functioning well within its limits. Cruising at 80 m.p.h., it is turning over at less than 4,000 r.p.m., the oil thermometer well over to the safe side of its scale.

With the windows open buffeting occurs but normally a Porsche owner contrives sufficient ventilation by adjusting quarter-lights and rear vents. Unfortunately with o/s quarterlight shut an irritating air whistle intruded; there is also some transmission hum on the over-run, although the gears are silent.

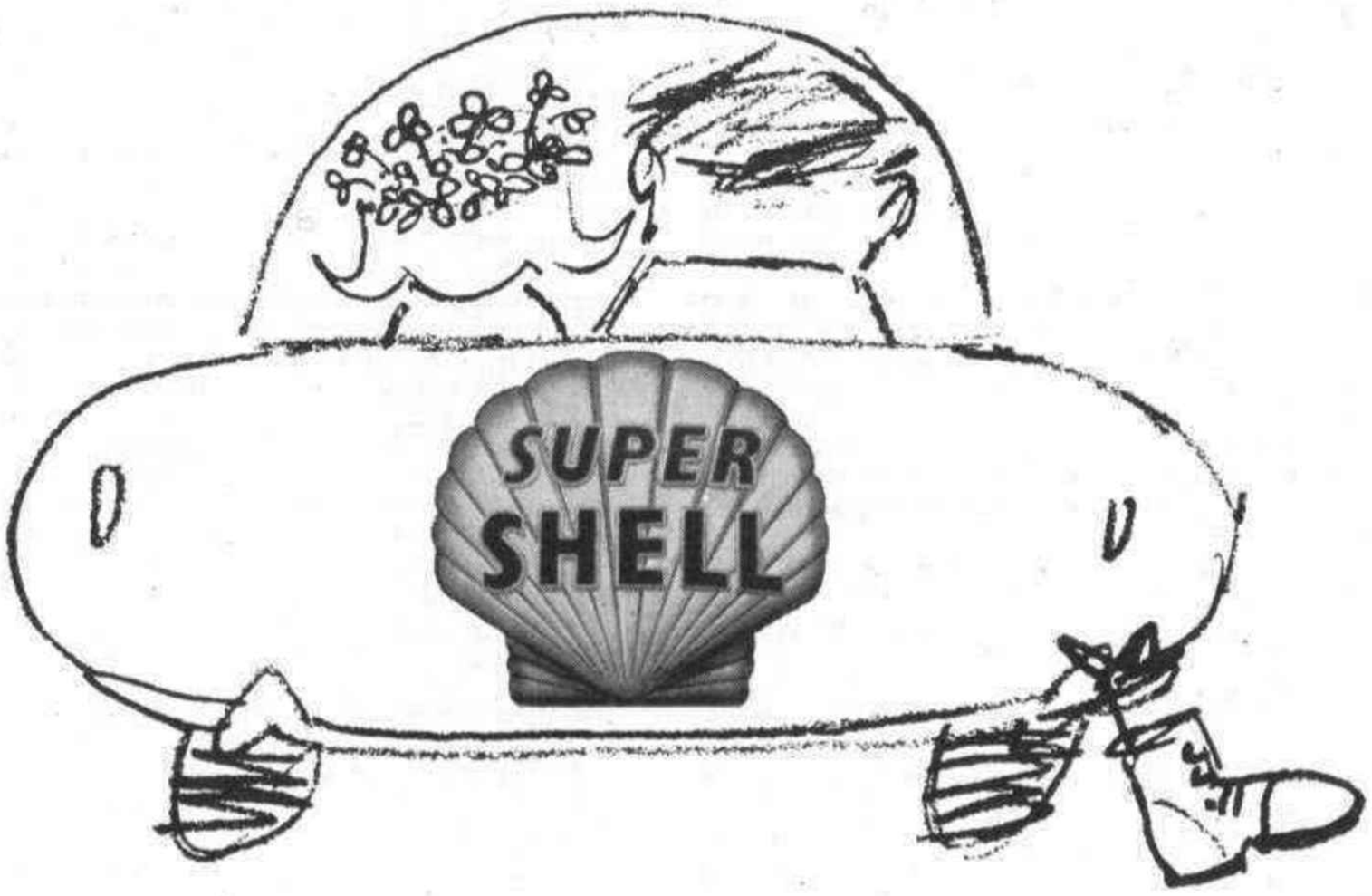
Petrol consumption of 100-octane fuel varied for 30 m.p.g. driving very gently (we were tailing a recently-collected Siddeley Special at the time) to 25½ m.p.g. crossing London. A fast drive to Oulton Park and back showed 27.5 m.p.g. The reserve supply suffices for a useful 38-39 miles and the total range is some 300 miles. In a mileage of 1,220 a pint of Valvoline oil sufficed to restore the sump level. The dip-stick is extremely accessible, and changing plugs with the good-quality tools provided, in an attempt (unsuccessful) to cure the hesitant acceleration, did not occupy too much time.

The engine starts instantly without choke and does not "pink" or run-on. At night the Bosch headlamps provide excellent illumination. The brake lights and flashers are incorporated in single units, incidentally, and the reflectors have been stuck on as an afterthought.

for bonnets



and boots



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To sum up, my impressions of the Porsche Super 75 are that it is a genuine G.T. car in miniature, with accommodation for four people in fair comfort, two in extreme comfort and luxury. The care with which this highly individual car is constructed is reflected in the fine-paint finish of the beautifully-shaped Reutter body, and in the high grade leatherette and corduroy upholstery and the complete equipment provided, as well as by such effective items of detail as grease nipples on the door-hinges and thermostatically-controlled hot air supply to the carburetter intakes.

Granted that the car is expensive—as tested it is priced at a total of nearly £2,367—and that to a large extent Porsche ownership is an acquired taste, the Super 75 provides high performance from a small engine allied to the comfort and luxury expected of far larger cars and, above all, it is one of the most individualistic cars—possessed of real "character"—that it is possible to buy. I drove it for ten days only but another factor that contributes to enthusiasm for this Porsche is its durability over big mileages, about which I have asked the P.M. to enlarge in the following paragraphs.—W. B.

A PORSCHE SUPER 75 OVER 30,000 MILES

My own Porsche Super is very similar to the car tested and a fairly accurate log has been kept of mileage, fuel and troubles.

With 104 miles on the clock, the car was collected, and run-in at the recommended speed. At the 500-mile service the speedometer was changed as the original one was 10 m.p.h. out at 50 m.p.h. The new speedometer started at 13 miles and when it was showing 1,000 miles-plus, and the car was loosening up, the pronounced understeer became annoying, so the Michelin "X" pressures were put up until a reasonably neutral effect had been reached, e.g. 25 lb. front and 27 back.

During the 1,500-mile service several minor troubles were sorted out but the complained-of poor brakes were still as bad as ever, as I was to find out 3,000 miles later when in a damp lane they snatched, locking the front wheels however light the pedal pressure was, and the side of the car was "graunched" on another car.

At 6,600 miles, during service, a vibration of the gear lever was rectified, but the brakes were still terrible. I suggested different linings as there seemed no cure for the snatching, but it was two and a half thousand miles of "dodgy" motoring before Ferodo A.M.4s were fitted. This sorted out the snatching on wet roads, but appreciable fade developed when slowing from the region of 80 and 90 m.p.h. A short time later, a trip to Stuttgart was organised and arrangements were made for the car to be checked at Zuffenhausen and the brakes to be sorted out.

On the run from Ostend to Stuttgart I checked the fuel consumption very carefully and found it to be 32.2 m.p.g. with an overall average of over 70 m.p.h. Before leaving the car I checked the 0-60 time, so as to have a guide at any re-tune. This came out at 14 sec. before tuning and on the way home it took 12.4 sec. to reach 60 m.p.h. The brakes were changed back to German linings and for the first time worked very well, making the run home a real pleasure. This service at the works took place at 11,700 miles. At 13,100 miles the speedometer cable broke, and at 14,300 miles the car went in for a new cable. Unfortunately the British Concessionares detected a knock in the engine and on stripping down, they found excessive cylinder and piston wear, which necessitated a re-build. During the short period during which the engine was overhauled I was loaned a hack engine which propelled the car for 2,500 miles.

I ran the engine in again carefully, with a 1,500-mile service in Stuttgart, and the car was as good as ever. At this service the brakes were good and working perfectly, and O.Kd. by the factory, but 1,500 normal miles later the shoes and drums were changed in England, badly cracked, since when they have snatched and pulled badly.

During last winter the screen cracked and the wipers were strained by snow, but these were repaired and as the carburation was now very "ragged" the car was tuned by the Porsche agents in Liége, with highly satisfactory results.

In the 30,500 miles to date, 1,110 gallons of petrol have been consumed, giving an overall consumption of 27.5 m.p.g. Oil consumption is about 750 miles per pint, and although the car has been driven moderately fast, the Michelin "X" tyres are still the originals.

When a Porsche is going well, there is no more pleasant and comfortable car for getting quickly between two points.—M. J. T.

MINIATURES NEWS

Lesney have been concentrating recently on contractor's plant, earthmoving and other building construction machines in their "Matchbox" series and have sold the astonishing number of 20-million miniatures in this series. No wonder they have decided to continue them! For August comes a super detailed T.T.-scale model of an Aveling-Barford TS250 tractor shovel (no. 43, retail price 1/9d. inclusive of purchase tax). In their "King-Size Matchbox" series comes an Aveling-Barford diesel road roller in O-scale, with divided roller, authentic transfers and a nonchalant driver (no. K-9, 3/3d. retail).

Returning to car miniatures, Corgi Toys have brought out a picturesque Ford Thunderbird Bermuda taxi with driver and detachable fringed sun-awning (no. 430) and a fine replica of the new Volvo P.1800 coupé (no. 228) and Dinky Toys, a very good two-tone model of the Ford Capri coupé (no. 143, 3/11d.). The next development in the miniatures line? I expect it will be not only openable bonnets and boots, which have already been introduced, but openable doors.—W. B.

AN EXCELLENT UNIVERSAL HAMMER

We have commented previously on the excellence of Thor hammers and now a very useful new Thorlite soft-faced hammer set has been announced.

Briefly, this patented hammer comprises an aluminium head of barrel-shape with a screwed peg at each end onto which rubber faces of four different shapes can readily be screwed. The strong ash handle fits securely into the tapered "eye" of the head. Every detail of this Thorlite set is claimed to be the result of extensive tests over the past two years, and the following particulars are given of the main features :—

1. The screwed pegs on the aluminium head are entirely enclosed in the sockets, the walls of which take all the strain of heavy blows, and also prevent damage to the screwthread in the rubber faces. These non-projecting pegs give safety with long-life, for faces can be worn down completely to the head without damaging the work, and before any replacement of face is necessary.
2. The faces of flat, dome, cone and wedge shapes, are moulded from a new grade of rubber which has been made especially for maximum durability and toughness. All faces are interchangeable, hence the most suitable shape can be selected for any particular application, though the flat and domed faces will normally be used.
3. The fitting of this handle is also new for whilst it can be detached easily by giving a smart tap on the end of the handle, it is self-tightening in use. The advantages of this feature are that different lengths of handle can be used, e.g., a short handle for close-up work in a confined space, or a long handle for heavy, unrestricted blows; and that with the handle removed, this hammer will fit into most tool-rolls and tool-kits. The 12in. handle supplied as standard is ideal for most jobs, but shorter or longer handles are available.

Thus, this Thorlite soft-faced hammer set is an essential tool for motorists who do their own maintenance and minor repairs such as removing dents, straightening bumpers, fitting tyres and many other light hammering jobs; and an indispensable tool for sports car enthusiasts, converters, builders and panel-beaters whose hammer blows must not damage or mar the part struck. Safety to the *user* is a further advantage of "soft" hammers, for steel hitting steel is dangerous, and many accidents are caused by flying chips of steel.

The standard set comprises the hammer-head and handle with four interchangeable rubber faces of 2 in. diameter. The hammer weighs 1½ lb., with any two faces, and the price of the complete set, in strong carton, is 19s. 6d., retail Additional faces, or handles, can be supplied as required. Most garages and tool-shops stock Thor hammers; in case of difficulty contact the Thor Hammer Co., Ltd., Highlands Road, Shirley, Birmingham, who will supply MOTOR SPORT readers direct, paying the postage.

THE VICAR OF COALPIT HEATH

According to the *Bristol Evening Post* of July 5th, Canon W. Kingsley-Martin, Vicar of St. Saviour's Parish Church, Coalpit Heath, complained, about vehicles speeding through the village, to Westerleigh Parish Council. The Police were asked to operate a radar speed trap. Amongst the first batch of 40 motorists summonsed was — Canon W. Kingsley-Martin.

Motor Sport—Readers' Car Survey

(Part 5)

With this issue we conclude the detailed analysis of individual cars with the Vauxhall Victor and the Morris Minor. Next month the series will be concluded with a generalised survey of the many other cars owned by readers. It has been found impossible to accede to the many requests from readers for detailed surveys on their particular car owing, in some cases, to the small numbers involved, and more often due to obsolescence. However, the majority of cars not dealt with so far in the survey will be tabulated next month.



Vauxhall

Victor

Is service satisfactory? 78% of Victor owners find service facilities satisfactory, 12.2% do not, 3.4% carry out their own servicing, and 6.8% did not answer this part of the questionnaire.

If car is modified give brief details: It would not be unfair to say that the Vauxhall Victor has not attracted the enthusiast with sporting inclinations, and this seems to be borne out in the number of modifications carried out. The most popular modification and the only one carried out in any quantity is the raising of the compression ratio, which has been made to 5.4% of the Survey cars. Few proprietary conversions have been fitted to the Victor, mainly because few are available, only 3.4% fitting a particular conversion such as those supplied by Alexander and Peco. Modified exhaust systems have been fitted by 2.7% but other modifications are mainly concerned with extra instruments, sunshine roofs and the fitting of overdrive.

ENGINE Few serious troubles seem to have affected the 1½-litre 4-cylinder Victor unit, 71% reporting no engine troubles at all. The greatest number of replacements concern the timing chain, 8.9% having a new timing chain fitted, while 3.4% have required a new tensioner. As 9% complain of excessive engine noise it may well be that a percentage of those who have changed timing chains have done so because of the noise factor rather than failure. Broken engine mountings have affected 6.1%, the front mounting being the main culprit. The cylinder-head gasket has been changed by 4.7%, valves by 4.1%, main and big-end bearings by 4%. Silencers have been replaced by 6.1%, fan belts by 4.7%, one or more tappets by 3.4%, throttle linkage by 2.7%. Oil leaks are reported by 3%, broken dynamo mounting brackets by 2%, and replacements pistons by 2.7%.

CLUTCH 84.5% Victor owners have suffered no clutch bothers. Relining has been carried out by 5.4% at relatively low mileages (below 35,000), and 2.7% have had complete clutch overhauls below 26,000 miles. Of other complaints, 3.4% mention judder and 2% report clutch slip.

GEARBOX No gearbox trouble has been encountered by 82%. The most common complaint, that of poor synchromesh, is mentioned by 10.2%, several people having the synchro. cones changed under guarantee. Complete replacement gearboxes have been required by 2.7%. Failure to select second gear has affected 3.4%, resulting in attention to the linkages. In addition 2.7% complain of the poor column change and 2% remark on the lack of facilities for lubrication of the linkages of the column change, while 1.3% have suffered broken gear-levers. A number of people remarked that they would prefer a 4-speed gearbox, a situation which has been rectified on the latest Victor, although it is only an optional extra.

BRAKES 76% have suffered no braking troubles. 25.8% of Victor owners have changed linings at an average mileage of 25,000 but other troubles have been few and far between. Failure of the rubber master-cylinder seals is reported by 2.7%, while axle oil seal failures reported by 3.4% has resulted in linings being renewed. Of common complaints against the Victor brakes, 7.5% report excessive squealing and 4.7% report brake fade.

STEERING With 86% of Victor owners having no steering troubles there are obviously few failures to report. Replacement of bushes at the front end have been made by 5.4% and tie-rod ends have been replaced by 2.7%. Changes of steering boxes and king-pins are restricted to very small percentages and of general comments 2% remark that the steering tends to pull to one side, others comment that the steering is too light, while still more remark that it is too stiff!

SUSPENSION No suspension trouble has been experienced by 84.5%. As usual, shock-absorbers have been the most troublesome item, 5.4% having them changed, while 2.7% remark on excessive noise from dampers. Wheel bearings have been replaced by 5.4%, while broken leaf-springs have been encountered by 3.4%. Broken anti-roll bars have occurred on 1.3%, while 0.7% have had trouble with the nylon friction interleaves in the rear leaf-springs.

INSTRUMENTS No instrument trouble has been experienced by 71%. As usual, the speedometer gave most trouble, 10.2% requiring replacement cables. The water-temperature gauge has been replaced on 8.9% and the oil-pressure switch on 4.1%. Of other complaints, 5.4% mentioned that the speedometer is very inaccurate or too noisy, 7.5% report that the fuel contents gauge is inaccurate, while a further 4.7% complain of the lack of an ammeter or oil-pressure gauge.

ELECTRICAL A variety of electrical troubles has afflicted the Victor, resulting in only 58% of owners having no electrical trouble. Battery replacements have been made by 14.3%, many people remarking that the life was far too short and that the battery fitted as standard seemed incapable of standing up to the work demanded of it. Dynamos have failed on 7.5% of the Survey cars, a number of people having more than one replacement, one owner getting through six dynamos! The trouble with broken dynamos brackets already listed under engine troubles was also reiterated. The starter motor was replaced on 4.7%, the ignition/starter switch on 4.7%, the lamps switch on 4.1%, the windscreen-wiper motor on 4.1%, the direction indicators switch on 3.4% and the A.V.C. on 3.4%. The lead to the starter has broken on 2.7%, while 2% complain of poor headlights.

VAUXHALL VICTOR

"Steering-column lever has no means for lubrication without dismantling and seems to be slightly stiff now."

"Synchromesh inoperative from new—two lots of cones inserted, then renewed free by makers when six months out of guarantee."

"Column change very bad. Considerable pressure needed to engage all gears."

"Selector linkage renewed throughout, greased and wrapped in polythene at 18,000 miles."

"Synchromesh should be called synchromash."

"Synchromesh worn out at 16,000—endured for rest of mileage."

REAR AXLE 82% had no failures on the Victor rear axle. The main complaint against the Victor axle is of excessive noise, 18.4% reporting this trouble, and 8.9% have changed axle units in the hope of obtaining a quieter example. Oil seal failures have been experienced by 6.8%, pinion bearings have been changed by 2.7%, and crown-wheel and pinion by 3.4%.

BODYWORK The bodywork of the Victor was soundly criticised by many owners, only 41.5% reporting no serious bodywork defects. Rusting paintwork is reported by 23.1%, poor quality of paintwork by 14.3%, water leaks in various places by 14.3%, rusting of chrome-plated parts by 11.6%, various body rattles by 6.8%, poor door sealing by 3.4%, and defective door handles by 2%. Complete respray jobs have been carried out by 8.2% as a result of blistering or fading paintwork.

VAUXHALL VICTOR

"Paintwork came up in blisters after 16 months. One agent told me to polish the car in the sun and said this would cure the blisters. Independent body sprayer proved that the vehicle had been sprayed over rust. Supplier of car offered to respray at my expense!"

"Bodywork shocking. 100% build up and respray at 17,000 miles. Cost £24. Reasonable in circumstances but should have been unnecessary for comparatively new car."

"Absolutely disgusting. Large patches of rust and bubbles in paintwork."

"Poor—paint fell off within a few months of purchase—body will follow shortly."

"Every imaginable fault—dullness, discoloration, rust, rattles, squeaks. Paint would be dull the day after it was polished when car was three months old. Eight separate complaints to garage, distributor and manufacturer failed to bring any result except the advice to use cutting compound."

"All doors rattle, paintwork poor, windscreen leaks water."

"Resprayed after three months because of undercoat showing through. All chrome replaced at the same time (all work free). After two years both rear wheel arches rusted through despite being undersealed when new."

"Has stood up to being outside in all weathers for approximately 90% of the time and being covered with a mixture of boiler-flue smuts and beer for some hours far better than I thought possible."

OTHER SERIOUS DEFECTS Few troubles of a serious nature were reported under this heading. 3.4% mentioned the poor windscreen-wiper linkage, 2% remarked on water leaks through the heater, 2.7% felt that silencer life could be improved, while 2% felt that the car lacked power compared with its class rivals.

TYRES A fair selection of tyres are supplied by Vauxhall and, being American controlled, a number of American-made tyres figure more prominently than they do with most British makes. Avon are fitted to 24.4%, Firestone to 18.4%, Goodyear to 15.7%, Michelin to 10.2%, U.S. Royal to 10.2%, Dunlop to 4.1% and India to 1.3%.

Would you buy this car again? Yes, 72%. No, 28%.

Of those who said they would not buy the Victor again the following cars were listed :

Not yet certain ..	5.4%	Volkswagen	3.4%
Ford (various models)	4.1%	Vauxhall (other models)	1.3%
Hillman Minx ..	3.4%	Morris	1.3%

Comments from the manufacturers of the Jaguar 2.4, 3.4 and 3.8, Triumph Herald and Fiat 600 follow. The Morris Minor survey is on page 612.

THE MANUFACTURERS REPLY

AT the Jaguar factory we discussed the Survey with Mr. W. M. Heynes, who is Vice-Chairman Engineering and designer of the XK series of engines, and Bob Berry, the Jaguar Press Officer. Mr. Heynes remarked that the Survey seemed quite fair to him, the results confirming their own findings in many cases, although some of the percentages were far higher than they had obtained, which is understandable due to the smaller numbers involved. He also felt that our readers, having more sporting inclinations, would drive harder than the average owner. He felt that the percentage of owners satisfied with Jaguar service would be higher than 72.4% but noted that this compared favourably with other makes.

With regard to the 11.9% who have fitted Koni shock-absorbers, Mr. Heynes felt that the true percentage of all Jaguar owners is less than 1% as the harder ride given by the Koni adjustable shock-absorber is completely unacceptable to the majority. The heavier anti-roll bar which was originally offered as an optional extra is now fitted as standard equipment.

On the engine the timing-chain tensioner failures are usually due to a fracture of the tensioner bracket, which has now been strengthened, or if the engine oil is very dirty this will sometimes affect the tensioner despite the fitting of a filter. Engine-oil leaks have been a problem from time to time and improvements have been made to the front and rear crankshaft oil seals, changing from the scroll type to an interference fit fabric type, and the sump gasket material has also been changed. Complaints against oil consumption invariably occur during the early life of the car before the piston rings are fully bedded-in. If a car is driven gently this running-in period will be prolonged, but once the rings are fully bedded-in oil consumption should drop appreciably. Jaguars use chrome-plated top rings and high bore finish, which gives extremely long life and extremely low bore wear. It has been found that if a 3.8 Jaguar is driven at or near its maximum speed for long distances, such as along the M1, oil consumption will rise, but oil consumption generally is not considered a problem. The carburetter problems, which seemed to be mainly due to incorrect balancing of S.U.s, should not be a problem as Mr. Heynes feels the S.U. carburetter is one of the easiest to adjust.

Jaguar agree that the clutch is generally reliable, the flexible hydraulic hoses being changed for a metal-guarded type early in the life of the 2.4 model. Clutch judder most frequently occurs with the type of owner who uses the clutch as a form of disc brake when changing down!

Although Mr. Heynes admits that the synchromesh of the Jaguar gearbox is not powerful by current standards and requires precision in operation, it is extremely robust and reliable.

Complaints of high noise level in gearboxes are largely confined to early models in which sound insulation of the body was not very complete. This need for insulation results from the positioning of the gearbox inside the passenger compartment which, in turn, is the result of moving forward the passenger compartment relative to the engine position in order to provide the maximum amount of passenger space.

Jaguar claim that their gears and gearboxes are manufactured to a very high standard. They are all manufactured by Jaguar—hitherto a certain percentage were produced by an outside supplier. The gears are shaved, and surface finish is held between 10-15 micro inches. The gears are then paired into sets and the maximum backlash allowed is held between 4-7 thou. All boxes are individually assembled and a 100% inspection and test is carried out in a silence room.

With regard to brakes, Mr. Heynes also remarked that the reason few braking problems were revealed by the Survey is due to the fact that the Jaguar/Dunlop combination, which led the introduction of disc brakes to the Motor Industry, has given them a lead in production techniques and service experience under widely varying operating conditions. The need for frequent adjustment of the early handbrake was largely overcome by the use of a more efficient linkage and, more recently, the problem has been completely solved with the introduction of the self-adjusting handbrake.

The high rate of wear of pads in certain cases reflects the driving habits of the owners concerned. In the experience of Jaguar disc brake pads have a life equal to the shoes in drum brakes and are, of course, much easier and quicker to replace. It must be remembered that disc brakes tend to be used much more severely due to their vastly greater efficiency. In fact, a drum brake used in the same way as a disc brake would have a very short life indeed. The pads of the Dunlop disc brake are not in constant contact with the disc as on some designs, which assists in keeping temperatures down.

Jaguar feel that the standard steering box with 4.7 turns lock-to-lock is suitable for most owners, although the optional box for the Mk. II with 3.9 turns is popular with sporting owners, although the turning circle is identical.

Like most suspension systems the Jaguar suspension is a compromise and is designed to give a comfortable ride at all speeds. The shock-absorbers have to be soft enough to control the springs without interfering with the ride. Mr. Heynes feels that the Girling dampers currently fitted maintain their settings better than competitive units, improvements being related to con-

sistency of action and improved sealing, particularly around the piston rod.

Of faults mentioned, rear-spring failures usually occur due to fatigue resulting from prolonged use with ineffective dampers. Anti-roll bar faults are normally confined to rubber bush failures.

The introduction, on the Mark II and, subsequently, on the E-type and Mark X, of electrically operated instruments—except the speedometer—proved to be a major step forward in instrument reliability. Speedometer failures occurred largely during the early life of the original 2.4 model due to oil entering the speedometer head *via* the cable. This was partly due to a batch of cables being supplied with reverse windings which acted as oil pumps, pumping oil into the speedo. head. As this change was made without informing Jaguars this took a long while to cure. An improved speedo. drive and seal at the gearbox end overcame this problem. Improved cable life was achieved by greater attention to cable runs and mounting points. In addition the instruments themselves incorporate improved mechanisms.

Mr. Heynes has strong views on batteries, although he feels that the majority of failures are due entirely to inattention and lack of topping-up. He feels that a sealed unit is needed which requires no topping-up throughout its life. Fuel pumps now incorporate a protective membrane on the diaphragm to protect them against the action of high aromatic fuels. Improved contact breaker equipment is also fitted, and the horns, which were originally of the high-frequency type, are now windtones, which have proved to be very reliable. The problem of the poor headlamp system has been met by the introduction of a sealed-beam system which Jaguars claim is one of the best two-headlamp systems on the road.

The axle noise problem has been thoroughly investigated and improvements are constantly being made. However, improvements are also being made in the standards of body silence and thus the axle noise is accentuated once more.

On the bodywork water leakage has been dealt with by the use of a neoprene-based compound which is applied with a special gun to all joints. When the body is baked the compound contracts into the joints, filling them completely, yet remaining flexible.

With regard to paintwork, early 2.4 and 3.4 models were cellulose sprayed. More recently a completely new paint shop and phosphating plant has been installed to produce bodies with a synthetic enamel baked finish. Jaguar claim that this is giving extremely good results. Two years ago Jaguar installed a modern fully automatic chromium-plating plant and all chrome parts are plated above the B.S. standard. The B.S. standard for nickel is 0.0001 in. and Jaguar use 0.0015 in., and for chrome the standard is 0.00001 in. and Jaguar use 0.00004 in. A 100% inspection is carried out on all major items and sample checks are made on small items such as cylinder-head studs, etc. It is felt that lack of attention is the main cause of the deterioration of chrome-plated parts.

Of other complaints on the bodywork, an improved action door lock has been fitted for some time and the complaints registered are almost certainly referring to pre Mark II cars. The integral construction body has proved to be very rigid and detail improvements in body manufacture and car assembly are constantly being made. Window glasses now have radiused corners to prevent them fouling the guide felts. A new type of rubber-based window guide felt is now fitted to the window frames which is waterproof and completely prevents the glasses from touching the frames.

TRIUMPH HERALD

On the engine Standard/Triumph recommend in their handbooks that the engine be decarbonised and the valves lightly ground in during the early life of the car. This should be done during the 3,000 to 6,000-mile period and Standard/Triumph engineers feel that valve life will be improved. However, the valve material is improved on the Herald 1200 engine conversion kit. Many items criticised on the 948-c.c. Herald unit have been improved on the 1200 model, and sometimes these improvements have been put into production on the normal Herald although this has not always been possible. For instance, the 1200 has lead indium bearings and a full flow filter, which the 948-c.c. does not possess, while the crankshaft has strengthened flying webs on the 1200 as well as an improved surface finish on crankpins and journals.

The problem of fracturing exhaust systems has been dealt with by repositioning the front mounting, giving improved support, and strengthening the silencer end plates. Likewise the throttle linkage trouble has been eliminated by providing a new linkage which eliminates the offset loading. A new cable has also been fitted incorporating an improved quality outer casing. Improved production methods which include a higher test pressure have been instituted to deal with loose core plugs, and a more robust dynamo pedestal and new attachment bracket to the engine plate have been designed to eliminate broken dynamo brackets.

3.5% mentioned broken radiator mountings and 2.3% split radiators, and Standard/Triumph have now introduced a new radiator with retooled top and bottom tanks and new side plates giving improved soldering conditions. The side plates now use four fixing holes instead of eight, the fixings at the corners being deleted, thus eliminating stress concentrations in these areas. The radiator hoses have now been given an improved rubber specification.

A new Solex 30PSEI pump-type carburetter has been introduced which eliminates many of the carburetter problems mentioned by readers, although many troubles undoubtedly stem from incorrectly balanced twin carburetters.

On the clutch no real problems have been encountered but a new 9-spring clutch was introduced on the Herald 1200 model. With regard to gearbox noise, which is the major complaint of Herald owners, Standard/Triumph claim to be the first British factory to install a new type of electronic test machine which checks on gearbox and differential noises, enabling the source of each particular noise to be traced and dealt with individually, an almost impossible task before this machine came into use. The benefits of this machine are only just becoming evident, but future Standard/Triumph models should have greater standards of mechanical silence. The problem of excessive noise in 3rd gear on the overrun has been met by fitting a rubber-mounted tie rod between the gearbox and frame. The 1200 model has a closer-ratio gearbox than the 948 model.

Despite the criticisms of short lining life it is not intended to introduce a harder lining on the Herald, although of course a disc brake kit is now available for the really hard driver. Additional handbrake cable pull-off springs have been introduced which, it is claimed, give improved lining life and a consequent reduction in the frequency of adjustment. Sticking brake cables have led to rear wheel lining wear and this modification should prevent this.

On the steering rack, bedding-down can take place in the early mileage, giving the impression of wear, and a rack adjustment operation is now included in the first service check in which a shim can now be removed to compensate for any bedding-down which may have taken place. The steering-column universal joint is now being manufactured to closer tolerances to eliminate any tendency to knock or looseness.

Trouble with suspension bushes is mentioned by 11.3%. The upper wishbone inner pivot is fitted with rubber bushes and the lower, inner pivot, which initially was fitted with nylon bushes, is now fitted with rubber bushes. The outer pivots retain nylon bushes which now have improved sealing with rubber rings located by steel washers. On the independent rear suspension system the dampers are fitted with a bump stop which can make a noise on the rebound when the car bumps over kerbs or other large projections but otherwise the suspension is not considered unduly noisy.

On instruments, an improved odometer movement is to be introduced shortly for the speedometer which will improve accuracy and reliability. Of the electrical troubles, the flasher and light switches are now of a more robust design with larger fulcrum pins. The erratic flashers now have an improved self-cancelling mechanism.

The final drive troubles which occurred fairly frequently on early models have been eliminated with a number of modifications.

The inner half-shaft has been progressively improved; modifications are a semi-circular circlip groove eliminating stress raiser, controlled shot blowing to improve fatigue life and higher tensile strength by modified heat treatment. The outer half-shaft has been modified as follows: The oil seal for the needle roller bearing is a double-lip leather seal instead of felt and rubber, and the seal is now protected by a revolving metal flinger. Improved surface finish of shaft, induction hardening extended inboard of needle roller bearing to give increased fatigue life. Improved corrosion resistance has been achieved by using an etch primer before final paint process.

On the Herald 1200 a larger crown-wheel and pinion with larger attachment bolts for the crown-wheel is in production.

The original bodywork water test system has been scrapped and a new and more efficient one installed. Every car is now thoroughly checked for water leaks and resealed where necessary. This was instituted on the 1200 series.

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Redesigned door seals were fitted some time ago and it is claimed that they are completely satisfactory.

Inspection and quality on paintwork, chrome, door and bonnet fittings has steadily improved and the quality of cars leaving the factory in recent months is excellent.

Improvements have been carried out on the window-winding mechanism and attachments which were originally self-tapping screws have been replaced by nuts and bolts. A new and more robust door lock was introduced early in 1962 and has given complete satisfaction. A revised boot lid lock striker has replaced the original striker. This has eliminated complaints of this lock. The boot lid prop bracket has been redesigned and is now satisfactory.

Rusting of roof gutter was due to the operators fitting the chrome finisher attachment clips the reverse way, but unfortunately a number of cars left the factory before the fault was discovered. The chrome finisher and clips were deleted with the introduction of the T.1200 model and the possibility of recurrence of this complaint eliminated.

FIAT 600

At the Wembley headquarters of Fiat (England) Ltd., we talked to Mr. F. Don and the Service Manager, and Alfred Woolf, Fiat's Publicity Agent. A short tour was made of the premises at Water Road, Wembley, which is mainly devoted to servicing and the storage of large quantities of spares. It is claimed that spares for all models back to 1937 are either available at Wembley or from the factory at short notice. Although the Fiat dealer network is not, and cannot be, as large as that of most British manufacturers, distributors have a chain of dealers in their area and few Fiat owners should be very far from a Fiat agent. Fiat are also British Concessionaires for the Weber carburetter and dozens of these exciting looking carburetters are stacked on the shelves waiting to go to power hungry enthusiasts.

A recent innovation by Fiat is the erection of a new-car processing plat which deals with all new Fiats coming into this country. At this depot in Coronation Road, all cars are degreased and given a complete pre-delivery check-over.

Of the Survey results, the Service Manager felt that there was little comment he could make as in his opinion the Survey had shown up few faults which were peculiar to the 600, the majority being normal replacements due to wear. The shaft handbrake was discontinued in 1957 and the gearbox oil seal strengthened at the same time and braking troubles have therefore been eliminated. The only other trouble of note with bodywork complaints has been traced to a batch of cars which took a long time to reach this country due to various strikes and some of the cars with light coloured paintwork have tended to fade. Fiat now have a new paint plant at Wembley using synthetic enamel which is baked and it is claimed that this is giving good results.



Morris Minor

Is service satisfactory? 65.8% of Morris Minor owners expressed satisfaction with the service offered, 11.7% are not satisfied and 11.2% carry out their own servicing. 11.3% did not reply to this question.

If car is modified give brief details : The most popular modification to the Minor is the fitting of twin S.U. carburetters, carried out by 6.2%. Next in popularity comes raising of the compression-ratio, carried out by 4.3%, while a straight-through exhaust system has been fitted by 3.8%. Polished ports and combustion chambers is a feature of 2.8% of the Survey cars. A variety of proprietary silencers have been fitted by 6.2%, the Servais being most popular. Different valve springs have been fitted by 2.6%, high-compression pistons by 0.7%, superchargers by 0.4%, and a 1,100-c.c. Coventry-Climax engine by one reader! A number of readers have fitted proprietary conversions ranging from mild stages of tune to full F.J. specification, while a variety of braking and suspension modifications have also been carried out.

ENGINE No engine trouble has been suffered by 58.6%. This percentage does not of course include those who have fitted a reconditioned engine. These have been fitted by 13% at mileages varying from 11,000 to 105,000, with an overall average of 44,500 miles. A noticeable practice amongst Minor owners is to fit oil control rings together with new big-end bearing shells, then fitting a reconditioned engine at a later date. 10.2% fitted new rings and big-ends at an average mileage of 38,300. Replacement valves have been required by 10.4%, new pistons by 3.3%, new water pump by 3.4%, cylinder-head gaskets by 2.3%, exhaust system by 3.6%, oil seals by 3.3%, new radiators by 1.0%, and timing chains by 2.2%. Broken crankshafts have been suffered by 1.2%, seized pistons by 0.7%, and broken engine tie rods by 0.6%.

MORRIS MINOR

"Crankshaft, flywheel and bearings replaced at 13,000 miles just after fitting of engine conversion!"

"Piston slap from new. Cured with Interior Silent Travel."

"Pistons replaced at 15,000 miles. Excessive oil consumption. Wrong size pistons fitted originally by B.M.C."

"Using one pint of oil every 200 miles. Sold back to garage in disgust after three weeks' use. Has since been fitted with new pistons and when last seen was still smoking."

"Oil consumption on delivery 100 (one hundred) miles per pint."

"Piston slap. New pistons at 1,100 miles. Seized at 1,800—new piston fitted. Seized at 5,300—new piston fitted. Seized at 8,500—new piston fitted."

CLUTCH No clutch trouble has been experienced by 68.9%. Complete replacement clutch units have been fitted by 8.8%, plates replaced by 4.6%, the carbon thrust bearing by 2.5%, clutch springs by 1.7%, new linings by 1.7%. The clutch shaft spring required replacement on 2.3%, while of general complaints 5.1% mention squeal on engagement, 1.4% report clutch slip, and 2% suffer from judder.

GEARBOX No gearbox trouble has been encountered by 64.2%. Of the total, 8.4% have required replacement gearboxes at an average mileage of 40,000 due to general wear, but actual failures have been few. Various bearings have been replaced in 1.3%, pinions have stripped in 0.6%, and oil seals have failed in 1.3%. Weak or worn synchromesh is reported by 3.9%, while 7.8% mention the perennial difficulty with B.M.C. gearboxes of engaging first gear. A further 7% report that their gearbox is too noisy.

BRAKES No brake troubles have been experienced by 49.1%. Relining of brakes has been carried out by 25.8% at an average mileage of 31,000. Master cylinders have been changed on 3.2%, wheel cylinders on 2.3%, axle oil seals on 1.6%, new drums on 1.1%, while 0.9% mention brake judder. Comments that the brakes were poor, requiring too frequent adjustment, were made by 3.9%.

STEERING The Morris Minor rack-and-pinion steering is obviously extremely trouble-free as well as being pleasant to use. 91.2% have had no trouble at all and many readers made remarks like "perfect" and "wonderful to use." Complaints on rattles from the steering gear were made by 1.9%, while a further 1.5% commented on wheel wobble and judder due to wheels being out of balance. Actual failures were very few indeed, looseness of the wheel locking nut being encountered by 0.7% and a leaking oil seal by 0.6%.

SUSPENSION Also virtually trouble-free is the Minor suspension, with 75.4% of satisfied owners. Shock-absorber replacements are the main source of irritation, 5.9% replacing this item at fairly low mileages. Rubber suspension bushes have been replaced by 2.3%, springs have failed on 1.2%, wheel bearings have been changed on 1.3%, and torsion bars on 0.6%. Of miscellaneous and unidentifiable troubles, 4.5% mention squeaking and looseness of shock-absorbers, 1.3% mention the hard ride given by the suspension, and 4.8% complain of axle tramp.

INSTRUMENTS No instrument trouble has been experienced by 53.8%. Speedometer trouble is, as usual, the most prolific problem, no less than 34.1% having trouble with the speedometer head, although not all of these have been replaced. New speedometer cables have been fitted by 10.6%. Fuel contents gauges have been replaced by 9.4% and the oil pressure warning switch by 1.3%. Many complaints were voiced about the inadequacy of the instrumentation.

MORRIS MINOR

" Not enough of them."

" Oil-pressure and temperature gauges added as needed—and necessary."

" Useless—I have had five speedo. heads in this car and this last one has seized twice."

" Petrol gauge float rattled when tank full. Now adjusted to rattle when tank is empty. A good warning this ! "

ELECTRICAL No electrical trouble has been experienced by 60.4%. The largest number of replacements have been made to batteries, which have been changed by 10.6%, the S.U. petrol pump has been changed by 8.5%, trafficator trouble has affected 6.5%, the trafficator switch being changed on 2.3%. The dynamo has been changed on 5.5%, the automatic voltage control on 3.6%, windscreen wiper motor on 2.2%, courtesy light switch on 2.2%, distributor on 1.2%, horn on 1.6%, and miscellaneous wiring faults on 1.6%.

REAR AXLE No rear axle trouble has been experienced by 60.8%. Few actual mechanical troubles have afflicted Morris Minor owners but no less than 24.5% complain of excessive rear axle noise. Replacement axles or differential units have been acquired by 9% in an effort to reduce the noise level. Replacement half-shaft oil seals have been fitted to 6.5% of the Survey cars. Other replacements are limited to replacement of prop.-shaft universal joints by 0.7% and rear wheel bearings by 0.9%.

BODYWORK No bodywork trouble has been encountered by 36%. Poor quality chrome work is reported by 16.5%, water leaks into the interior by 13%, poor quality paintwork by 12.9%, rust on paintwork by 6.7%, water leaks through the windscreen by 9.4%, water leaks through other windows by 4.5%, water leaks through doors by 1.9%, water leaks through quarter-lights by 2.9%, draughts in the interior by 6.1%, and various body rattles by 4.6%. Complaints of doors dropping and poorly fitting doors were made by 4.5%, broken door locks by 4.3%, poor quality varnish on the Traveller model by 2.8%, water leaks through the boot lid by 2.3%, cracked welding by 2.2%, broken glove box lids by 1%, door sealing strips by 2.5%, and jammed windows by 1.2%.

MORRIS MINOR

" At 35,000 miles the whole body except bonnet was covered with minute blisters. B.M.C. would not agree to pay for respray, so the car along with my employer's whole fleet of 40 Morris Minors was sold. Ford now supply us."

" This is it. Nearly qualifies for two tone (black and rust). Resprayed twice under guarantee, plus touch ups. Off the road six weeks for first year. Still going rusty."

" Fourteen defective or missing items listed after delivery."

" Floor became flooded after five miles on wet roads."

" Season cracks in body panels near back window. Off-side window mechanism fell apart 1,000 miles. Nearside window mechanism fell off 1,500 miles. Radiator grille surround cracked at 2,000 miles. Replacement has also cracked."

" The usual mass of anonymous and untraceable rattles associated with New Zealand assembled Minors."

" Constant leaks all-round. Front seat stiching broken, boot lock jamming, driver's door lock replaced at 9,000 miles."

" Woodwork (Traveller) needs re-varnishing every six months."

OTHER SERIOUS DEFECTS The defect most frequently reported under this heading is broken driver's seats mentioned by 2.3%, followed by broken exhaust systems reported by 2%. 1.3% mention the poor quality of the heater, 0.7% reported a split radiator and 1% feel that the driving position is bad.

TYRES Dunlop tyres are fitted to 63.6% of the Survey cars, Michelin to 10.4%, Firestone to 3%, Goodyear to 2%, Avon to 1.3%, Regent remoulds to 1%, and Wyresoles or Tyresole remoulds to 0.6%.

Would you buy this car again? Yes, 79.6%. No, 20.4%.

Of those who said they would not buy the Morris Minor again the following cars were named :

VW	8.1%	Hillman	1.0%
Austin Mini	4.8%	Austin-Healey	1.0%
Triumph Herald	1.7%	Sunbeam	0.9%
Ford (various)	2.5%	Wolseley	0.7%
Vauxhall	1.3%	M.G.	0.6%
Saab	1.3%	Jaguar	0.6%
Riley	1.2%	Austin	0.4%
		Rover	0.4%

PETROL USED BY VAUXHALL VICTOR OWNERS

Shell	20.9%	B.P.	6.1%
Esso	18.9%	Cleveland	6.1%
National Benzole	10.8%	Regent	4.7%
Jet	8.8%	Mobilgas	2.7%

OIL USED BY VAUXHALL VICTOR OWNERS

Castrol	50.6%	Mobiloil	2.0%
Shell	11.4%	Duckhams	1.3%
B.P.	11.4%	Snowdrift	1.3%
Esso	2.7%	Vigzol	1.3%

PETROL USED BY MORRIS MINOR OWNERS

Shell	25.4%	Regent	5.5%
Esso	17.1%	Jet	4.1%
National Benzole	9.3%	Mobilgas	3.8%
Cleveland	7.2%	Fina	1.1%
B.P.	7.1%		

OIL USED BY MORRIS MINOR OWNERS

Castrol	43.2%	Esso	5.2%
B.P.	12.3%	Duckhams	3.6%
Shell	11.4%	Mobiloil	2.3%

PERCENTAGES TO DATE

Petrol		Oil	
Esso	19.5%	Castrol	47.2%
Shell	17.9%	B.P.	13.2%
B.P.	8.1%	Shell	12.4%
National Benzole	7.6%	Esso	4.3%
Jet	7.3%	Mobiloil	3.5%
Cleveland	6.8%	Duckhams	1.9%
Regent	4.7%	Havoline	1.5%
Mobilgas	3.9%		
All others under 1%		All others under 1%	

A USEFUL TEXT-BOOK

" The Motor Vehicle " A text-book for Students, Draughtsmen and Owner-Drivers. By K. Newton. M.C., B.Sc., A.C.G.I., A.M.Inst.C.E., M.I.Mech.E., and W. Steeds, O.B.E., B.Sc., A.C.G.I., M.I.Mech.E., Seventh edition. Published for *Automobile Engineer* by Iliffe Books Limited on 21st June, 1962. 685 pages. 8¾ in. × 5½ in. including 622 illustrations. Price 55*s.* net (by post 57*s.* 3*d.*)

This is the seventh edition of a book which for over thirty years has been recognized not only as an indispensable textbook for all students of automobile engineering but as a mine of information for owner-drivers, motor mechanics and in fact for all interested in the mechanical side of the motor vehicle.

The book was very heavily revised for the previous edition, published in 1958, but the authors have added in the present one details of such developments in the intervening period as they regard as important and likely to have more than ephemeral interest. Part 1 deals with fundamentals of mechanics, and includes a chapter explaining the principles of engineering drawing. Part 2 is devoted to a study of automobile engines of both petrol and diesel types, attention being given also to such matters as fuels and lubrication. Part 3 deals with gearboxes and other transmission components, axles, brakes, steering, chassis details and suspension.

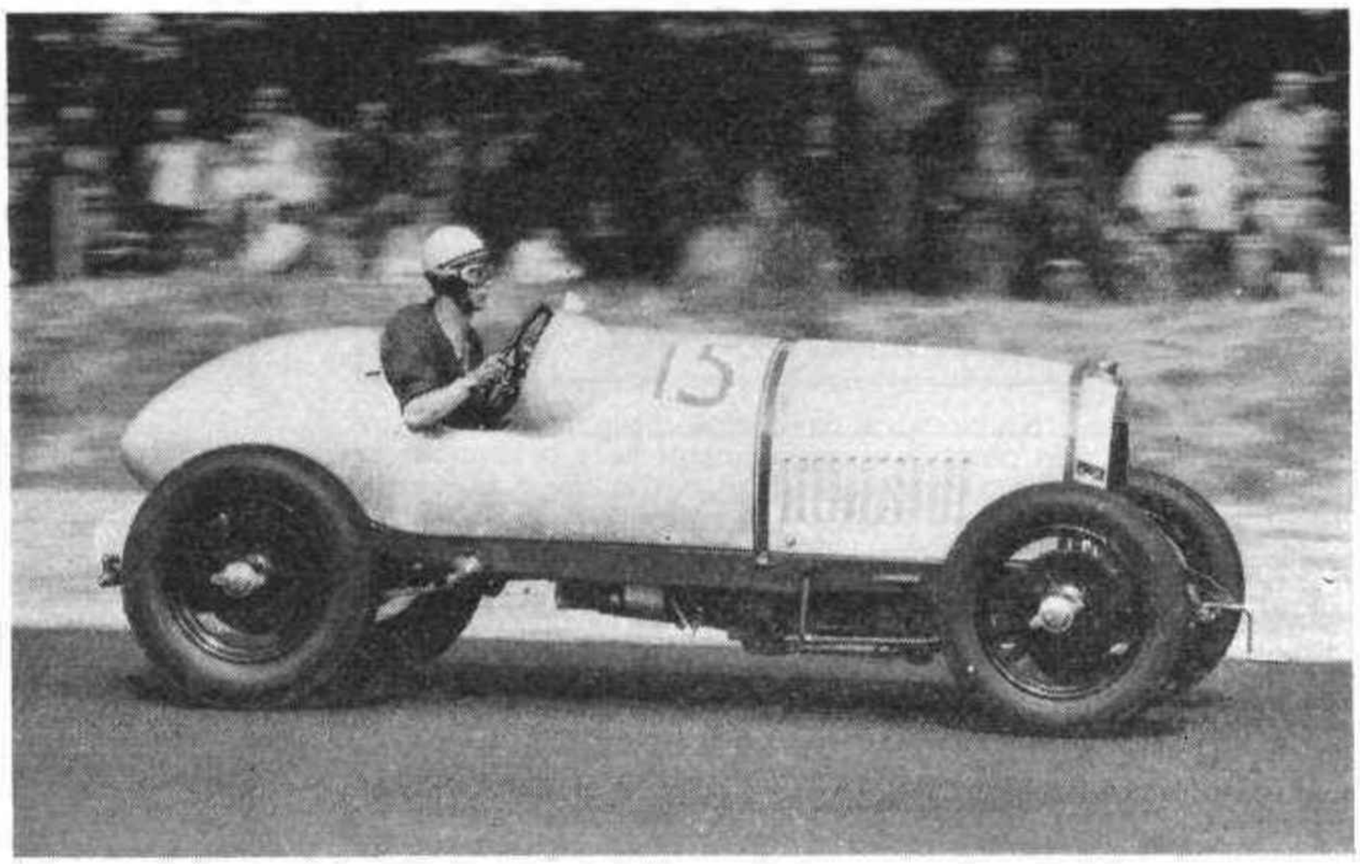
Among the new matter included in Part 2 of the present edition may be mentioned the C.A.V. D.P.A. pump, paper element air cleaners, the N.S.U. Wankel engine, the B.M.C. A.D.O.15 power unit and the 3-litre Humber Super Snipe engine. The section on fuels has also been rewritten and brought up-to-date.

To part 3 have been added details of eddy current brakes and clutches, magnetic clutches, Smith's Easidrive transmission and the Jaguar Mark II and the Triumph Herald suspensions, both of which have extremely interesting features. On the other hand references to the Manumatic Two-pedal Control and to the M.A.A.G. automatic gearbox have been deleted.

The book is illustrated with 622 specially prepared drawings and photographs, providing a valuable supplement to the text. The text itself uses non-technical language as far as possible, and mathematics have been largely excluded. Throughout, the aim of the authors has been to provide an accurate but not unduly technical explanation of automobile engineering theory, while keeping the whole work in a logical sequence.

VETERAN—
EDWARDIAN—
VINTAGE

A Section Devoted to Old-Car Matters



NIGEL ARNOLD-FORSTER making his debut at Oulton Park in his magnificently restored Delage II.

THE V.S.C.C. RICHARD SEAMAN TROPHIES MEETING (June 23rd)

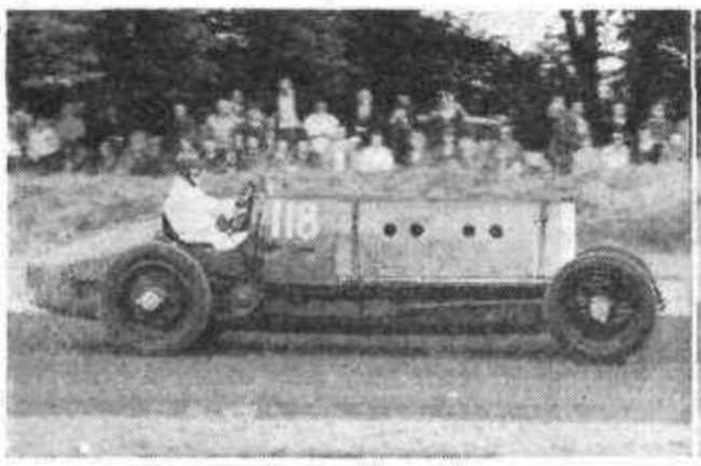
THIS V.S.C.C. Race Meeting, the most important on the vintage calendar, was again highly successful, even if the spectators at Oulton Park seemed fewer than in previous years, probably because Le Mans is such a magnet for the British. But the rain kept off except for a shower during the very last race and the attraction this time was an exhibition of ten record-breaking cars spanning 50 years. These ranged from the 350-c.c. M.G. Ex 135 (but was it in 350-c.c. form on this occasion?) to the 44,888-c.c. twin-engined 200 m.p.h. Sunbeam. This Sunbeam, the earlier 350-h.p. V12 Sunbeam, and the beautiful Irving-Napier "Golden Arrow" were provided by the Montagu Motor Museum, and the M.G. Car Company showed Ex.135 and the rear-engined M.G. Ex.181. Not all these famous cars were static exhibits, which, if well known to visitors to Beaulieu, were new to many Northerners. Lord Montagu contrived, not very successfully, to drive the 350-h.p. Sunbeam and two laps were covered by Brian Morgan's 200-h.p. Benz 4-seater, Briggs in the ever-popular 1907 Fiat "Mephistopheles," Smith in Sir Ralph Millais' 4-litre V12 Sunbeam, Schellenberg in the Barnato-Hassan and the Hon. Patrick Lindsay in his Napier-Railton. Apparently the Benz got in because the V.S.C.C. think it could be Hornsted's car. In fact, the Hornsted Benz, in the form in which it was raced after the 1914/18 war at Brooklands by Barlow, is in the Daimler-Benz Museum at Stuttgart and it seems far more likely that Brian Morgan's car is the one entered for the August Brooklands Meeting in 1920 by B. Roberts, the 4-seater body of which has since been shortened. However, it did attack minor International records in the late-vintage period. The Barnato-Hassan isn't strictly a record car, although it broke the Brooklands lap-record. The 4-litre V12 Sunbeam has been meticulously rebuilt with twin blowers, etc. but it has the big hydraulic brakes and pre-selector gearbox as rebuilt for Sir Malcolm Campbell, so one wonders why it is painted red; when last raced surely it was blue?

Apart from this display of record-breaking machinery, the usual two-lap parade of Concours d'Elegance entrants took place, cars that stood out including a 2-seater Austin 12, Rogers' delectable Calthorpe light car, Ireland's boat-bodied 1924 Delage, Galloway's 1923 Rolls-Royce 20 and rare small cars in the form of Woodhouse's 1923 11/22 Lea-Francis 2-seater and a 1923 push-rod Singer Ten 2-seater. The winner was Rothwell's 1924 Rolls-Royce 20 and the best-kept car Boover's 1930 Ulster Austin 7.

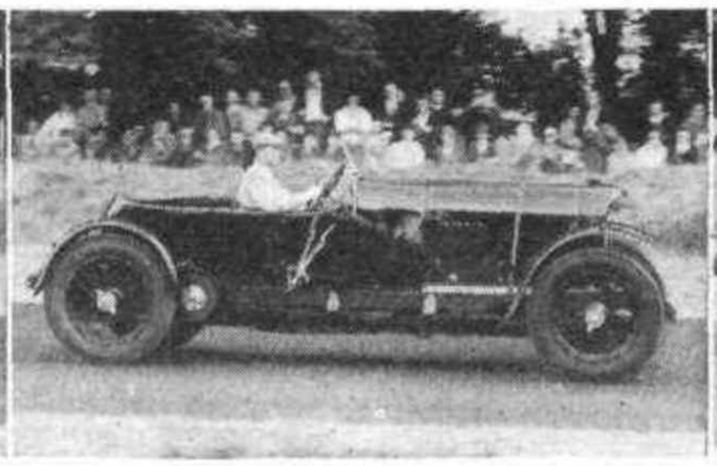
The racing provided the real excitement and those who attended practice on the Friday saw two splendid sights. The first was Delage II, unloaded from a trailer behind Arnold Forster's Volvo. It has been been rebuilt literally as new, and a very passable replica built of its original body. The 5-litre push-rod engine with three triple-diffuser Zeniths on the off-side and six exhaust pipes protruding from the opposite side, is as spotless as the rest of the car, block and valve cover in shining stove-enamel. Arnold-Forster had only completed this monumental rebuild in the early a.m. and was still trying out different carburetter jets to persuade the engine to exceed 2,000 r.p.m. He is to be warmly congratulated for one of the most painstaking rebuilds of recent years. This lofty silver Delage runs on 5.50/6.00 x 20 front and 6.50/7.00 x 20 rear Dunlops, with blue chassis parts and machine-turned instrument panel and body, with many intriguing oil pipes beneath its engine.

The second splendid sight was the tough young Hon. Patrick Lindsay feeling his way round to extremely good effect in the 24-litre Napier-Railton. He went so well that he caught and passed the White Horse Stable's ex-Dobbs four-wheel-braked Riley easily in a lap, the huge car a fantastic spectacle as flames stuttered from the exhaust stubs, steam issued from a vent and smoke from the rear Dunlop disc brakes. Stopping the car was a problem that left Lindsay outwardly unshaken, although the brakes were on fire for a long time after he returned to the Paddock . . . He got into top gear twice per lap. He is a brave man.

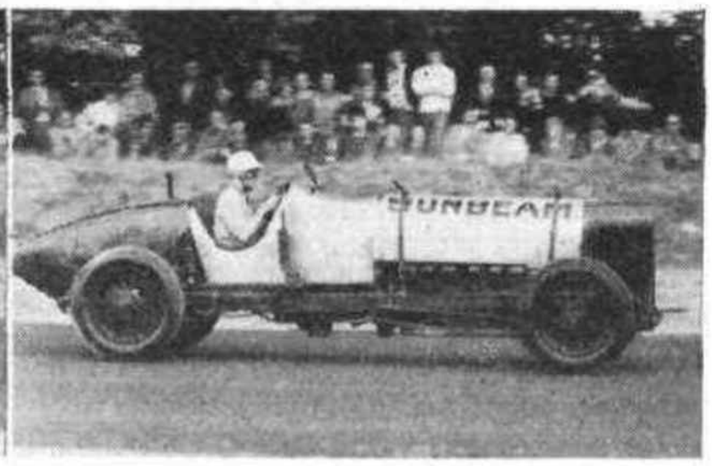
RECORD BREAKERS ON PARADE—



1907 *Fiat*



1912 *Benz*



1919 *Sunbeam*

Saturday's programme commenced with a 5-lap Handicap for Vintage and P.V.T. Cars, in which Higgs' Anzani Frazer-Nash although it built up a big lead, was caught on the second lap by Batho's nice Amilcar-Riley, which later retired to let Reeves' 1932 Frazer Nash win by 1.4 sec. from Miles' Ulster Austin 7, with Poynter's Lea-Francis 3rd. Watt's Peugeot-J.A.P. trailed a front number plate, apparently conscious it no longer had to be road-equipped and Stanton hung the tail of his 1928 2-litre Lagonda tourer well out round Old Hall Corner.

There followed the popular Handicap for Frazer-Nash and G.N. Cars, also over 5-laps, as were all but the big race. It had an entry of 30, including four G.N.s, of which 19 had the correct engines. Higgs was again on "limit" and was never caught, his neat Anzani Nash, with alloy bonnet and *sans* front mudguards, leading Reeves' Meadows Nash home by 18.2 sec. Bickerton's Blackburne Nash just lost 3rd place in the run-home to St. John's 1929 car which has an A.C. Six engine.

Charnock drove extremely well to bring his 4.3 Alvis Special home first in the next Vintage and P.V.T. Handicap, coming up from sixth place on lap 3 to third place on lap 4. He finally got his long silver car over the line 2.4 sec. in front of Binns' Riley 9. Easdale's Alfa Romeo was 3rd. Charnock lapped even faster than Freeman's scratch Aston Martin, at 75.33 m.p.h.

Vintage Sports Cars next indulged in a hand-fought scratch race. The commentator's fancy, Morris' Speed Six Bentley, being outclassed. Chain-gangsters must have been delighted when St. John's and Ashley's Frazer Nashes remained comfortably ahead of Morley's 4½-litre Bentley. This trio of giants chasing the chain-drivers was followed, ineffectually, by the very quiet Williamson 4½-litre Bentley, Footit's A.C.-G.N., Moffat's Brescia Bugatti, Millar's 30/98 Vauxhall Wensum and the Speed Six Bentley, so the Chain-Gang has every reason to be proud. In fact, 0.8 of a second separated the 'Nashes at chequered flag fall, and the Bentley was 10.4 sec. behind Ashley, who, moreover, made fastest lap at 75.53 m.p.h. Is "heavy-metal" becoming white-elephantits?

So to the 23-lap Seaman Trophies Race, which attracted a large and nostalgic field, to be depleted as the laps wore on. Murray's R1A E.R.A. just led the Barnato-Hassan and Lindsay's E.R.A. "Remus" from the starting-grid and in a furious opening lap the intrepid Schellenberg led the lot in his 8-litre Bentley-engined single-seater. He even continued to lead for another lap, before Syd Day in R6B E.R.A. and Lindsay's "Remus" got by. On lap 5, Lindsay, driving his blue E.R.A. with controlled enthusiasm, led from Day, Schellenberg in 3rd place, until Waller's R9B E.R.A. passed him a lap later.

Lindsay had the measure of Day and gradually increased his lead, to win for the second year in succession. The Barnato-Hassan gave up on lap 15 and the race became the expected E.R.A. procession, in the absence of Margulies' Maserati, in the final order, Lindsay, Day, Waller, with Brown in his i.f.s E.R.A. a lap behind. Lindsay averaged 80.65 m.p.h., compared to 75.77 m.p.h. last year, easily the fastest "Seaman" to date, and lapped at 82.83 m.p.h.—proper motor racing but not quite a lap record for historic racing cars, for Bill Moss has done 82.97 m.p.h.

Bergel's Bugatti won the vintage section and the handicap. A fine race-long dual between Binns' Riley 9 and D. K. Brown's 1.8-litre Riley was rendered exciting when the former had to stop for fuel while the latter developed serious engine trouble, to Binns' ultimate advantage—and he ran in sports car trim. Clifford's Alta seemed to have valve trouble, Day's E.R.A. was so hot that he pulled up promptly and only just got his second place, and Cottam's E.R.A. was in and out of the pits. Arnold-Forster retired in Delage II, which suffered severe front-wheel tramp at Old Hall on lap 3, and Neve's Bugatti was 3rd behind Tozer's Amilcar Six in the vintage category.

As if this excitement wasn't enough, Lindsay drove the Napier-Railton in the next race, for Vintage and P.V.T. Cars that somehow included a couple of Edwardians. Moreover, as if to give modern youth a faint inkling of what old Brooklands was like, the Napier Lion's battle-cry echoed round the circuit, the young driver working hard, the monster track car actually leading from lap 2 until the last corner. With such a stupendous lead he could have coasted home as winner, Linday got a little too keen and spun at Lodge Corner without any damage to himself or his splendid car. What a man! A pity he didn't win, for this would have re-enacted the great car's achievement on its first appearance at the Brooklands August Meeting of 1933.

All this drama rather over-shadowed a well-deserved victory by Moffat in his short-wheelbase Brescia Bugatti, from the doughty 1907 21.7-litre aero-engined Fiat "Mephistopheles" now driven by Gresham. Wood's low chassis 100 m.p.h. 4½-litre Invicta was 3rd. Lindsay actually made the fastest lap, at 74.18 m.p.h., a most courageous effort.

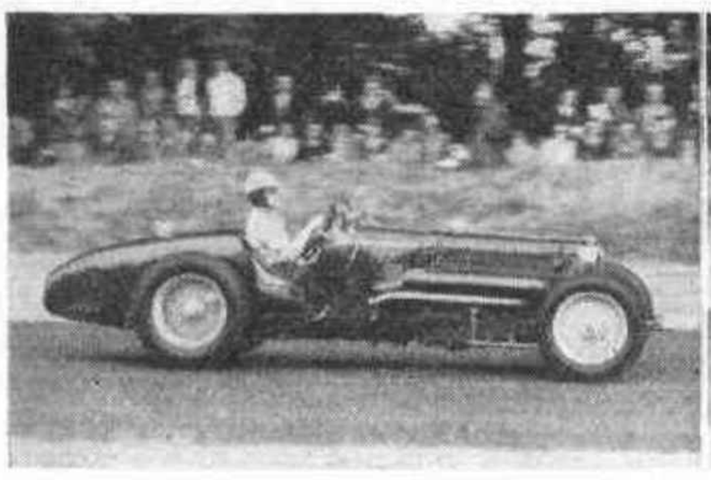
Two more races concluded a day of exemplary vintagery. In the Allcomers Scatch Race Waller's E.R.A. ran home a comfortable winner from Morley's 4½-litre Bentley and Charnock's Irrepressible Alvis, after Murray's E.R.A. had tangled with other cars at Old Hall Corner. Cottam got his E.R.A. going properly for the last 5-lap Handicap, winning by the very narrow margin of 0.4 of a second from Waller's E.R.A. which failed by that amount to wash out Cottam's 60 sec. start. Mudd's Monza Alfa Romeo was 3rd. Just over the line Waller ran out of fuel . . .—W.B.

Results:

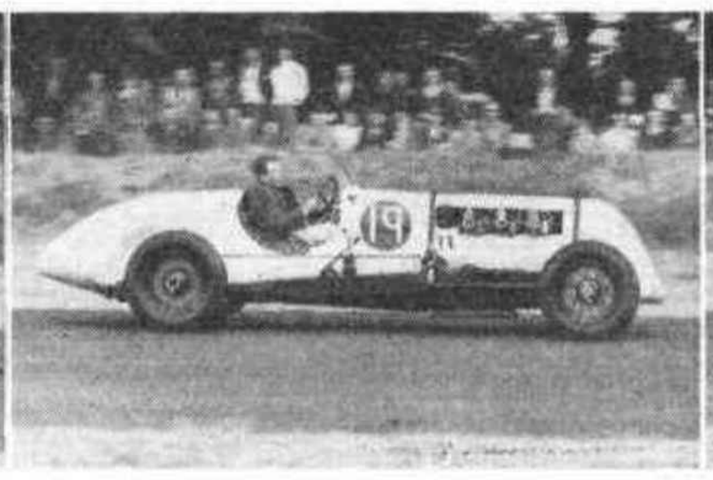
Vintage & P.V.T. Handicap : P. Reeve (1932 Meadows Frazer-Nash)	62.20	m.p.h.
Frazer-Nash & G.N. Handicap : K. R. Higgs (1930 Anzani Frazer-Nash)	60.15	,,
Vintage & P.V.T. Handicaps : A. S. R. Charnock (1932/39 4.3 Alvis Spl.)	73.52	,,
Vintage Sports Cars Scratch Race: G. S. St. John (1929 A.C. Frazer-Nash)	73.87	,,
32 laps **Richard Seaman Trophies Race :** The Hon. Patrick Lindsay (1936 E.R.A. "Remus")	80.65	,,
Vintage & P.V.T. Handicap : H. F. Moffat (1923 Brescia Bugatti)	66.07	,,
Allcomers' Scratch Race : P. Waller (1936 E.R.A.)	76.34	,,
Vintage, P.V.T. & Historic Racing Cars Handicap : A. S. Cottam (1935 E.R.A.)	72.17	,,

Fastest lap of the day : Lindsay (E.R.A.), 82.83 m.p.h.

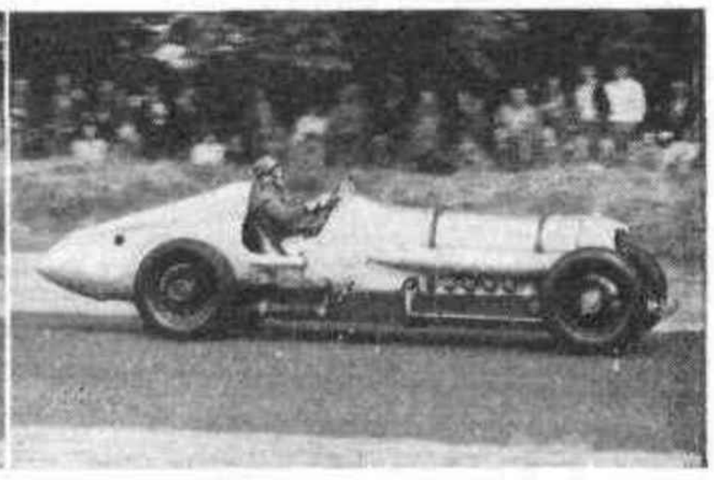
Miscellany. The Editor gratefully acknowledges still *more* historic sparking plugs for his collection, including a fine double-pole Lodge, a dozen assorted old Champions, a brass-bodied Apollo, as used in model-T Fords, and a self-priming plug contibuted by J. Chalcroft who owns the beautifully-maintained 1923 Morgan Family-model 3-wheeler, referred to in the June issue. An old Albion van and a bull-nose Morris engine used to drive a winch are in a Surrey breaker's year. Eric Bamford's Model-T Ford 2-seater recently completed a 1,265-mile trip through Denmark, Holland and Germany, including crossing Bremen on its oil side and tail lamps. The English Electric Co.'s house magazine for March, April and May contained interesting articles on the Dorman Engine Co. of Stafford, from which we learn that their 1,496-c.c. small-car engine of 1919 sold for £47 and completed a 10,000 mile R.A.C. Official Trial in a Westwood car. The article illustrates Palladium and Airecale light cars that also used this engine.



1924 *Sunbeam*



1930/34 *Barnato-Hassan*

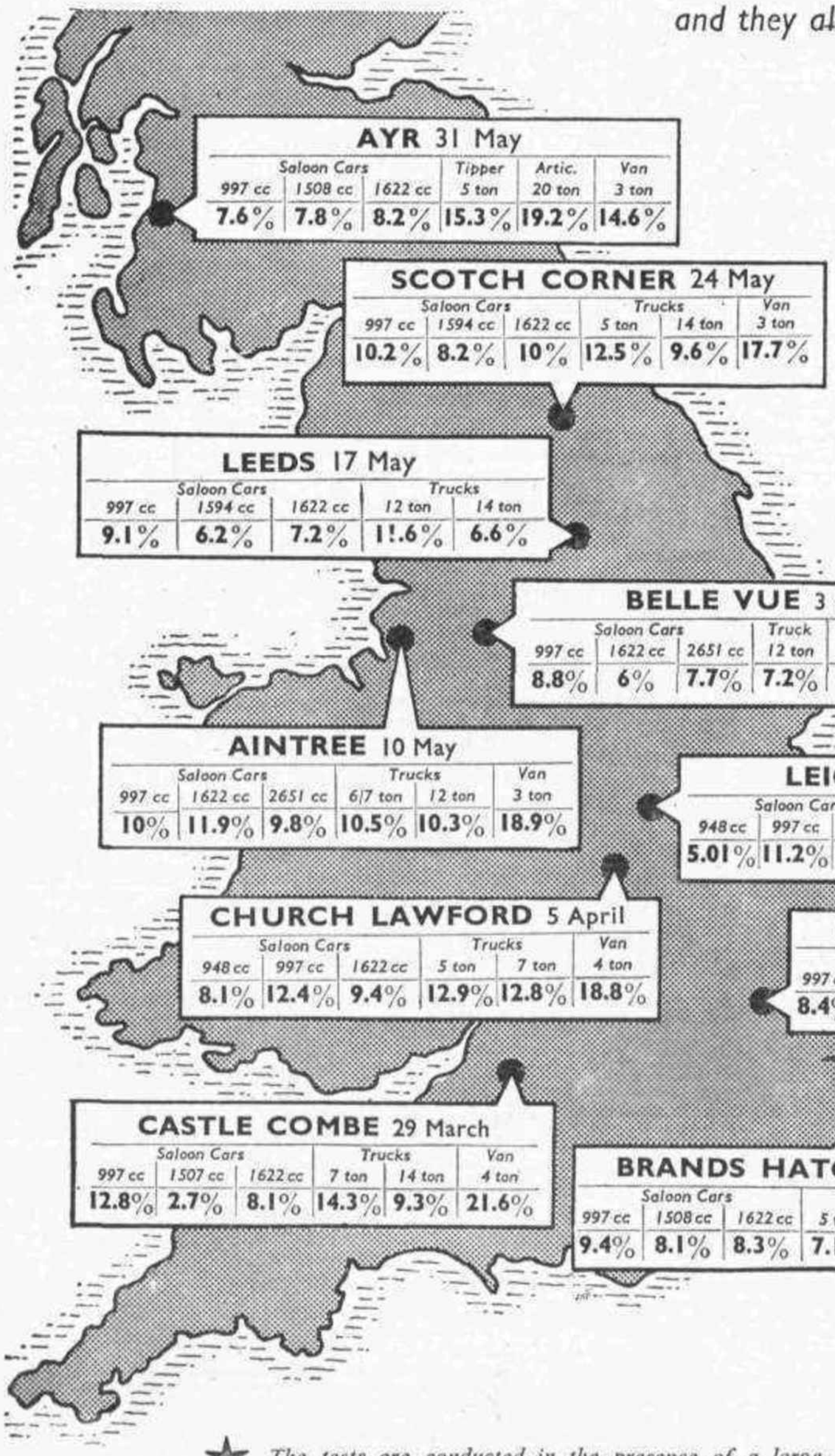


1933 *Napier-Railton*

MICHELIN 'X' tyres
grip better, last longer

and they also

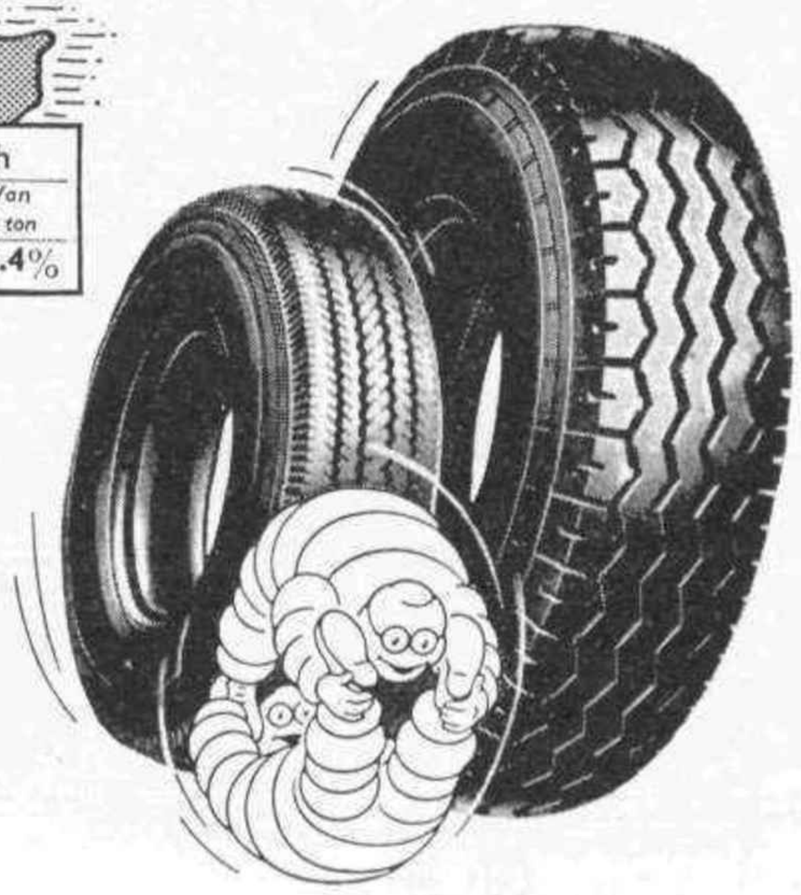
SAVE FUEL



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. IB62/37IP3

SUNBEAMS AT WOLVERHAMPTON (July 1st)

Members of the S.T.D. Register paid their customary visit to the birthplace of their Sunbeam cars on the first Sunday in July. An impressive assembly of 31 was present, the only non-arrival being Fidgen's 1923 Sunbeam 14, which had broken a con.-rod. A similar disaster had befallen Forshaw's blown twin-cam 3-litre Sunbeam shortly before the day, but he was able to substitute his 1935 Sports 21 saloon, which, the programme told us, was acquired last year in appalling condition after having run 148,000 miles but which has been completely restored and is good for another trouble-free 148,000 miles.

The Age/Distance contest was won by W. Charlton and P. Carnegie, who motored from Newcastle to Wolverhampton *via* Mill Hill and M 1, in a 1928 Sunbeam 20 that had already covered 200,000 miles when they acquired it. They notched up 462 miles and thoroughly deserved the handsome Rootes Cup. Second place went to South's well-known 1913 Sunbeam 12/16 tourer which came 130 miles and, at its age, was entitled to 490 points.

The usual Police-escorted cavalcade to West Park, *via* the old Moorfields works in Villiers Street, came after lunch, and the Pride of Ownership Contest was judged by Mrs. Boddy, A. Cameron Millar, who came in his twin-cam 3-litre Sunbeam but naturally was not, on this occasion, an official entry, and D. May.

Some interesting cars were present. L. Moon had the only fabric saloon, in the form of a 1928 Sunbeam 20. A. Alexander came in one of the rare 14/40 sports tourers, on 815 × 105 Dunlop Cord tyres, a car supplied originally by R. F. Fuggle and rebored for the first time last year. Oldest car present was M. Foster's 1912 12/16 tourer, with C.A.V. lighting conversion. Peter Moore's lofty 1921 24-h.p. limousine brought his entire family, and a very attractive car, from Abergavenny, was a 1926 20/60 landaulette with head folded down in deference to the sunshine that greeted the Sunbeams on this 10th return to the town of their origin. It was observed to carry a spare cylinder head on the floor of the spacious back parlour.

Not all the cars were Sunbeams, Roesch Talbots being represented by a smart 1934 75 Darracq-bodied saloon, J. Gray in Moores' very racy-looking 1931 105 sports tourer and two 14/45 tourers, of which Brett's AD-model is the earliest Roesch Talbot on the Register. The third branch of the S.T.D. combine was ably represented by R. Brooks' 1925 type DC 12/32 Darracq tourer, which had one owner from 1925 to 1938 and is gradually being restored.

Back at the Castlecroft Hotel for tea, Mrs. Winifred Boddy presented the prizes and was herself presented by the S.T.D. Register with a very nice memento in the form of an inscribed silver tray and set of coffee cups, saucers and spoons as an appreciation of the work she put in between founding this organisation in 1950 and her retirement earlier this year. The present Hon. Secretary is F. W. Joyce, Tor Hill, Wotton-u-Edge, Glos.—W. B.

Results :

Rootes Cup (Age/Distance) : W. Charlton (1928 Sunbeam 20 saloon), 462 miles.
Perkins Trophy (best owner-kept car in everyday use) : R. Frost (1931 Sunbeam 16).
Pride of Ownership : 1st : A. Waugh (1922 Sunbeam 14).
2nd : A. Lomas (1926 twin-cam 3-litre Sunbeam).*
3rd : C. Brett (1927 Talbot 14/45).
** Won by C. South, who re-presented his prize.*

During June Major Jennings of Freshwater Bay attempted to cover just over 1,000 miles during a week-end in his 1912 24.8-h.p. Renault tourer, which he has owned since 1930. The car travelled from Yarmouth to Edinburgh and then returned South, covering 825 trouble-free miles before a gasket failed on the Preston by-pass. No doubt he will since have been in touch with James Walker of Woking for a reliable replacement! Incidentally, the Renault cruised at around 32 m.p.h., gave some 19 m.p.g. averaging 28½ m.p.h., and ran its 880 × 120 tyres at 93/91 lb./sq. in. front/rear.

* * *

Corby Village Fair was opened when a 1905 car drove through the "toll-gates." This car was described by the *Corby Chronicle and Echo* as an "old days and onions"!

* * *

Finds.—Amongst reports of recent "finds" by readers are the following : An Armstrong Siddeley 12 open tourer, said to have been used last during the 'bus strike, is rotting away behind a café in Bucks. A 1930 Austin Seven "Swallow" in poor order has been seen in the yard of a garage in Surrey, while in a Bristol scrapyard exist *circa* 1926 Minerva and Citroën cars in rough condition. A 1929 Morris Minor saloon has been noticed in a Wolverhampton breaker's, while an Armstrong Siddeley Light 17 saloon in running order and a 6-cylinder Delage chassis are being saved for the time being by a scrapyard near Coventry in the hope of finding appreciative buyers.

A reader in Kent has four Morris Cowley and a Bean artillery wheels, a 1923 Cowley front axle, a Phoenix front axle and some Cowley parts, available for the price of a drink (*what* drink isn't specified!). Letters can be forwarded.

* * *

Wants.—D. A. McDonald, 16 van der Bijl Street, Sasolburg, O.F.S., S. Africa, seeks a handbook for a 1929 M-type M.G., and N. A. Ward, 87, Church Leys, Harlow, Essex, wants to know how to drop the sump of his 23.8-h.p. Daimler.

* * *

A Swift Rally will be held at the Montagu Motor Museum on Sept. 9th, a worthy attempt at "lost causery." Details from The Administrator (tel.: Beaulieu 374).

* * *

A Fiat lorry that saw service in the 1914/18 war, *a la* Hemingway, is for sale at a Staffordshire garage, and the R.B. prototype of the Bertelli Aston Martin, now with an Aston Martin "International" engine, in its Enfield chassis, has cropped up again and is for sale for about £50. Some one else has for disposal a Powerplus engine from an early Frazer Nash.

* * *

The A.W.R.E. Recreational Society's Gala Day at Aldermaston, Berks, on Sept. 1st will include classes for veteran, vintage and pre-1941 cars, with tea for driver and passengers. Details from : K. W. Alderson, 60, Woodlands Road, Baughurst, Basingstoke, Hants.

* * *

We hear that the late Mr. G. H. Wait's old Clyde car has turned up again, in retirement at Billesdon, where, incidentally, live the daughters of this Leicester car manufacturer who made Clyde motorcycles and cars from 1899 to 1914. An old Peerless chain-drive lorry, said to have seen war service in France, which was laid up about 1928 when its owner went over to Leylands, lies in a Somerset barn but is not for sale.

A 1928 9/15 Renault tourer is being restored at Staverton. It was purchased new by a Swansea shoemaker, who used it until 1931, when it was laid up in a barn. An agricultural student discovered it and used it for two years, until the magneto failed. The present, third, owner has had the car, believed to be the only surviving 950-c.c. 9/15 in England, since 1957 but is now badly in need of 720 × 120 tyres. Another Deemster has been reported, in Bridgwater. The 1923 Meadows engine, with a radiator from the Salmons car it was in, is now for sale. Letters can be forwarded.

* * *

Vintage lawn-mower lovers are offered a 1928 Dennis by Oakley C.C., Hants, "for a song."

* * *

Next V.S.C.C. Fixture : The Cheltenham Edwardian and Light Car Rally has been scrubbed but the enjoyable Prescott Speed Hill-Climb will be held on August 19th.

V.S.C.C. LIGHT CAR RALLY (June 17th)

Lady Rachel Trophy : M. C. Angell (1925 Morris).
Light Car Award : D. C. R. Dighton (1928 Humber).
First Class Award : J. M. Haynes (1927 Fiat). **Second Class Awards :** T. J. Warden (1925 Humber) and I. G. Cardy (1925 Austin Seven). **Third Class Awards :** R. Barker (1922 Peugeot) and R. T. Shipman (1930 Austin Seven).

ISOLATED ITEMS OUT OF THE PAST

Among Napier owners was W. W. Hewitt of Lower Park, Dedham, Essex, who owned a 15-h.p. 1909 landaulette (F 3266); this car served him sell till 1915, he then bought a 30/35 6-cylinder Napier (F 7314). Mr. Hewitt's associates viewed his benevolent actions in giving enormous help to the Colchester Hospital as the action of a transcendentalist. He liked the larger model Napier for being a restful car; he could complete his diary for every day while travelling, jotting down notes in comfort.

Another 15-h.p. Napier was owned by R. Goodspeed of Birchwood House, Dedham; this car was in use from 1909-1920 (F 4180).

Dedham Grove by 1913 was owned by Sir William Collingwood, a prominent figure in the Lancashire firm of Palmer, Tritton & Rendall, railway locomotive engineers. He was knighted for his services. He owned an 18/25 Renault limousine 1910 model

(M 2040) and a 1915 15/20 Studebaker open tourer (LK 9460) with gearbox and axle combined. The Renault charmed him, while the Studebaker infuriated him, for it was always breaking down. When it did behave properly it was sold to the Calvert family of East Bergholt, who maintained it for many years.

Close by, at Stratford Hills, lived Sir Gorrell Barnes, afterwards Lord Gorrell, owner of a Panhard landaulette (LN 777) which did constant journeys between London and Stratford St. Mary.

Over the river at Dedham was E. Clover & Co., flour millers and farmers, at Dedham Hall. The head of the family was Mr. John Percy Clover, who attended Ipswich and Colchester markets regularly in his 1909 16/20 Vulcan 2/3-seater. For delivery from the flour mill a Milnes-Daimler-Mercedes lorry was used and was supplied by Berry's of Colchester, expert engineers in road transport of the day.

Leonard Waller of Stratford St. Mary, enterprising horse-carriage proprietor, bought a second-hand 1909 Mors landaulette, the type with a band clutch, advertised as " The clutch which is possessed of a beautiful action." The time was 1912. Every time he engaged the clutch the car leapt forward in an alarming way. . . .

Nearby, in Stratford, was another member of the Collingwood family who owned a Phoenix car with transverse engine, with drive by a massive Coventry chain, always running dangerously slack, or it seemed to be. But with extreme care in handling, nothing happened.

In Dedham we had Dr. James R. Lowndes, physician and surgeon, living at " The Hillands." He loved horses (as well as human beings) and travelled the district on horseback till, as time passed, he said, " I get tired of this (Dick Turpin) way of travel at night. I do not like disturbing the horse, and carrying a lantern attached to the saddle when being called out at night; then having to find someone to look after my noble animal." So he kept the horse as a pet, and bought, in 1904, a second-hand 1903 de Dion single-cylinder 6-h.p. (F 1235). The difficulties that beset him were perpetual, but the local blacksmith repaired the cardan axle, the village harness maker kept replacing steering leathers and cardan axle leather sleeves, the local and very skilful wheelwrights repaired wheels and sometimes replaced them complete, even to shoeing the beaded rim on to the wooden part of the wheel, and Dr. Lowndes went from exasperation to happiness once more. The single-cylinder ran for three years; after that, the Doctor bought a 1907 Model AD de Dion.

This was supplied by Botwoods of Ipswich, who were agents for de Dions. It was an open tourer (DX 304) and did big mileages till 1912, when the Doctor bought a model-T Ford (DX 761). In 1916 he bought an American Briscoe with a headlamp in the radiator. He called this his William Syke's bullseye. In 1920 he retired, after a long, active and strenuous life, remarking : " It is said I have been kind to the people of Dedham. I am grateful for the varied skills of the village tradesmen who kept my motor cars running."—J. HARVEY.

VINTAGE POSTBAG

Vintage 'Buses

Sir,

Your correspondent N. P. Tucker cannot recall the make of the " Comfy Cars " 'buses operating in St. Albans in the 1920s. May I help by reminding him that they were Lancias? " Comfy Cars " were notable for the vases of fresh flowers between the side windows, the magazines provided in the racks, and their rhyming timetable which went something like this :

" From St. Albans and Luton the Comfy Car goes
At half-past each hour, as everyone knows.
Harpenden people, please memorise this —
At ten to the hour no Car can you miss."

" Comfy Cars " and " Express " of St. Albans and Road Motors Ltd., of Luton, maintained between them a 15-minute service from St. Albans to Luton. It was the advent of the luxurious Lancias which forced Road Motors to replace their old Dennis and Palladium solid-tyred 'buses with Daimler pneumatic-tyred saloons. With their Silent Knight sleeve-valve engines, these Daimlers, in top gear, were as smooth-running and quiet as a trolley-'bus—much quieter than any 'bus on the road today.

The " Express " used a 'bus on an ex-Army Rover-Sunbeam ambulance chassis on their St. Albans-Luton run. The 84 route of the L.G.O.C. ran in those days from St. Albans to Golders Green. The General 'buses of the period which served such outlying routes sported an aluminium rabbit, modelled on " Wilfred " of the *Daily Mirror's* strip cartoon trio, " Pip, Squeak and Wilfred," on the radiator cap.

I think Mr. Tucker's Bedfords must have come a little later than the 1920s, because Bedfords were first produced in or about 1931, I believe.

Mention of the Gilford, quoted in Mr. Tucker's letter as Guildford, operated by the " Welwyn " service, brings to mind the fleet of Gilfords running through St. Albans on their way between Luton and London on the " Strawhatter " service, the forerunner of the present Green Line service to Luton. Green Line don't provide each passenger with a rug in cold weather, as did the " Strawhatter " people!

I wonder if Mr. Tucker remembers, too, the 2-seater motorcycle sidecar taxis of this area, in those far-off days?

Luton. G. S. C. ROWE.

Sir,

Your reference to 'buses prompts me to recall a few interesting vehicles. Memory recalls a 14-seat Reo operating between Buckfastleigh and Holne (Devon). The interior was divided into front and rear compartments by a full-width seat midway. Holne also had a 14 side-seating Chevrolet which ran to Newton Abbot on market days and carried almost anything.

North Cornwall had an interesting National-owned Tilling Stevens which ran on the Wadebridge-Boscastle run, dripping water *en route*, only to be refilled from a convenient stream, and was, on Friday, replaced by a conventional Bristol. The private companies offered more interesting fare, a 32-seater Gilford complete with two air tubes in front. The last time I saw this vehicle it was in the hands of Paulo Bros. Circus. The same company's engineer swore by a semi-forward control 4-cylinder A.E.C. which also acted as breakdown tender. Their replacements included a Crossley and a Guy, now based at Midhurst.

Does the Thurso Hotel still run the right-hand-gearbox-ed Albion from the Station to the Harbour and is the 1924 Truro-bodied Thornycroft still to be found at Portscatho (Cornwall)?

(You might be interested to know you were sold out by 11 a.m. on day of publication at Smiths, Weymouth, and the sales staff inform me you always do so.)

Sherborne. DEREK WOODWARD.

Sir,

As a boy I lived in London for most of the period 1927 to 1939, and the variety of 'buses to be seen in those days was really fascinating. There were, of course, vast numbers of scarlet " General " 'buses (mostly NS, ST, or LT types), but also many Independents, with attractive colour schemes and pleasant names : " City," " Premier," " Red Rover," " Pro Bono Publico," " Westminster," etc. These small companies (I believe few had more than 12 vehicles, and most only two or three) had a numerous collection of chassis types and I used to keep a notebook in which I tried to record the chassis type, fleet number, route number, etc., of all the vehicles I saw—I wish I had kept it.

Incidentally, I have an excellent photo of the Lewis A.E.C. " Regent "—mentioned in Mr. Tucker's letter—as running, when new, in 1929, and another photo taken some years later, in L.P.T.B. colours.

I wonder whether any of your readers can recall the following interesting vehicles, and if they know of any photos of them :

LONDON " GENERAL," LS (" London Six ") type, Nos. LS 1, 2, 3 & 4. These were the first 6-wheel 'buses to run in London (1927) with modern enclosed stairway bodies, but the Police objected to them as being too large and so old-fashioned open staircases were substituted. I think they still rank as the largest 'buses ever to run in London. I have several official photos of these vehicles, but have never yet seen one of them, as running in actual service with the original body.

BIRKENHEAD : In 1927 Birkenhead Corporation took delivery of some Leyland " Leviathan " double-decker 'buses, which I believe were unique in that they had modern-looking bodies with enclosed staircase, yet ran on solid tyres! I have a photo of one, when new (No. 56); in 1933 they were converted to pneumatic tyres, and I have never seen a photo of one as converted.

Exmouth. A. H. PROCTER.

A revolution in car-washing!

new holiday

a bucket and a sponge

1 Safely washes off dirt
2 Polishes your car to a showroom shine





One stage car-washing and polishing is here at last

Now Johnson's turn car-washing and polishing into one simple operation. Now you can give a dirty car a showroom shine in minutes. 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. **6/- from garages, accessory dealers, and Halfords everywhere**

A new product of **JOHNSON'S WAX** research

holiday

The car-washing cream with the built-in shine

To Goodwood in a Galaxie



IMPOSING IN SIZE AND PERFORMANCE, the 1962 Canadian Ford Galaxie 500 is one of the least flamboyant of automobiles from across the Atlantic.

THE B.A.R.C. explained that its Festival of Motoring at Goodwood on July 14th was intended as a day of relaxation, so I arranged to drive down in a Ford Galaxie 500 " Fodor " sedan, which, on account of space, pace and all things smoothly automatic, provides a very restful form of motoring.

MOTOR SPORT has long preached the gospel of a garden-party at Goodwood, but only in this Jubilee year of the one-time Cyclecar Club has this come about. It was the greatest fun and I hope it will be repeated.

At noon some 40 veterans, from the 1896 Arnold to powerful Edwardians, paraded, for all the world like the Opening Day at Brooklands. The Duke of Richmond and Gordon drove Stanley Sedgwick's 1910 45/50 Mercedes shaft-drive limousine. Grossmark's 1907 7.7-litre 6-cylinder racing Napier really got a move on. Trotman's Type T 1910 Hotchkiss sporting 2-seater ran beautifully, Sammy Davis had his Leon Bolleé, but perhaps the most " period " ensemble was the 1904 Gardner-Serpollet double phaeton with its owner, Milligen, dressed as a humble chauffeur in white dust-coat, driving an exceedingly elegant Tim Nicholson in morning coat, cravat and top-hat and Miss Susan Wilkinson in long period dress and with frilly parasol. Most of the occupants wore period costume; no doubt the V.C.C. will in due course recover!

Driving tests down by Woodcote proved how handy Sprites are at skid-turns, Mrs. Davidson being as dashing as the mere males, although in mid-test she observed the woman's privilege of changing her mind, as to the route to be taken.

The early afternoon was devoted to a *Concours d'Elegance mit* ladies, under such headings as " motoring in grandfather's day," " the roaring 'twenties," " an afternoon by the sea " (beachwear but alas, no bikinis), " a day at the races," and " shopping in town." Mrs. Lopez wore an Edwardian bathing dress, inappropriate, however, to the Austin 7 Swallow saloon in which she arrived. " The 'twenties " stole the show, especially Mrs. Dixon's very short white frock worn with long beads in which she emerged from her husband's Rolls-Royce, another very period abbreviated frock worn by Mrs. Tapley (Harper Bean), and a simply splendid sack dress and cloche hat almost concealing the eyes, not to forget the long cigarette holder, of Miss Sylvia Adams, who had to step *over* the shallow doors of her Rolls-Royce Silver Ghost sports tourer. There was also the pleasure of seeing Stanley Sedgwick in top hat and breeches and Lightfoot's 1902 Mercedes aiding a " welshing " bookie.

Donald Campbell demonstrated the re-built Bluebird with its 4,000 b.h.p. Bristol " Proteus " free-turbine engine, the gas-turbine Rover T4 saloon committed silent lappery, Sydney Allard made one lap in his dragster before running out of methanol, and Lord Montagu bravely drove the 350-h.p. V12 Sunbeam through a front-wheel wobble to complete a fast lap. To endorse the " period " atmosphere three Tiger Moths, a couple of Turbulents and a 1930 sole-surviving Arrow Active biplane took-off for an air-race—but never appeared to return.

Finally, there was a parade of some 60 historic cars and two Dennis fire-engines. As this was a Cyclecar Club Jubilee it was splendid to see a 1912/13 belt-drive G.N., a 2-cylinder G.W.K. Barry Clarke's belt-drive V-twin racing cyclecar " El Pampero " which wore a J.C.C. badge, a 1919 Stellite, Riddle's splendid 1921 i.o.e. G.N., Craddock's 200-Mile Race G.N., Barker's 660-c.c. Peugeot Quadrilette and Gosnell's flat-twin, two-stroke 1926 Sima-Violet in action. And H. R. Godfrey (the " G " of G.N.) was there to watch these cyclecars perform, impish as ever at the age of 75.

Gordon England drove a very nice Cup-model Austin 7, Eyre the sort of " blood orange " Austin in which the Duke of Richmond once won a B.R.D.C. 500-Mile Race with S. C. H. Davis, Gahagan's E.R.A. recalled the later Brooklands days, as did the " works " s.v. racing Austin Seven, while Derrington ran his Salmson. The " heavy-metal," like the Land Speed Record cars displayed in the Paddock, seemed out of keeping with J.C.C. memories, although the fun fair was reminiscent of those the Club used to arrange to relieve the monotony of the " Double Twelve " races.

This Festival of Motoring was the greatest fun and a considerable social occasion. Although the Jaguar E-type which parked beside the Ford Galaxie appeared to arouse greater emotion in B.A.R.C. breasts, I can speak highly of this effortless, comfortable and very accelerative American car for the transport of six, even eight, people.

This Ford is one of the least flamboyant of the big American cars, the 1962 version having no tail-fins and only a modicum of chrome embellishment. It is, nevertheless, thoroughly up to the minute, with dual headlamps, " winkers " recessed in the girder-like front bumpers, and power-assisted steering and braking.

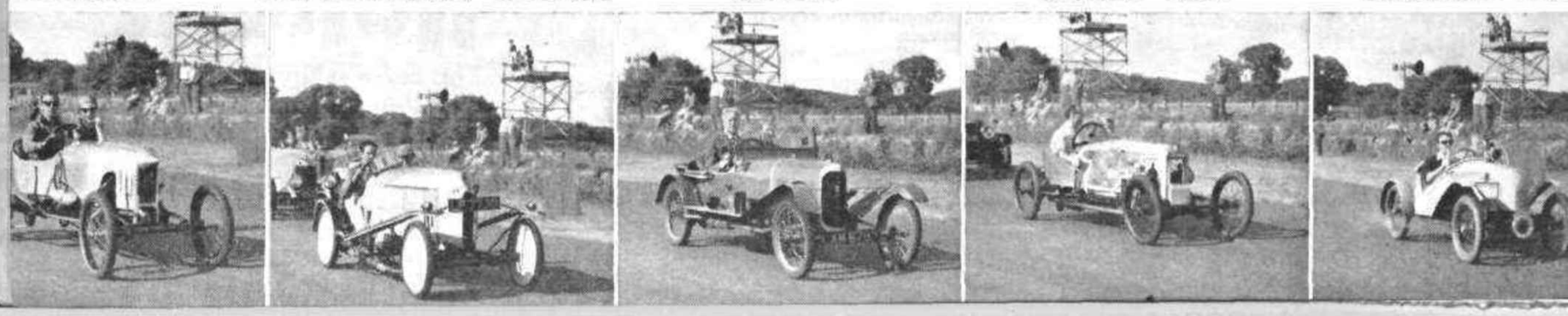
Control is simplicity itself, for there is fully-automatic cruise-O-Matic transmission with conventional selection by a r.h. stalk-lever which, with vacuum-control, gives *the smoothest selection of upward and downward gremlin-inspired ratio shifts I have experienced.* The power-assisted steering is naturally extremely light at all times and has full, but gentle, castor return action to overcome the four turns needed from lock-to-lock. No shock is transmitted; indeed there is very little " feel," which is a penalty of this super-light steering.

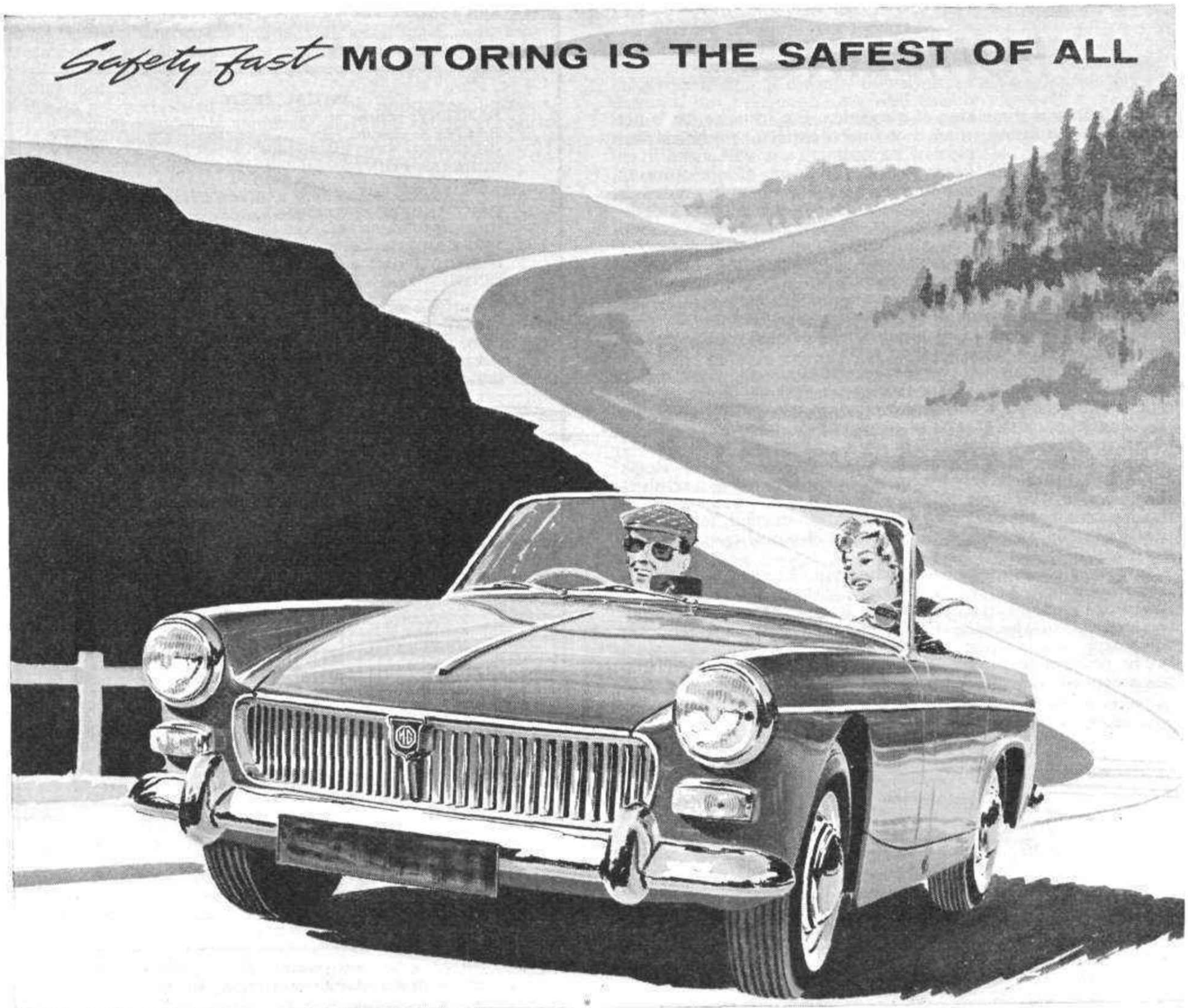
Americans often have sadly inadequate brakes. In the Galaxie, I could put the passengers into the screen from normal speeds by sharply applying the pedal labelled POWER BRAKE, the only criticism being that this powerful swift-sure retardation is difficult to apply progressively and is hardly convincing for emergency anchorage above 90 m.p.h. The suspension is naturally quite supple, enabling this extremely spacious car to float over vile surfaces in comfort, but roll is surprisingly well controlled, so that fast cornering can be enjoyed on a level keel. The Galaxie is a very wide car yet I soon felt at home, two " pawn-broker's " gold balls incorporated in the front-wing motifs providing a width-sighting line. Although in English by-ways the driver of such an

Continued on page 624

CYCLECARS CELEBRATING THE GOODWOOD JUBILEE OF THE CYCLECAR CLUB

1912/13 *G.N.* 1914 *M.A.G. Special " El Pampero "* 1921 *G.N.* 1922 *G.N. " Akela "* 1924/26 *Sima-Violet*





MG MIDGET To own a Midget does something to you. It puts you in a class apart. Amongst the 'twin carburetter' men who revel in a good engine, in a car that sits the road and corners firm and true and steers and brakes with the M.G. safety touch. A car born of sporting success. A car for the enthusiast, built by enthusiasts with B.M.C. resources to supplement their skill. You start with the best in sports motoring when you buy a Midget. £472 plus £178.0.3 P.T.

M.G. MAGNETTE MARK IV Saloon
from £725 plus £272.17.9 P.T.
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RUMBLINGS

ENGINE TESTING BY TV

The Editor is something of a sceptic. For instance, he is not convinced that fitting a funnel or similar extractor to the exhaust pipe of an ordinary car will make it go faster, nor is he in favour of lubricating an engine with new-fangled multi-grade oils or adding additives such as "black-cross" or "jolly" to the sump, having always been served admirably by straight Castrol.

For many years, therefore, he had felt indifferent to having an engine "tune-up" by the Crypton people. All that was changed when he went down to Bridgwater last month to look over Crypton Equipment Limited and their electronic test machines.

The seed from which Crypton grew was planted nearly 70 years ago at Taunton.

In the late 1890s, two brothers named Newton, one of them a Somerset cricketer, started a factory for making direct current motors and generators and they, in fact, installed electric lighting in Taunton, one of the first towns in the country to adopt electricity.

Around 1920, Newtons of Taunton were acquired by Rotax Limited and subsequently by Joseph Lucas Limited as a result of the Lucas-C.A.V.-Rotax amalgamation in 1926. This provided the opportunity for the development and production, for the first time in Britain, of battery charging and electrical testing equipment for the automobile industry.

In 1935, Lancashire Dynamo and Crypto Limited, who manufactured a patented type of automobile battery charger, took over the garage equipment interests from Rotax and a new company was formed to specialise in automobile testing and servicing equipment.

The new company was Crypton Equipment Limited and the name derived from the "Crypt" of Crypto and the "ton" of Newton. Operations began in the Willesden factory of L.D.C. but so rapid was expansion that a new factory was built nearby. Progress continued up to the outbreak of war, when a rapid turnover was made to the production of specialised equipment for the Admiralty and Ministry of Supply.



The latest Crypton "Scopemaster" engine-tester.

MAKE ..... MODEL.....Mini .....
REG. No..... 634 GWL ..... MILEAGE...42,000 .....

INITIAL TESTS

1	**BATTERY**—voltage at coil.....	11.6	[✓]
2	**BATTERY**—starting volts.....	10.1	[✓]
3	**CHARGING SYSTEM**—voltage ...	13.8	[✓]
4	**BREAKER POINTS**—volt drop ...	0.14	[✓]

PATTERN 1 (A and B)

5	**COIL AND CONDENSER**—.....		[✓]
6	**BREAKER POINTS**—condition.....		[✓]
7	**DISTRIBUTOR**—dwell angle.....	61°	[✓]
8	**DISTRIBUTOR**—dwell overlap.....	60½°	[✓]
9	**DISTRIBUTOR**—dwell variation ...	½°	[✓]

PATTERN 2 (D and E)

10	**COIL POLARITY**—	[✓]
11	**COIL WINDINGS**—	[✓]
12	**H.T. WIRING**—	[✓]
13	**H.T. CONNECTIONS**—	[✓]

PATTERN 3 (F and G)

14	**SPARK PLUGS**— .....Replaced 6 KV.....	[✓]

	1	2	3	4	5	6	7	8	
Spark KV.	12	11	12	11					[✗]
Coil KV.	14								[✓]
Lead KV.	8								[✓]
Rotor KV.	4								[✓]

Faulty plugs — replaced.
Spark KV. on acceleration.....18..... [ ]
O.K. with new plugs — 8 KV.

IGNITION TIMING

15	**BASIC TIMING**—at 500 r.p.m.....	5°	[✓]
16	**AUTO-ADVANCE** at... 2,400 ...r.p.m.....28 total.....		[✗]

28 cent. Vac. advance faulty — readjusted.

CARBURATION

17	**AIR FUEL RATIO**—.....	12.6/11.8/13.3	[✓]
18	**CARBURETTER**—condition		[✓]

Idle mixture adjusted.

19	**SYNCHROTEST** (twin carb. only).....		[ ]

CYLINDER POWER TEST

20	**CYLINDER DROP**—.....		[ ]

1	2	3	4	5	6	7	8	
2.1	1.8	1.6	1.8					[✓]

Variable compression — within tolerance.

The report sheet issued by Crypton on the Editorial Morris Mini Minor that has run 42,000 miles.

At the height of the 1940 "blitz," the Crypton works were totally destroyed and a new home had to be sought. This was found in a derelict 'bus garage in Bridgwater and in a very short time production was established and soon outstripped previous records.

When the war ended the important decision to stay in the West Country was taken. The present factory was built, and was in operation in 1947.

There followed a period of rapid development in the range of automobile servicing equipment, an outstanding example of which was the Crypton "Motormaster," which, for the first time, introduced "Area Testing," a new method of testing engines which completely overcame previous complications and cut testing times by many hours.

Now the "Scopemaster" has been introduced, which has only four connections and enables seven standard tests to be carried out in 10 to 20 minutes, covering more than 30 possible faults, without removing a single part from the engine, and, moreover, under working conditions.

Using a miniature TV screen and an oscilloscope for engine timing, the indications on the screen, once understood, provide

the clue to the state of plugs, coil, condenser, distributor, fuel pump, ignition timing (including both centrifugal and suction advance and retard control), contact-breaker points (including dwell of break), etc., while an exhaust-gas analyser checks on carburation.

We do not propose to describe how this equipment functions, but once understood it is simplicity itself and should appeal to all the better service stations and garages. Crypton run a week's training course for garage personnel who are going to operate the "Scopemaster."

The prompt manner in which this handsome piece of equipment traced faults in an engine was convincingly illustrated when we took the office-hack Morris Mini Minor into the factory. This had nearly 42,000 miles on the odometer and the engine had run 26,000 miles. The zizzling pictures on the screen proved, to our surprise and to the credit of B.M.C. and Lucas, that it was in very good condition. The carburation was found to be slightly weak when the gas-analyser readings were taken, which was quickly corrected. The entire electrical system was in very good order. At first the coil appeared to have a low reserve but the "Scopemaster" quickly traced this to high resistance at Nos. 1 and 4 plugs and, after these had been replaced, the entire circuit was passed as O.K. Then the revealing screen, while testing at cruising r.p.m. (determined by using the voltmeter as an electrical tachometer), first with the suction pipe attached, then with it removed, revealed that the suction ignition advance was reticent; a few drops of oil freed the diaphragm and the "Scopemaster" not only showed the trouble cured but that the advance was now spot-on to B.M.C. recommendation.

The dynamo charge, starter speed and battery condition were all in order, as the efficient Acton depot of Joseph Lucas had confirmed some time before.

The speed and accuracy with which this Crypton equipment locates faults is very impressive. Asked whether it could be applied to competition cars, Crypton remark that when B.M.C. were in despair over the Twin-Cam M.G.-A engine, which they eventually withdrew from production, it was a Crypton engine test that revealed that the suction ignition advance was lagging as revs dropped, with resultant holing of pistons. And we have heard that similar equipment, of another make, was used in the Chevrolet Corvette pit at Le Mans to trace misfiring trouble.

The latest Crypton "Scopemaster" costs £500. It is made in the Bridgwater factory, at the rate of 50 a month, the total annual turn-over of such equipment being £500,000 on the Home Market and £750,000 Overseas.

Overseas sets are safeguarded by the employment of a plated chassis, and Crypton make their own cabinets, durably finished and baked in the largest gas ovens in the West Country. The electronic "works" utilise mainly valves instead of an all-transistor circuit, as valves are more durable in hot climates. As Crypton make almost all their equipment themselves the stores occupy one-sixth of the floor area of their spacious Somerset factory. Every "Scopemaster" undergoes an 8-hour saturation test and a final 6-hour test. In fact, every individual item of Crypton equipment, from the humble battery-charger to their enormous £600 machines for testing dynamos and starters (which, incidentally, incorporate a D.A.F.-type belt drive) is tested before leaving the factory. The oscilloscope timing lamps are supplied as separate items, for £15, and these function up to speeds of 3,000/4,000 r.p.m. If necessary, the "Scopemaster" can be used to check faults at crankshaft speeds of up to 7,000 r.p.m.

To have one's engine checked promptly and efficiently by modern electronic equipment is highly satisfactory and more and more discerning motorists will, we predict, be looking in future for the Crypton sign at garages and service stations.

* * *

ONE AFTER THE OTHER

Just lately we have experienced far too much of what "Archie" Butterworth used to refer to, aptly, as the "perversity of things"—the "things" in our case being motor cars. First of all, a previously-faithful vintage car developed alarming clatters in its engine and will be *hors de combat* for several months. Next a road-test Rover 80 developed a high temperature for no apparent reason and just dragged itself back to Rover's London depot, to expire under a (water vapour) cloud.

Then, on an occasion when an appointment with a specialist at a hospital 14 miles from home made a car essential and one was in no mood for set-backs, the Editorial Minibric, having motored impeccably all the morning, broke its throttle-cable immediately we got into it to drive away after lunch. (Let us enlarge on this by saying that a bodged repair with a nut and a blob of solder by Lex Garages Ltd. a week earlier was the cause of this unwanted and ill-timed calamity; the local B.M.C. agent found us the last cable he had in stock and did a very prompt repair.)

Finally (to date) a road-test Simca 1000 chose another highly inconvenient time to die mysteriously at the road-side after we had driven it just over 200 miles, with trouble that baffled even the Simca Service Engineer, who had to abandon it. (Whether this puzzling trouble could be due to the high under-bonnet temperature at which this rear-engined water-cooled car runs, that has necessitated cold-air venting round the fuel tank and a crankcase fume extractor to eliminate unburnt hydrocarbons, we do not know).

All of which depresses us, for this is 1962 not 1902 and in a car reliability is more important than any other quality.

Agreed, unreliability isn't confined to cars. House-wise we can think of only a few items that have been outstandingly trouble-free—an English Electric refrigerator, our Bardic "BM" electric torches, a Pye portable radio and a Parker pen, although the last named was lost eventually, due to having been supplied with an ineffective clip . . . .

But, in general, modern life is punctuated unpleasantly with mechanical failures and this "perversity of things." Medically, too, there has been a troublesome week with an arm like a football and subsequent mysterious seizure of the leg muscles, all due, apparently, to vaccination incurred because we ventured innocently into Spain to sample a Renault R8.

Just at the moment, what we crave is *reliability*—and let economy, comfort, speed and styling follow where they will.

* * *

LIFE IN AIR-LINERS

Racing drivers and their managers, racing mechanics and many of the business executives who read MOTOR SPORT travel frequently by air and must have sampled most of the current makes and types of air-liner. Some of them, especially those with a leaning towards motoring history, may sometimes ponder on how it all began. We felt that some light might be thrown on the fascinating pioneer days of air travel by a book in Putnam's splendid series of aviation books. This proved entirely correct. There is a fascinating account of what air-liners were like in the times when you left Hounslow or Croydon for Paris in biplanes with car-type water radiators and nothing much in the way of navigational equipment, in John Pudney's "The Seven Skies" (Putnam, 42, Great Russell Street, London, W.C.1, 30s.).

This 320-page book is a study of B.O.A.C. and its forerunners since 1919 and brings history up to the present day. It is intriguing to read this life-span of the air-liner from the Handley-Page 0/400 6-ton biplane of 1919 that cruised at 75 m.p.h. on 710 h.p. to the Boeing 707 of today, which weighs 132 tons and gets through the sky at from 525 to 577 m.p.h. on a thrust of 64,000 lb.

Unlike others of the excellent Putnam aviation books, this one is of normal format instead of giving technical data in tabular form for those who seek intimate details of the air-liners in which they fly and have flown—this will, no doubt, be provided in their books "The World's Air-liners" and "The Modern Air-liner," both by Peter W. Brooks, which we have yet to review.

"The Seven Skies" makes us very nostalgic for the old days of adventurous aviation. We are old enough to have schoolboy memories of going up Plough Lane, Waddon, over the aeroplane level-crossing, to watch air-liners arrive and take-off from Croydon Aerodrome (we even remember an air display there) but we never knew Hounslow as an Airport. But we believe the original terrain of Hounslow remains largely unchanged; can anyone provide a map of this aerodrome as it was in 1920?

ERRORS OF FACT

From the *Daily Express* we learn that the Porsche that won at Rouen was a new flat-straight-eight, that G. Hill drove a 12-cylinder B.R.M. and that third place was taken by Ritchie Cooper's B.R.M. Which may be balm to other journalists who suffer a troubled conscience when they commit the occasional error!

THEY'RE NOT ALL AG'IN US!

It was nice to read in the *Daily Express* that, after the defending solicitor, Mr. William McKeag, had told the Court in a radar speeding charge that "you must choose between his (the motorist's) testimony and that of an inanimate machine which cannot be cross-examined," the Magistrates at West Castle Ward, Northumberland, dismissed the charge.



A view of the Ford Galaxie 500 often seen by other motorists, for its V8 engine developing 220 b.h.p. at 4,300 r.p.m. gives extremely vivid and effortless acceleration.

TO GOODWOOD IN A GALAXIE—continued from page 620
imposingly large automobile tends to go softly, I found that the Ford's average speed, Goodwood to home *via* S. Harting Hill, was equal to my fastest runs in furiously-driven Mini and highly responsive sports cars, with none of the exertion.

Indeed, the charm of this Ford Galaxie is its effortless running. You occupy comfortable bench seats, the upholstery of which holds you securely. Matching the lever for the automatic transmission is a precise l.h. stalk controlling the winkers. The liberally crash-padded facia incorporates a clear 120-m.p.h. speedometer, a 100% accurate clock, fuel-gauge, temperature-gauge, and the usual warning lights. Well-arranged knobs, their functions listed in the speedometer dial above, operate lights (foot-dipper), fresh-air supply, efficient variable wipers-cum-washers and cigar igniter. A pull-out handbrake is well located for the right hand. The four doors have sill interior locks, there is a ½-horn-ring on the steering wheel, and the lockable cubby-hole swallows a camera comfortably. Otherwise interior stowage isn't provided for, apart from coat-hooks and rear shelf. But the self-locking luggage boot is simply enormous, the semi-whitewall Firestone-shod spare wheel therein looking quite forlorn! The fittings in this huge car are all of a practical nature—good ash-trays, neat heater controls between the Motorola radio and the instrument panel, reversing lights, good door handles and locks, adequate ventilation, etc. The tyres were 8.00 × 14 Firestone tubeless de luxe Champion. Criticism can be confined to the rather erratic braking, a tendency to stall on full-lock when parking and a few minor rattles.

I need hardly discourse on performance, except to remark that anyone who craves more speed, or more impressive acceleration, than the lazily efficient 5,769 c.c. 220 b.h.p. Thunderbird 352 Special V8 engine provides is more courageous than I am. Kick-down on the treadle accelerator and sports-car pick-up is obtained instantly with a satisfying lack of noise or fuss. There is an automatic choke that gives instant starting and normal fuel suffices with the 8.9-to-1 compression-ratio. The range is 240 miles.

I enjoyed going to Goodwood in a Galaxie so much that on the Monday I drove into Wales and back. This extremely comfortable Ford put an average speed under difficult road and traffic conditions that would not shame a compact sports car, without the driver giving it a thought, returned fractionally under 15 m.p.g. and after 690 miles a quart of oil sufficed to restore the level in the 5-qts. lubrication system. Driving but one or two such cars every year, it is impossible to draw comparisons between rival U.S. makes *but no doubt one of our intelligent readers "across the pond" will be glad to oblige.* I rate the Ford Galaxie a very fine example of American (or Canadian) automobile, which I would be glad to have in my dream-fleet of a dozen or so diverse cars. Lincoln Cars Ltd., Great West Road, Brentford, Middlesex, can supply one, as tested, for £2,623 8s. 4d., all taxes and duties paid.—W. B.

Goodwood Report

Hegbourne (Lola) and Burnard (A.C.-Bristol) Lead in the MOTOR SPORT Brooklands Memorial Trophy Contest —Lotus Cars Win Five Out of Seven Races

IN perfect weather conditions, before a small crowd, the 52nd Sports-Car Meeting at Goodwood produced the customary close and exciting racing.

The first race was a mixture of F.J. and non-s/c. 1,100-c.c. sports cars and was led all the way by Berrow-Johnson's F.J. Lotus-Ford, the only challenge coming from Beckwith's sports Lotus-Ford. There was a splendid "ding-dong" between Heathcote's F.J. Lotus-Ford and Hegbourne's sports Lola-Climax but although the latter pushed past at the *chicane*, they finished third and fourth in the foregoing order. In demolishing all the wattle fencing out of the *chicane* Fletcher (F.J. Lotus) established a precedent for the remainder of the meeting. Prince drove his F.J. Lotus so slowly that he was lapped by Berrow-Johnson by half-distance.

There was much wild driving, with a F.J. Lotus at stake, in the "Veedol" Scratch Race, commencing with a collision between Eva's M.G. and Fletcher (Lotus), which caused the latter to retire. Eva continued with bits trailing, driving as well as ever but irrevocably delayed. Free from all the slides and spins and wattle-levelling behind him, Cole led all the way in his Lotus-Ford, winning from Soley's D.R.W.-Ford—but only just, for these two were *side by side* out of the *chicane* on the last lap. Cole won, in fact, by 0.6 sec.

Leading from start to finish became a feature of the meeting, for Beckwith did this in the 10-lap G.T. and sports-car race, although Hegbourne's Lola did its best, but lacking the speed of the Lotus along Lavant straight. Lord Angus Clydesdale upheld the promise he displayed at the previous meeting by bringing his Lola home third, after Williams had thrown this position away by motoring his Lotus on the grass, for which they penalise you 60 sec. at Goodwood. It was instructive to see three small cars finishing ahead of Danny Collins' big Chevrolet Corvette, which, incidentally was on Goodyear Sports-Car tyres. But the throaty Chevrolet finished just ahead of Coundley's Lister-Jaguar and beat Skidmore's Jaguar D. What would happen if someone brought one of the really "hot" American "stock-cars" over from the States and raced it in England?

Entwistle deservedly pulled off the *Marque* Scratch Race in the compact T.V.R. although pressed very hard indeed by Burnard's A.C.-Bristol. These semi-standard sports cars proved notably unreliable, Bosshard's TR3 breaking its gearbox, Redgrave's Sunbeam Alpine breaking its throttle-linkage, Hampsheir's M.G.-A stopping with fuel starvation, Jones' Morgan Plus Four overheating, while Eva's Twin-Cam M.G., which has previously proved unexpectedly reliable, now went the way of most of these M.G.s, retiring with lack of oil pressure when Eva was lying second a lap from the finish, thus losing his lead in the Brooklands Memorial Trophy Contest.

After Green's TR3 hard-top had won a 5-lap Handicap from Dence's open Morgan Plus Four, Adlington's Lotus took the 1,200-c.c. push-rod sports-car Scratch race, closely pressed by Porter's Lotus, which failed to get round the *chicane* on the last lap, demolishing the trellis wall and forfeiting second place to Manfield in Soley's D.R.W. The day's racing concluded with another 5-lap Handicap which Hicks' Lotus-Climax won fairly easily from Yeates' Aston Martin DB3S and Skidmore's Jaguar-D.—W. B.

10-lap Scratch Race, F.J. and 1,100-c.c. Sports Cars : B. E. Berrow-Johnson (Lotus-Ford) .. .. 92.31 m.p.h.
7-lap "Veedol" Scratch Race : D. J. Cole (Lotus-Ford) .. 84.50 ,,
10-lap Scratch Race : M. Beckwith (Lotus-Ford) .. .. 91.87 ,,
10-lap Marque Scratch Race : T. Entwistle (T.V.R.) .. .. 81.12 ,,
First 5-lap Handicap : D. M. Green (Triumph TR3) .. .. 75.26 ,,
5-lap Scratch Race, non-s/c. non-o.h.c. 1,200-c.c. Sports Cars : M. Adlington (Lotus-Ford) .. .. 85.71 ,,
Second 5-lap Scratch Race : C. J. Hicks (Lotus-Climax) .. 84.78 ,,
Leaders to date in MOTOR SPORT Brooklands Memorial Contest : A. V. Hegbourne (Lola-Climax) and R. C. Burnard (A.C.-Bristol), 17 points each. **Runner-up :** D. Eva (M.G. Twin-Cam), 16 points. Next round, Goodwood, September 1st.

JUSTICE ?

According to *The Evening News* a driver, suffering from sinusitis which caused him to have a severe head pain and his eyes to go out of focus, stopped on M 1, pulling onto the soft shoulder to rest. All was well until a Police Patrol car came along. The sick driver was subsequently fined £3, although he produced a letter in Court from a doctor who, later the same day on which the driver had stopped to rest, confirmed the disability and put his patient off work for a week. So the official verdict seems to be, if you feel ill on M 1 carry on, and perhaps have an accident. . . . Comment, for once, fails us!

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THE NEW 6 SEATER **ZEPHYR 6**

Ford

FORD OF BRITAIN

PICTORIAL REVIEW

Reims G.P. Vintage Oulton Le Mans

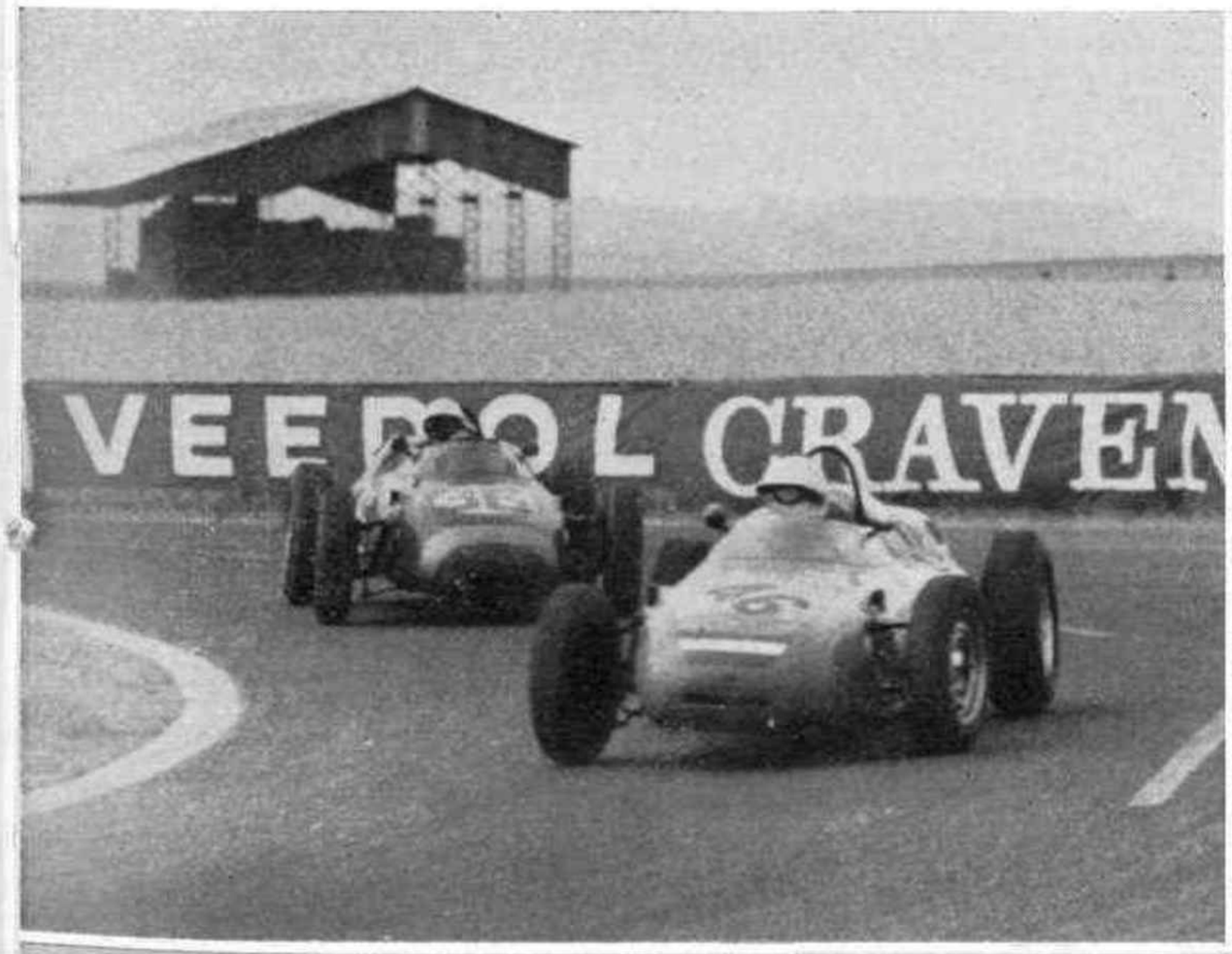
Snetterton Goodwood Festival French G.P.

British G.P.

Top left: JO BONNIER CHASES Godin de Beaufort through Thillois during their furious dice which enlivened the lower part of the the field for the whole of the Reims G.P. De Beaufort eventually triumphed by inches.

Top right: JOHN SURTEES in the V.8 Lola startled the other works teams by leading for 26 laps, gradually pulling away the whole time, till a broken valve caused his retirement.

Bottom: BATTLING FOR THE LEAD—During the closing stages of the race, Jack Brabham and Graham Hill vainly pursue the eventual winner Bruce McLaren.





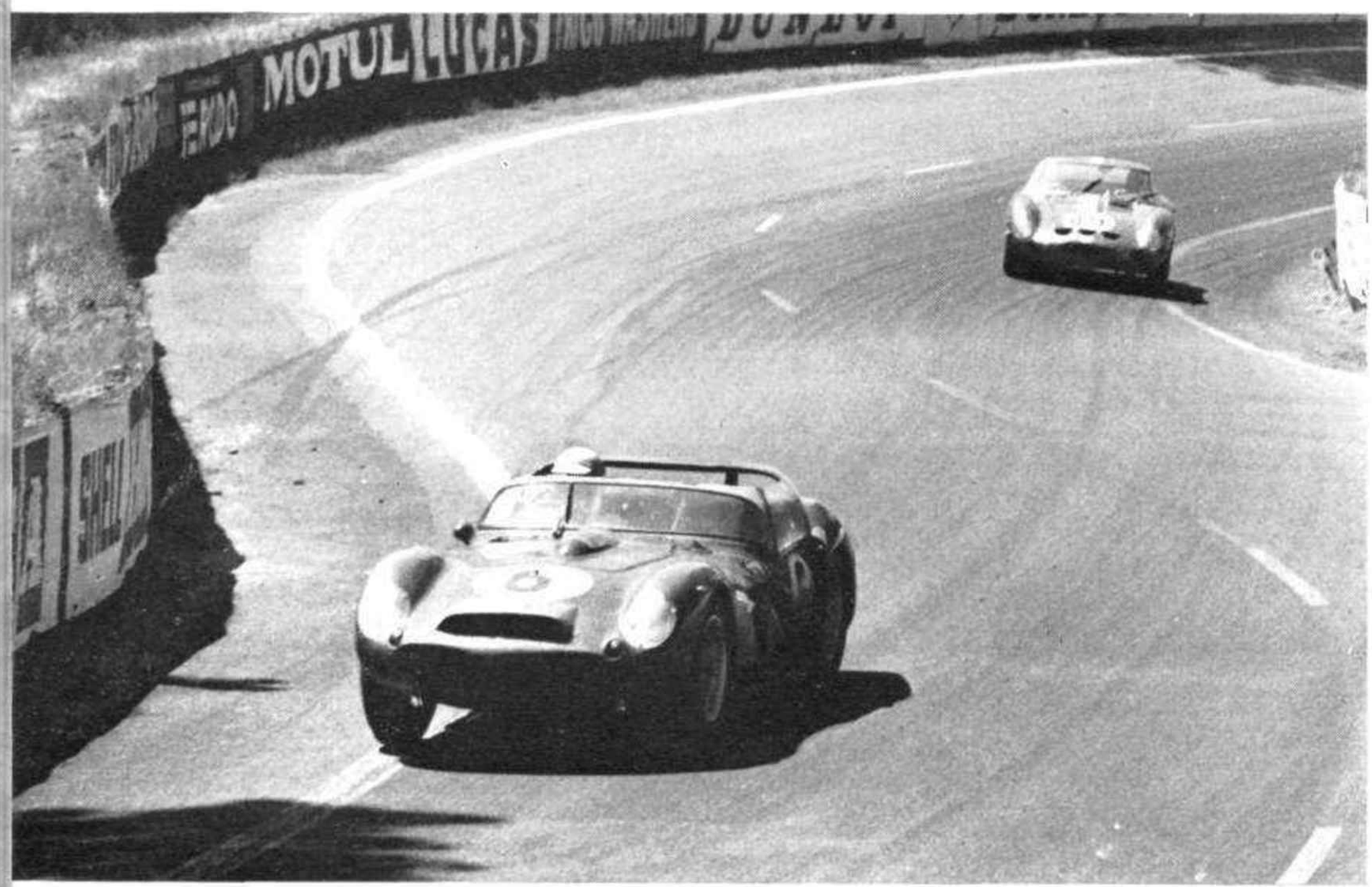




PROTOTYPE.—The 4-litre Aston Martin driven by Graham Hill and Richie Ginther went out during the first evening with a broken oil pipe, but not before it had shown its great speed and held on to second place for several hours.



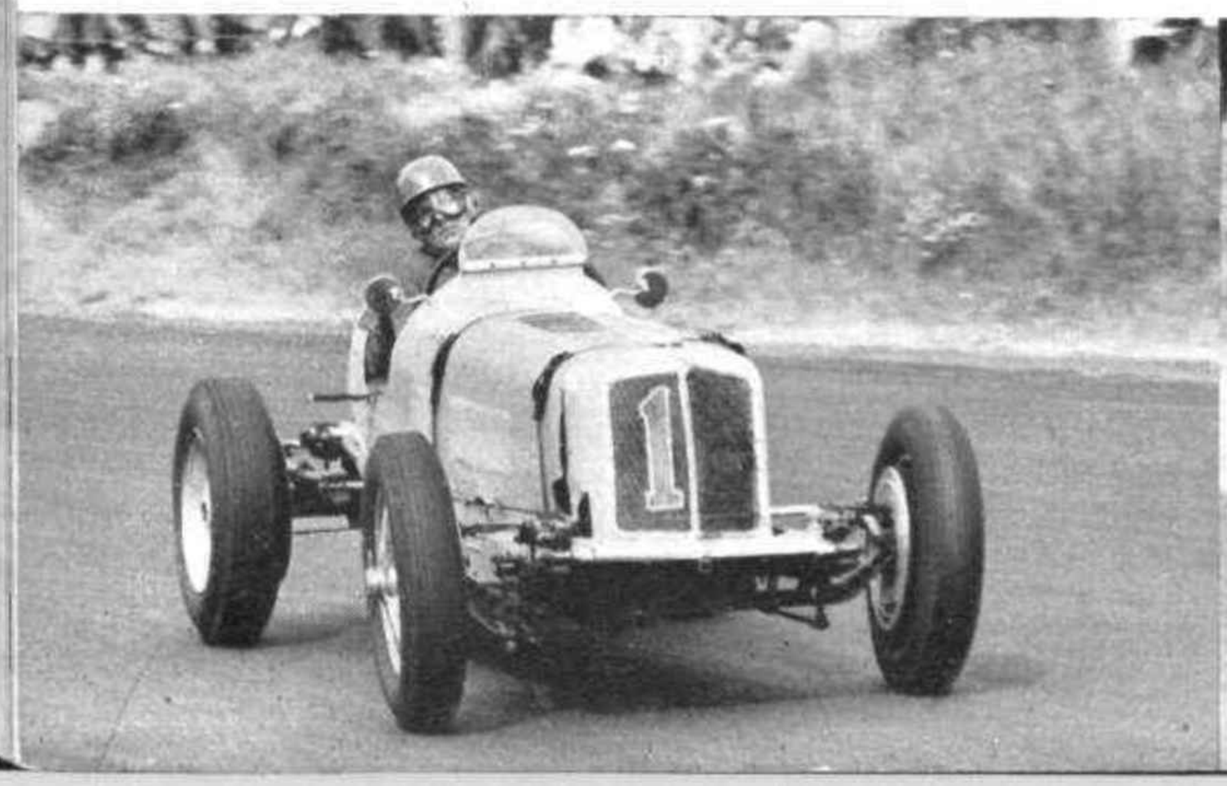
PROTOTYPE?—The 4-litre V8 Maseratis at Le Mans were very fierce and noisy. This one, driven by Maurice Trintignant and Lucien Bianchi, went out with rear suspension trouble.



Le Mans and V.S.C.C. OultonPark

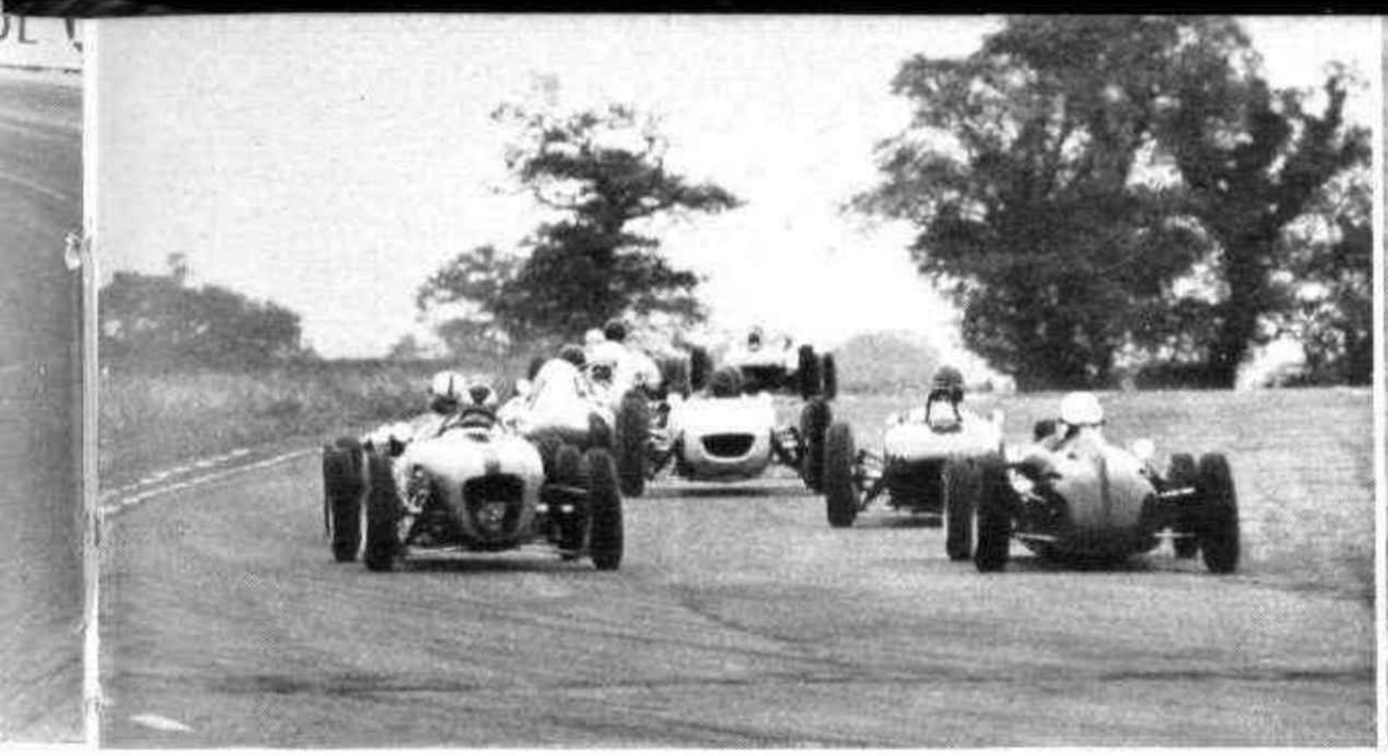
FIRST & SECOND at Le Mans were the Hill/Gendebien 4-litre prototype Ferrari (No. 6) and the Noblet/Guichet G.T.O. Ferrari (No. 19). Here, in the Esses, they are separated by a few yards but at the end of the 24 hours Hill and Gendebien were five laps ahead.

SEAMAN TROPHIES VICTOR.—The Hon. Patrick Lindsay driving his E.R.A. "Remus" with his customary skill to win the big V.S.C.C. race at Oulton Park at over 80 m.p.h.



P. REEVES in this typical Meadows-engined Frazer Nash won a Vintage and P.V.T. Handicap at Oulton Park at over 62 m.p.h. and was second in the Frazer Nash/G.N. Handicap.





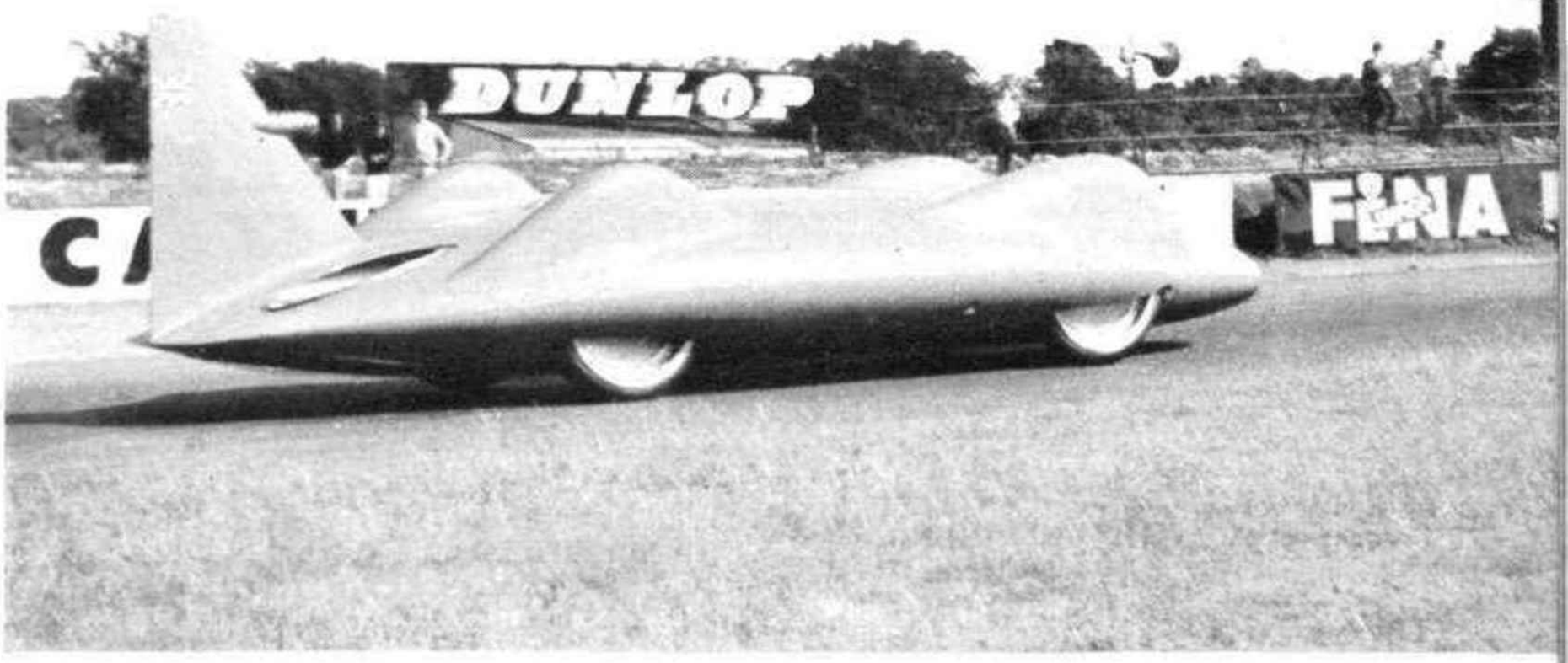
A SOLID MASS of Formula Junior cars pour out of Riches Corner at Snetterton. John Fenning won easily in Ron Harris' Lotus 20.



THE FANTASTIC Lotus Monte Carlo of U.D.T.-Laystall gave Graham Hill a comfortable win in the Scott-Brown Memorial Trophy. Giving away a litre of capacity it outpaced the G.T.O. Berlinetta Ferraris of Parkes and Surtees.

Snetterton and Goodwood

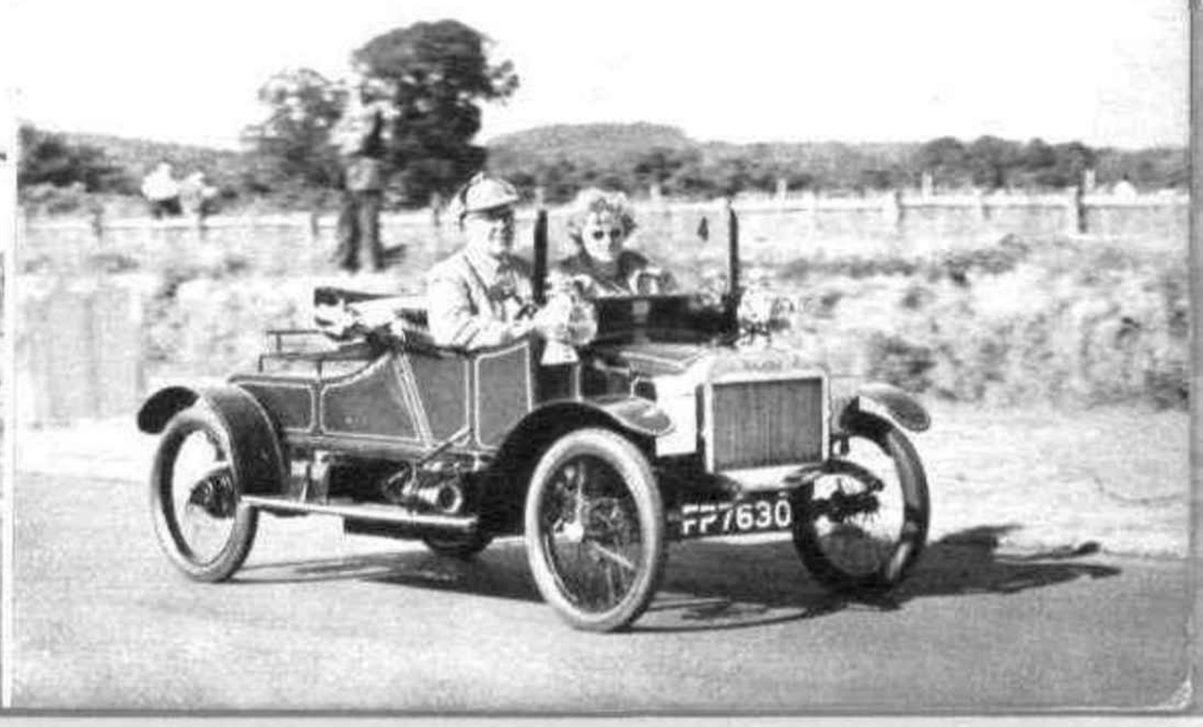
DONALD CAMPBELL driving his resuscitated Bluebird round Goodwood during the Festival of Motoring staged on the Sussex circuit by the B.A.R.C. last month, prior to an attempt to raise Cobb's Land Speed record in Australia in the future.



A SPLENDID "PERIOD" ENSEMBLE at the Goodwood Festival of Motoring was this 1904 Gardner Serpollet steamer, with its owner, G. E. Milligen, acting as chauffeur to the elegant toff and his lady—Mr. Tim Nicholson and Miss Susan Wilkinson.

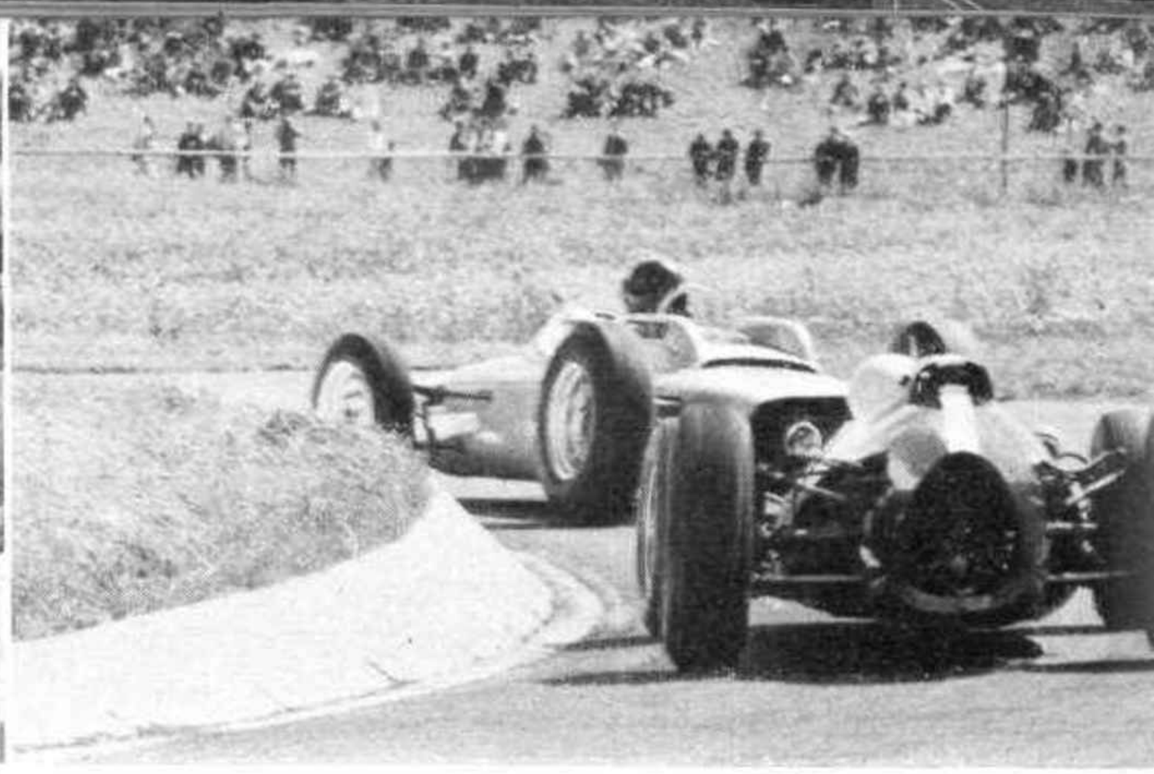
ANOTHER CYCLECAR at the Goodwood Festival of Motoring, apart from those illustrated on page 620, was this 1913 friction-driven G.W.K. of R. G. Adams, with twin-cylinder Coventry-Simplex engine at the rear.







SORTED OUT.—The Bowmaker Team have at last sorted the bugs out of the Lola, and John Surtees gave a demonstration of consistent, fast driving to finish second.



CLOSE QUARTERS.—McLaren (Cooper) tries very hard to get past Gurney (Porsche). The big American driver had clutch trouble which slowed him down later.



British G.P.

LOTUS AGAIN.—Jim Clark in the Lotus 25 won the British G.P. at Aintree. He led from the first corner to the last, never being challenged, nor making a slip from start to finish.

DISAPPOINTING.—Graham Hill's B.R.M. seemed down on power compared with its performance in earlier G.P.s. Here he hangs on close behind Gurney's Porsche, while McLaren's Cooper draws away from them both.

START TO FINISH.—The first two, Clark and Surtees, remained as seen here for the whole of the race, while Gurney, McLaren, Brabham, G. Hill, P. Hill, and the rest fought it out behind.







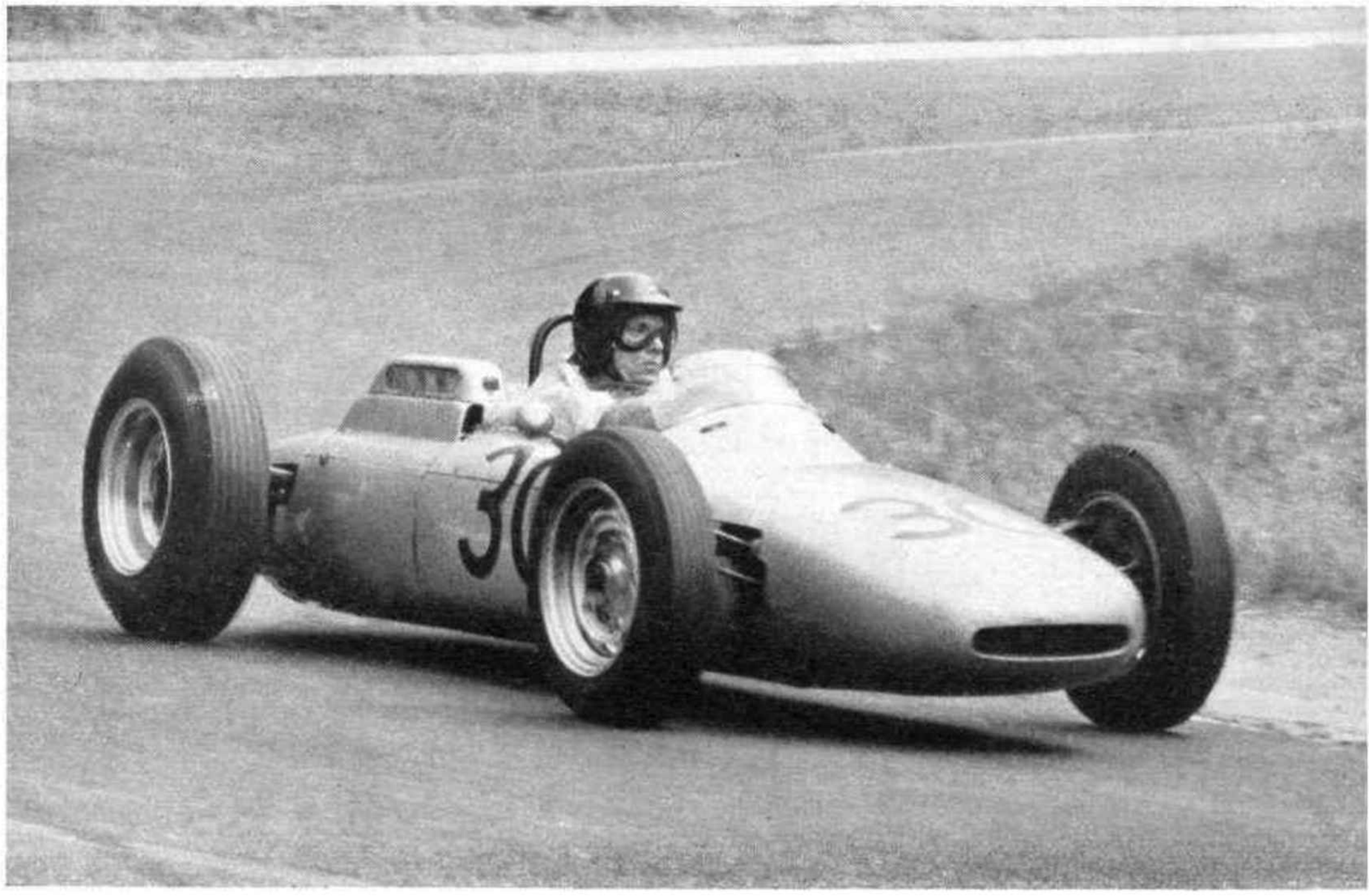
CHAMPION LEADER Graham Hill led the French G.P. for 42 laps until the B.R.M. had injector trouble, but Hill still leads in the Championship table.



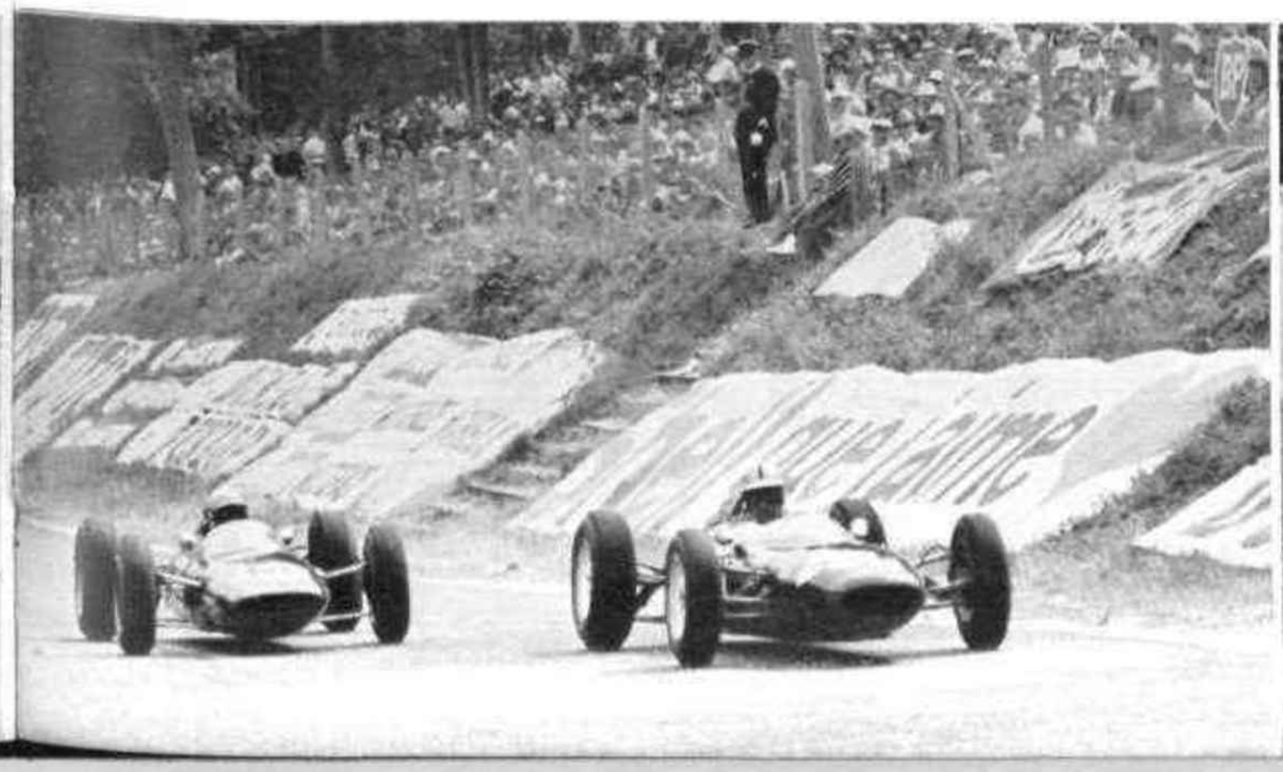
FOLLOW MY LEADER Bonnier (Porsche) leads Maggs (Cooper) and Taylor (Lotus) into the " Nouveau Monde " hairpin.

French G.P.

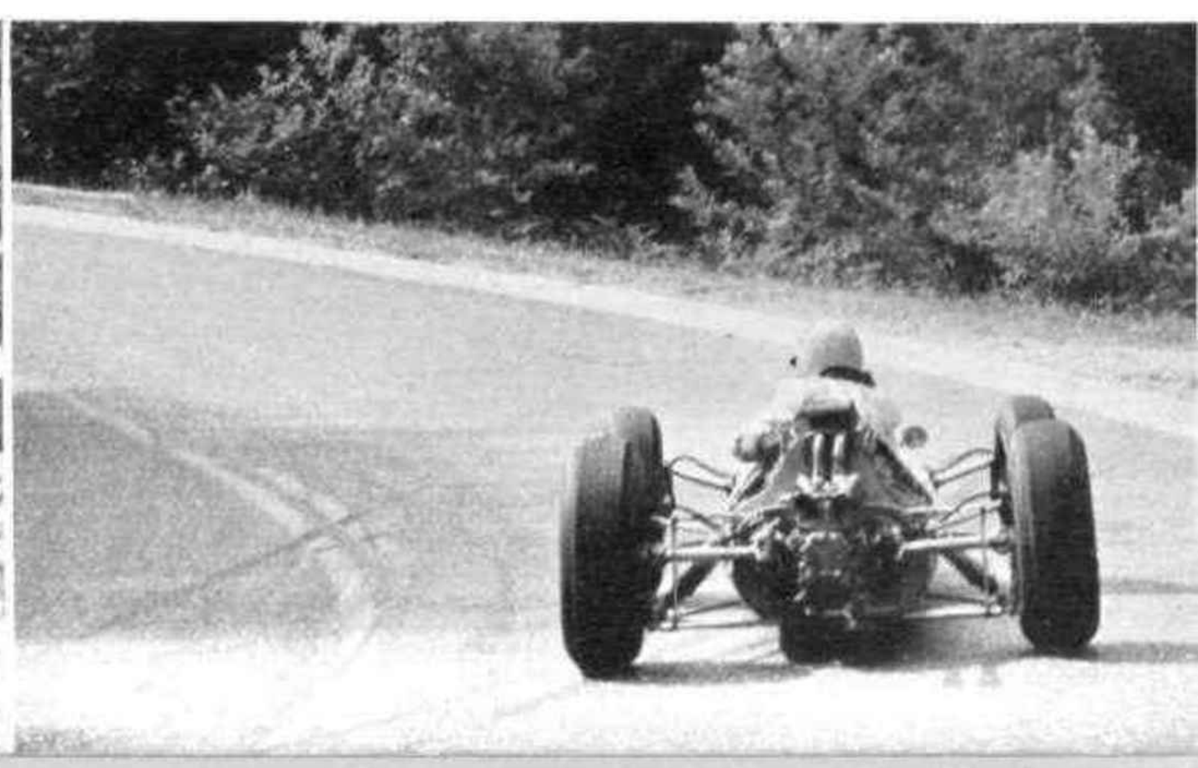
WINNER AT LAST. Dan Gurney in the flat 8 Porsche won the French G.P. at Rouen. Although not as fast as the B.R.M. and Lotus the Porsche held together while the rest didn't.

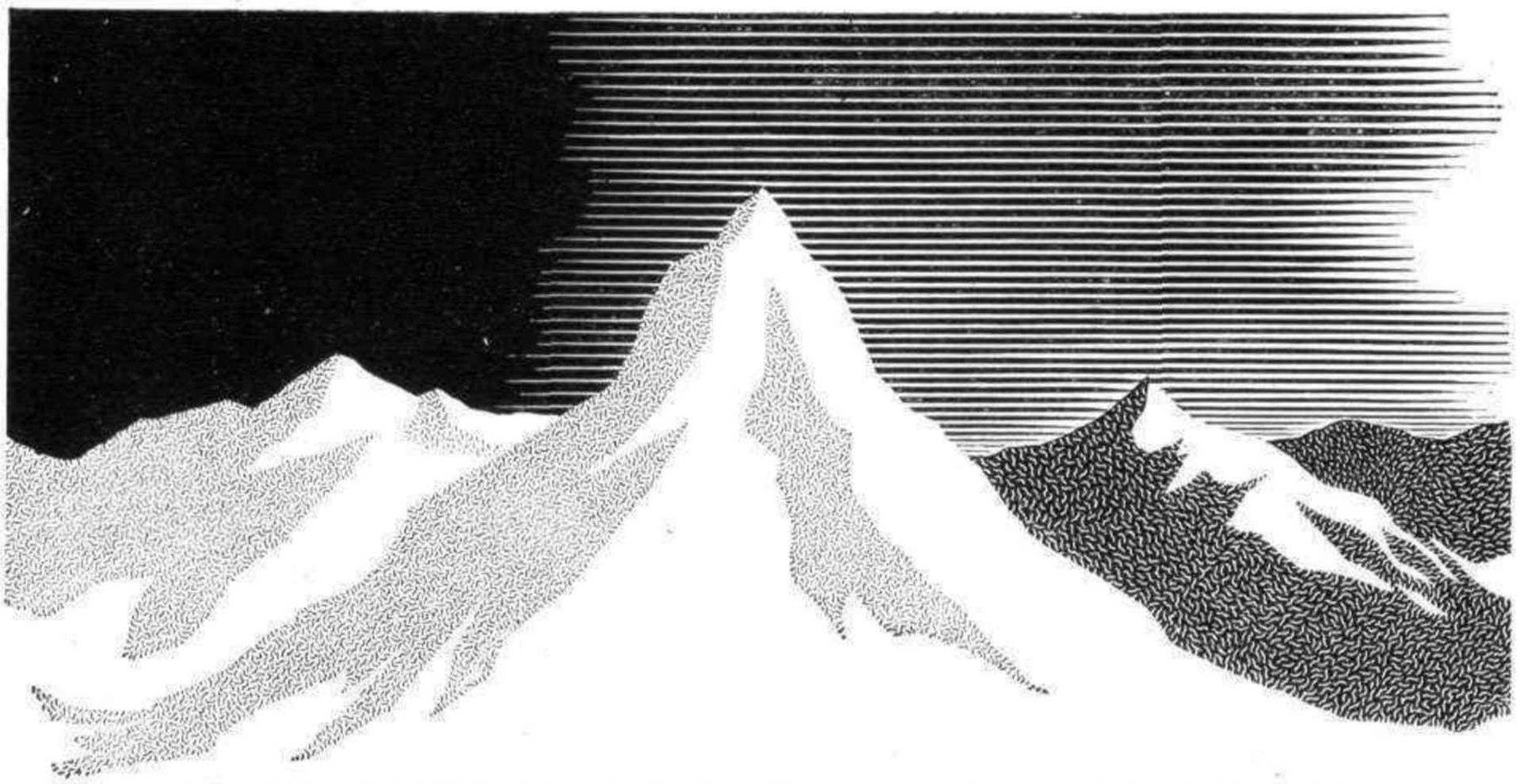


LOLA LEADING LOTUS. Taylor's Lotus 25 trying to pass Salvadori's Lola. The crowd in the background get a splendid view from these grassy banks.



HAND THROTTLE. Taylor operating the throttle mechanism by hand after he had had it stick at the " Nouveau Monde " hairpin.





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LADIES' CUP

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THE REIMS GRAND PRIX

A Battle—But Not Heated

REIMS, FRANCE, *July 1st.*

WITH the French Grand Prix being held at Rouen this year, the Automobile Club du Champagne stood on its own feet and held the Reims Grand Prix as a major Formula One race. Many years ago when the French Grand Prix was regularly held at Linas-Montlhéry the race at Reims was known as the Grand Prix of the Marne, and it is nice to think of it as such again this year.

With work at the Ferrari factory held up by a general industrial strike in Italy and the Porsche team at Nurburgring sorting out their cars for the French Grand Prix, the Reims race was almost a British national benefit, apart from a few Continental independents. B.R.M. had their usual cars for Graham Hill and Ginther, the latter with the 6-speed Colotti gearbox, and both cars had new extractor-type low-level exhaust systems. These were similar to the ones used at Spa but now the four pipes on each side discharged into an open-ended venturi pipe instead of a parallel pipe. The Cooper team had only one V8-engined car, the newest of their two 1962 cars, and this was for McLaren, while Maggs had the C. T. Atkins 1961 ex-works car with 4-cylinder Climax engine. Team Lotus had Clark on the Spa-winning "monocoque," the B.R.M.-engined Type 24 with 6-speed Colotti gearbox, and at the last moment a new Type 24 with the V8 Climax engine from Taylor's crashed car at Spa, and a 5-speed Colotti gearbox. Peter Arundell was to take the third Team Lotus entry, but things were in a state of flux until the morning of the race. Brabham had his own Lotus 24, Trintignant had Walker's similar car, and U.D.T.-Laystall had their usual two cars, Gregory on the B.R.M. V8-engined one and Ireland with the Climax V8 engine. After their chassis breakage at Spa both these cars had reinforced mounting points for the bottom wishbones at the rear. The Bowmaker-sponsored Lola team had their two V8-engined cars for Surtees and Salvadori, and every time you look at them they seem to have had another tube or two added to the chassis frame, increasing its stiffness by a considerable amount; in consequence the handling improves all the time, while suspension modifications seem to have stabilised with similar marked improvements. The S.S.S. Venezia team had Bonnier driving their old 4-cylinder Porsche and Abate on the ex-Rob Walker Lotus-Climax 4-cylinder, while the only other non-British entries were de Beaufort with his 4-cylinder Porsche, and Siffert with his Lotus-Climax 4-cylinder. To complete the entry there was Lewis with his Cooper, his B.R.M. still being back at Bourne, having proved most unsatisfactory, Shelly with a Lotus 18, and Burgess with the Anglo-American team's Cooper Special.

Unlike some circuits that use normal roads, the Reims circuit can be closed for long periods and very frequently, so that there was practice on Wednesday, Thursday and Friday before the race. A vast collection of Formula Juniors was gathered together for a race in two heats and a final, interspersed with the Grand Prix, and each evening they practised from 4 p.m. to 6 p.m., the Grand Prix cars having the circuit from 6 p.m. to 8 p.m. On the first day there was a strong cross-wind blowing which caused the cars to dodge about on the grandstand straight, but apart from that conditions were good, not being unbearably hot as it sometimes is at Reims. There was not a great deal of activity for the first practice, but U.D.T.-Laystall and B.R.M. were out, with Masten Gregory setting the pace with the Lotus-B.R.M., having a very flat engine cover with the Weber carburetters sticking up through it. The fastest practice lap last year was by Phil Hill with a Ferrari at 2 min. 24.9 sec., while the fastest race lap was only 2 min. 27.1 sec. by the same driver. Gregory was soon down to 2 min. 27.2 sec. and then Graham Hill got going and did 2 min. 25.5 sec., but Gregory was still in fine form and did 2 min. 25.4 sec., so that one began to wonder whether U.D.T. had got hold of a "works" B.R.M. engine by mistake! Ginther was in trouble with an oil leak and Lewis had barely left the pits before the collets jumped out of an exhaust valve, and that was that. Ireland in the Climax V8-engined Lotus was not as fast as Gregory, who had now got down to 2 min. 25.2 sec., and Trintignant was not at all happy with the way the Walker Lotus was weaving about on the straights at high speed, for here at Reims the cars were going faster than ever before, especially down the hill to Thillois corner. As the Team Lotus cars had not arrived, Jimmy Clark took the Walker car out for a lap or two and afterwards had to admit it wasn't all that good. Ginther's B.R.M. was wheeled away as an internal leak was letting the oil mix with the water, but Graham Hill was going well, getting down to 2 min. 24.8 sec. The Team Lotus transporter now arrived, with the Lotus 25 for Clark and the Lotus-B.R.M. for Taylor, and a mad rush got the cars out on the circuit. Clark did his first flying lap at 2 min. 29.0 sec., his third lap at 2 min. 24.9 sec., much to the despair of Graham Hill, his fourth at 2 min. 24.3 sec. and his fifth and final lap at 2 min. 24.2 sec., just like that. It made everyone else want to go home. Hill set off again just before practice finished but never appeared again, the B.R.M. very nearly burst asunder but he switched off and stopped in time. Taylor managed to get in one flying lap as practice ended for the day.

On Thursday there was much more activity, for the Lola team arrived, also Coopers, the Venezia team, de Beaufort, Shelly and Burgess. U.D.T.-Laystall were experimenting with megaphones on the B.R.M. exhaust stubs and Ireland's car had been fitted with a narrower rear suspension from a Lotus 18, reducing the track quite considerably. Hill's B.R.M. had a new engine and Ginther's engine had been repaired. Ireland had not gone far before he decided the narrow rear track set-up was handling badly and he looked round, to see that the left-hand rear coil-spring/shock-absorber unit had broken off at the top mounting and tied itself in a knot, so his practice ended abruptly. Gregory was no more fortunate for the bell-housing cracked on his car, so both pale green cars were put away. The works Lotus-B.R.M. came in plastered with oil, having lost its gearbox filler plug, and

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
2	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Fitted new low-level extractor exhausts
4	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	Colotti 6-sp.	B.R.M. 1962	Dark green	Fitted new low-level extractor exhausts
6	B. McLaren	Cooper Cars	Cooper '62	Climax V8	Cooper 6-sp.	Cooper 1962	Dark green	Second 1962 car
8	A. Maggs	Cooper Cars	Cooper '61	Climax 4-cyl.	Cooper 5-sp.	Cooper 1961	Dark green	C. T. Atkins' ex-works car
10	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	"Monocoque" chassis, winner of Belgian G.P.
12	T. Taylor	Team Lotus	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Green	New car making first appearance
14	P. Arundell	Team Lotus	Lotus 24	B.R.M. V8	Colotti 6-sp.	Lotus 1962	Green	Works car used previously in practice
22	J. Brabham	Brabham Racing	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Bright green	Regular car
24	M. Trintignant	R. R. C. Walker	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Dark blue	Regular car
26	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Dark green	Regular car
28	R. Salvadori	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Dark green	Regular car. No anti-roll bar on rear suspension
30	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	Regular car with stiffened rear wishbone support on chassis
32	M. Gregory	U.D.T.-Laystall	Lotus 24	B.R.M. V8	Colotti 5-sp.	Lotus 1962	Pale green	Regular car with stiffened rear wishbone support on chassis. Flat tail
34	J. Lewis	Ec. Galloise	Cooper '61	Climax 4-cyl.	Cooper 5-sp.	Cooper 1961	Dark green	Regular car
36	J. Bonnier	S.S.S. Venezia	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Red	Regular car
38	C. Abate	S.S.S. Venezia	Lotus 18	Climax 4-cyl.	Colotti 5-sp.	Lotus 1960	Red	Regular car
40	J. Siffert	Ec. Filipinetti	Lotus 22	Climax 4-cyl.	Colotti 5-sp.	Lotus 1961	Orange	Regular car
42	A. Shelly	A. Shelly	Lotus 21	Climax 4-cyl.	Colotti 5-sp.	Lotus 1960	Black	Regular car
44	I. Burgess	Anglo-American	Cooper Spec.	Climax 4-cyl.	Cooper 5-sp.	Special 1962	White and blue	Special car with side radiators
46	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Silver	Regular car

Ginther was in more trouble with his engine, this time a broken tappet being found. Siffert stopped practising in a cloud of smoke, and at 7 p.m. there was a dull pause and nobody was circulating. Brabham arrived at last and went round relatively slowly, and McLaren, Hill and Surtees suddenly all went out together, but stopped just as quickly. Towards the end of the evening's practice things speeded up and Surtees started moving with a lap in 2 min. 24.2 sec., equallying Clark's fastest time of yesterday. Hill tucked in behind Clark and got in a lap at 2 min. 24.9 sec., but no sooner had the B.R.M. dropped out of the slipstream of the Lotus than Clark got well wound-up and did 2 min. 24.2 sec., and followed it with 2 min. 23.6 sec., once again holding f.t.d. as practice finished.

The final practice session had dull and overcast skies and very little wind and Brabham was soon away and got down to 2 min 24.7 sec. with ease. After a lot of work and experimenting he had got his Lotus 24 to handle to his liking and this was the satisfying result. Ginther's B.R.M. engine had been mended again; but he had hardly started before trouble developed in the selector mechanism of the Colotti gearbox so he was once more spending a lot of time in the pits. U.D.T.-Laystall were awaiting another bell-housing for Gregory's car so only had their Climax V8 car out, the normal wide track rear suspension having been refitted. Lola were certainly getting themselves sorted out for Surtees was soon carrying on at the speed he had left off yesterday and stirred things up with a lap in 2 min. 23.7 sec. Trevor Taylor stopped out on the circuit with trouble in the wiring of the transistor ignition system on the Lotus-B.R.M., but he managed to fix it and get back to the pits and then Arundell was sent out in the car to try his hand at Formula One. Clark, Hill and McLaren were now out together and in close company and the B.R.M. was tucked very close in behind the Lotus and they went round like this for a number of laps until Hill was credited with 2 min. 23.5 sec., just one rather dubious tenth of a second faster than Clark's best of yesterday. As Clark had been " towing " the B.R.M. it was obvious that he had done virtually the same lap time. Trintignant was still unhappy with the Rob Walker Lotus so Ireland agreed to try it, but came back feeling much happier about the U.D.T. car and went out in the pale green one to scrub some tyres. This gave de Beaufort his chance and he slip-streamed Ireland to the tune of 2 min. 30.9 sec., in his 4-cylinder Porsche, which was 2 sec. quicker than he had done unaided. Lewis had got his Cooper going again and Burgess was going all right but Abate and Shelly were both in trouble with their 4-cylinder Climax engined cars. With just over a quarter of an hour of practice left Clark went out again in the " monocoque " Lotus all set to have a real go, but on his opening lap he saw Arundell in the Lotus-B.R.M. and Ginther (B.R.M.) ahead of him down the Thillois straight and it was obvious he would catch them in the course of three or four laps, so he hung back and waited for them to get well ahead. He then put in four very fast laps, all around 2 min. 24 sec., and got well into the groove, and his fifth lap was 2 min. 22.9 sec. during which he caught and passed both Arundell and Ginther. That was the end of practice and it looked as though Clark was going to be unbeatable, but a study of the lap times showed that the Lola was getting into its stride and McLaren had done an unaided 2 min. 24.2 sec. with very little fuss.

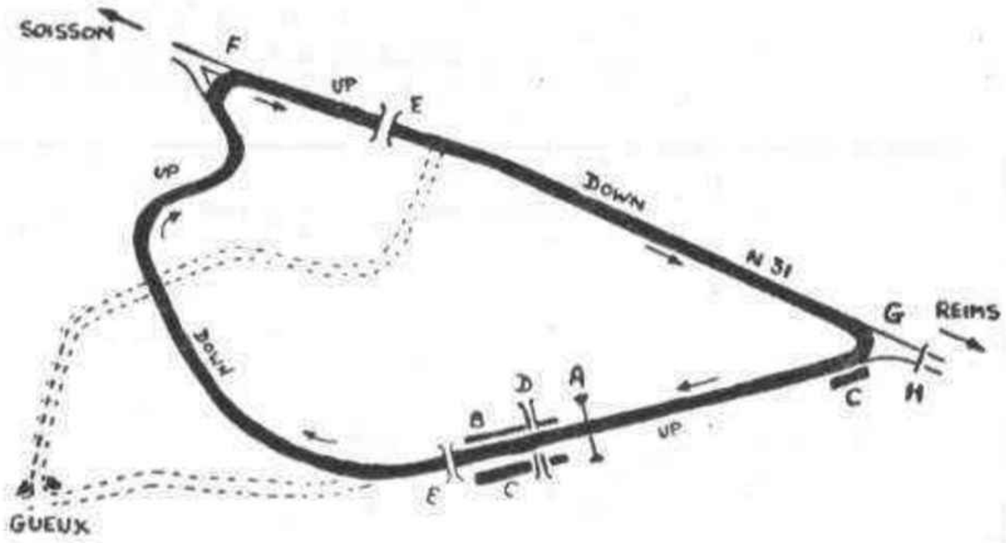
Saturday was devoid of any activity so there was plenty of time to prepare the cars for the race, due to start at 2.30 p.m. on Sunday, and a brand-new Lotus 24 with the old V8 Climax engine from the car crashed at Spa and a 5-speed Colotti gearbox, arrived for Trevor Taylor, but it still required detail finishing. On Sunday morning the Juniors were sorted out into two heats and raced over 10 laps of the circuit and the first fifteen in each heat went into the final, due to be run after the Grand Prix. Unhappily there was an accident in the first heat when Bill Moss (Gemini) and Peter Ryan (Lotus) collided and crashed, the young Canadian Ryan subsequently dying from his injuries. After Fangio had toured the 8.3 kilometre circuit in a DS19 the Grand Prix cars were allowed a few laps of reconnaissance and were then lined up on the grid. Conditions were overcast and hazy with a fairly strong wind but for Reims the temperature was cool. All the cars were present, the " monocoque " Lotus running without a tail, Taylor having the brand-new Lotus 24 and Arundell the Lotus-B.R.M. Masten Gregory was taking his time about getting into the U.D.T.-Laystall Lotus-B.R.M. and when he finally did so all the other cars had their engines running and the volume of noise was such that he couldn't hear whether his starter was turning the B.R.M. engine and consequently got the mixture too rich. The 30 second board was up so all he could do was to raise his arm and hope everyone would dodge him; de Beaufort who was just behind was signalling frantically to drivers behind him that Gregory was not going to get away and that he was going to swerve round the pale green Lotus. The flag came down and nineteen of the twenty cars on the grid accelerated furiously and from the front row Surtees forged ahead in the Lola, but at the back of the grid Maggs had gone round the outside of de Beaufort, not leaving the Dutchman sufficient room to dodge Gregory and the Porsche left front wheel gave the Lotus right rear wheel a terrific clout as it went by. When the dust and smoke had cleared, Gregory was left on the line with two very bent radius rods and a cracked hub carrier, in addition to an engine that was not running, so even if he could have cleared the mixture and started he couldn't have joined in the race.

Meanwhile, Surtees had snatched a few lengths lead as the field disappeared under the Dunlop bridge and he then scratched for all he was worth on the uphill right-hander, the following left-hander, the braking for Muizon hairpin and round the hairpin itself, so that when he started on the Thillois straight he was far enough in front to avoid anyone getting in his slip-stream and he finished the opening lap with quite a considerable lead, followed by McLaren, Clark, Brabham, Hill, Ireland, Trintignant and Ginther, all more or less nose to tail, the rest already being some way behind. Taylor had arrived at Thillois hairpin to find petrol pouring onto the pedals from a leak in the scuttle tank and while his feet slipped about in the cockpit the car got sideways on and hit the retaining fence, crumpling the nose of the car and he limped back to the pits to retire. Shelly also retired after only one lap with a bodged-up Climax engine, so already three cars were out of the race. Clark got into second place on lap two but Surtees was really profiting from his efforts on the opening lap and by lap three was two

↑

26 Surtees (*Lola-Climax V8*) 2 min. 23.7 sec.	2 G. Hill (*B.R.M. V8*) 2 min. 23.5 sec.	10 Clark (*Lotus-Climax V8*) 2 min. 22.9 sec.
22 Brabham (*Lotus-Climax V8*) 2 min. 24.7 sec.	6 McLaren (*Cooper-Climax V8*) 2 min. 24.2 sec.	
24 Trintignant (*Lotus-Climax V8*) 2 min. 27.5 sec.	30 Ireland (*Lotus-Climax V8*) 2 min. 26.7 sec.	32 Gregory (*Lotus-B.R.M. V8*) 2 min. 25.2 sec.
28 Salvadori (*Lola-Climax V8*) 2 min. 28.6 sec.	4 Ginther (*B.R.M. V8*) 2 min. 27.9 sec.	
14 Arundell (*Lotus-B.R.M. V8*) 2 min. 32.7 sec.	12 T. Taylor (*Lotus-Climax V8*) 2 min. 32.3 sec.	46 de Beaufort (*Porsche*) 2 min. 30.9 sec.
40 Siffert (*Lotus-Climax 4*) 2 min. 33.8 sec.	36 Bonnier (*Porsche*) 2 min. 33.2 sec.	
34 Lewis (*Cooper-Climax 4*) 2 min. 35.5 sec.	44 Burgess (*Cooper-Climax 4*) 2 min. 35.0 sec.	8 Maggs (*Cooper-Climax 4*) 2 min. 33.9 sec.
38 Abate (*Lotus-Climax 4*) 2 min. 56.0 sec.	42 Shelly (*Lotus-Climax 4*) 2 min. 54.2 sec.	

N.B.—Taylor recorded his time in car No. 14.



CIRCUIT OF REIMS
Length : 8.302 *kilometres.*

A. Start and finish.
B. Pits.
C. Grandstands.
D. Road Tunnel.
E. Footbridge.
F. Muizon Corner.
G. Thillois Corner.
H. Sun Curtain.
Existing Circuit.
Original Circuit.

seconds ahead of Clark and still gaining ground. With a clear road in front of him the ex-motorcyclist was really flying and no-one was making any impression on the Lola-Climax V8. At Reims one is used to seeing cars passing the stands at 140-150 m.p.h., as many as three abreast so it was strange to see the leading group strung out trying to catch the Lola. In the second half of the field there was some " Reims Racing " going on for de Beaufort, Bonnier and Maggs were having a terrific scrap, the two Porsches being side by side most of the time. On lap five, McLaren came by in second place and Clark pulled into the pits, the swill-pot in the cooling system had split and let the water out, so the Lotus was wheeled away. While sorting this out the overworked Lotus mechanics had Arundell come into the pits with the connection from the main fuel feed to the fuel pressure gauge adrift. It was put back on again and as Arundell was going to drive in the Junior Final, Clark took over number 14 not with any hope of catching anyone but to find out if the Lotus-B.R.M. was ever going to be much good.

Surtees was just running away and hiding from everyone and Brabham and McLaren were racing side by side in their efforts to keep the Lola in sight, while Graham Hill was keeping in their slipstream, and Ireland just about had this trio in view, but was losing ground gradually. After 10 laps Surtees had 12½ seconds lead and was still drawing away, the bright-green Lotus was just ahead of the works Cooper and Hill's B.R.M. was still in their draught, but Ireland was on his own. Then came Trintignant, followed by Ginther, and Salvadori after a slow start had gone past the duelling Porsches of Beaufort and Bonnier and got away from them. Abate had been into the pits twice and changed plugs and was now even behind Clark in the Lotus-B.R.M. V8 that was going so badly that the Scotsman couldn't stay in the slipstream of Salvadori's Lola-Climax V8. Surtees was lapping at around 2 min. 26.0 sec., but Brabham had been given the fastest lap so far at 2 min. 25.0 sec. At 20 laps Surtees had 20 seconds lead, which is enormous for a Reims race, but behind him Graham Hill had got his B.R.M. in between Brabham's Lotus and McLaren's Cooper and these three were swopping places all the time. Surtees had been going by lying back in the cockpit in a very relaxed fashion and looking most confident, but on lap 21 he came by sitting more upright and obviously listening to his engine rather then concentrating on the road ahead. Next time round he had lost 5 seconds of his lead and had a worried look on his face, and kept to the pits side of the straight in order to let " Uncle Reg " listen as he went by. McLaren who was leading the trio for second place was now only 11 seconds behind and the Lola was definitely in trouble. The engine was misfiring at high revs., but by keeping it down to under 8,000 r.p.m., Surtees was almost maintaining his pace, but on lap 25 which was half distance, he had only 8 seconds lead over McLaren, Brabham and Hill, who were still close enough to be touching. After 26 laps Surtees drew into the Lola pits to see if anything could be done and the mechanics checked everything such as carburetters, ignition and fuel lines but nothing was wrong so Surtees went off again, now a lap behind the leaders. After one more lap he came in again, the engine being perfect up to 6,500 r.p.m., but thereafter fluttering, and it was decided to withdraw the car, which was sickening for the Lola team after such a splendid run. Subsequent investigation revealed a broken valve spring as the cause of the trouble.

While all this had been going on, Maggs had dropped out of the dice with the two Porsches, for coming out of Thillois the Cooper 4-cylinder suddenly lost power as the plugs cooked and as the oil pressure was beginning to sag he packed it in, he too being in the Junior Final. Abate had spun off into the long grass and out of the race but Bonnier and de Beaufort were still neck and neck, the Dutchman thoroughly enjoying the situation. On lap 26 he overdid the braking at Thillois and went round the outside of the grass island, but by lap 29 he had not only caught up with Bonnier again, but got past him. Ginther had been having a little private battle with Salvadori but it ended when the B.R.M.'s Colotti gearbox burst asunder and the American had to park the car on the grass just after Thillois hairpin and walk to the pits. McLaren was beginning to dominate his old team-mate Brabham and Graham Hill, and led them consistently until lap 33 when he tried braking a little later, " just to find out," and went up the escape road at Muizon, letting Brabham actually lead the race for a few laps. Although Hill would nose his B.R.M. into the lead down the long straight and hold it round the Thillois hairpin, Brabham's Lotus would always out-accelerate the B.R.M. and lead across the time-keepers' line. McLaren had obviously been keeping something in hand for he soon caught up again after his " experiment," being between the other two on lap 36 and in front of them on lap 37. By lap 40 he had opened out a small gap, but at this point he was about to lap Bonnier and de Beaufort, yet again, but they were side-by-side and so engrossed in their personal battle that they did not realise they were blocking the road for McLaren, and this allowed Hill and Brabham to catch up again. They all got by the Porsches and Hill led down to Thillois but McLaren led across the line by a few feet, and next time round they were side-by-side down the hill, but once again McLaren led at the end of the lap, with Brabham right behind them.

It was all very exciting but somehow could not be taken too seriously as all the cars were green and the three drivers were nice friendly lads, enjoying themselves but with nothing to stimulate them into doing anything heroic or desperate, such as we saw in 1961 when Bonnier, Gurney and Baghetti were in a similar situation with the end of the race in sight. The three " chums " were not hanging about for McLaren clocked 2 min. 24.8 sec., on lap 44, an average of 206.397 k.p.h. (approx., 128 m.p.h.) and this got the other two out of his slipstream. On lap 47 Graham Hill did 2 min. 24.0 sec., fastest lap of the race and on lap 48 the issue was settled for McLaren led Hill by 5 seconds and Brabham by 9 seconds. Jimmy Clark had failed to appear on lap 37, the B.R.M. engine having drunk all its petrol for Team Lotus had not thought of topping-up after Arundell had stopped with the petrol gauge pipe leaking. This was a long race of 415 kilometres and continual full-throttle was extravagant and on lap 49 Brabham's engine died on him. In the heat of battle he had forgotten to turn his fuel tap on to the reserve tank and by the time he got going again Ireland had passed him into 3rd place, so that a sadder but wiser Brabham arrived home 4th, behind McLaren (Cooper), Hill (B.R.M.) and Ireland (Lotus). The duel between Bonnier and de Beaufort continued right to the chequered flag, the Dutchman winning by just a car length, to his very great satisfaction and the pleasure of a lot of spectators, for de Beaufort has been making big efforts to be a proper driver this season. Some laps behind came Siffert, followed by Lewis whose Cooper had lost speed when a valve spring broke, but he had kept going, and finally came Burgess who for once had had a trouble-free run, stopping only to refuel leisurely.

To complete the day 30 Juniors took part in the 10-lap Final, from which the yellow Ian Walker Lotus of Michael Spence emerged victorious ahead of Attwood who had driven well after a slow start; among the favourites who retired were Arundell, Rees, Gardner and Youl.—D. S. J.

Results :

REIMS GRAND PRIX—50 Laps—415.87 Kilometres—Dry but Overcast

1st : B. McLaren (Cooper-Climax V8) 2 hr. 02 min. 30.2 sec.—203.302 k.p.h.
2nd : G. Hill (B.R.M. V8) .. .. 2 hr. 02 min. 38.2 sec.
3rd : I. Ireland (Lotus-Climax V8) .. 2 hr. 04 min. 06.5 sec.
4th : J. Brabham (Lotus-Climax V8) 2 hr. 04 min. 33.8 sec.
5th : M. Trintignant (Lotus-Climax V8) .. .. 1 lap behind
6th : R. Salvadori (Lola-Climax V8) .. .. 1 lap behind
7th : G. de Beaufort (Porsche 4-cyl.) .. .. 2 laps behind
8th : J. Bonnier (Porsche 4-cyl.) .. .. .. 2 laps behind
9th : J. Siffert (Lotus-Climax 4) .. .. .. 4 laps behind
10th : J. Lewis (Cooper-Climax 4) .. .. .. 4 laps behind
11th : I. Burgess (Cooper-Climax 4) .. .. .. 5 laps behind

N.B.—de Beaufort was bare inches ahead of Bonnier as they crossed the line.

Fastest lap : G. Hill (B.R.M. V8), on lap 47, in 2 min. 24.0 sec.—207.543 k.p.h.

Retired : M. Gregory (Lotus-B.R.M. V8), at start, failed to start engine; A. Shelly (Lotus-Climax 4), lap 2, engine; T. Taylor (Lotus-Climax V8), lap 2, petrol tank leak and accident; J. Clark (Lotus-Climax V8), lap 6, water leak; A. Maggs (Cooper-Climax 4), lap 22, engine; C. Abate (Lotus-Climax 4), lap 23, spun off road; J. Surtees (Lola-Climax V8), lap 29, broken valve spring; R. Ginther (B.R.M. V8), lap 31, gearbox; P. Arundell/J. Clark (Lotus-B.R.M. V8), lap 37, ran out of petrol.

N.B.—Timekeepers and lap scorers situated before pits.

20 *starters* — 11 *finishers*

* * *

COUPE INTERNATIONALE DES JUNIORS—Heats and Final over 10 Laps each—83 Kilometres

Heat 1 :
1st : F. Gardner (Brabham-Ford) .. 27 min. 02.3 sec.—184.186 k.p.h.
2nd : P. Arundell (Lotus-Ford)
3rd : J. Love (Cooper-B.M.C.)
Fastest lap : P. Arundell (Lotus-Ford), in 2 min. 37.6 sec.—189.633 k.p.h.

Heat 2 :
1st : A. Rees (Lotus-Ford) .. .. 27 min. 03.0 sec.—184.142 k.p.h.
2nd : B. Anderson (Lotus-Ford)
3rd : R. Attwood (Cooper-Ford)
Fastest lap : R. Attwood (Cooper-Ford), in 2 min. 38.3 sec.—188.795 k.p.h.

Final :
1st : M. Spence (Lotus-Ford) .. .. 27 min. 03.1 sec.—184.130 k.p.h.
2nd : R. Attwood (Cooper-Ford) .. 27 min. 22.4 sec.
3rd : J. Rosinski (Cooper-B.M.C.) .. 27 min. 26.5 sec.
4th : D. Hulme (Cooper-B.M.C.) .. 27 min. 27.1 sec.
5th : A. Maggs (Cooper-B.M.C.) .. 27 min. 27.2 sec.
6th : B. Anderson (Lotus-Ford) .. .. 27 min. 44.6 sec.
Fastest lap : P. Arundell (Lotus-Ford), in 2 min. 40.5 sec.—186.207 k.p.h

48th FRENCH GRAND PRIX

A Race of Surprises

ROUEN-LES ESSARTS, *July* 8th.

EVERY five years the Grand Prix de l'A.C.F. leaves the Reims circuit and is held at Rouen-Les Essarts, having done so in 1952, 1957 and now in 1962. The Rouen circuit does not have the amenities nor the grandness and atmosphere of Reims, but the circuit itself is one of the best in Europe from the point of view of driving and spectating.

All the British teams that had been at Reims the previous week were present and, in addition, the works Porsche team turned up, at last satisfied with their 8-cylinder cars. The Scuderia Ferrari were absent, the industrial strike in Italy still preventing the Ferrari mechanics from preparing the cars. The works Porsches had undergone many detail modifications in the course of some serious development work at the Nurburgring, and among these were radius rods from the front top wishbones back to the chassis frame, completely redesigned gear-change mechanism, the provision of "catch tanks" for the engine breathers and on Bonnier's car the top rear wishbones had been filled in with fibreglass to provide more stiffness; both cars had been re-worked about the body lines around the cockpit, and the seating position had been lowered and made more reclining, necessitating quickly removable steering wheels. Anti-roll bars had been fitted to the rear suspension mounted internally and operated from extensions to the wishbones as with the front suspension. The horizontally opposed 8-cylinder engines were still using Weber carburetters and had wire gauze covers over the fibreglass horizontal cooling fan.

B.R.M. had replaced the damaged Colotti gearbox on Ginther's car with one of their own 5-speed gearboxes, as Graham Hill has been using all along, and the two cars were as used the previous weekend. Engineer Rudd had been back to Bourne with a V8 engine in the boot of his Hillman Minx and Team Lotus had also been busy, a brand new Type 25 " monocoque " being completed in time for first practice so that Taylor took over the prototype " monocoque," the works Type 24 being kept as a spare, all three cars having Coventry-Climax V8 engines and the works 24 with B.R.M. V8 engine was handed over to Joseph Siffert the young Swiss driver. More Lotus building had gone on with U.D.T.-Laystall and their second transporter came out with a brand-new Type 24 with V8 Climax engine and 5-speed Colotti gearbox, identical to the car Ireland has been driving all season. The second U.D.T. car, with B.R.M. V8 engine, was straightened out after its starting line nonsense at Reims and was all ready to race. The Bowmaker-sponsored Lola team had hoped to get a new car completed for Surtees but time beat them so the Reims cars were used again. Coopers brought out their Monaco winning car for McLaren so that Maggs went back onto the Reims winning car both being unchanged, but using 13-in. front wheels. Private owners are lucky to have one new car for a season, let alone any spares ones, so they just have to go on racing and being careful.

The circuit was closed at 7 a.m., and for the first 1½ hours the Juniors practised, and at 8.30 a.m. the Grand Prix cars took over, until 10.15 a.m. The Lotus pit was full of cars, the two Type 25 models, the Climax 24 and the B.R.M. 24 and Clark was naturally sorting them out. He tried the old Type 24 and then changed to the brand new one, both running without tail fairings and when Team Lotus were sure they were not going to need the B.R.M.-engined car they gave it to Siffert. The young Swiss was naturally overjoyed, but only got in half a lap when the hydraulic control between the pedal and the clutch packed up and he was stranded out on the circuit. While the U.D.T. mechanics were finishing off Ireland's brand new Lotus he went out in the old one, and when he went off in the new one he came back after a while complaining that it wouldn't turn right! The steering rack had broken and locked solid at one point.

There was no real bogey time for practice laps, for the last Grand Prix held on the circuit was in 1957, five years ago, when Luigi Musso set the lap record at 2 min. 22.4 sec. with a V8 Lancia/Ferrari, but times have changed and 2 min 15 sec. did not seem an unreasonable ultimate target, though below 2 min 20 sec. would do for a start. While most people began to look around the circuit at 2 min 28 sec., Surtees and Clark were soon well under 2 min. 20 sec., the old Lotus 25 recording 2 min 16.7 sec. to which the Lola replied with 2 min. 16.3 sec. In the Porsche camp Gurney was in fine form and showing that the car had improved vastly by getting down to 2 min 17.0 sec. in a very short time, but Bonnier was complaining of this and that and could not improve on 2 min. 21 sec. so he was left to stand and watch while Gurney's car was looked after. Clark went out in the new works Lotus 25 but while sliding a corner he went to put on opposite lock and the steering rack jammed solid and he took to the grass and earth border, luckily with no damage and got back to the pits to complain. The B.R.M. team were not shining in their usual manner, Graham Hill being quite sure that the engines gave less power at every circuit, or the hills got steeper. The attention that the Porsche team were giving to Gurney's car was obviously paying dividends for he got round in 2 min 16.5 sec which gave him second f.t.d. but right at the end of practice Graham Hill got himself sorted out and went round in 2 min. 15.9 sec. As practice finished and the sun began to get warm, Gurney and Bonnier changed cars, the Swede leading the way, and they lapped around 2 min. 23 sec. in close company, Gurney agreeing that his own car had better carburation away from the sharp corners.

On Friday morning the Juniors again flooded the circuit from the early hours and at 8.50 a.m. Grand Prix practice began. To start with there was a complete absence of Team Lotus, though Siffert was out in the repaired B.R.M.-engined car, and only one Cooper-Climax V8 was running, this being McLaren, who had suffered numerous troubles yesterday which accounted for his poor lap times; however, he now soon got into the swing of things and was below 2 min. 19 sec. with no trouble at all. Salvadori got no distance at all before his Lola blew up its Climax V8 and Gurney had a slight bumping incident when a front brake locked on. Bonnier's car was running better and the Swede was getting the hang of things, and Porsche were trying 7.00×15 in. rear tyres. At 9.15 a.m. Clark arrived with a lone Team Lotus car, this being the new " monocoque " and he was back on 15 in. front wheels, having tried 13 in. the day before. Brabham had been going very quickly in his bright green Lotus-Climax V8, and had got down to 2 min. 16.1 sec. but then he got a bit off course and came in with the radiator opening full of buttercups and daisies and a fair amount of earth. The B.R.M. boys were still not happy, Graham Hill having trouble with his gear-change mechanism and Ginther's car breaking its throttle cable, necessitating a lot of dismantling to fit a new one. With very little fuss McLaren had got down to 2 min. 15.4 sec. but Hill now improved this to 2 min. 15.0 sec. once his gear-change had been sorted out; however, Lotus were

No.	Driver	Entrant	Car	Engine	Gearbox	Chassis	Colour	Remarks
8	G. Hill	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	As raced at Reims
10	R. Ginther	Owen Racing	B.R.M.	B.R.M. V8	B.R.M. 5-sp.	B.R.M. 1962	Dark green	Reims car, with Colotti box removed
12	J. Clark	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	First appearance new car
14	T. Taylor	Team Lotus	Lotus 25	Climax V8	ZF 5-sp.	Lotus 1962	Green	Original " monocoque " car
18	J. Surtees	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Dark green	As raced at Reims
20	R. Salvadori	Bowmaker	Lola	Climax V8	Colotti 5-sp.	Lola 1962	Dark green	As raced at Reims
22	B. McLaren	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Monaco winning car. 13-in. front wheels
24	A. Maggs	Cooper Cars	Cooper	Climax V8	Cooper 6-sp.	Cooper 1962	Green and white	Reims winning car. 13-in. front wheels
26	J. Brabham	Brabham Racing	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Bright green	As raced at Reims
28	M. Trintignant	R. R. C. Walker	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Dark blue	As raced at Reims
30	D. Gurney	Porsche Eng.	Porsche	Porsche flat-8	Porsche 6-sp.	Porsche 1962	Silver	Modified suspension and gear selectors
32	J. Bonnier	Porsche Eng.	Porsche	Porsche flat-8	Porsche 6-sp.	Porsche 1962	Silver	Modified suspension and gear selectors
34	M. Gregory	U.D.T.-Laystall	Lotus 24	B.R.M. V8	Colotti 5-sp.	Lotus 1962	Pale green	Repaired after Reims accident
36	I. Ireland	U.D.T.-Laystall	Lotus 24	Climax V8	Colotti 5-sp.	Lotus 1962	Pale green	First appearance new car
38	G. de Beaufort	Ec. Maarsbergen	Porsche	Porsche 4-cyl.	Porsche 6-sp.	Porsche 1960	Silver	As raced at Reims
40	J. Siffert	Ec. Filipinetti	Lotus 24	B.R.M. V8	Colotti 6-sp.	Lotus 1962	Green and red	Driven at Reims by Arundell and Clark
42	J. Lewis	Ec. Galloise	Cooper	Climax 4-cyl.	Cooper 5-sp.	Cooper 1961	Green, red and white	As raced at Reims

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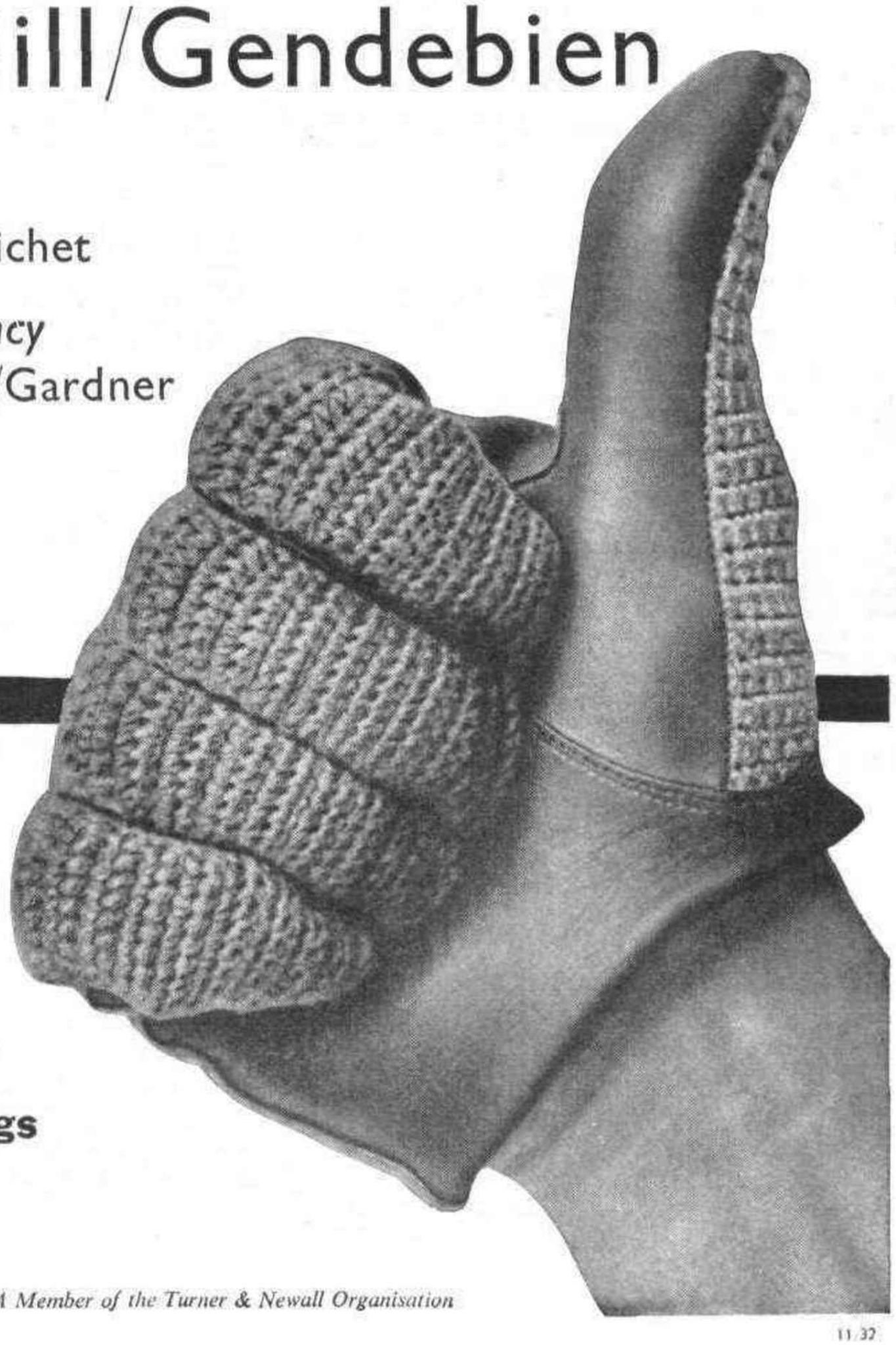
Outright Winner
Ferrari Hill/Gendebien

Grand Touring Category
1st Ferrari Noblet/Guichet

Index of Thermal Efficiency
1st Lotus Elite Hobbs/Gardner

—and six class winners!

(Results subject to official confirmation)



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11/32

also in trouble with gear selection and Clark was having adjustments made. When fixed he really flew and did 2 min. 14.8 sec. which put him in front once and for all. Both U.D.T. cars had been going well, there being little to choose between the combinations of Ireland and Climax and Gregory and B.R.M., though the bell housing between the B.R.M. engine and the Colotti gearbox cracked once again, even though it had been fitted with stiffening struts since Reims. Maggs was unable to do any practice and Trevor Taylor did one lap in Clark's car as practice ended.

	PRACTICE TIMES		
No.	Driver	Thursday Morning	Friday Morning
8	G. Hill	**2. 15.9**	2. 15.0
10	R. Ginther	2. 18.2	2. 19.9
12	J. Clark	2. 16.7	**2. 14.8**
14	T. Taylor	2. 21.5	—
18	J. Surtees	2. 16.3	2. 16.3
20	R. Salvadori	2. 21.3	—
22	B. McLaren	2. 52.0	2. 15.4
24	A. Maggs	2. 18.6	—
26	J. Brabham	2. 17.5	2. 16.1
28	M. Trintignant	2. 23.1	2. 20.8
30	D. Gurney	2. 16.5	2. 17.1
32	J. Bonnier	2. 21.1	2. 17.9
34	M. Gregory	2. 19.4	2. 17.3
36	I. Ireland	2. 32.0	2. 17.5
38	G. de Beaufort	2. 27.2	2. 26.5
40	J. Siffert	2. 27.9	—
42	J. Lewis	2. 25.5	2. 26.5
T12	T. Taylor	2. 19.1	—
T36	I. Ireland	2. 19.1	—
T	J. Siffert	—	2. 23.4

The tiresome film company who have been playing Grand Prix racing all this season, play-acting in front of the pits while teams have been trying to do some serious work, then tried to do some "fake" racing shots with a camera on the back of Cooper's 4-cylinder car, but it blew-up half-way round the lap. It had obviously been withdrawn at the right moment at Reims the week before!

Bearing in mind that this was the French Grand Prix for which practice had been taking place, the oldest Grand Prix in the calendar, there had not been over-much time available and as it all finished at 10.15 a.m. on Friday and the race was due to start at 3.15 p.m. on Sunday there was a lot of time for pre-race preparation; perhaps too much time, if that is possible.

Sunday morning was full of fun, with two Formula Junior Heats and a bicycle race, during which time a very large crowd estimated at 80,000 tried to get to the circuit on an inadequate road system and apalling Gendarmerie control, compared with Reims or Le Mans. The sun was very hot for once and everyone seemed to be surprisingly even tempered, in spite of conditions not being perfect for such a vast crowd. Towards 3 p.m. the cars were allowed a few laps reconnaissance, a wise precaution in view of the Junior racing that had already taken place and one by one they were assembled on the grid. The two B.R.M.s waited by the grid after doing their reconnaissance laps, quietly confident, while others went to the pits for a plug change or a top-up with fuel.

↑

22 McLaren (*Cooper-Climax V8*) 2 min. 15.4 sec.

8 G. Hill (*B.R.M. V8*) 2 min. 15.0 sec.

12 Clark (*Lotus-Climax V8*) 2 min. 14.8 sec.

18 Surtees (*Lola-Climax V8*) 2 min. 16.3 sec.

26 Brabham (*Lotus-Climax V8*) 2 min. 16.1 sec.

36 Ireland (*Lotus-Climax V8*) 2 min. 17.5 sec.

34 Gregory (*Lotus-B.R.M. V8*) 2 min. 17.3 sec.

30 Gurney (*Porsche 8-cyl.*) 2 min. 16.5 sec.

10 Ginther (*B.R.M. V8*) 2 min. 18.2 sec.

32 Bonnier (*Porsche 8-cyl.*) 2 min. 17.9 sec.

28 Trintignant (*Lotus-Climax V8*) 2 min. 20.8 sec.

14 T. Taylor (*Lotus-Climax V8*) 2 min. 19.1 sec.

24 Maggs (*Cooper-Climax V8*) 2 min. 18.6 sec.

40 Siffert (*Lotus-B.R.M. V8*) 2 min. 23.4 sec.

20 Salvadori (*Lola-Climax V8*) 2 min. 21.3 sec.

38 de Beaufort (*Porsche 4-cyl.*) 2 min. 26.5 sec.

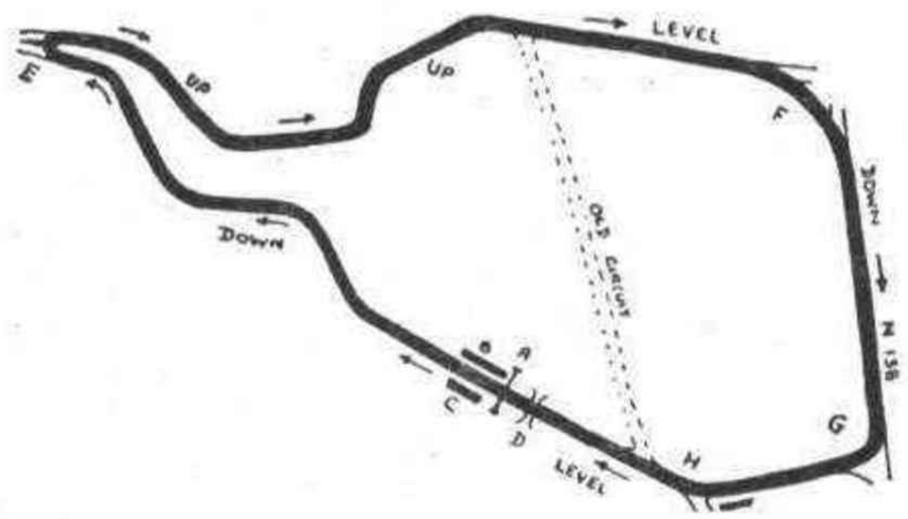
42 Lewis (*Cooper-Climax 4*) 2 min. 25.5 sec.

The two B.R.M.s were not using anti-roll bars on the rear, Clark had the new "monocoque" and Taylor the original one, Siffert the Lotus-B.R.M. bought from Team Lotus, Gregory a welded bell-housing suitably plastered with gusset plates and "Araldite," Ireland the new U.D.T. car, Salvadori the Lola team spare engine and McLaren and Maggs the two Cooper-Climax V8 cars, both on 13 in. front wheels. Clark had finished his reconnaissance laps in fine form, the plugs were changed and the engine refused to fire on all 8 cylinders. In a panic everything was checked, plugs removed, jets removed, fuel pipes looked at and by the time muddled plug leads were discovered everyone else was on the grid. Full marks to Jimmy Clark for keeping out of the way during the panic and staying calm.

At the command engines were started, all that is except Ginther's for he pressed the starter button and it was dead. Helplessly in the middle of the field of roaring cars he raised his arms to indicate to drivers behind to take avoiding action and by sign language Taylor, Maggs and others planned their movements with each other to avoid the B.R.M. Mechanics who had been swept off the grid and behind straw bales by militant Gendarmerie now realised that these self same Gendarmes were still standing on the grid and in front of the straw bales and were going to get run over by Trintignant and the others at the back of the grid. They tried to get them to climb over the bales but then the race Director realised what was happening and waved them to the other side of the road, so a line of Gendarmes ran between the cars that were waiting far too long with engines running. Clark, Hill and McLaren on the front row could see little of this drama and were anxiously peering into their mirrors, so it was not surprising that all three made poor starts when the flag finally fell. Lotus, B.R.M. and Cooper all hung for a moment with wildly spinning rear wheels, and as all three backed off and got grip simultaneously they shot forward in a haze of rubber smoke and disappeared down the hill; through the fast swerves to the Nouveau Monde hairpin. The whole field were still pretty well bunched at this point and Ireland got all crossed-up and on the grass and there were some near-misses. Round the hairpin at the far end of the circuit the field was sorted out, but Ireland spun completely and in dodging him Bonnier had to run over a kerb and this damaged his gear-change mechanism. Nose-to-tail Graham Hill, Surtees, Clark, McLaren, Brabham, Gurney and Gregory all stormed past the pits on the opening lap, and the rest followed, Ireland a long way back and swerving alarmingly due to a punctured rear tyre which he discovered when he got to the bottom of the hill.

After the field had gone from the starting line Ginther pushed his B.R.M. to the pits, it being downhill luckily, and there mechanics found a broken electrical lead which had come detached during the laps of reconnaissance. With a mechanic holding it on the starter motor terminal Ginther got the engine running easily and set off finishing the opening lap behind Ireland. On lap two, Graham Hill set a new record in 2 min. 21.3 sec., but Surtees was right on his tail, the Lola going splendidly and on lap three they crossed the line side-by-side. The rest did not change order and were getting left behind, Clark not at all happy with the handling of his new Lotus. By lap four the race seemed to have sorted itself out, with Graham Hill (B.R.M.) and Surtees (Lola) in very close company for the lead and then Clark (Lotus), McLaren (Cooper), Brabham (Lotus) and Gurney (Porsche) in line ahead, followed by Gregory (Lotus) who had dropped back quite a way. Then came Bonnier (Porsche) leading Maggs (Cooper) and Trintignant (Lotus), another gap and Lewis (Cooper), Salvadori (Lola), de Beaufort (Porsche) and Siffert (Lotus-B.R.M. V8) all close enough to be racing, and Taylor tagging along behind, Ginther having already been lapped by the leading pair. On the next lap Siffert retired with clutch trouble in his new acquisition and everybody else went flogging on.

By no stretch of imagination could this 48th French Grand Prix be called an exciting race, but it was early yet and anything could happen, as in fact it did. By lap 10 Graham Hill had a slender lead of 1 sec. over Surtees, who was obviously sitting and watching, and he was 8½ sec. ahead of Clark, but McLaren was missing, so Gurney was in fourth place, and as Brabham was missing as well there was a long gap before Gregory arrived. Among the tail enders both Salvadori and Taylor had woken up to the fact they were in works cars and passed all the private owners, but had not yet caught Trintignant, who was eighth behind Maggs. At the end of the runners, apart from Ginther who was still a long way back, McLaren and Brabham came slowly into the pits, the Lotus to remain there and the Cooper to go on. McLaren's car had been jumping out of gear and while occupied with the problem he finally lost control and spun on the uphill left-hand bend called Virage Sanson, and ran over the kerb with



CIRCUIT ROUEN-LES ESSARTS
Length : 6.542 kilometres.

A. Start and finish.
B. Pits.
C. Grandstand.
D. Road Tunnel.
E. "Nouveau Monde" Hairpin.
F. "Gresil" Corner.
G. "Les Essarts" Corner.
H. "Etoile" Corner.

an almighty thump. Nothing could be found wrong so he went on, but stopped again next lap as the car did not seem right. It was clear to his mechanics that a rear wishbone was bent, but little did they know that the chassis was broken, only finding out after the race. McLaren was game to go on as he thought he could get used to the odd handling, and wanted to race, so go on he did. On the other hand, Brabham had no choice, as the right rear spring had broken from its top mounting and the Lotus was dragging its bottom along the ground.

On lap 12 the Grand Prix of France took on the air of a Formula Junior Race, with drivers gesticulating in all directions. Hill went by as phlegmatic as usual, but Surtees was waving distress at his pit, Clark pointed at the front of his car and Gurney gave Porsche an OK signal. Hill might well have looked phlegmatic for he did lap 12 in 2 min. 19.9 sec., a new record, but Surtees drew into his pit next time round, the Lola-Climax V8 once more having let him down. It was not clearly on all 8 cylinders, but he went on again, fuel starvation being suspected. This put him back to eighth place, and as if to celebrate Graham Hill turned 2 min. 19.8 sec., another new lap record. He was now 17 sec. ahead of an unhappy Clark (Lotus 25) and 35 sec. ahead of a hard working Gurney (Porsche 8-cyl.), who was firmly in third position. Gregory's Lotus-B.R.M. suddenly died on him on the far side of the circuit and he abandoned it and walked back to the pits, and McLaren was now last, even behind Ginther. Apart from Salvadori stopping three times at the pits and finally retiring with low oil pressure, nothing much happened up to lap 20, but Bonnier in the 8-cylinder Porsche lapped de Beaufort in his 4-cylinder Porsche, which went to show that "cars make a driver" or something. After the time lost at the start Ginther was at last beginning to make an impression on the tail-enders, though he was losing ground all the time to his team-mate out in the lead. Surtees, although his engine had lost its crisp note, had caught and passed Trintignant, Maggs and Bonnier by lap 22, getting into fourth place, at which point Bonnier stopped at his pit to see if anything could be done about his gear-change and his engine was showing signs of suffering from over-revving due to missed gear-changes. On this lap Clark was credited with a new record in 2 min. 18.4 sec. and on lap 23 Trintignant stopped at the Walker pit with trouble in the gear selectors of his Colotti gear-box. Meanwhile Taylor had stopped at the Mouveau Monde hairpin with a stuck throttle, had cured it and set off again, leaving his engine cover behind, arriving at the pits very much overdue to have a new throttle spring fitted.

At 27 laps, which was half-distance, the order of the first three was unchanged, Graham Hill out on his own, Clark second and Gurney third, with Surtees fourth almost a lap behind. Already a lap in arrears were Maggs and Lewis, and then came Ginther, de Beaufort, Bonnier (in at the pits again), McLaren, Trintignant and Taylor, the last two having had their troubles rectified. Although the leader appeared to be having a dull time he was not lounging about for he was lapping at around 2 min. 18 sec. not far off Clark's record lap. Oh lap 30 there was consternation, and everyone woke up, for Clark appeared first, with Hill quite a way behind him, for just after lapping Lewis in his Cooper, Hill had braked for a corner only to be struck up the tail by the Cooper which suddenly lost all its brakes. The B.R.M. lost its right-hand tail pipe and spun letting Clark by into the lead, but the B.R.M. got going again before Gurney arrived, and a very embarrassed young Lewis had to walk back to the pits. On lap 31 Clark was 6 sec. ahead of Hill, but on lap 32 the B.R.M. went round in 2 min. 16.9 sec. to set a new lap record and on lap 33 caught the Lotus. Clark had not been enjoying the lead for his car was steering badly, so having been caught so easily he realised there really was something wrong and pulled into his pit. This left Hill's B.R.M. 30 sec. ahead of Gurney's Porsche, which was running as strongly as ever, while Surtees was third but a lap behind. In fourth place now was Maggs driving a very consistent race, and fifth was Ginther ahead of de Beaufort. Behind the Dutchman came all those who had had trouble, Bonnier with a sick engine, a cam follower having broken, McLaren with his broken chassis, Trintignant with his repaired gear-change, and Taylor who had stopped again to have the engine cover fitted from Clark's car which had been withdrawn due to a faulty steering ball joint on the left top wishbone.

Once more it all seemed to be over but on lap 42 Graham Hill stopped at the bottom hairpin with his injection mixture control having gone over top dead centre and jammed due to a stop having broken off. This left Gurney well and truly in the lead with a car that sounded perfect and the driver looked fit and healthy as well. As Gurney went by at the end of lap 42 leading the race, Surtees pulled into his pit with gearbox bother, so that Maggs found himself in second place, a lap behind the leader. The Lola mechanics jammed the Colotti gearbox into third gear and Surtees pulled away to try to finish, still holding fourth place, behind Ginther, both of them two laps behind Gurney. The Porsche pit implored the big American lad to take it easy every time he passed them, which he did, and while he was on lap 47 Graham Hill arrived slowly at the pits minus his engine cover, and the V8 running on a fast tick-over. Nothing could be done to improve this so he went off again, to collect his engine cover and avoid exclusion for regulations forbid running without a bonnet, and to try to do a lap or two more while Gurney completed the 54 laps. As Ginther left the far hairpin on his 49 lap his throttle cable broke down at the pedal so he pulled off the outer casing and winding the inner Bowden cable round his fist continued to drive on a "hand throttle," passing the pits displaying a clenched right fist though nobody could imagine why! Surtees was going slower and slower on his one-gear Lola and as Gurney completed his 54 laps McLaren passed the Lola and took fourth place, though 3 laps behind the winner.

A very happy Gurney in a very healthy Porsche won the 48th French Grand Prix, followed by Maggs in the Cooper-Climax V8 after a smooth and unflurried drive, with Ginther in third place showing that it pays never to give up, no matter how black the start may be. McLaren went by in fourth place and while these four were on their slowing down lap a most appalling accident happened that sheer good fortune prevented being a major disaster. Surtees was flagged in fifth, followed on the road by Trintignant and Taylor. The Lola tried to stop at its pit, was prevented from so doing by a cordon of Gendarmes, Trintignant swerved to the left to avoid it, and turned right into the path of Trevor Taylor who was arriving over the finishing line at 120 m.p.h. or more. Taylor's car struck the Rob Walker Lotus, both cars were demolished and by a miracle nobody was injured. The whole episode was so lamentable that I have enlarged upon it in detail in Continental Notes elsewhere in this issue, but of all the people who were involved in the incident Trevor Taylor stands out as entirely blameless, and his calm, quick thinking averted an accident of monumental proportions.—D. S. J.

48th FRENCH GRAND PRIX—Formula One—54 Laps
6,542-km. Circuit—353,268 Kilometres—Very Warm

1st :	D. Gurney (Porsche 8-cyl.) ..	2 hr. 07 min. 35.5 sec.—163.982 k.p.h.
2nd :	A. Maggs (Cooper-Climax V8)	1 lap behind
3rd :	R. Ginther (B.R.M. V8)	2 laps behind
4th :	B. McLaren (Cooper-Climax V8)	3 laps behind
5th :	J. Surtees (Lola-Climax V8)	3 laps behind
6th :	G. de Beaufort (Porsche 4-cyl.)	3 laps behind
7th :	M. Trintignant (Lotus-Climax V8)	4 laps behind
8th :	T. Taylor (Lotus-Climax V8)	6 laps behind
9th :	G. Hill (B.R.M. V8)	10 laps behind

Fastest lap : G. Hill (B.R.M. V8), on lap 32, in 2 min. 16.9 sec.—172.032 k.p.h. *(new record).*

Retired : I. Ireland (Lotus-Climax V8), lap 2, puncture; J. Siffert (Lotus-B.R.M. V8), lap 6, clutch; J. Brabham (Lotus-Climax V8), lap 11, rear suspension; M. Gregory (Lotus-B.R.M. V8), lap 15, overheating; R. Salvadori (Lola-Climax V8), lap 21, oil pressure; J. Lewis (Cooper-Climax 4), lap 28, brakes; J. Clark (Lotus-Climax V8), lap 34, front suspension; J. Bonnier (Porsche 8-cyl.), lap 43, fuel feed.

17 starters — 9 finishers

Junior Results and Rouen Rhubarbs are on next page

Continued from previous page

COUPE DE VITESSE JUNIOR—Two 20-lap Heats, addition of times—Each Heat 130.840 Kilometres

1st :	P. Arundell (Lotus-Ford) ..	1 hr. 40 min. 29.2 sec.—156.247 k.p.h.
2nd:	A. Rees (Lotus-Ford)	1 hr. 42 min. 22.5 sec.
3rd :	B. Anderson (Lotus-Ford) ..	1 hr. 44 min. 01.2 sec.
4th :	J. Schlesser (Brabham-Ford)	1 lap behind
5th :	D. Hitches (Lola-Ford)	2 laps behind
6th :	H. Gransire (Lotus-Ford)	4 laps behind

Fastest lap : P. Arundell (Lotus-Ford), in 2 min. 27.2 sec.—159.994 k.p.h

ROUEN RHUBARBS

It was a victory for Porsche by default of others, but if any driver deserved it it was big Dan Gurney. From the first appearance of the 8-cylinder Porsche he has done all he could to encourage the designers.

* * *

Poor Taylor, having at last got through a Grand Prix without damaging a works Lotus, other peoples' stupidity caused him to write-off the " monocoque " *after* crossing the finishing line.

* * *

What has happened to B.R.M.? After a flying start to the season they seem to be sinking into the mire, or is it that everyone else is getting into their stride as the season advances?

* * *

Phil Hill was a spectator and one of the first to congratulate Gurney after the race; Mairesse was also a spectator, but not yet fit enough to drive.

* * *

Almost unnoticed Bonnier had expired out on the circuit his sick 8-cylinder Porsche suffering from fuel pump failure.

* * *

After the race mechanics pressed the button on Gregory's Lotus-B.R.M. and it started up perfectly, having cooled off.

* * *

Poor Ginther, two throttle cables in one meeting. Couldn't somebody sell him some old fashioned quarter-inch rod, or better still an Exactor control cable.

A.M.O.C. MARTINI 100 MEETING, SILVERSTONE (July 14th)

Twelve hours of solid rain preceded the Aston Martin O.C.'s " Martini 100 " race meeting at Silverstone, and the course did not dry out fully until three of the seven races had been run. Two of these were for sports and sports/racing cars, 1,600 c.c. being the arbitrary dividing line. Mike Beckwith (Lotus 23) won the up-to-1,600-c.c. race without trouble, while Douglas Graham won the larger-engined event at even more of a canter in his Lotus 15; both were run over 10 laps.

Since it was the full G.P. circuit which was being used, one might have expected a Jaguar to win the touring-car race; unless one had also remembered the existence of the G.P. Ford Anglia! Two of these 1,475-c.c. projectiles driven by Merfield and Craft, the latter leading initially, circulated at an ever-increasing distance ahead of the field, and the Jaguars of Powell and Woodroffe were hard put to keep Embley's Mini-Cooper at bay. Dangerfield's Hurrell-entered Saab was allowed to continue after curiously being black-flagged for a loose exhaust, and Crozier's Volvo 122S executed a delightful spin on slippery Woodcote after doing its share of Jaguar-baiting. Copse was the day's most popular spinning point, however!

The U.S.A.F. Trophy race for G.T. and production sports cars was won by Dick Protheroe (Jaguar E-type), who gradually overhauled the Aston Martin DB4 G.T. Zagato of Michael Salmon to take the flag by 0.2 sec.

Outstanding feature of the F.J. event was Frank Gardner's new record (103.31 m.p.h.) in the Brabham; Gardner retired, however, just after taking the lead from John Fenning's Lotus, which received no further challenge.

Another record fell in the Vintage, Venerable and Historic car race, Syd Day's E.R.A. beating its own previous best at a speed of 87.52 m.p.h. This car came in first, followed by Chapman's E.R.A. and Lindsay's very unwieldy Napier Railton, which made its re-appearance at Oulton Park a few weeks ago. J. B. Moor was fast and spectacular in his Aston Martin, and was rewarded with second place to J. Miles' Austin Seven on sealed handicap, the results of which had the timekeepers fooled until long after the racing ended. The Barnato-Hassan did not start.

The gear-lever of John Coundley's Lister-Jaguar came adrift after only a few laps of the " Martini 100 " had been covered. Despite this disadvantage it won the race, the low-speed torque of its 3.8 engine allowing it to pull away in top after its compulsory pit-stop. Bolt-on wheels were a tremendous handicap in this race, for every car had to stop for the removal of one wheel, which had to be carried round the car before being replaced. (There was no plug-change halt this year.) Most unlucky was Mike Beckwith (Lotus 23) who would undoubtedly have won if a wheel nut had not stripped its thread, causing a pit-stop of nigh on two minutes; as it was, he only just failed to catch Addicott (Lister-Jaguar) for second place. Protheroe and Salmon repeated their earlier duel, but the former spent too long at his pit and the Jaguar finished fifth, nearly 20 sec. behind the Aston Martin.

There had been much good racing, and some of it had been boring; but the most extraordinary thing was the shortage of Astons! Mind you, there were numerous official ones.—A. W.

SCOTT-BROWN MEMORIAL TROPHY MEETING (July 15th)

The World Championship leader Graham Hill provided practically all the excitement in an otherwise damp and cold Snetterton. His drives in the U.D.T.-Laystall Lotus Monte Carlo and John Coombs' 3.8 Jaguar, during which he well and truly broke lap records for both classes, gave spectators their money's worth.

The F.J. race which opened the meeting was run in fine drizzle on a wet track, which caused the winner, John Fenning, in Ron Harris' Lotus 20, to drive cautiously throughout, his fastest lap being some 11 m.p.h. slower than the existing lap record of Richard Attwood.

Initially Fenning was pressed by Wyllie's Lotus 22 but on the ninth lap Wyllie spun at the hairpin and dropped to fourth place, leaving Pearce and Olthoff in second and third places.

The *Autosport* World Cup and " Senior Service " Team Trophy race proved unexciting due mainly to lack of foreign entries, only a lone Dutch team competing against three British teams (two of which were added as makeweights!).

M. Johnston's Elite led for the first nine laps but shot straight down the escape road at the Esses without brakes, leaving Sutton in a similar car comfortably in the lead. Ben Pon in his Porsche Abarth Carrera did not strike his " home " form and was passed by Whitmore and Shaw, and relegated to fourth place at the finish. As the second Dutch finisher, Bouwmeesteer in a Super 90 Porsche, could get no higher than ninth, the British contingent easily won the first leg of the competition.

The Scott Brown Memorial Trophy race entry was large and varied, but the only cars which seemed to have any chance against the U.D.T.-Laystall Lotus Monte Carlo driven by Graham Hill were the two G.T.O. Berlinetta Ferraris of Parkes and Surtees. However, these latter cars, being in the G.T. class, could not really hope to compete with such an incredibly fast sports/racing car, and so it proved.

Graham Hill did his best to keep the interest alive and, as the track was now nearly dry, he proceeded to devastate the existing lap record, leaving it at 100.79 m.p.h. In fact, his average was higher than the old lap record. Mike Parkes, seemingly suffering no ill effects from his practice accident in which he lost a wheel from the Equipe Endeavour 3.8 Jaguar and rolled, held second position comfortably throughout (adding 3 m.p.h. to his own G.T. record) to win the G.T. class. Surtees was never far behind.

The fourth and final race, for saloon cars, provided an interesting finale to a not very inspiring day. Once again, Graham Hill in the sole remaining Jaguar 3.8 (the second Equipe Endeavour car was withdrawn after the accident to the first, and Roy Salvadori was a non-starter through illness) led the field from the drop of the flag. He had no opposition at all, even Sach's Chevrolet (having 1½ more litres) couldn't keep him in sight, and he was forced once more to do some record lapping to keep himself amused. He eventually got round in 1 min. 50.6 sec. (88.21 m.p.h.) some 2 m.p.h. faster than Parkes' record.

Down among the smaller cars the usual Mini-dice raged. Mick Clare, Christabel Carlisle and J. A. Lewis scrapped happily until Lewis' car gave up the ghost. Miss Carlisle's car went flat eventually, leaving Clare in front. Between the Minis and the big saloons, Alan Hutcheson was circulating easily in front of his class. The remainder of the 1,001-2,000-c.c. cars were too busy trying to lose Minis to be much of a danger to him.

As is often the case, the saloon cars provided most of the duelling in a meeting made interesting only by the sight of Graham Hill demonstrating how to drive a motor car properly.—L. A. M.

Results :

Event 1—15-lap Formula Junior :

1st :	J. E. Fenning (Lotus 20)	28 min. 52.4 sec.—84.47 m.p.h.
2nd:	J. Pearce (Lotus 22).	
3rd :	R. Olthoff (Brabham).	

Event 2—30-lap G.T. Class :

1st :	J. Sutton (Lotus Elite)	59 min. 39.6 sec.—81.76 m.p.h.
2nd:	J. Whitmore (Lotus Elite).	
3rd :	B. Shaw (Lotus Elite).	

Event 3—25-lap Scratch Race, Sports/Racing Cars—Four Classes :

Overall Winner :	G. Hill (Lotus 19) ..	41 min. 48.2 sec.—97.24 m.p.h.
2nd:	M. Parkes (Ferrari 250 G.T.O.).	
3rd :	J. Surtees (Ferrari 250 G.T.O.).	
Class A : Up to 1,300 c.c. : 1st :	M. Beckwith (Lotus 23)	42 min. 20.8 sec.
Class B : 1,301-2,000 c.c. : 1st :	R. Pierpoint (Lotus 15)	42 min. 09.8 sec.
Class C : Over 2,000 c.c. : 1st :	G. Hill (Lotus 19) ..	41 min. 48.2 sec
Class D : G.T. Class : 1st :	M. Parkes (Ferrari 250 G.T.O.)—	42 min. 50.4 sec.

Event 4—15-lap Scratch Race for Saloon Cars—Three Classes :

Overall Winner :	G. Hill (Jaguar 3.8) ..	28 min. 04.6 sec.—86.87 m.p.h.
Class A : Up to 1,000 c.c. : 1st :	M. Clare (Mini-Cooper)	28 min. 55.2 sec.
Class B : 1,001-2,000 c.c. : 1st :	A. Hutcheson (Riley 1.5)	28 min. 54.8 sec.
Class C : Over 2,000 c.c. : 1st :	G. Hill (3.8 Jaguar).	

BOOK REVIEWS

"Santos-Dumont—A Study in Obsession" by Peter Wykeham. 278 pp. 8¾ in. × 5⅝ in. (*Putnam and Co., 42, Great Russell Street, London, W.C.1.* 30*s.*)

This biography of the pioneer Brazilian aviator might seem, until one opens its pages, a specialised kind of work that only avid aeronautical students would wish to read from cover to cover. It is to the lasting credit of Air Vice-Marshal Peter Wykeham, C.B., D.S.O., O.B.E., D.F.C., A.F.C., A.F.R.Ae.S., that, although he has painstakingly included all the material such students have a right to expect, having visited Brazil and Monaco, etc., in search of authentic data, he also presents an extremely readable account of the dapper, wealthy little Aeronaut—Alberto Santos-Dumont, a man whose obsession was to fly.

I have always taken an interest in aviation history, although finding the very early period of the first airship and heavier-than-air flights tedious reading. Peter Wykeham has put all that right, and although his scholarly book is about Santos-Dumont, he fills in painlessly the facts one should know about the origin of powered flight and the controversy over who flew an aeroplane first—the Wrights or Santos-Dumont?

Until I read this excellent book I had no idea that as early as 1903 Santos-Dumont had a small 220 cub. metre semi-rigid airship in which he could travel where he wished, landing and taking-off from restaurants, Paris streets, even arriving at the window of his apartment. It was powered by a 3½-h.p. Clement engine. Indeed, Santos-Dumont can be said to have had three entirely practical means of transport prior to 1910—this fantastic little airship, his electric brougham and his later *Demoiselle* monoplane.

Motor cars come quite frequently into this delightful and long-needed story of the life of Santos-Dumont. As early as 1891 he bought a Benz-engined Peugeot and took it back to Brazil. He replaced it with a de Dion tricycle and organised racing for such vehicles at the *vilodrome* in the Parc des Princes outside Paris. He joined in the Paris-Amsterdam race of 1897 unofficially on his tuned-up tricycle and was obviously a great motorist, because in that year he bought a new 6-h.p. Panhard in which he drove that winter from Paris to Nice in 54 hours. It was only concentration on his balloons and airships that drove him to an electric brougham (make unspecified).

Later, when his fame was established, he appears to have used a 1901 Mercedes, chauffeur-driven.

I find it interesting that time-keepers and members of the Press around 1902 employed powerful Mors cars to follow his record-attempts in his airships, for at that period the Mors was one of the premier racing cars. In fact, the Paris correspondent of the *Daily Express* used "a big Mors racing car" in which to keep track of the disastrous flight round the Eiffel Tower by Santos-Dumont's "No. 5." And when "No. 6" was flown at Monte Carlo early in 1902 (can the site of the Santos-Dumont hangar at La Condamine still be located, I wonder ?) it was paced by Mr. Dinsmore's Mors and Isidore Kahenstein's giant Panhard; Santos-Dumont, from his lofty perch, saw "the two racing cars thundering round the bends (along the winding *corniche*) in clouds of dust, as they strove to keep up." We learn, too, of how the Farmans, Archdeacon and Bleriot came into the orbit of Santos-Dumont.

Mainly, however, this is a fascinating account of ballooning, pioneer airship building and the conquest of the air by heavier-than-air machines. I found it hard to put down, as vivid descriptions of the bravery and tenacity of Santos-Dumont, the very great acclaim accorded to him and his gradual eclipse, ending in ill-health and suicide, unfolded.

I have often pondered on the origin of starting-money in motor racing and it seems that aviators may have pioneered it, for we are told that in 1904, when asked to compete in an airship race at St. Louis, Santos-Dumont asked for a cash deposit, sufficient to warrant bringing his airship and team from France. It was refused.

"Santos-Dumont—A Study in Obsession" is a worthwhile book, refreshing after so many mediocre motor-racing biographies. Putnam are to be congratulated, along with the hard-working author. I like the dust-jacket, too.—W.B.

"The German Giants" by G. W. Haddow and Peter M. Grosz. 283 pp. 11¼ in. × 8¾ in. (*Putnam and Co., 42, Great Russell Street, London, W.C.1.* 84*s.*)

Motoring historians have been very busy for many years, indeed, since the war, but they must be careful, and even more accurate and painstaking, if they are not to continue to be outpaced by aviation historians. This sentiment is expressed after reading two of the latest works to be published by the House of Putnam in their highly commendable aeronautical section. The first of these comprehensive, informative and beautifully-produced books deals with the giant German aeroplanes of 1914-19; the other is reviewed below:

"The German Giants" gains in interest because of the very rarity of the subject and the admiration one feels on finding so many photographs and so much data about such three- to five-motor monsters as the AEG R1, Albatros G.1, Aviatik R III, DFW R1, Daimler G1 or R1, DFW RII and RIII, Dornier Rs1 to Rs IV and other Dornier projects, Junkers R1, Linke-Hofmann R1 and RII, Mercur R-plane, Poll Giant Triplane, Roland R1, Schütte-Lanz R1, Siemens-Schuckert, SSW R1 to RV VIII, SSW RIX, Staaken, VGO.1-RML.1, VGO.II, Union G1, Zschach flying-boat project and other R-planes. Some were seaplanes, and the engines were not in the wings in all cases, some of these enormous aeroplanes having the power plants within their fuselages, with complex drives to the propellers. These fantastic machines of the World War One period are copiously illustrated, on the ground, in the air and frequently pranged, with excellent pictures, supplemented by 3-view scale drawings, and detailed specification tables are included.

The operations they flew against England make interesting reading in retrospect and the joint authors give the full construction and delivery specifications for these R-planes and altogether the amount of concentrated information they provide on this rare subject leaves the motor-car historian rather breathless. A great book.—W.B.

"De Havilland Aircraft Since 1915" by A. J. Jackson. 491 pp. 8¾ in. × 5½ in. (*Putnam and Co., 42, Great Russell Street, London, W.C.1.* 63*s.*)

Following the standardised layout of Putnam's outstanding aeronautical reference books, this long-awaited work by A. J. Jackson describes D. H. aircraft from D.H.1 to D.H.129, each type and almost all type-variants being splendidly illustrated, 3-view scale g.a.s being provided, as well as detailed dimensions, performance figures and production data.

Unlike Francis K. Mason's similar Putnam history of Hawker aircraft since 1920 no preface describing the Company appears. Instead, the author plunges straight into the wealth of type-by-type descriptions. We meet the very early D.H. "pushers," the trim D.H.5 Scout and those adaptations of war-time D.H. biplanes that flew on the original cross-channel passenger service. The famous "Moth" is met and analysed in all its many variants I met again the D.H.54 Highclere airliner, a favourite of my schooldays, and the D.H. light planes built for the 1924 Lympne contests, through countless sporting, fighting and passenger-carrying aeroplanes to the Comets and Vampires of today.

Everyone who worked for, flew in, or merely watched De Havilland aeroplanes in action down the formative years should invest in this book, which, like all Putnam's aviation titles, is a model of how history, in text and picture, should be presented. After investigation you will cease to regard 63s. as expensive; you will wonder how so much, and so many fine photographic reproductions, few of which repeat those in the same author's "British Civil Aircraft," can be offered at the price.—W.B.

* * *

Esso have issued an informative Guide to London Airport, which includes maps, visitors' data, short articles on the control system and the facilities at this great airport (which has a 12-mile boundary, a population of 29,000 and last year attracted more than a million sightseers), pictures and brief specifications of 27 air-liners from the 180 m.p.h. 36-seater Douglas DC-3 to the 610 m.p.h. 121-seater Convair 990 Coronado that you can see there, and colour plans of aircraft of 44 different air-lines, with details of routes flown and types in use. Obtainable from Esso Filling Stations for 1s., this Guide is essential if you intend to spend a day at Heathrow—which, if you have children, they will insist you do sooner or later.

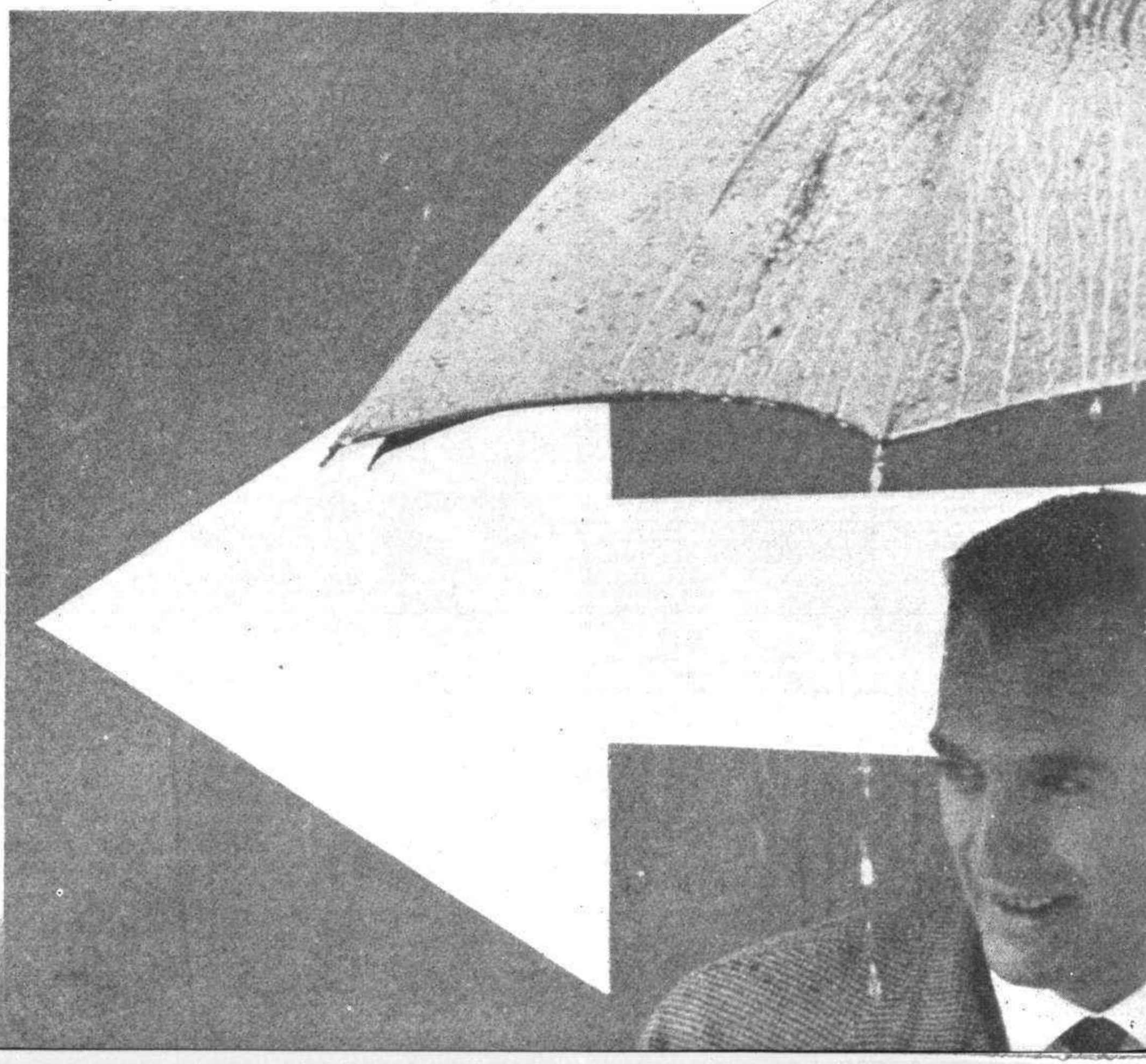
Continued on page 647

"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 siderably on the type of tyre. Well, wi Cinturas under similar slippery cond tions, you need half the effort to corre a slide. Then, take my first experience Cinturas in the wet. We were goin along a main road, fairly fastish. *looked* as if it was wet because it wa glistening (and, in fact, it was even wee bit on the icy side in places). Th surprising thing was that it really hard showed *at all* in the road-holding of th car. I would say that Cinturas in the w are very, very good . . . very impressive.

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



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

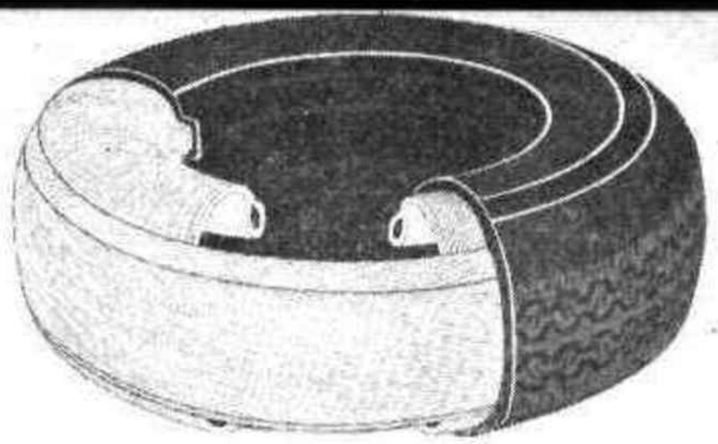
Would Cinturas be right for rallies?

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.

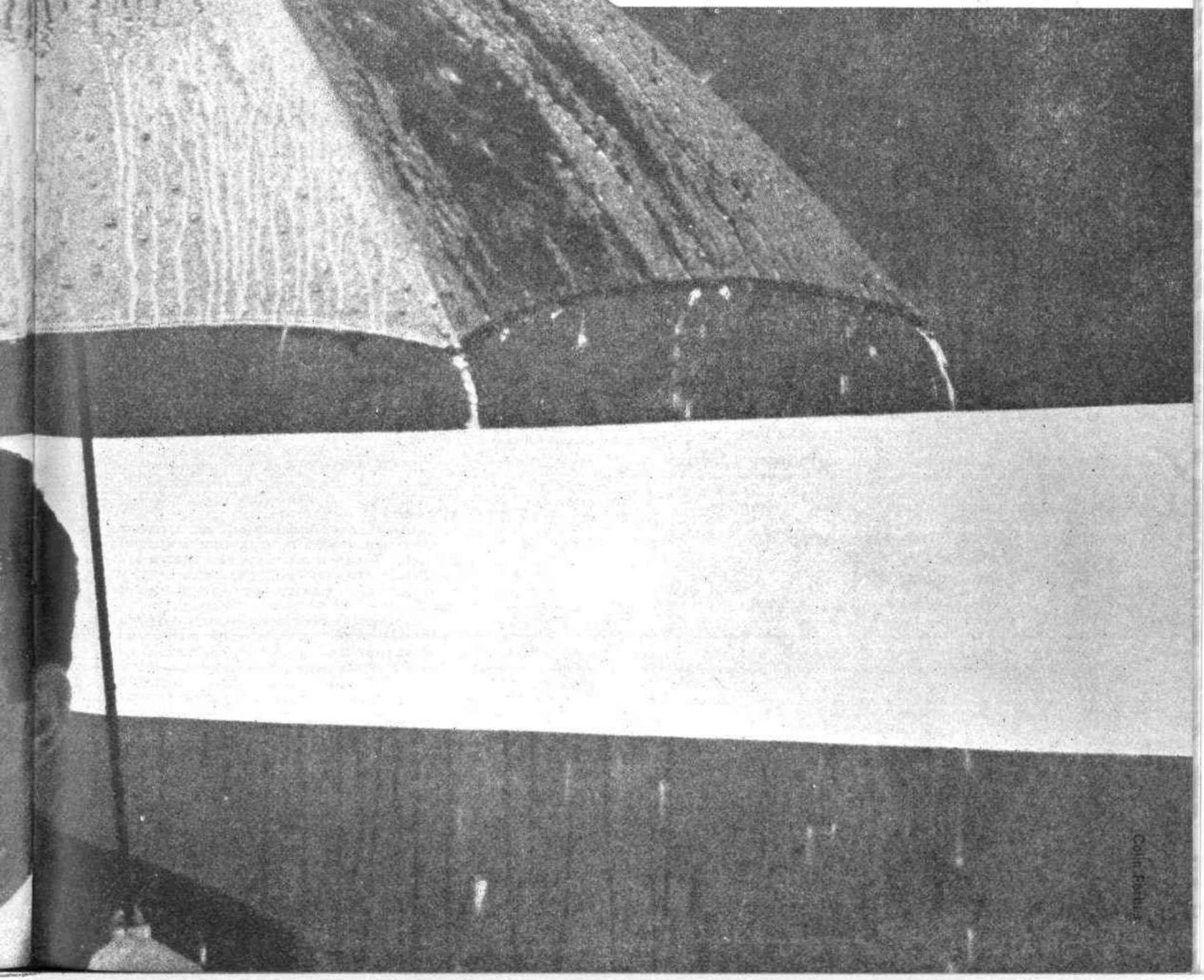
In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send for your copy of the Cintura book.



PIRELLI

CINTURA

The fabulous tyre with the built-in safety belt



LETTERS FROM READERS

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

THE SPEED OF SPORTS CARS

Sir,

In the January 1962 issue of MOTOR SPORT you reviewed "The History of the World's Sports Cars," by Richard Hough. It has since been my pleasure to read this fine book, one of the most interesting parts of which is the "potted specification" section. Here Mr. Hough not only gives indisputable data such as wheelbase, cylinder dimensions, etc., but also the top speed and other performance figures for some cars. Truly he sticks his neck out, even though he covers himself by saying, "Performance figures . . . have been compiled from contemporary road-test figures . . . and are usually the means of several figures available."

Some surprising comparisons can be made, for instance, the top speeds quoted for some models are given below :—

1931	A.C. Acedes, Magna, Sports	80 m.p.h.
1936	Aston-Martin 2-litre	82 ,,
1933	Austin Seven 65	65 ,,
1930	Invicta 4½-litre	79 ,,
1936	Jensen 3½-litre V8	81 ,,
1933	Lagonda 3-litre	80 ,,
1932	M.G. J2	83 ,,
1950	M.G. TD	77 ,,
1935	Morgan 4/4	75 ,,
1928	Riley Brooklands	80 ,,
1933	Riley M.P.H.	81 ,,
1934	Riley Imp.	73 ,,
1933	Singer 9 Sports	64 ,,
1933	Singer 1½-litre Sports	74 ,,
1951	Singer 1½-litre Roadster	72 ,,
1930	Talbot 75	74 ,,
1935	Triumph Southern Cross	82 ,,
1933	Vale 8 h.p. Special	64 ,,
1931	Wolseley Hornet Special	70 ,,

Whilst agreeing that top speed is not the sole criterion by which one judges a sports car, the above are sports cars, and all have, to some degree, the characteristics which give sporty motoring. It is surprising, therefore, to see that the car boasting the highest top speed in the above list is the little J2 M.G. Not only is it faster than some of its larger contemporaries, but also it is faster than some much more recent cars.

J2 owners must be bucked to think that their under £100 car is basically faster than, say, Riley Imps and M.P.H.s, for which one might have to pay anything between £300 and £400. Another seemingly strange comparison is :—

1928 Triumph Super Seven 747 c.c. 27 b.h.p. at 3,000 r.p.m.
1933 Vale Special 832 c.c. 28 b.h.p. at 6,000 r.p.m.

Clearly power did not grow on trees in the 'thirties as it seems to do for some of the tuning shops today.

Also, the quoted power of the 1949 747-c.c. Crosley Hotshot is 26 b.h.p. at 6,500 r.p.m. Bearing in mind the speed which some of these little cars could attain and the fact that M.G. obtained 44 b.h.p. from an unblown 750 in 1932, this really does not seem to be very much.

But to return to the main theme of this letter, did any readers own a J2 M.G. when new? If so, did it really do an honest 83 m.p.h.? And why is it that something like a Riley Imp., which is not really any better than the J2, sells for three or four times the price? Is it simply because one is classified by the V.S.C.C. as a p.v.t., and therefore has snob value? Or is it? And why does one qualify as a p.v.t., and not the other?

Bath. M. B. HAWKE.

* * *

MERCEDES-BENZ—THE BEST CAR IN THE WORLD

Sir,

This country is indeed fortunate in being the home of a company with the enviable reputation of not only producing the finest car in the world in the past, and continuing to do so, but also of producing aircraft engines giving us air supremacy in two world wars as well as powering most commercial aircraft and pioneering the most advanced forms of propulsion.

On the 3rd June a rally was held at Blenheim Palace at which 700 cars were displayed covering this Company's products from 1904 to date. The remarks of the large crowd present indicated beyond any doubt that these people were fully aware of the excellence of these cars.

MOTOR SPORT is a publication which is perhaps unique in this country in appealing to a section of the public most likely to be interested and appreciative of this type of event. I have examined my copy and can find no reference to it.

It would be interesting to know if the same lack of interest would be shown, if Mercedes, MOTOR SPORTS particular brand of "best car in the world", staged a similar type of rally, supposing that they were able to muster an equal variety and number of cars.

London, W.1. C. F. BATH.

[Mr. Bath implies that I ignored the R.-R. Rally deliberately, so I would like him to have the facts. I had greatly looked forward to going to Blenheim Palace on June 3rd, but was "ordered" to Monte Carlo. As no other reporters old enough to appreciate the sight of Gothic radiators *en masse* were available, that was that. It may interest Mr. Bath to know that I have never once been invited to any of those cosy Daimler-Benz parties at which journalists sample the precious pre-war G.P. cars or try Uhlenhaut's 300SLR. So the implied "bribery" behind my contention that, by the standards on which Rolls-Royce cars were judged, the modern Mercedes-Benz is now the best car in the world, falls down. But I have driven most of the Mercedes-Benz models over appreciable distances before coming to this conclusion, whereas the last R.-R. product we road-tested was a Bentley S-series in 1956, which we found pretty lethal on wet roads, since when those at Crewe have turned their backs on MOTOR SPORT, although we have published more R.-R. material down the years than most of the other journals combined.—ED.]

* * *

THE JAGUAR E-TYPE AS A G.T.-CAR

Sir,

I was most interested to read your enthralling description of a run across France in an E-type. You do, however, state that this car falls down as a Grand Touring car because of the inadequacy of its petrol tankage. To my mind there is a far more serious shortcoming even than that.

During the Grand Tour there must come a time when even the most ardent of Grand Tourists will want a change from eating up roads at 120 m.p.h. They would be morons if they didn't. They might, for instance, want to play golf, or paint or indulge in serious photography or do the hundred and one things that require the transport of junk. They might even want to carry a temporary passenger. How sad it is that the E-type should concede so little in this respect.

In the Aurelia, Lancias offered a type of Grand Tourer car that could be usefully copied by manufacturers even today. With an overall length of only 14 ft. 4 in., its capacity for swallowing luggage is quite phenomenal, added to which it will also carry two occasional extra passengers. As a 2½-litre car it is slow by British standards, which set such a premium on high paper maximum speeds. Even with the two Weber carburetters it is doubtful whether it will exceed 115 m.p.h., and this fact, plus its high initial cost, has earned it scant respect in this country except by the people who own it. The motoring journals have hardly ever mentioned it.

[But MOTOR SPORT published a full and enthusiastic road-test report on the Lancia B20 in 1956. — ED.]

Yet the fact remains that this extraordinary little car seems to thrive indefinitely and without attention on cruising speeds of anything up to 100 m.p.h. With a superb floor gear change and Lancia road-holding, Continental averages in the sixties are easy and remarkably free from strain and the car never loses its tune or its sweetness of running.

My own Aurelia now shows 31,000 miles on its clock. It still wears its original set of Michelin "X"s. It still uses no oil between one oil change and the next. As far as replacements go it did have a new crown-wheel and pinion, but this was due to the ministrations, or lack of them, by a so-called Lancia Expert who drained the rear unit and then forgot to fill it up again—hardly the fault of the car! Apart from that, all that has been necessary to fit is one new prop.-shaft nipple, price 1s. 6d.

I had high hopes of the E-type when first it was rumoured. It would have been nice to own a British car. But now for a whole variety of reasons it would seem that the Aurelia is going to remain my conception of a Grand Touring car for some long time to come.

Lyndhurst. ANDREW LLOYD.

[This is much the kind of G.T. car I had in mind when I wrote last month's Editorial.—ED.]

ARE MODERN CONCOURS d'ELEGANCE BECOMING A FARCE?

Sir,

Many of the competitors at the Concours d'Elegance held at the Marquis of Bath's delightful home at Longleat last June were disgusted at the way the cars were judged. According to the regulations, the judging was to be based on the dress of the ladies, which had to be in keeping with either the period or the purpose for which the car was being used, and also on the car itself. Most competitors, including myself, had spent many hours in preparing our cars, particularly cleanliness of the engines and underneath the chassis. We were quite amazed that judging per car only averaged about one minute, the drill being that the lady got out of the car, walked round it, got inside again and the driver drove off. The four judges were sitting in the tent some few yards away from the cars. Not a single bonnet was opened and, as I say, no-one left the tent to look at the cars individually.

It also surprised many of us that two of the organisers connected with the Bath Festival should win the first and second prizes in their class, and one of them in what looked like a magnificent 540K Mercedes Benz but to everybody's surprise had a Perkins diesel engine in it. One would hardly call this original!

I know you, sir, are very keen on the correct judging at Concours d'Elegances, as I well remember meeting you at the Bath Concours two years ago when I had the same car that I was exhibiting on Saturday, which is a 6½-litre Speed-6 Bentley with a close-coupled saloon body. You and your co-judges were most particular with your scrutineering.

I do feel that when people take the trouble to prepare their cars properly, they should have a fair " crack of the whip " and have their vehicles judged properly.

Lawrence Weston. FRANCIS D. PARRY.

* * *

PERVERTED PUBLICITY

Sir,

I am amazed that such an obviously perspicacious budding Sherlock Holmes as Mr. E. R. Rix should have been beaten.

The reasons why " Moron," in the Lucas advertisement, on the back cover of your May issue, is at a standstill, as anyone can see are :

1. His engine has overheated.
2. His engine has seized due to no oil pressure.
3. He has run out of petrol.

Why he is in a better situation in the second photograph is :

1. *Someone, possibly the Rover owner, has slipped him a* couple of gallons of fuel.
2. In the interim period his engine has been allowed to cool down.

His oil pressure—well, perhaps the gauge is unserviceable, like his nearside windscreen washer jet.

Thetford. JOHN SOULLARD.

* * *

G.T. CARS

Sir,

I would like to say how much I agree with the wonderful paragraph that " D.S.J. " wrote on his dream car, the 250G.T. Ferrari. My dream car would differ from his only in the fact that I would like the 4-litre V12 Super America engine fitted.

My belief in the 250G.T. began in 1960 at the Earls Court *Motor Show, when I first saw the " Berlinetta." On that occasion,* on arriving, I went straight to the Ferrari Stand and during the five hours I spent at the Show, whenever I left the Ferrari Stand to visit other Stands, I always found myself back at " The " Stand within half an hour.

Last October I once more went on my pilgrimage to Earls Court to see, primarily, the Ferrari exhibits. On that occasion I noticed what a fantastic effect the Ferrari exhibits (and to a lesser extent, the Pinin Farina exhibits, although certain uniformed individuals did not realise that the cars displayed on this stand were, in fact, Ferraris) had on the majority of the public. These people, who normally thought of a car purely and simply as a means of transport, would, metaphorically speaking, push aside 3500G.T. Maseratis, would hammer on the panels of the E-type Jaguar, to see if they would bend, would stroll past the Facel Vega HK500 as if it did not exist, but when they reached the stand of Automobili Ferrari, would stand in obeisance, in sheer wonder, without making so much as a whisper, except to say, " Am I blind, or does that say £6,600? "

From one Motor Show to the next, I have to be content with seeing the very occasional " 2 plus 2 " at a local garage.

From the above, it can be seen that I am indeed a true believer.

I would like to take this opportunity to thank all those concerned with the publication of MOTOR SPORT for producing the best motor magazine on the market.

Bournemouth. P. J. WHEELER.

* * *

" GIVE US WHAT WE'VE PAID FOR "

Sir,

We beg space in order to spotlight an issue which will affect many of your readers or road users.

A new road bridge is nearing completion over the river Forth in Scotland spanning North and South Queensferry; this will provide a more direct route to Perth, Dundee, Montrose and Aberdeen and can really be regarded as an extension of the A1 which stops at present at Edinburgh.

The Government intends to enforce the charging of tolls on this bridge as this was a condition reluctantly agreed to by the local Burgh representatives when negotiations were finalised; it was sensed the project would entail some ransom as very many decades had gone by with each attempt on the Burghmen's part proving fruitless.

Such a condition ought never to have been made because Parliament in 1909 pledged itself to use the contributions we road users made to the Road Fund (as it lawfully was then) solely for such projects, namely, the building of new roads and bridges and the improvement of the existing ones.

Our Club, in conjunction with our national magazine, has printed protest petition forms asking the Government to abandon its intention to toll this bridge and we seek your support in collecting signatures, particularly from South and West of the Border. Each form has provision for eighty-four names and addresses and we shall be happy to forward a form to any club or individual who feels this " legalised " highway robbery should be nipped in the bud.

Let us pull together and free Britain from these archaic tolls whether they be on roads, bridges or tunnels: We shall say to the Government " Give us what we've paid for or give us our money back."

Melville M.C., THOMAS MILTON,
2, West Pilton Wynd, *Hon. Secretary and Treasurer.*
Edinburgh, 6.

* * *

JAGUAR AND PORSCHE

Sir,

I was interested to read Mr. McCluskey's progress report on his Mark II Jaguar 3.4, but also surprised, in view of his earlier letter to learn that he has kept the car so long. A month after his original letter appeared you published a letter from myself suggesting how he could remedy some of the faults of which he complained, and stating how pleased I was with my own Mark II 3.4.

I was still pleased with the car when I sold it some six months later and bought a Porsche 1600S. I have now covered 25,000 trouble-free miles in the Porsche and feel that it is a car which possesses many of the virtues Mr. McCluskey seeks. The steering is very direct, the gearbox a source of pleasure, the well-damped suspension allows little roll on corners, the seats are the most comfortable I have encountered, the finish excellent, and the construction of the body ensures that no rattles develop even on really bad surfaces while traction and handling in the wet are superb.

On only one count am I dissatisfied. The Porsche is noisy, in that considerable throttle intake roar enters the car at high r.p.m.; this is a pity because the gearbox is silent and the exhaust subdued. It also has the disadvantage, for a family man, of being a 2-seater. I bought the Porsche because most of the 90,000 miles I had covered in my last three Jaguars had been travelled alone or with one passenger, and I had been very impressed on the occasions when I had driven a Porsche. My wife has a Austin A40 and I reasoned that her car would do duty during the school holidays. Unfortunately my theory has not worked out in practice and I have found myself doing a fair mileage in the A40. I now want to return to a 4-seater, and I cannot see any cars in the up to £2,500 bracket that can be compared in value to the Jaguar range.

However, to deal with Mr. McCluskey's current complaints. The top timing-chain can be adjusted in 15 minutes, and it is almost certainly the top chain Mr. McCluskey hears. The bottom chain cannot be adjusted. If the tensioner needs replacement, eight hours is the maximum time any Jaguar mechanic should take: I have had one replaced in 5½ hours. If the lower chain needs changing it is possible to do this without taking off the cylinder head, but, if the head is removed, 12 hours is ample

time for the job. If Mr. McCluskey really only gets 8,000 miles per set of tyres while averaging over 21 m.p.g. I cannot help feeling that the garage that needs two days to adjust his timing-chain advised him as to tyres and tyre pressures. My Mark II had done 21,000 miles on Michelin "X" when I sold it and had averaged 17 m.p.g.! The rear springs had not dropped, and the paintwork was as new.

If Mr. McCluskey does not need four seats I would recommend that he try the Porsche; if he does need them, I would suggest that he comforts himself with the knowledge that although his Jaguar may not be perfect he cannot do better at the money.

East Sheen. L. R. St. J. Scott.

* * *

FUEL ECONOMY WITH "X" TYRES

Sir,

Your report on the recent fuel consumption tests of vehicles using Michelin "X" tyres was very interesting.

Many of us consider these tyres to be excellent value for money, and I certainly get a better m.p.g. figure when using them. Could this possibly be because a 5.20×13 "X" is no less than 3 in. greater in outside diameter than an equivalent Dunlop?

Peterborough. J. E. A. Rich.

[The effect on overall gear ratio of changing tyres and sizes is worked out from their respective r.p.m. (revs per mile), which in turn is based on the rolling circumference, *not* the free diameter. Taking 905 as the r.p.m. for the 5.20–13 Dunlop tyre and 892 for the 5.20–13 Michelin "X," this means the gear ratio is increased by just under 1.5% on "X" tyres, or if 924 r.p.m. is the figure (Goodyear) this means a 3.4% increase in overall gear ratio. However, tyres never run cold, they heat up, and when hot ordinary textile tyres can grow between 3% and 5% according to load, pressure and speed. "X" tyres remain unchanged.

Taking the 3% figure, the 905 r.p.m. would become 878 r.p.m., which would mean the Dunlops would be just over 1.5% larger. By the same token the 924 r.p.m. of the Goodyear would become 896, which is much the same size as the "X."—Ed.]

* * *

MINI MATTERS

Sir,

The majority of your correspondents seem to me to take their "Mini-motoring" far too seriously—after all what is a Mini but a cheap, mass-produced, remarkable means of transport.

On January 1st this year I parted with, for one reason and another, my 1960 M.G.-A, and replaced it with an Austin Seven de luxe. From the outset I was determined that I wasn't going to like the Mini and consequently proceeded to treat it with the contempt I considered it deserved.

Before delivery the car was fitted with Michelin "X" tyres, safety straps and a wood-rimmed steering wheel, the only "extras" I considered worthwhile.

The only running-in the Mini received was for the first 100 miles at 50 m.p.h., at which time the sump was drained and filled with B.P. Visco-static. From then on the car has been thrashed and generally ill-treated, indeed the only maintenance received has been two oil changes, three brake adjustments and five washings; incidentally, between the two oil changes not a pint has been added to the sump, the mileage now being 8,250, and the only replacements have been two door-pulls.

This poor Mini has been used for driving tests, sprints, etc., and gear-changes are normally made at valve-bounce, which in this case occurs at the following indicated speeds: 1st, 25 m.p.h.; 2nd, 42 m.p.h.; 3rd, 63 m.p.h.; 4th, 86 m.p.h.; the latter being with the help of a slope, the usual cruising speed being between 70-80, *i.e.*, flat-out.

Although I do not consider the Mini a practical proposition for a journey non-stop of over 100 miles, due entirely to the very strange and deformed driving position, which promotes shocking cramp in the legs and back, I must now admit that any journey of a shorter duration is great fun; especially in the wet, when the braking and road-holding are somewhat unpredictable.

Since the purchase of the original A7, the subsequent acquisition of an additional model, viz. a Countryman, has led to comparisons.

The Countryman was bought some four weeks after the car and has now covered approximately the same mileage. Contrary to the car, the Countryman was run-in to the manufacturer's recommendation and has been treated generally with more care, etc. To date it has consumed four gearboxes—viz. the original, two reconditioned ones and a new unit, the front tyres lasted 4,500 miles and will again soon be due for replacement, and finally the present oil consumption is 150 m.p.p.

Arising from my experience, therefore, the answer to "Mini-motoring" seems to be: belt it, neglect it, and change it every 12 months.

Bishopston. D. R. Atkinson.

* * *

MEMORIES

Sir,

I was interested in Mrs. Ashenden's letter. Perhaps a list and brief description of the cars I have owned may also bring back nostalgic memories to some readers, and might be entitled "Motoring on a Shoe-string," as all the fourteen motorcycles and twelve cyclecars and cars were bought secondhand.

Starting in 1919, the motorcycles included two Indians, a 1916 Harley-Davidson, two 2-speed Scott Squirrels, A.J.S. and an A.B.C. (the instruction book of which I still possess), and I obtained much enjoyment from participating in local Club events. Those were the days when we were able to organise our speed hill-climbs on the public roads.

In 1924 I acquired a 1916 Grand Prix Morgan 3-wheeler, which was very reliable. I was not so lucky with the 1922 G.N. which followed it and soon replaced it with another G.P. Morgan, this time a 1921 model, the bodywork of which my brother altered to resemble the then new "Aero" model.

After two years I unwisely traded this for a 1922 Citroën 7.5 which was rather sluggish and was soon disposed of; it was replaced by a 1924 Rhode sports 2-seater with 10-h.p. o.h.c. engine. This car also proved to be disappointing, though I was rather attracted by the sporting body and large outside copper exhaust pipe. The crankshaft broke late one night and my wife and I were faced with a 10-mile walk home, but were saved this by the owner of a 2-litre H.E. who happened to be going our way.

I had a new crank fitted by my local garage, the total cost, including dismantling and fitting, being only £11, and quickly resold the Rhode. I then managed to find another G.P. Morgan, this time a 1924 model with 10-h.p. water-cooled o.h.v. Anzani engine. I ran this 3-wheeler for about two years with absolute reliability, not very fast but the big engine would take it practically anywhere in top.

My wife and I had some good camping holidays with these economical and simple little cyclecars, mainly in North Wales and the West Country, with our equipment carried in a box lashed on top of the tail.

Eventually I changed to a 1923 8/18 Talbot 2-seater. This was a charming little car in spite of its solid rear axle. The o.h.v. engine was silky and silent and one could touch 40 m.p.h. in 2nd gear. After two years' good service the 8/18 gave place to a 1926 10/23 Z10 4-seater Talbot which was in mint condition, having only covered about 16,000 miles, although about five years old. I paid £60 for this car; the price when new I believe was £350. It had been specially fitted with front-wheel brakes and was a very refined car though rather over-bodied for its engine, which was a slightly-enlarged version of the 8/18. After three or four years I reluctantly sold it and tried an entirely different type of car, a 1931 12-h.p. 6-cylinder Wolseley Hornet with Eustace Watkins sports body. It had good acceleration but I did not like it and yearned for another Talbot, and was able to find a 2-seater version of my previous Z10 model, which had been specially fitted with a centre bearing to the propeller shaft, overcoming the tendency to a vibration period at about 45 m.p.h. which I had experienced on the 4-seater.

I ran this car for nearly six years till the war forced me to lay it up, and I eventually disposed of it for £8 and went back to pedal cycling.

It was not till 1950 that I was able to afford another car, owing to the post-war inflated secondhand prices—oh, how I wished I had kept the Talbot—but I managed to find a 1933 Austin Seven saloon in very good order for £78.

This gave the usual reliable service expected from those lovable little vehicles for the next five years, after which I sold it to a neighbour who ran it for a further five. It is still about this district, running and looking as well as ever although nearly 30 years old. I am wondering if the new Austin Minis will last as long.

After parting with this car I was lucky enough to find a 1938 Austin Big Seven 4-door saloon. It was advertised as in impeccable condition and this proved to be no exaggeration, and had covered just over 40,000 miles. Even today, after seven years in my possession in which I have doubled this mileage, the original chromium and cellulose would do credit to many modern cars a

year or two old. Not fast by modern standards but will cruise happily at 45 m.p.h. all day, which is enough for me under present traffic conditions. Last summer, having 79,600 miles on the clock and using rather a lot of oil but still running perfectly, I had the engine taken out for the first time since new. Reboring, new mains and big-ends and a few new valves were all that were required, and after running-in it appears as good as new. The crank did not even require regrinding.

I should be quite happy to keep this little vehicle for the rest of my motoring life, and may probably have to unless one day, who knows, I may be able to afford a secondhand VW.

Harpenden. G. C. GIDDINGS.

* * *

THE FORD GEARBOX

Sir,

Your report that " The Ford engineers are obviously proud of their gearboxes . . . " referring of course to the 105E Anglia (page 523, July issue), prompts me to wonder if they are equally proud of their gearbox fitted to the new Zephyr Mk. III range of Fords.

I am a motor mechanic by trade and had recently heard that, of a consignment of 28 big Fords dispatched to this area by road, only 14 arrived without trouble, the rest having fallen by the wayside on the A 1 with . . . gearbox trouble! This I dismissed as nonsense, but after my following experience I am not so sure.

A customer with 600 miles on the clock brought in his Zephyr Six with noisy 1st, 2nd and 3rd gears, and what a shocking noise it was too. On stripping the gearbox it was found that the pilot bearing between the main drive shaft and main driven shaft had completely disintegrated, due to the lack of lubrication. On further examination it was found that the two drillings between the teeth of the main shaft constant-mesh gear were non-existent. The importance of these drillings is that the oil picked up by the meshing gear on the cluster shaft is forced through to the pilot bearing as the gears mesh on rotation. On notifying the Ford Main Dealers of this omission, their reply was that they (the drillings) were found to be unnecessary and it was saving Fords 10s. on production; so new bits were supplied, complete without holes, and told to build the gearbox up and send it out!

Now surely the Ford engineers are not so dim-witted as not to realise that these drillings *are* important, and there must be a *flow* of oil to this bearing and not just a splash, drip or capillary feed, and why spoil an otherwise beautiful piece of engineering for the sake of 10s.?

Fix it, me bonny lads, then call yourselves proud.

Jarrow-on-Tyne. P. JOHNSON.

* * *

RISING ADMISSION CHARGES

Sir,

All good things come to an end. Now those wonderfully cheap race meetings held by the V.S.C.C. are just another nostalgic memory.

After many years of support, I find it hard to see my enthusiasm described as " hoping to see an accident for five bob." The only meeting I didn't enjoy was when I did see one.

Doubling the car-park charge, ostensibly to discourage the morbid crowd had the opposite effect and resulted in a record attendance. How then can they justify the 5s. admission to the paddock as a means of relieving congestion?

Coventry. H. W. GREEN.

BOOK REVIEWS—continued from page 641

" Drive Round the World," by J.-C. Baudot and J. Séguéla. 222 pp. (*Macdonald & Co. (Publishers) Ltd., 16, Maddox Street, London, W.1. 25s.*)

This is a light-hearted account of a journey round the World, over a period of 13 months, crossing five Continents, across eight deserts and through 50 countries, a total distance of 100,000 km., by two young French students in a Citroën 2 c.v.

They chose a Type PO, 425-c.c. Citroën 2 c.v. because " an air-cooled engine would be a great asset, since a water radiator always boils or freezes." Their little car consumed 36 tyres, 92 litres of Shell-100 oil, but a jet, an air filter, six plugs, two headlamps, a set of platinum points, two sets of brake linings and a set of valves were the only essential spares in this quite abnormally arduous journey of 62,500 miles, proving that the humble little Citroën 2 c.v. is one of the World's great motor cars. It averaged 6.1 litres per 100 km. of petrol (say 46.3 m.p.g.).

It is a sad reflection on the dishonesty of *homo sapiens* that the adventurers had stolen items to a total value of 6,591 new francs, of which Thailand accounted for well over half!

The book is leavened with the young Frenchmen's comments on life and customs in other lands and will be read with pleasure by the adventure-loving, especially if they are 2 c.v. enthusiasts.—W. B.

Newnes & Pearson's, Tower House, Southampton Street, London, W.C.2, have published a comprehensive introduction to the M.O.T. tests, titled " Tests for 7-Year Cars " (160 pp., 93 do-it-yourself diagrams), at 12s. 6d.

That useful work "Basic Road Statistics," which contains so many figures and facts of value to writers, broadcasters, politicians and those who fight politicians, is now available in the 1962 edition from the British Road Federation, 26, Manchester Square, London, W.1, price 1s.

The 1962 English edition of " International Auto-Parade " is to hand, with pictures and specifications of the World's cars, some of them in colour, a few technical and sporting articles, and road-test reports on various cars, including Moss on the Jaguar-E type (he criticises the gearbox, driving position and positioning of the ash-tray but concludes " The E-type will ensure touring in the grandest scale," which seems contradictory and with which we do not agree).

This volume, a sort of poor-man's " Auto Review " is published by International Automobile Parade, 87, Universitätsstrabe, P.O.B., Zurich, the Editor-in-Chief being Arthur Logoz.

We have received a copy of the " Veteran Car Owners' Manual" by Ernest F. Carter (*Stanley Paul*, 42s.). The dust-jacket says it is " a *must* for every veteran motor car owner" but it is illustrated with old hand-out pictures and the text is superficial. We recommend that you save your money.

A guide to " Castles, Historic Houses and Country Mansions " open to the public, is available from the R.A.C., 83/85, Pall Mall, S.W.1.

CARS IN BOOKS

Cars come in here and there in " Five Out Of Six " by Violet Powell (Heinemann, 1960). Although the First World War (fought to end all wars) was at its height when the family took a holiday near Swansea, but a car was found to convey them to Oxford Station, and it must have been a closed one, for a hat-box lashed to the top, took-off along the windy-ridge of the Oxford-Banbury road. The make of this taxi which somehow had petrol for this journey isn't mentioned, but later we are told that the author's mother " was far from fond of horses and had taken to motor-cars in their earliest days." Indeed, her father had bought a Daimler believed to be the first car registered in Co. Longford; " after spending the war in purdah at North Aston it took the road again in 1920." However, it was in a hired car " with battered flapping side-screens," that they set off after holidays in Ireland, so perhaps the Daimler didn't survive. Back home at North Aston the car " came growling up the drive bringing a new governess," who entered (the hall) on a wave of petrol fumes."

Italy, Violet Powell remembers for, amongst other things, " the Giovanelli family flashing white-toothed smiles from the driving-seats of Alfa Romeos," and I like her for quoting a notice she encountered in a rural tram between Hardelôt and Boulogne, which read: " It is forbidden to speak with the Wattman."

By 1930 the author's mother, Lady Longford, was still using a Daimler landaulette, " black and silent, essentially dowager-like," but they also added a new car, " chosen from a shop in Bond Street," with a cape hood that was always kept erect. There are no other clues to its make but earlier the young debutante had, inevitably, overturned a Baby Austin. Incidentally, although she claims to be a disciple of *Bradshaw* I do not think Mr. J. E. P. Howey will be very happy about her reference to the narrow gauge, Romney, Hythe and Dymchurch Railway as " now, I believe, only a model system!"—W.B.

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ALVIS, 1933, SPEED 20 Mayfair saloon, good condition. £60 or offer. Must sell quickly. Walker "Nutwood," Longdown Road, Sandhurst. Tel.: Crowthorne 2569. [7117

MERCEDES 170D, diesel, 1951, reg. '58. L.H.D. Body and interior tatty. £140 or part ex. Also Packard Club Sedan Eight, 1936. Excellent inside and out. £50 or part ex. Farmer, 10, Delamere Road, Southsea. Tel.: Portsmouth 32495. [7120

SECRET OF THE Sphinx for £85. See June issue. A/Siddeley sports as described in article, reluctantly for sale. Bertram, Camber Caravan Park, Camber, Rye. [7122

WANTED ENTHUSIAST with bag of gold to purchase my perfect H.R.G., 1948. Completely rebuilt last two years. Must be seen to be appreciated. Sensible offers. 81, West Park Road, Smethwick, Staffs. Tel.: SME 0059. [7123

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FORD FALCON. Twin carbs, h.c. head, sealed beams. B.R.G. 80 m.p.h., 38+ m.p.g. £110 o.n.o. Box No. X 129. [7129

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1952 LEA-FRANCIS 14 offered for sale by original owner. 60,000 miles. Engine reconditioned by specialist firm in 1961. Quite perfect in all respects. £190. R. G. Watson, Smeeton Westerby, Leics. Tel.: Kibworth 271 (evenings). [7134

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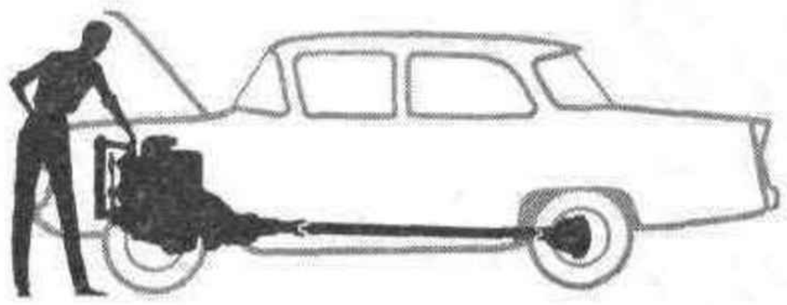
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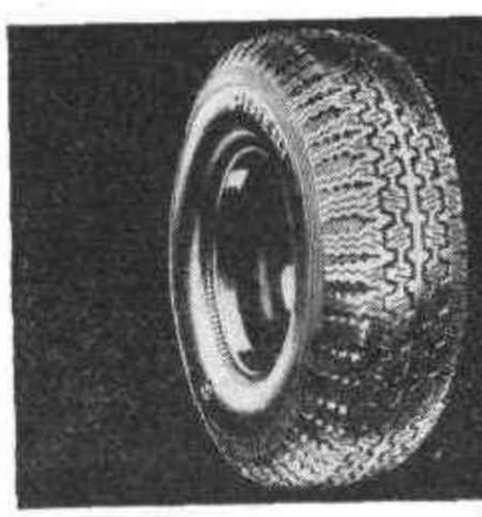
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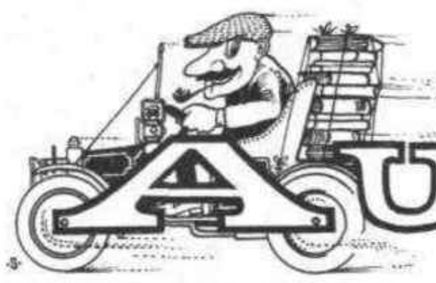
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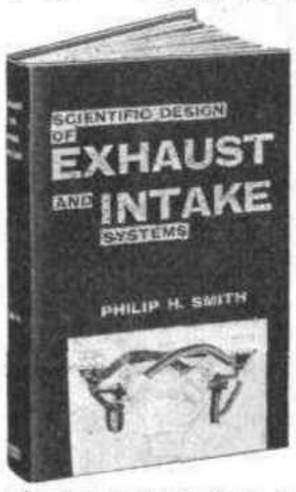
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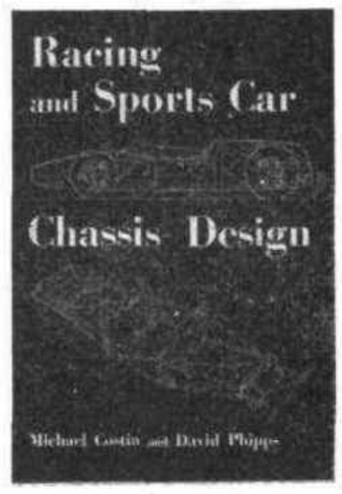
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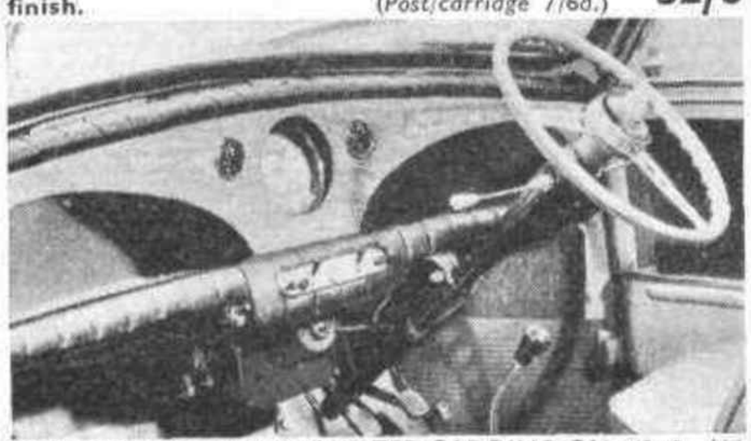
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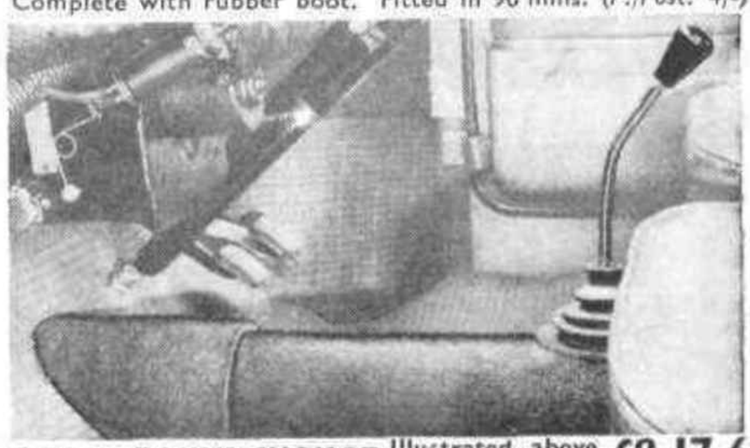
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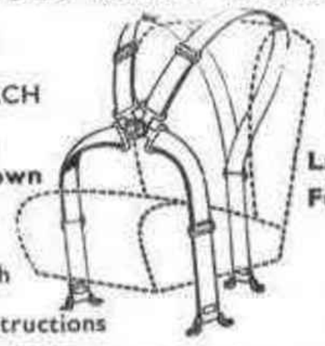
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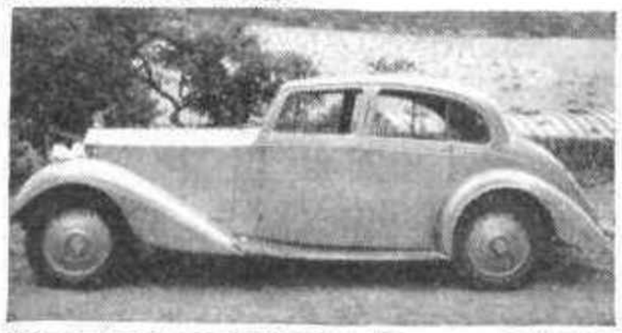
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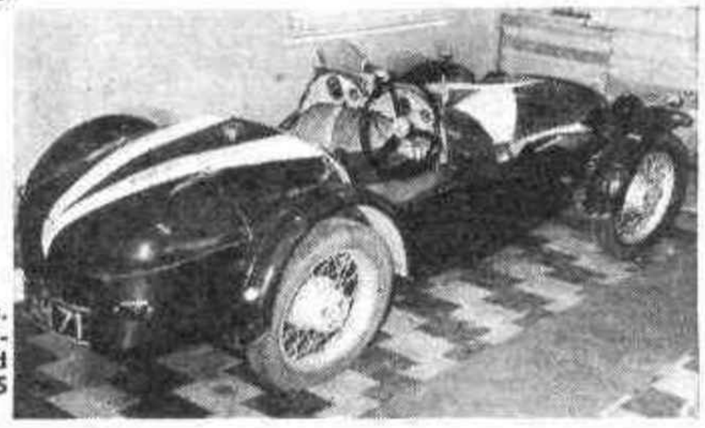
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£725 JAGUAR XK150 fixed-head coupé, 1958. Fitted with overdrive, wire wheels, disc brakes, etc. An exceptional example in dove grey with red upholstery.

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£625 TRIUMPH TR3A, 1959. A superb example in red, fitted with 3-speed overdrive, hard-top, luggage rack, Michelin "X" tyres, heater, etc. This vehicle is much above average throughout.

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£495 M.G.-A, 1958 model. In black with red leather upholstery. This vehicle is exceptional throughout and is thoroughly recommended. Extras include radio, heater, luggage rack, wood-rimmed steering wheel, etc. Two owners from new.

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£345 JAGUAR Mark VII M, 1956. This one-owner example is truly magnificent and cannot be faulted throughout. Bodywork in black with red hide. Overdrive, radio, etc.

£295 FORD Consul convertible, **Mark I,** 1955. An exceptional example in beige with red upholstery. Genuine low mileage.

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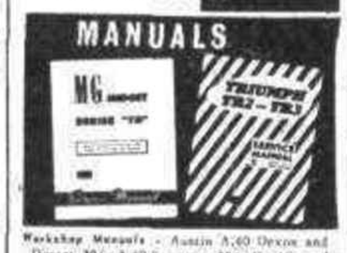
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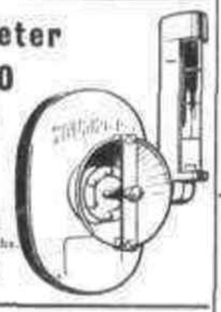
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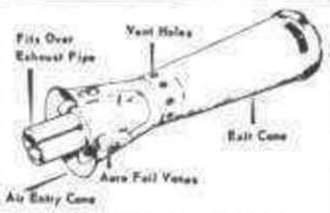
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ARGYLL, 1904, Veteran car. Excellently preserved, perfect running, new tyres. Winner of 1959 and 1961 Leinster Veteran Car Runs, Eire. Price £1,000. Thornhill, Kiltimagh, Co. Mayo. [7347

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B.S.A. 3-WHEELER, 1953, £50. Riley Nine engines, £5 and £8. Two 16×650 Rudge wheels with worn tyres, £4 each. Box No. Y.357. [7357

GARAGING PROBLEM forces sale of 1935 P. 11 R.-R. Thrupp & Maberly sedanca. Excellent condition all round. £385, or exchange small van and cash. Williams, Church Cottage, Castlecombe, Wiltshire. [7360

M.G. TA ENGINE and gearbox, £20 o.n.o. 136, Clifton Road, Birmingham, 12. [7361

TR3A, 35,000 MILES, one owner. Every extra. Excellent condition. Briggs, 23, Little Biltons, S.W.10. [7362

PSSSSST—PSPECIAL PSACRIFICE: fford pschassis—motor—4.7 wrear—psplit front—eight head—good boots, pstoppers—12 volts—wrarely pseen ffibreglass, professionally psprayed Jaguar white, red trim. Psoft-top—extremely hard-top—ptonneau—wracing screen (big joke as never wraced). Wreal crowd pstopper, most attractive to birds (unlike *un*titled owner who is *not* "forced—sell—marriage"). Taxed. Freehold £180—haggle. Hall—Tel.: Bagshot 3572 (evenings). [7365

FOR SALE—*continued*

BUCKLER-FORD. Rebuilt engine. All usual mods. Very fast. Bargain, £80. Privett, Fockbrook, Chobham, Woking. [7364

RARE BIANCHI. 1929 d.h.c., 10.4 o.h.v., restored. Superb condition (white), five new tyres. Details, photo on request. Offers. Wright, 3, Falls Grove, Gatley, Cheshire. Tel.: GATley 4733. [7366

1932 RILEY GAMECOCK. Gearbox, back axle and brakes recently overhauled. New tyres. Resprayed red. Body very good. Engine needs attention. Garage space required. Rolinson, 1, Burnside, Rugby. [7367

ALVIS 12/70 saloon, 1937. Complete but not running. £25. Also small silver trophy cups, ex-Forrest Lycett, 40s., 60s. (Bugatti). 20, Church Road, Old Windsor. [7368

TO CAR ENTHUSIASTS: 1933 Morris OX 16-h.p. saloon. Original very good engine, upholstery, all bodywork excellent; head, side, spot and twin rear lights. Requires painting only; been weekend car. 39, Lowton Avenue, Moston, Manchester, 9. [7369

1927 14/60 LAGONDA, in excellent order. Repainted, reconditioned electrics throughout, good tyres and upholstery; engine fair. Full equipment. M.O.T. £175. Bentley, 8, Vyner Grove, Sale, Cheshire. [7370

TR3A, AUG. 1959. Powder blue. Good condition, never raced or rallied. Tonneau, discs, Michelin "X"s, spots. £550, H.P. arranged. Tel.: COP 5204 (day). [7371

EDWARDIAN NAPIER: Speedometer, radiator cap. Edwardian Dennis: speedometer, hub-cap. Edwardian: speedometer (brass). Sunbeam: motorcycle acetylene head, sight lights. Offers. Anderson, 3, Beechwood Avenue, Burnside, Glasgow. [7372

LECO M.G. 120 m.p.h. I.F.S., i.r.s. 1½-litre; aerodynamic alloy body just resprayed. Ideal for club racing learner, or convert for road use. First-class condition. £295 o.n.o. Pickering, Glantywyn, Bryngwran, Anglesey. [7373

£310. MORRIS MINOR 1000-based 2-seat sports "special." Must sell. Cost £700. All brand new parts throughout. Red Mistral fibreglass body (long and low), Buckler multi-tubular chassis, Minor 1000 engine, transmission, wheels, tyres and modified suspension. 48 m.p.g. at 60-m.p.h. cruising. Incredible road-holding; performance with economy. "Molyspeeded" engine, gearbox, rear axle. Carefully run-in. Tel.: Northwood (Middlesex) 21292. [7378

LAGONDA V12, 1939, saloon. Taxed. M.O.T. £195. 55, Park Drive, L.F.E., Leicester [7382

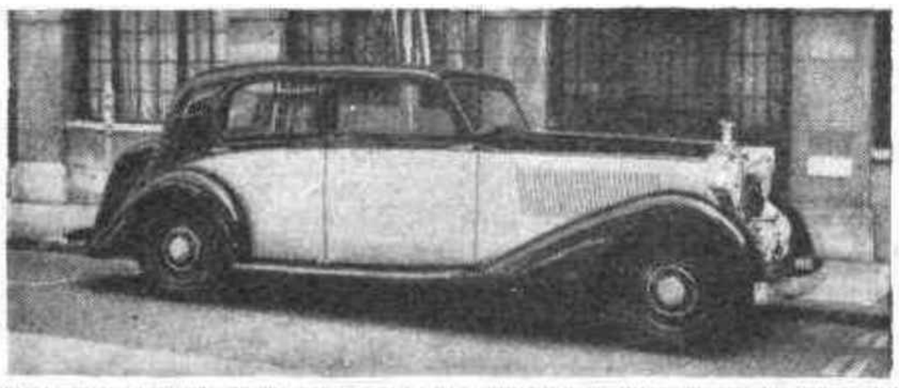
ROLLS-ROYCE, BENTLEY & VINTAGE CAR SPECIALISTS

MANAGING DIRECTOR: A. J. HANCOCK

SIMMONS
OF MAYFAIR LTD

12 REX PLACE, ALFORD ST. (OFF PARK LANE) LONDON, W1

GROSVENOR 1118 AND 2635



ROLLS-ROYCE (1938) Phantom III, unusually attractive and rakish sports saloon by Kellner of Paris. Superior condition throughout. Completely overhauled mechanically. One owner over last 12 years. Black and mid-grey, biscuit trim. Excellent history. M.O.T. **£775**

PEUGEOT (1904) swing seat tonneau. Last used in the Brighton Run in 1938, now restored to perfection. **£1,350**

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**

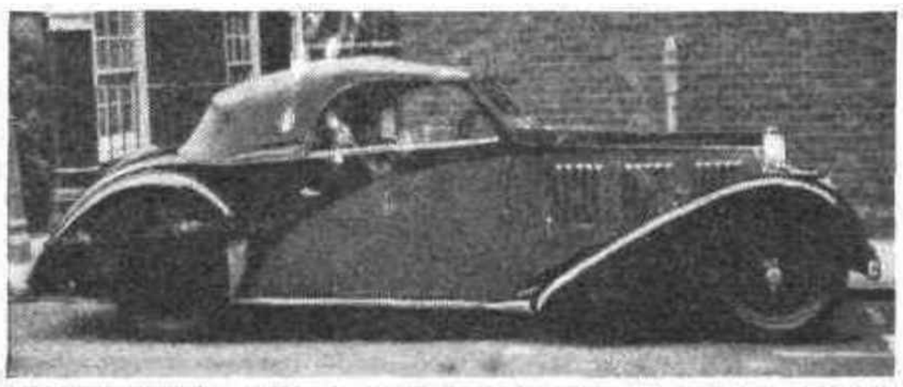
ROLLS-ROYCE (1937) Phantom III sports saloon by Freestone & Webb. Mint condition, finished steel blue and black, with dark blue trim. Fully modified, no division, schedule servided. M.O.T. **£825**

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 (1940) Wraith 7-seater sedanca by Windover. 57,000 miles and one owner from new. **£825**

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. **£874**



BUGATTI (1937) Type 57 convertible by Gangloff, in superb order throughout. Engine just completely rebuilt, finished in mid blue and black, fawn trim and hood. M.O.T. **£850**

VINTAGE BENTLEY (1926) 3-litre, long-wing 2-seater by Arnold of Manchester. Schedule serviced. **£375**

MERCEDES-BENZ (1936) 500K cabriolet "B," supercharged, with overdrive. Black with sage-green trim. Details of recent mechanical rebuild available. R.H.D. **£750**

BENTLEY (1929) Speed Six foursome tourer. Completely rebuilt and only 300 miles covered since. Certainly the best model available. **£1,050**

ROLLS-ROYCE (1937) 25/30 St. James sports saloon by H. J. Mulliner. History available. Exceptional value at **£525**

ROLLS-BENTLEY (1954) "R" type automatic sports saloon by Hooper. Steel blue with biscuit trim. 61,000 miles. **£1,350**

ROLLS-BENTLEY (1952) power-operated drophead coupé by Park Ward. Recent complete rebuild. Powder blue with matching trim. **£1,050**

HUMBER (1928) tourer. Twin screens, very original. 31,000 miles. One owner only. **£250**

BRISTOL (1948) Type 400 4-seat G.T. with swept boot, a pretty car fitted heater and radio. Offered at only **£215,** taken P/E June. M.O.T.

At time of going to press we are negotiating the purchase of: **Alvis Speed 25** tourer; **Bentley 8-litre** 2/4-seater tourer; **Rolls 20/25** sports saloon by James Young, and **Bentley Speed 6** saloon *Concours.*

Immediate insurance effected with brokers. Export and shipping. All vehicles and accessories are offered subject to being unsold unless otherwise stated.

We shall be grateful for the opportunity of purchasing vehicles, in exceilent condition, similar to the above, and will pay our normal commission of ten guineas for information leading to such a purchase.

FOR SALE—*continued*

BERTELLI-BODIED 1932 Alvis Speed 20 2/4-seater sports tourer, first-class original condition. Cycle wings, large slab tank. The only Alvis with this attractive body. £200. Tel.: Saffron Walden 2083. [7485

XK140 DROPHEAD coupé, 1955. Grey. New hood and headlining. Well shod. Nice car generally. £415. Exchange 2.4, Herald, Anglia, similar. 8, South Road, Baldock, Herts. [7486

TALBOT 10 tourer, '36. Ideal summer touring car. Fast and reliable. £75. Tel.: RIC 6941 (evenings), or TEM 3861 (day). [7487

BUCKLER-CLIMAX SPECIAL. Buckler D.D.2 space-frame, Coventry-Climax engine, 1,100 c.c. F.W.A. Stage 2, Falcon body shell. Beautiful condition. £450 o.n.o. Details, C. J. Sherwin, Tittensor Chase, Tittensor, Staffs. [7488

1928 LAGONDA 2-LITRE Speed Model tourer. Rechromed, cellulosed and fabric'd. £195 o.n.o. M.O.T. Tel.: Spring Park 4477 (London area) (after 5.30 p.m.). [7489

BENTLEYS : 1929 4½ sports saloon, £295. 1934/5 3½ Barclay sports saloon, £125. 1936 4¼ Park Ward saloon, £145. All taxed, tested. Offers. Exchanges. Vintage Bentleys and parts wanted, any condition. Spares, repairs, tuning and overhauls. 43A, Warwick Road, Wellesbourne, Warwicks. Tel.: Wellesbourne 274. [7490

M.G. TC, 1947. Replacement engine. 16-in. rears, l/rack. New battery, k/pins. Good hood, side-screens. £225 o.n.o. Matthews, 7, Pitfield Avenue, Maybank, Newcastle, Staffs. [7491

RILEY LYNX, 9 h.p., 1934, B.R.G. In good condition; suspension, steering rebuilt; rechromed; brand new weather equipment, etc. £160 o.n.o. Kitchiner, The Garden House, Beaufort Close, Reigate, Surrey. Tel.: Reigate 5337. [7492

HEALEY SILVERSTONE D. Rebuilt inside and out. Offers : Tunnicliffe, 76, Coventry Road, Burbage, Leics. Tel.: Hinckley 3900. [7493

FIAT 1100 saloon, 1947, but registered 1957. Taxed. L.H.D. £55, or exchange with cash for open/drophead/sun-roof car or Renault 750. McNeil, 44, Maurice Road, Birmingham, 14. Tel.: Highbury 1682. [7494

A PERFECT EXAMPLE. Vintage Morris Minor. Completely rebuilt. Fitted early M.G. engine. Many unusual extras. Showroom appearance. £75. R. H. Ball, Amerden Cottage, Barge Farm, Taplow, Bucks. [7495

1958 VOLKSWAGEN de luxe saloon, mileage 36,000. VW maintained from new, excellent condition. Fog/spot lamps, seat covers, etc. £450. Wayland, Tel.: Walton/Thames 25241. [7496

ROCHDALE G.T., 1959, white; 1,172 c.c. New gearbox, battery, spotlamps. Mechanically perfect, excellent interior and good acceleration. Closest £200. Weatherhogg, 136, Broadway, Walsall. [7497

ROLLS-ROYCE 20/25, 1930, Crosby and Dunn limousine. M.O.T. Taxed Dec. £150. Tel.: Yateley 3213. [7498

TR2, 1955. New linings, pinion races, half-shaft, rear tyres, tonneau. £290. Tel.: Cardiff 65933. [7499

1930 AUSTIN ULSTER. Used successfully for past three seasons in V.S.C.C. and other club race meetings. Fitted with highly-tuned Jack French engine. Offers. Write for details. Cook, 31, Broadway Grove, Worcester. [7500

RILEY 2.4 ENGINE complete with clutch. Good condition. £20. Buyer collects. Box No. Y.501. [7501

MAYFAIR COUPE by Hans Glas/Goggomobil. Similar in appearance to Alfa Giulietta. 60 m.p.h., 60 m.p.g. Only 21,000 and in perfect trim; manual box, bucket seats, heater. Eminently smooth. £285. Gill, 468, Kelso Place, W.8. Tel.: WES 1108. [7502

M.G. J2. Ford engine, twin S.U.s, 4-branch exhaust, original gearbox, tonneau. New hood, sidescreens. Hydraulic brakes. M.O.T. £100 o.n.o. Britton, 51, Bishops Walk, Llandaff, Cardiff. [7503

SINGER ROADSTER, 1947. Alloy body, c.r. gears, tonneau, hood. Excellent mechanically. Economical. Taxed. M.O.T. £110 o.n.o. S.A.E., Fowke, 194, Foster Hill Road, Bedford. [7504

ALVIS 12/50 S.D., 1927, Beetle-back. Excellent mechanical condition, good original body. Offers over £150. 383, Bushey Mill Lane, Bushey, Herts. [7505

100E ENGINE, gearbox, rear axle, dynamo, petrol pump, clutch, in good order. £50. Tel.: FIA 5943. 67, Burleigh Road, Sutton, Surrey. [7506

RILEY sports 2-seater, very attractive immaculate alloy body, professionally built. 4-cyl. 1,500-c.c. Sprite engine, 8 : 1 c.r., cross-flow head, twin S.U.s, Scintilla, 16-in. Boranni wheels, "X"s, 12-in. Girlings, Alfin drums. Photo and full details to genuine inquirer. £185. 12, Copland Avenue, Wembley. [7507

AGUAR 1½-LITRE saloon, 1946. Good condition. M.O.T. Steering and front suspension recently renewed. Good buy at £100 o.n.o. 86, Forbes Avenue, Potters Bar, Middlesex. [7508

EDWARDIAN OVERLAND (1913). Complete chassis stripped for rebuild, no body. Offers. Woodland Cottage, Greenwich Lane, Leafield, Oxon. Tel.: Asthall Leigh 682. [7509

FOR SALE—*continued*

1934 MORGAN S.S. 3-w. Excellent condition. Recent engine overhaul. Hydraulic brakes. £150 o.n.o. Details : Pullen, A.S.P., R.A.F., Swinderby, Lincs. [7510

1928 BROOKLANDS RILEY. Good condition, host of spares. 16-in. and 19-in. rear wheels, hydraulics; new hood, tonneau, seats, battery. Best offer over £200. View London or Bristol. Richards, 53, Canford Lane, Westbury-on-Trym, Bristol. [7511

A.C., 1948, saloon. Breaking for spares. Mechanically sound. Engine rebuilt 7,000 miles ago. Storey, 3, Camp Road, Maryport, Cumberland. [7512

1925 BULLNOSE. One family from new. Offers. Brough, 15, The Crescent, Camborne, Cornwall. [7513

1935 3½ BENTLEY engine and gearbox. 35,000 miles since crank ground, sleeved to standard, etc., by Rolls-Royce. Buyer removes car which is attached and runs. £85. Tel.: Marlow 3011. [7514

1950 LAGONDA 2½-LITRE engine and gearbox. Apply : Gardiner, West Harting, Petersfield. [7515

M.G. TC, 1949. An exceptional specimen. Recon. engine. New paintwork, electrics, tyres. Weatherproof. Luggage rack. M.O.T. £195. Harding, 26, Fairholme Road, Ashford, Middlesex, or Tel.: SHE 7151. [7516

SIMCA MONTLHERY, 1960, green/ivory saloon. Radio, heater, double underseal, etc. Regularly serviced director's car. Reasonable cash or H.P. Minister, 36, Launde Road, Oadby, Leicester. Tel.: Oadby 5100. [7517

1933 ROLLS-ROYCE 20/25 Park Ward owner/driver saloon. This car is in good order throughout and has just passed the M.O.T. Handbook, mascot, tools, etc. Offers around £210 invited. Box No. Y.518. [7518

3½-LITRE LAGONDA tourer, 1935, for sale. Excellent condition all round. £220. Box No. Y.527. [7527

SHORROCKS SUPERCHARGER to fit Triumph Herald Convertible (948 c.c.) twin Carb.—Almost new—£35 o.n.o. Durant, 67, Muswell Hill Place, London, N.10. [7528

VOLKSWAGEN 1955. Superb one-owner specimen £360 to appreciative purchaser only. Available shortly. Box No. Y.529. [7529

FORD SPECIAL, fibreglass body, reconditioned engine, boxed chassis, full instrumentation, etc. Must sell. Offers nearest £100. J. Archer, Knowle Lodge, Lichfield. [7530

FABRIC 4-SEATER touring body, windscreen, hood irons, some upholstery. £10. Pair P100s, £3. Single P80 £1 10s. 0d. Tel.: Hythe (Kent) 66569. [7531

HOTCHKISS. 1950 MODEL. Paris-Nice saloon. Reputed 1949 London show exhibit. Excellent order and history. Low mileage. Cotal gearbox, heater, black. £215. Barry, "Hillbord," Keycol Hill, Sittingbourne. [7532

LANCIA APPIA, 1st series. Available shortly. About £400. Write Maynard, Akeley, Buckingham. [7533

AUSTIN SEVEN SALOON deluxe. 1933. Black/grey. Unique and *concours* condition after complete overhaul last year costing over £250. Many extras. Sale reluctantly forced by business requirements. £165 o.n.o. Box No. Y534. [7534

1929 RILEY 9 Mark IX tourer. Sound throughout. Excellent appearance, very reliable. £85. Done, 7, Richmond Dale, Bristol, 8. [7535

PACKARD, 1937, with hearse body, delightful vehicle, very comfortable. Offers. Photograph to genuine admirer. Moar, Dickson Street, Widnes. [7536

1959 M.G.-A. Works replacement engine 105 m.p.h. Mechanically impeccable. Bodywork always admired. Beautiful machine. £525 o.n.o. Tel.: Primrose (Hampstead) 1158. [7537

SWIFT VINTAGE saloon, 1929. A beautiful example of this roomy and reliable motor car. 500 miles since complete rebuild—bodily, mechanically and electrically. Photos and full history available. Offers around £125. 20, Rushleigh Road, Majors Green, Shirley, Birmingham. [7538

CITROEN DS19 October 1956. Grey with red roof. 28,000 miles only. £425. Terms can be arranged. Tel.: Birmingham Northern 8168. [7539

1937 RILEY KESTREL Sprite. Very reasonable condition. Single S.U. Tel.: Swiss Cottage 2420 (evenings). [7540

1961 SUNBEAM RAPIER IIIA Saloon. Grey and red, one owner. Immaculate, 8,500 miles only. £850 o.n.o. Box No. Y541. [7541

HUMBER 14/40 Weymann fabric saloon 1928. *Concours* condition inside and out. Believed unique last remaining example. Mileage under 75,000. Perfectly original. Resprayed mole and black. Mechanically excellent. Good tyres and battery. £175 o.n.o. Tel.: (evenings) Emberbrook 5027 (Surrey). [7542

M.G. TD Series I. New hood, rec. engine, Cream. Excellent condition. £240 o.n.o. Ridgway, 30 Shawe Hall Crescent, Flixton, Manchester. Tel.: URM 6091 evenings. [7543

FOR SALE—*continued*

LAGONDA 1938 LG6 saloon. 50,000 miles. Used only as second car. Taxed summers only. Continuous maintenance of condition regardless of cost. No reasonable offer refused. Tel.: Mickleton 215. [7544

AUSTIN-HEALEY 100. 1953. Excellent condition. All extras. £330. "X" Tyres, M.O.T. tested. 60, Rookery Road, Innsworth, Gloucester. Tel.: Twigworth 294. [7545

XK140 F.H.C., disc brakes, radio, heater, sun visors, o/drive, roof swivel spot, etc., etc. Mechanically perfect. This immaculate car sells for £465: 1, Edith Road, Smethwick, Staffs. [7547

S.S.1 DROPHEAD coupé, 1935. Mechanically bodily excellent. £100. White, 153, Ermington Crescent, Birmingham 34. Tel.: Castle Bromwich 2844. [7546

ALVIS SPEED 20, 1934, 2-seater and dickey. White. Very fast. Spares. 23 m.p.g. £130. 8, Douglas Crescent, Edinburgh. [7548

TURNER 950 SPORTS. 1960. V.G.C. 19,000 miles, Moonstone, radio, luggage rack. £450 o.n.o. Coulson, 136, Farley Road, Selsdon, Surrey. Tel.: SAN 2132. [7550

1953 TDII. M.O.T. H/top, tonneau, washers, rev. light, luggage rack. Clean and sound. Nearest £345. 360, Yeading Lane, Hayes, Middx. [7551

SALE : 300 "AUTOSPORTS"; 90 *Motor Racing;* No's 1 to 18 *Veteran and Vintage Magazine.* Offers. 19, Luffenham House, South Oxhey, Watford. [7552

£160 O.N.O. 1951. 2½-litre Lagonda. Radio, heater, etc. Wife can't drive it. Garaged Surrey. Tel.: Byfleet 41558. [7553

NO RIVETS down the bonnet of my Railton Straight Eight saloon 1946. A car of fine performance and handling in good mechanical and bodily condition for £160 M.O.T. Hull, 63, Roupell Street, Lambeth, London, S.E.1. Tel.: WAT 4655. [7554

1172 SPECIAL. Twin S.U.s. Aquaplane head and manifold. Close-ratio gears, 4.7 : 1 back axle, etc. Alloy body. Full weather equipment. Needs rewiring. £65 or exchange for 3-wheel Morgan. "Briarwood," The Glade, Kingswood, Surrey. Tel.: Mogador 2703. [7555

ROLLS-ROYCE 20/25. 1930. O.D. saloon, in daily use. £95 o.n.o. Daimler 4½-litre limousine, 1936, engine worn, £20 o.n.o. Morris 10, scrap, free. Ilett, Findings, Fernhill Road, Farnborough, Hants. Tel.: Camberley 22641. [7556

H.R.G. 1500. 1948. Standard body. Extensive works overhaul. V.G. condition. £300 o.n.o. Box No. Y557. [7557

VOLKSWAGEN, 1958. 100%. Must have little more than dealer offered. 61, Southern Drive, Loughton, Essex. [7558

1925 BUICK. Rare 2-seater coupe. Part restored. space needed. Offers. 1929 Ford Model A saloon good running condition. M.O.T. tested. New roof, Part new interior, good body, five good tyres. £75. Box No. Y559. [7559

1928 MK II RILEY Monaco saloon. In superb original condition throughout. Only 57,000 miles from new. Available August 13th onwards. Offers around £140 to Fuller, 23, Dorset Close, Chelmsford, Essex. [7560

BERKELEY 1958. 328 c.c. twin carbs. V.G. cond. Excellent hood and tyres. £175. Tel.: Hainault 2985 or write 3, State Mansions, Barkingside, Essex. [7561

TR2, 1955 July. White. Immaculate throughout. M.O.T. Certificate. Twin Spots, heater, tonneau cover, wing mirrors, screen washers. £310. Tel.: RIP 1643 (Essex). [7562

TRIUMPH DOLOMITE, 1938. 4-cyl. saloon. Spot. Horns, radio, Not running. Offers. Millar. Tel.: Weybridge 2240. [7563

ALVIS FIREFLY 1933. Preselector. M.O.T. Used daily. New brakes. £32 o.n.o. Tel.: Tideway 3831. [7564

M.G. TC 1947. Excellent condition. Must be sold. Best around £190. Tel.: Liverpool Allerton 2007. [7565

JOWETT JUPITER 1953. Series III. Engine sound throughout. Reasonable. Tel.: Newcastle, Staffordshire 69644. [7566

SHORROCK SUPERCHARGER for Renault Gordini or Dauphine. Used 8,000 miles. Fantastic performance. Fitted f.o.c. to car or posted. Offers to J. M. Condon, Tittensor, Stoke-on-Trent. Tel.: Trentham 58366. [7567

1923 R.-R. 20 h.p. Must go to pay medical bills of elderly Silver Ghost. ¼-light coupé with dickey by Windover. £200, for quick sale. Cook, Beck Farm, Guist, Dereham, Norfolk. [7568

TRIUMPH GLORIA, 1935, 4-seat, 4-door aluminium-bodied saloon. Specification includes Climax engine with 2-S.U. Whatmough head, fog-lamp, tachometer, hydraulic brakes, freewheel, screen-washers, and a gadget for automatic re-starting should engine stall. Over 30 m.p.g., up to 70 m.p.h. (if you're brave). M.O.T., licensed. Mechanically excellent, the black and ivory body is only above average; anyone wanting a safe, reliable, rare and interesting machine for about £80, please write to C. A. A. Constantine, "The Leasowes," Tasley, Bridgnorth, Salop, or Tel.: Bridgnorth 3205 (evenings). [7570

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

FOR SALE—*continued*

1936 AUSTIN NIPPY. Reconditioned engine 4,000 miles ago. Recent king-pins and bushes, U.J.s, good, sidescreens. Rewired. Resprayed B.R.G. M.O.T. Bodywork, chrome, upholstery—excellent. Spare "Speedy" engine. £120 o.n.o. Stalker, 13, Pulford Road, Bebington, Cheshire. [7569

RAC 231: Rebuilt Riley Special; requires wiring and body to complete. Specification comprises Monaco chassis boxed and stiffened, 1,250-c.c. B.M.C. unit to M.G. Stage One. £45. Garner, Barnby House, Deighton Road, Wetherby. Tel.: 2350. [7571

A35, 1958. Speedwell Stage II 2-door blue saloon. Heater, anti-roll bar, new brakes. Excellent performance from excellent vehicle. £315. Hastings area. Box No. Y.572. [7572

1927 3-LITRE SPEED Model Bentley, Vanden Plas body, 2-seater and dickey, completely original in every respect. A handsome and ideal club enthusiast car, maintained exclusively by Authorised Bentley Specialist only. Any trial or examination. A car for the connoisseur. £665. Box No. Y.573. [7573

M.G. PB, 1936, 2-seater. New king-pins, track-rod ends, wheel bearings, petrol pump and two tyres. Headlamp conversion. Body, chassis and engine good. £85. Daisley, White Gates, Whittlesford, Cambs. [7574

1951 A.C. BUCKLAND tourer, 2-litre, red, 5-seater. New hood, sidescreens, tonneau cover and carpets. 27 m.p.g. Genuine 33,000 mileage. Immaculate all-aluminium body. Individual looker. £285. Reason for selling: buying estate—due to increase in family. Tel.: SYD 4683. [7575

RILEY M.P.H., 1934. Broken crankshaft. Rest of car excellent condition. Clark, 143, Haynes Road, Hornchurch, Essex. [7576

1958 XK150 f.h.c., overdrive, 30,000 miles, carefully maintained by one owner. £730. Box No. Y.577 [7577

M.G.-A f.h.c., 1958. Just repainted red with new chrome. Mechanically perfect; fitted radio, heater, washers, Styla trims, telescopic wheel, wing mirror. Only £500, or exchange open TR3A or Healey. Reed, The Green, Whitburn, Co. Durham. [7578

COOPER-M.G. 1500 sports/racing car. Ex-Cliff Davis. Fully rebuilt 1958, including aerodynamic body. Engine rebuilt end of last season. Genuine 110 m.p.h. 0 to 60—9 seconds. Ideal road or circuit. £400. Tel.: Edinburgh DAV 2726. Craig, 9, Hillpark Road, Edinburgh, 4. [7579

1929 FORD MODEL-A Tudor saloon. Excellent condition. M.O.T. Numerous spares. £100. 21, Hackings Avenue, Penistone, Sheffield. [7580

1172 SPORTS saloon Special, 4-speed gearbox, S.U. carburetter on special manifold, 12-volt electrics, Michelin "X"s. Best offer over £100. Hollindale, "Castramon," Stony Lane, Christchurch. [7581

M.G.-A 1600, 1960, fixed-head coupé, light blue, black interior. Twin spots, luggage rack, etc. £650. 14, Birch Close, Walton Heights, Stafford. Tel.: Milford 590. [7582

M.G. RARE KD-type Magnette. New brakes, steering, lights, rewired. £60. Crawley, 6A, Park Road, Beckenham. Tel.: BEX 6907. [7583

M.G. TF, 1956. Reconditioned engine. Cream. £360. Wickham Holt, Wickham, Hants. Tel.: 3222. [7584

M.G., 1935, P-TYPE. Ford 10 conversion. Beautiful condition. £130. Wickham Holt, Wickham, Hants. Tel.: 3222. [7585

TR3A, 1959. Excellent white, wire wheels, "X" tyres, overdrive and usual refinements. Low mileage. £585 o.n.o. Flat 14, Tel.: KEN 1809 (weekday—evenings only), or HOU 3988. [7586

DEADLINE AUGUST 5th. Leaving U.K., unfortunately without maroon 1½-litre Riley (1948), in good mechanical condition. New pistons, big-ends and tyres (not remoulds) recently, and a wonder to behold. Tel.: Bridport 3353 (Dorset) as soon as can, offering anything more than local garage condescends to proffer. [7587

LE MANS Aston Martin, race and *concours* winner. New pistons, rods, camshaft, carbs., clutch, wheels, tyres, seats; brakes relined. Full weather equipment. Complete, original, faultless condition. 45, Brook Lane, Oldham. [7588

LAGONDA 4½ saloon. Re-engined, excellent body. M.O.T. £150. Tel.: BECkenham 9316. [7589

MEADOWS 4ED ENGINE, 4-port head, Amals, lightened flywheel, special rods and oil pump; 9:1 c.r., fully balanced. Less dynamo, starter, magneto. Spare block, pistons, sump. Removed from successful 'Nash, quite tractable. £45. Nunn, Farnham, Surrey. Tel.: 4040. [7590

LAGONDA 16/80 pillarless saloon, 1934. Have offered this excellent bodied car for £120 but received no inquiries. Am now willing to accept first sensible offer. King, 22, Malden Avenue, S.E.25. Tel.: ADD 8303. [7591

ASHLEY 1172, hard-top. New parts. Well finished. Fast. Baby forces sale. Any reasonable cash offer Want old Volkswagen. 61, Southern Drive, Loughton, Essex. [7592

1953 JUPITER. Excellent condition. Series III. Morley, 112, Clarendon Road, W.11. Tel.: Park 6020, EDM 4844 (work). [7593

M.G. TF 1500, 1955. Perfect condition. Available end August. Emigrating. £420. Taxed. Currey, 73, Barclay Road, Smethwick, Staffs. [7594

FOR SALE—*continued*

ALVIS TA14 coupé, 1948, lovely condition. Available Midlands or Tunbridge Wells. £225 o.n.o. Deakin, 140, Solihull Lane, Birmingham, 28. Tel.: Shirley 5112. [7595

M.G.-A, NOV. 1958. Replacement engine, "X"s, underseal, heater, radio, washers, sliding screens. Black and red. Quite exceptional throughout. £525. Lt. Gleadow, H.M.S. Ariel, Lee-on-Solent. [7596

HARD-TOP SHELL to suit Triumph, TR2 or TR3. £6 10s. 12, Jamaica Street, Bristol. Tel.: 23882. [7597

M.G. L2 MAGNA, 1933, 1200 B.M.C. engine. Excellent condition throughout, many extras. M.O.T. £90. 203, Kinson Road, Bournemouth. [7598

TR3A, NOV. '58. Overdrive, wire wheels, tonneau cover, servo discs, "X"s, etc. Finished in powder blue with red interior. Good, sound and hairy car. Haggle starts at £525. Away until August 13th. Smith, c/o Cameron, Woodbank, Higher Fence Road, Macclesfield, Cheshire. Tel.: 2116. [7599

TR3A, 1958. Red. Excellent condition. Barwell head and o/d., "X" tyres, etc. H.P. arranged. P/exchange considered. £450. D. R. Andrews, 136, Long Lane, Chadderton, Lancs. [7600

AUSTIN-COOPER, November 1961, 14,000 miles, never raced or rallied. Best offer around £570. Seen Meadows View, Sandy Lane, Chester. Tel.: Chester 27213. [7605

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1958 JAGUAR 3.4 sports saloon, 2 owners, 33,000 miles, carefully used. Htr, radio, o'drive **£695**
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1957 FORD Zodiac convertible, nice clean condition throughout, nearly new tyres ... **£435**
1959 AUSTIN-HEALEY Sprite sports 2-seater, Monza red, beautifully kept. Two from **£399**
1955 ROVER '90' sports saloon, most carefully used by engineer owner, superb cond. Two from **£395**
1954 JAGUAR XK120 convertible, recently overhauled, excellent condition throughout ... **£375**
1951 SUNBEAM-TALBOT '90' sports saloon, 2 owners, small mileage, magnificent cond.... **£185**

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TR2, 1955, red. Overdrive, hard-top, heater, "X"s, etc. Full history, in really first-class order throughout. £340, offers. Tel.: Byron 2168. [7601

SPRITE, £375. 1960, 29,000. "X"s, tonneau, carpets, heater. Taxed. Plus other extras. Tel.: LIBerty 6580. [7602

CLEARING GARAGE. 1950 P1 Allard excellent V8 unit, first gear clonks; £50 or break. 1933 K-type M.G.; new hood, full tonneau; body good; requires odd jobs; £50. Vintage spares include mechanical horn, mostly brass, £15; two wheels, believed Trojan, fitted 400×19 tyres. 500×20 and 450×21 tyres cheap. S.A.E. please. 113A, Nottingham Road, Stapleford, Notts. [7603

M.G. TA. Fitted heater, seat covers, rally, spot and reversing lights, badge bar, luggage rack, tonneau, winkers. Brakes just relined. Rebored 1961. M.O.T. Well shod, hood tatty. £125. Tel.: Nottingham 74375 (office hours). [7604

SWIFT, 1924, 5/6-seater, 12/35 tourer, with hood envelope and tonneau cover. Super quality car, recently fully restored to competition condition, regardless of expense. Dracup, Greenfield House, 595, Leeds Road, Thackley, Bradford. [7606

RAKE SINGER. Airstream saloon, reg. '34. Body and engine good but i.f.s. needs attention. Garaged Derby. Offers and/or details: Cooper, 10, The Avenue, Bedford Park, London, W.4. [7607

1948 MORGAN F4, original cellulose, bonnet strap, Runbaken coil. £110 o.n.o., or part-exchange scooter. 30, Hammy Close, Shoreham-by-Sea. Tel.: Brignton 54596. [7608

A.C. ROYALE ANZANI, 1925. Very pretty 2-seater tourer. Not run after thorough overhaul, extremely sound all round. £100. Coulter, Yew Tree Cottage, Spratton, Northants. Tel.: Creaton 358. [7288

M.G. TC, 1947, black. Excellent condition. £240. Keast, Moreton's Caravans, Brandon, Suffolk. [7609

1959 TR3A. White, red interior. Hard-top. Host of accessories. Pirelli Centura tyres. Never raced. A truly remarkable performer. Must sell, getting spliced. £650 o.n.o. Apply, Treherne, 3, Hallyburton Road, Hove, Sussex. [7610

VOLKSWAGEN 1955. Excellent condition throughout. New engine fitted by VW agent for present owner (2nd) 200 miles ago. Complete history and service file from new at VW agent. Extras include w/washers, ammeter, petrol gauge, and complete rechrome. £345 o.n.o. Tel.: Kennedy, Western 2704 (London). [7011

1936 RILEY 1½ Falcon. £70. 1953 Le Velocette £30. Tel.: Radstock (Bath) 2392. [7612

1936/7 M.G. 2.6-litre saloon in sound running order. M.O.T. certificate, room wanted. A reliable thoroughbred. Only £37 10s. genuine bargain. 37, Wood Street, Mitcham Junction, Mitcham. Tel.: 4295, 9 to 5 Mon-Fri. [7013

1931 SUNBEAM. 18 h.p. saloon. Very original. Good condition. Spares, M.O.T. tested. £65. Leary, 88a Wingfield Road, Tupton, Chesterfield, Derbyshire. [7614

1936 MORGAN 3-wheeler in good condition. MX2 engine, overhauled 6,000 miles. 15 Avenue Road, Whittington Moor, Chesterfield. [7615

A.C. 1922. £210. 2/3-seater and dickey. Rebuilt engine, body, hood, tyres, lighting. Not yet run in. Tel.: HILLside 7711. [7611

165×400. 5 part used off Aprilia plus 1 brand new Michelin re-tread. Aprilia oil-gun. Vertex magneto. Box No. Y617. [7617

H.R.G. 1100, 1939. Outstanding condition. B.R.G., red upholstery. Leather hood, tonneau, 2 Mich. "X". Excellent mechanically. M.O.T. Feb. £190 o.n.o. Gordon, 5 Blenheim Road, Barnet, Herts. [7618

1929 2-LITRE LAGONDA saloon, excellent condition. £100. P. Severn, 12, Linkswood Road, Burnham, Bucks. Tel.: 629. [7619

ASTON MARTIN MK II. L/C. 2/4-seater. Impeccable condition throughout. Absolutely original and a certain *concours* winner. £625. (No haggling please). Tel.: COLindale 0507. [7620

VINTAGE ESSEX SUPER SIX, 1929, sound in wind and limb. M.O.T. taxed. £125. Harrison, 2, Deal Castle Road, Deal. [7621

AUSTIN HEALEY SPRITE, 1958, Cream. Heater, new tyres, and battery. Very satisfied owner seeks change after 3 years of trouble-free motoring. £350 o.n.o. The Old Rectory, Horningsea, Cambs. [7622

BARGAIN £585. Immaculate black A.C. Aceca for quick sale, having bought family wagon. Radio, heater, belts, Marchal lamps. Webasto roof. Well-shod on silver wire wheels. (London) Tel.: Park 1251, or write Lucas, 39, Campden Hill Towers, W.11. [7623

1929 BENTLEY 4½-litre. Quite original and in good condition. "C" Box, new camshaft, back axle. Two owners from new. Low mileage. All black aluminium 2-door sports saloon body by Maythorn. P100's. Very rakish lines. Interior renovation started but could be completed by enthusiast to *concours* standard. Genuine reason for selling. Price 300 gns. Enquiries welcomed. Tel.: Walton-on-Thames 24508. [7624

ALVIS TA 14, 1948 coupe. Excellent order. *Concours* winner. M.O.T. Offers? Dr. Lowe, 23, West Road, Irvine, Ayrshire. [7625

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

FOR SALE—*continued*

BENTLEY MK. VI, 1948, S.S. saloon. B.R.G. Very good order throughout. Seen London. £400. Box No. Y.377. [7377

ROCHDALE-FORD G.T., 1172. Fully modified and trimmed. Very fast; used competitively once only, beating supercharged Sprites. V.G.C. Space needed. Offers. Appleton, Tel.: Ewell 1283. [7379

CORD 812 supercharged roadster, 1937. Chromium, paintwork, upholstery, hood excellent. Radio, heater, twin horns, original instruments; possibly the best available. Best offer before August 6th to 26, Watford Road, Radlett. Tel.: Radlett 6796. [7380

FIAT 1100, 1955, two-tone blue. Fitted heater, screen-washers. Professional repaint; perfect Vynide interior. Expert servicing. Looks and runs like new. £245, terms arranged. 20, Witley Avenue, Halesowen, Worcs. Tel.: 1432. [7381

AUSTIN 750 FORMULA. Lowered chassis, i.f.s., excellent aluminium body, undertray, alloy wheels, R5s, etc. Unused two years, bought recently, but Bentley needs expensive overhaul, so must go again to reasonable offer about £60. Further details if required. J. F. Harris, 32, Ling Road, Walton, Chesterfield. Tel.: 76628. [7386

UNCOMPLETED RED ASHLEY 100E. Hydraulics, tubular chassis, close-ratio gears, i.f.s., new tyres, Wooler gear-change, special manifolds, carpeted interior. £150 o.n.o. McRobbie, 13, Benstede, Stevenage. [7387

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1935 SUNBEAM 25 saloon. Black, brown leather. 90,000. Fitted suitcases, tools.
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FOR SALE—*continued*

JAGUAR XK120, excellent condition, M.O.T. "C"-type mods. £275 o.n.o. Tel.: Guildford 5911. [7385

1929 HUMBER 9/28 sportsman's coupé. Body by Charlesworth, believed only two made, 80% Original. In very good all-round condition. £70. Tel.: Wordsworth 9536. [7388

CITROEN LIGHT 15 1953. Big-boot model. Excellent condition. M.O.T. cert. Recent overhaul. New valves, springs, pistons, rings, driveshafts, front tyres, carpets. Fitted new push-button radio, screen-washer, heater, fog and reversing lamps. Complete with handbook, workshop manual. Offers. Box No. Y.389. [7389

M.G. TA ENGINE and gearbox, plus body. All parts. Tel.: Bristol 20220. [7390

ROLLS-ROYCE 20/25, 1934, Gurney Nutting saloon in very good order. M.O.T. May '62. £220, nearest. Dawson, Parkin House, Thurlstone. Tel.: Penistone 3398 or 3215. [7391

JAGUAR XK140 (in which the girls never say no!) f.h. coupé with Webasto roof. Immaculate in opalescent silver and grey upholstery. Excellent mechanics. Many extras, including Motorola radio, etc. Bargain, £450 o.n.o. Private sale, H.P. available. Mr. Brown, "Enton Hall," Godalming, Surrey. Tel.: Wormley 333. [7429

TURNER Sports 2-seater in blue, with B.M.C. 948-c.c. engine. Heater, demister, radio, hard- and soft-tops. Fantastic performance with economy. **£450 or near offer.**
DAIMLER V8 SP.250 Sports, in gun-metal grey. 1962. One owner. 5,000 miles. In excellent condition. **£1,350.**
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RILEY 1.5, 1951, low mileage, in absolute showroom condition. New battery and tyres. (Room needed.) £250. Tel.: Felixstowe 3020 (mornings). Cook, Delft Cottage, Kirton, Nr. Ipswich. [7393

EXCELLENT TC, spotless black, new fawn Vynide weather equipment. Reconditioned engine, stage one, just completely overhauled. 85 m.p.h., 34 m.p.g. Recon. gearbox. New clutch, k.-pins, wheel bearings, steering box and rod ends, battery, tank, linings and m./cylinder, half-shafts, carpets, sealed beams. Good tyres, 16-in. RS4 rears. Radio, heater, rack, flamethrower, extra instruments, windtones, full tonneau, flashers, u/sealed. M.O.T. Must sell—hence £225 o.n.o. 74, Riverway, N.13. Tel.: PAL 8623. [7394

JAVELIN DE LUXE, 1953, Series III. New oval crank. Recently resprayed metallic blue. £160 o.n.o. Hardiman, 4, Station Road, Dollar, Scotland. [7395

ROLLS-ROYCE WRAITH, luxurious 4-seater H. J. Mulliner limousine, excellent order. Full details on request. Box No. Y.396. [7396

TR3, JULY 1957. Genuine 27,000 miles. Usual extras. Superb condition. "Nigeria," Ypres Road, Allestree, Derby. Tel.: 59000. [7397

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2.4 JAGUAR, late '56. Beautiful, fast, comfortable car in the true Jaguar tradition, in excellent condition all round. Recent engine overhaul, new brakes, five excellent tyres; upholstery, paintwork chromium in near perfect condition. £500. Apply I. Gemmill, Nosterfield Farm, Castle Camps, Cambridge. [7402

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LAGONDA 2-LITRE 16/80 tourer, 1933. Superb condition throughout. Alvis gearbox. Resprayed B.R.G. £230. Photos. 161, Westend Road, Bitterne, Southampton. [7399

HEALEY RILEY roadster, red, one of the best of its class on the road, beautiful condition. £250 o.n.o., photograph on request. Hurst, Mill House, Wilton, Salisbury. Tel.: Wilton 2120. [7401

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1936 TRIUMPH GLORIA, Climax engine, fair condition. Best offer. Tel.: Egham 4038 (evenings). [7404

SUPERCHARGER, MARSHALL, with manifold, brackets and carburetter to fit M.G. XPAG. £35 o.n.o. Tel.: Bristol 77260. [7405

M.G. TB, 1939, Tickford coupé. M.O.T. tested. Engine in good condition, new batteries, wheels recently respoked. Bodywork needs attention. £100 o.n.o. Axford, Barham House, Harrold, Bedford. [7406

LANCIA APRILIA, 1949, first registered 1957. New parts in engine; twin sun roofs; bodywork rough. £200 or any offer. Cunningham, 23, Burlington Lane, Chiswick, London, W.4. [7407

1938 RAILTON TEN d/h. Excellent tyres, battery, hood, mechanics, etc. Smart clean blue coachwork. One owner for past eight years. Reluctant sale family reasons, £115 o.n.o. Harrow Area. Tel.: Byron 1508. [7408

BENTLEY MK. VI special-bodied coupé, 2-door. £295, or consider exchange. R. M. G. Hoare, Oaklands, Buckfastleigh. [7409

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JAGUAR 2½-LITRE, 1937. Suitable spares. £20 o.n.o. 41, Fluin Lane, Frodsham, Cheshire. [7416

ENTHUSIAST'S CAR. 2,443-c.c. 1952 Riley sports saloon. Colour green. One owner, immaculate condition. Reconditioned engine and thorough overhaul, costing over £100, since when 25,000 miles. Telephone for appointment to inspect, any test, Hurstway 3429. [7417

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£100. VINTAGE BULLNOSE Cowley, 1925. Excellent general condition. M.O.T. Many spares. Lilly, Tel.: UAO 2933 (Upper Warlingham) (after August 12th). [7415

1957 MINOR 1000 convertible de luxe, green, 28,000 genuine, two owners. Heater, seat covers, link mats, mirrors. Immaculate. £330 o.n.o., or exchange 1½/2½ Riley, cash adjustment. "Morris," Shottery Hall, Stratford, Warwickshire. [7418

DELLOW MK. II, completely rebuilt, resprayed, winter 1962. Twin S.U.s, l.r. axle, L.M.B. hubs, Koni adjustables. Perfect condition, very potent. Seen Hampshire. £200 o.n.o. Delap, Officers' Mess, R.A.F., Geilenkirchen, Germany, B.F.P.O. 42. [7419

JUDSON SUPERCHARGER for TR3, complete kit including carburetter. £55. 47, Enborne Road, Newbury. [7420

RILEY JAGUAR sports racer. Tubular chassis i.f.s., hydraulic front brakes 2LS. Very reliable £250 o.n.o. Pound Farm, Gt. Witley, Worcs. [7421

SCOTT VINTAGE MOTORCYCLE. Two-speed, 2-stroke, twin. Little used since £45 restoration. £30. 46, Gillshill Lane, Radlett. [7422

1935 PA, in good condition. £75 o.n.o. Apply Miles, Tel.: Peterborough 5351 (in business hours). [7423

DB2 ASTON MARTIN saloon. Perfect body and mechanical order after just completed overhaul. Full details of this superb thoroughbred at £760 from Tapp, Newton Hall, Dunmow, Essex. Tel.: Dunmow 12 or 499, or Dominion 1003 (day). Might take VW sun-roof p/e. [7424

LAGONDA, 1934, 3-LITRE saloon. Any trial. Engine overhauled. New tyres, timing chain, batteries, etc. Nearest £80. Over this recently spent. Eccles, 29, Southgate, Sleaford. [7425

XK120 d.h. coupé, 1954. Red. Modified engine 15,000 miles only. "C"-type exhaust, Konis; four new "Xs". Radio, heater, etc. Never raced or rallied. An immaculate car with exceptional performance. £350. Smith, Old Rectory, Saxby-All-Saints, Nr. Brigg, Lincs. Tel.: Saxby 277. [7426

1953 M.G. TC. Gunmetal. Immaculate all round. £345. Please write: Pearce, 33, Caledonia Place, Clifton, Bristol. [7427

ROLLS 20-h.p. Hooper, 7 seats. Fine inside and out. Decoked, reclutched, etc. £135. 25-h.p. Hooper o.d. saloon, full history, low mileage; big boot; exceptional, £350. 30-h.p. Rippon limousine, 7 seats, cloth rear, sliding roof, new carpets, good tyres; brake and clutch relined; decoke top and bottom; standard bore. Fine and imposing car. £375. Spares for 20, 25, 30 h.p.s, including rads., one pair rear wings 20 h.p. James, 29, Clarence Road, Exmouth. Tel.: 3736. [7428

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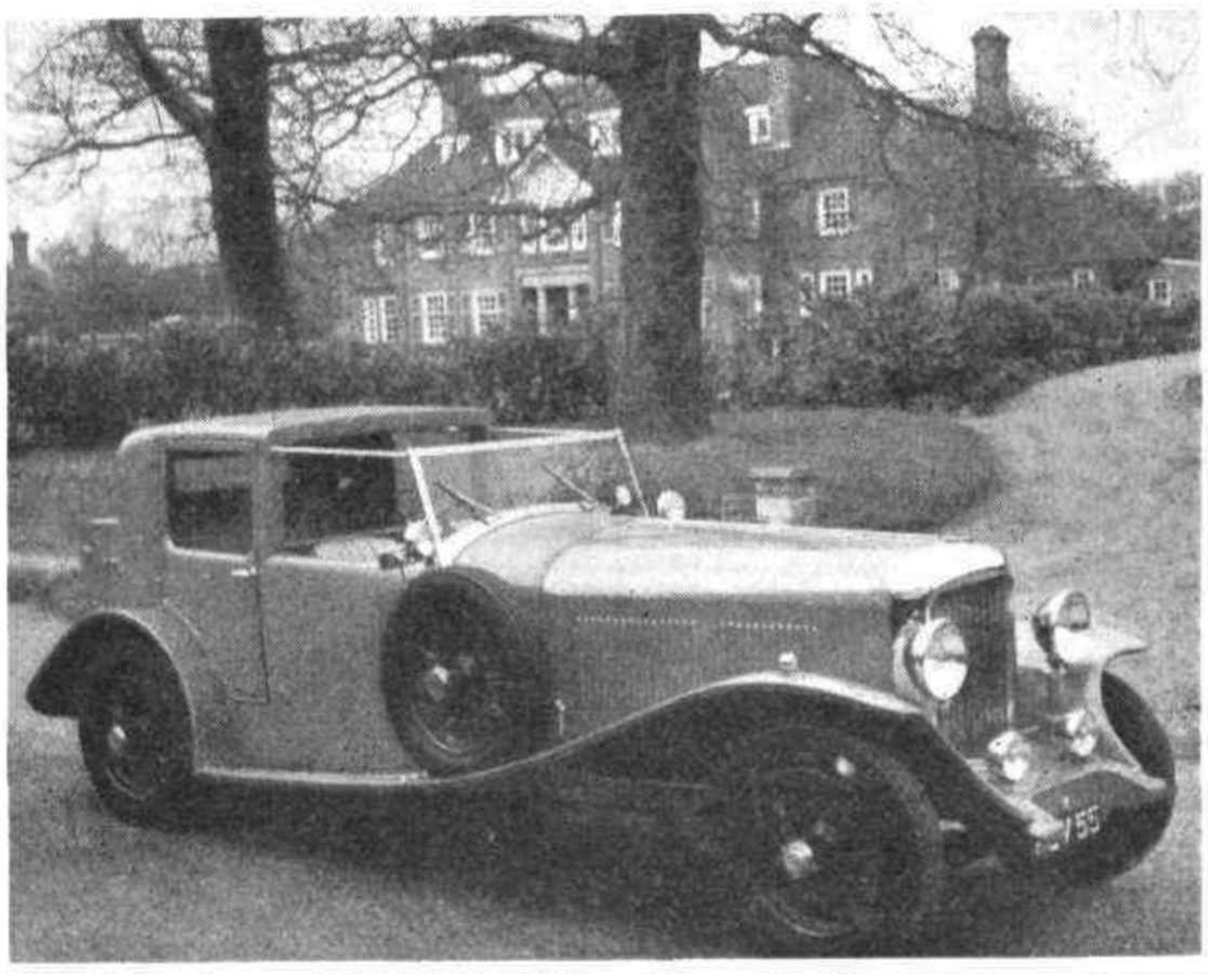
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A superbly constructed combination of 8-litre Bentley chassis and Duesenberg Model-J engine (7-litre, twin o.h.c. straight-eight), sedanca de ville body. Completely rebuilt at enormous expenditure of both time and money, everything appearing quite as new. Fitted hydraulic brakes, performance over 100 m.p.h. This car really must be seen to be appreciated, or even believed!

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BENTLEY 3½-litre Thrupp & Maberly saloon, attractive body in good order ... ... **Price £195**

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FOR SALE—*continued*

RILEY NINE, 1937. Engine and preselector, complete with water pump, rebored, reground, remetalled; new timing gears, distributor, etc.; new clutch, first and reverse gear trains, oil seals, 3,224 miles. Also spare block, head, crankshaft, starter, dynamo, clutch and two dismantled gearboxes. Back and front axles with 16-in. knock-on wheels. Ideal for "special" builder. £45 the lot or will split. Box No. Y.635. [7635

1946 RAILTON Straight 8 coupé. Good condition throughout. £85 o.n.o. Quick sale essential. Tel.: Pembridge 423. [7636

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. Y.637. [7637

NEW FALCON II BODY, with number Ford Special parts. Cadle, Tideford, Cornworthy. [7638

M.G. YB 1½-litre saloon, July '52. Exceptional condition. Green with green leather upholstery, available with standard or tuned heads, well shod, new battery, heater, many extras. Fitted, loads of spares, some unused. £255. 18, High Street, New Romney, Kent. Tel.: New Romney 2188. [7639

BENTLEY 3½, 1936. F.C. series. Gurney-Nutting saloon. Good condition. M.O.T. Clutch and brakes relined, drums skimmed, etc. £195. Tel.: Weybridge 5275. [7644

1939 ROLLS. One titled owner from new. 86,000 miles. Black, original tools, manuals, mascot, large boot, licensed, consider exchange or sell around £500. Evans, Place Farm, Ockley, Dorking, Surrey. Tel.: Oakwood Hill 322. [7645

PALE BLUE OLDSMOBILE. Automatic, silent, fast, comfortable, completely sound mechanically and bodily. £125 o.n.o. Butler, 252a Kew Road, Richmond. [7646

1960 FAIRTHORPE MINOR. Sprayed red. Luggage rack. Very good condition. 1 owner. £345 o.n.o. "Downley Lodge," Churchway, Haddenham, Bucks. Tel.: Haddenham 532. [7647

LAGONDA 16/80 TOURER, 1933. White, immaculate, good tyres. £225. Nichols, Stoney Cliffe, 7, Kingsway, Frodsham, Cheshire. [7648

JAGUAR Mk V 3½-litre. Immaculate. Radio, heater, new battery, good tyres. £175. Tel.: Orpington 22760. [7649

DAMAGED MERCEDES-BENZ, 220S. 1958 driver. Registered 1962. Mechanically perfect. Bodywork required. Tel.: Staines 55332 after 7 p.m. [7650

RILEY KESTREL 1940. 2½. Good all round condition. M.O.T. £105. 1949 2½ saloon mechanically excellent. Paint dull. M.O.T. £125. Newbury, R/O 50, Clarendon Road, Hornsey, N.8. Tel.: BOW 3043 Business. Welwyn 4265 Home. [7651

SPECIAL E93A ENGINE, Aquaplane superhead, twin carbs., water-pump, c.v.c., Morris chassis, hydraulics. Red alloy body, hood. Excellent order. £85. Cole, 129, London Road, West, Batheaston, Somerset. [7652

SPRITE, 1959. 19,000 miles, streamlined bonnet, hardtop, softop, new Michelins, revolution counter, heater, tonneau cover. Excellent. £395. Loader, "Heusden House" Gerrards Cross. Tel.: 4160. [7653

SHORROCK SUPERCHARGER complete to fit all B.M.C. "A" engines and Mini's. 6,000 miles only. £45. Box No. Y654. [7654

ABSOLUTE BARGAIN! 1961 Mini-Morris. Blue. 12,000 miles Unmarked. £380. Box. No. Y655. [7655

RILEY M.P.H., 1935. Rare open sports, fitted reconditioned 1500c.c. Sprite engine. Extensively overhauled, including new tyres, brakes. Resprayed blue. Immaculate. £315 o.n.o. 81, Belvedere Road, Bexleyheath, Kent. [7656

TALBOT 75 SALOON, 1937. 44,000 miles only. Near perfect condition. Good tyres, manual box. £99 o.n.o. Campbell, 17, Marlowe Court, Lymer Avenue, S.E.19. [7657

MARENDAZ SPECIAL, 1935. Shabby but basically very sound. £30 o.n.o. Rowe, 119, Beechwood Road, Luton, Beds. Evenings only. [7658

PEUGEOT 203, Nov. '55. 56 model. 48,000. All original, new "X"s, taxed, two lady owners only. £255. Miss Roe, Tel.: St. Albans 55421 (9-5) or Garston (Herts) 2692. [7659

750 SPECIAL ENGINE, ready for chassis! 1934 Austin, fully modified (Minus Carbs.) 1⅛ in., crank. Including remote change gearbox. £20. P. Gibbard, 3, Toogoods Garage, Sutton Scotney, Nr. Winchester, Hants. [7660

M.G. TA. Superb specimen in top condition. Completely rebuilt 1961. Reconditioned engine, new tyres, brakes, gearbox, carburetters, hood, tonneau, sidescreens, paintwork, etc., etc. £350 bills available. Splendid buy for discerning enthusiast. All reasonable offers considered. Tel.: HATch End 5832 after 5.30 p.m. [7661

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SILVER WRAITH Freestone and Webb razor-edge O/D. sp. saloon, 1949. Complete history not known but believed two owners and moderate mileage. Excellent mechanical order and nearly £500 just spent on coachwork. Deep maroon with maroon trim—a most striking car. **£1,250**

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25/30 Windover Limousine, 1936. Very sound and tidy at sensible price of **£195**

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**

1921 SILVER GHOST Chassis and front half of cabriolet body, in running order with lights, instruments, etc. **£225**

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4½-litre Freestone & Webb sports 2-seater with dickey, 1930 "heavy crank". Believed only moderate mileage and unquestionably mechanically very good. At present undergoing extensive body renovations and ultimate retrim and repaint. Sensible offers considered—price depending on extent to which work has progressed.

3-litre RED LABEL V.D.P. Tourer. Chassis overhauled, now being equipped with original wings and repainted. Completed price **£550**

4½-litre, 1936 series, re-reg'd. 1951 and fitted with attractive 4-door Estate coachwork. Generally in very fair order. **£165**

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**

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**

BORGWARD Combi Estate, 1956. Satin-bronze with red interior. In far above average condition. **£415**

DAIMLER 104, 3½-litre sports saloon, late 1956. Black with red leather, every conceivable extra, one owner and chauffeur-driven from new. A fast, luxurious, high quality car, costing nearly £2,500 new, now offered at **£545**

HEALEY-NASH Convertible, 3800 c.c. o.h.v. unit, overdrive. Extensive work on transmission and chassis carried out by us, and car in very good order throughout. **£295**

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**

JAGUAR 2.4, 1956 series with overdrive, moderate mileage and exceptional general condition. Complete engine overhaul and minor body renovations just completed. **£550**

M.G. Special, J1 chassis, 1172 Ford engine, M.G. gearbox, hydraulic brakes. Ready to receive coachwork. **£50**

PACKARD Super 8 Limousine, 1938. Coachwork and general condition outstanding but cylinder block badly cracked, hence price of. **£75**

TALBOT 105 sports saloon, 1937. In very fair general order, good tyres and sound coachwork. **£70**

We have several Veterans, including a **1915 HUMBER 10.4** tourer in first class running order, at **£375**, and a very fine completely restored **12/16 SUNBEAM** chassis with suitable tourer body not yet fitted.

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FOR SALE—*continued*

OSCLYAT SPORTS RACING CAR, 1959. Class record, Bo'ness Hill, 1959. Taxed September. £180. Photograph. Denholm, Cardrowan, Terrace Plean, Stirling. [7662

1934 SINGER LE MANS. Rare 1½-litre model. M.O.T. Certificate. Good condition throughout. £110. Bartholomew, 3, King Edwards Close, Ascot, Berks. [7663

ALVIS SPEED 20 Vanden Plas Drophead coupé, near *concours* throughout, photographs. —£300, offers or exchange TD, TR or W.H.Y. Box No. Y664. [7664

1953 CITROEN. Big 15. Maroon. £250 o.n.o. Apply, 35, Gordon Road, Chadwell Heath, Essex. [7665

M.G. V.A. SALOON, 1938. Wonderful condition. No repairs, replacements, required. Completely reliable. Rec., engine. New lamps, battery. Taxed December. M.O.T. Selling with regret. £120 o.n.o. 36, Manor Close, Kingsbury, N.W.9. [7666

1952 (REGISTERED 1959) Citroen Light 15. Overhauled engine and clutch, 48,000 miles, "X" tyres. £120 or exchange. Tel.: Taylor, Wimbledon 5087. [7667

RILEY 1½-LITRE, 1947. Well cared for. £150. Keith-Walker, 90, West Street, Selsey, Sussex. Tel.: Selsey 2283. [7668

ALVIS GREY LADY, 1954. Covertible. 4/5-seater, 26 m.p.g. £390. Box No. Y669. [7669

AGY 1 IS UNIQUE registration of immaculate black/yellow 1933 Austin 10 Chummy. Rechromed, re-sprayed and re-upholstered. New tyres, dynamo, hood, speedometer, brakes relined, all within last year. 45 m.p.g. A real collector's piece. Offers (over £150) to D. Maker, 10a, Rawlinson Road, Southport, Lancs. [7670

LANCIA APRILIA, 1939, Ghia d.h.c. Very good condition. History. Photo. £110 o.n.o. 22, Avalon Road, Earley, Reading. [7671

BENTLEY 3½-LITRE, 1935. Hooper alloy sports saloon. Black. Sliding head, large boot. 20,000 miles since complete overhaul by Compton. History, original tools, manual, new tyres, battery, radiator core. Laid up all last war. Exceptional condition. Elegant lines. £350. Thompson, 6, Williamson Road, Sheffield, 11. Tel.: 54103. [7672

1957 ROCHDALE, G.T. 1172. 4.7 axle. G.N. exhaust. Twin S.U. Boxed chassis. £185. Wild-Goose, 120, Market Street, Chapel-en-le-Frith, via Stockport. [7674

ALVIS 12/70, 1938. 4-seater open tourer. Unusual example of rare car in exceptional condition. Enthusiastically maintained by same family since new. 70 m.p.h., 25 m.p.g. New steering, shockers, hood, tonneau, etc. Photographs available. Box No. Y.675. [7675

ASTON MARTIN D.B.2 Drophead, 1952. Really exceptional car. Vantage engine, radio, heater. Ice blue. A real motor-car for £545. 6, Station Path, Staines. [7676

ALVIS TC21, 1954, 3-litre 2-tone saloon. Grey Lady mods. All extras. Excellent body and chrome. £250. Tempest, 22, Preston New Road, Blackburn. [7677

ROCHDALE FORD. Detachable hardtop. Recent engine, brakes, steering, rewire, 12v., winkers, woodheads, remote control, water pump, 43 m.p.g. £110. Lancs. Box No. Y678. [7678

1935 CHRYSLER, Fixed-head coupé, English body by Carlton, genuine 53,000. Full history. One owner till March 62. Family of late John Cobb, who drove this car many times. Excellent condition throughout, not to be confused with average "Yank", this unique car is offered at £175 o.n.o. Hughes, 26, Marlborough Road, Wood Green, N.22. [7679

RILEY KESTREL, 1935. 1½-litre M.O.T. £35. 212, Minster Road, Sheppey, Kent. [7680

PEUGEOT 203, 1959. Good condition. £420 o.n.o. or exchange for 2/4-seater G.T. saloon plus £150-£200. Only professional G.T.s considered. Tornardo, Ashley, etc. Tel.: Arborfield Cross 486. [7681

IMPRESSIVE VINTAGE FIAT 520. Good condition, new hood, brakes relined, recent M.O.T. £50 o.n.o. Bennett, Stroud, P.O. Petersfield, Hants. Tel.: PET 1150. [7683

WOLSELEY HORNET SPECIAL, 12 h.p. M.O.T. Taxed. Good motor. Rough body. £22 10s. Tel. ISL 6659. [7684

1934 DAIMLER. 2½-litre, o.h.v., new battery, valves, good condition, excellent running order. Taxed Oct. M.O.T. £100 o.n.o. Tel.: Bath 64476 evenings. [7685

1949 M.G. TC. Bodywork excellent. Engine very good. Heater. Tel.: Sawbridgeworth 3308. [7686

LIVE IN SMOKELESS Zone so must sell my 1934 (Nov.) 20/25 Rolls Limousine, complete with mascot and M.O.T. £60 o.n.o. Tel.: Dunstable 61480. [7687

LANCIA APRILIA, 1939. Pretty Farina d/h. £90. Tel.: Chiddingfold (Surrey) 120. [7688

RILEY ADELPHI, 1936. Excellent bodywork. Interior and Mechanics. Reconditioned gearbox, engine overhaul, new tyres. £95 o.n.o. R.V. Pratt, 19, The Greenway, Enfield, Middlesex. Tel.: WS 23188. [7689

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

FOR SALE—*continued*

1953 FORD 5 CWT. Good mechanics. £20. Pilot, new engine, radio. £60. Hillman Estate £45. 1956 A40 Pick-Up. £40. Exchange? 102, Kensington Road, Coventry. [7690

FORD ROCHDALE GT. Recon., engine April 15th. Wheels 4.7. c.w.p., carpets, racing mirrors, twin carbs., remote gearchange, etc. £215 o.n.o. Tel.: High Wycombe 5074. [7691

BENTLEY, 1926. Fabric saloon. Extensive overhaul including reground crank, etc., taxed, tested. Birmingham. Tel.: Priory 4178 evenings. [7692

M.G. TC. Recent recondition engine, hood, screens and bodywork perfect. Well above average. Gift £145. Also 1928 Sunbeam Motor Cycle. A fast Vintage machine for only £10. Tel.: Luton 53778. [7693

B.M.C. " A " HEAD, polished. New guides, valves, seats recut, rocker gear, push-rods, £10. Manuals : M.G. 15s., Minor 15s. Lucas demister, 15s. Bosworth, 17, Beeston Fields Drive, Beeston, Notts. [7694

M.G. TD2. Red/red leather. Enthusiast maintained. Not raced or modified. £360. 12, Longley Road, Harrow. Tel.: 8542. [7696

M.G. TC, 1946. Red. M.O.T. First-class condition throughout. Heater, tonneau, winkers, rack. £200. Harrison, Sherriff Farm, Gilstead, Bingley, Yorks. [7697

M.G. PA, 1935. Very good. Brakes relined recently, new sidescreens. M.O.T. tested, reversing light. £100 o.n.o. Mellard, 132, Station Road, Burnham-on-Crouch. [7698

1949 TRIUMPH 2000. Silver grey body, black hood, red upholstery, heater, radio. Beautiful condition. £150. Pilot Officer Shenton, R.A.F. Syerston, Nottinghamshire. [7699

LOTUS EATER. The most formidable and unusual 1172-engined sports/racing car on the road today. 106 m.p.h., 34 m.p.g., with quite remarkable flexibility, reliability and roadholding to match. £325 or exchange Mini-Van for full details contact S. C. Brown, Tel.: Coventry 65200 (office) [7700

1948 TC M.G. Red. Sealed beams, new hood. M.O.T. tested. Midlands area. Offers. Box No. Y.701. [7701

JAGUAR XK120, 2-seater; hood and side curtains. Light blue. Excellent mechanical condition, only 27,000 miles, used only as a second car, no trials or races £350 o.n.o. Linnell, 179 Main Road, Wilby, Wellingborough, Northants. [7702

ELVA COURIER, M.G.-A unit rebuilt and fully modified. Laystall B.C. balanced fly-wheel, H.R.G. Derrington crossflow head. Bodywork excellent and resprayed. Many extras. Price £500 o.n.o. Coombe, Bawnmore House, Bilton, Rugby. Tel.: Rugby 3047. [7703

EXCHANGE 1953 MORGAN +4 2-seater for Morgan 4-seater tourer or offers. Only post-war considered. May, 97, Chapel Hill, Braintree, Essex. [7695

HEALEY ELLIOTT (2½) engine and box. Box No. Y.704. [7704

RILEY FALCON, 1935, 1½-litre. M.O.T. Good overall condition. Polished engine. £60. Warran-Smith, 87, Lime Avenue, Leamington Spa. Tel.: 21826. [7705

PROSPECTIVE " SPECIAL " BUILDERS—New " Super-Two " fibreglass bodyshell, B.R.G., and chassis for sale. Plus " Aquaplane " engine, mounting bracket, header tank and crossflow radiator. Sell separately. A. Jefferson, Gringley Grange, Doncaster. [7706

ALVIS SILVER EAGLE, 1933, handsome open Hooper body. Tremendous performance. £180. Tel.: Western 5681. [7707

ROLLS-ROYCE P. II. 60,000 miles. Excellent condition. Haggle, £450. MacDonald, 76, Station Road, Barnes, S.W.13. [7708

LEA-FRANCIS 14 saloon, exceptional condition, 30,000 miles. Offers. Tel.: Guildford 66696. [7709

1929 SWIFT 10-h.p. tourer. Unused since complete overhaul, rebored, rad. recored, etc. Body restoration nearly complete; new tyres, spares. £95 spent; need space. Offers around £50. Breese, Tel.: Brighton 506416. [7710

JAGUAR 2.4, 1957. Overdrive, heater, radio, safety belts. New Michelin " X " tyres. 48,000 miles. £550. Tel.: Potters Bar 56949. [7711

THE ONLY REMAINING 12/28 Clyno tourer, vintage 1926, is offered in *concours* condition (see Oct. 1961 MOTOR SPORT, Beaulieu report). Reserve £250. Noel Farr, Tel.: WELbeck 1676. [7712

RILEY NINE pointed-tail 2-seater " special." £100 o.n.o. Sheppard, Seven Undercliff Road, Bournemouth. [7713

20/25 ROLLS-ROYCE limousine by Thrupp & Maberly Ltd.; new tyres and battery; M.O.T. tested; £250. 20/25 Rolls-Royce sportsman saloon by Hooper Ltd; very rare, very good condition; M.O.T. tested; new battery; £450. K. L. Virr, Fulwood House, Pensby Road, Heswall, Cheshire. Tel.: Heswall 1073. [7714

TR2, 1954. Pale grey. Good condition for age. Tonneau, heater, fog, " X "s, etc. Heir arrived. £310. Tel.: Flaxman 8417. [7715

1936 RILEY NINE Kestrel, good order. Recent M.O.T. £75. Tel.: Priory (Birmingham) 5305. [7716

RILEY 2½ open sports, 1949. Excellent condition. Reconditioned engine. M.O.T. cert. £250 o.n.o. McNeile, Taynish, Spital, Cheshire. [7717

20-h.p. ARMSTRONG sports saloon. Excellent condition. Roomy and comfortable. Ideal for amorous bachelor. Offers invited. Box No. Y.718. [7718

M.G. TF, 1954. Red. Wire wheels, heater. Bodily and mechanically good. £375. Buckland, 1, Avon View, Amesbury, Wilts. [7719

FRONT-WHEEL-DRIVE Alvis, 1928, rare model. Nearest £150. Liverpool, Tel.: Childwall 6202. [7721

MORGAN CLIMAX 4/4, 1938, 2-seater. Mechanics good. 35 m.p.g. Rebuilt in May. New hood and tonneau cover. M.O.T. N/s. wings damaged, so only £75 o.n.o. (Newcastle.) Details : Box No. Y.722. [7722

JAGUAR XK150 fixed-head coupé, Special Equipment. Aug. 1958, only 29,000 miles. Wire wheels, disc brakes, overdrive, twin fog-lights, twin chrome Bosch horns, badge bar, rear window demister, heater, transistorised radio, full safety harness. Pearl grey, red interior. Exceptionally clean. £745. 1, Toll Bar Cottages, Ollerton, Knutsford, Cheshire. [7723

ROLLS-ROYCE, 1931, 20/25 saloon, GOS 14. Excellent chassis and engine; body fair. Complete history. £280. Tel.: Westbourne 61808. [7724

SPRITE, 1958. Excellent condition, green. Radio, heater, tonneau, " X "s, hard screens, carpets, washers. £365 o.n.o. Tel.: UPL 7144 (Surrey). [7725

M.G. TC, 1947. New Vynide hood, exhaust, hub bearings, battery. D/d. headlamps, flasher. Wheels respoked, good tyres, reconditioned engine, windtones. Wings recellulosed; good interior. M.O.T. £185 o.n.o. Tel.: HURstway 4986 (West Wickham, Kent). [7726

1925 RENAULT 8.3-h.p. tourer, outstanding condition. Never raced nor rallied. Offers. Box No. Y.727. [7727

LAGONDA 2.6-LITRE, 1950, saloon, beautiful condition. Radio, heater. £215 o.n.o. 85, Pasture Road, Wembley. Tel.: Arnold 6092. [7728

ATTRACTIVE M.G. TA. Coachwork and hood excellent. Reliable TC engine. New batteries, tonneau. Nearest £100. Lord, 12, Crouchhall Gardens, Redbourn, Herts. Tel.: 404. [7729

BENTLEY 3½ sports saloon. Overhauled, ground shaft, new bearings, good tyres and electrics. In daily use. £195. Hyslop, Charnwood Knoll, Whitwick, Leics. Tel.: Coalville 774. [7730

M.G. TC, November 1949. Black, immaculate interior and exterior. Recent p.v.c. hood, extensive repairs, flashers, rack, two spots. M.O.T. certificate; taxed, insured. £260 o.n.o. Tel.: Chapel Brampton 2165 (Northampton). [7731

M.G., 1938, foursome tourer. M.O.T. tested. £40. Bayes, 27, Wasbrough Avenue, Wantage, Berkshire. [7732

DAIMLER, 1956, CONQUEST 3-seater 2½-litre drophead. Immaculate condition. Radio, heater. £750 o.n.o. Tel.: FRE 8610. [7733

WOLSELEY, LATE 1952, 6/80 model, one owner. Excellent condition throughout. £150, or exchange interesting open or drophead car. 22, Peters Place, Northchurch. [7734

LOTUS SIX. Aquaplaned Ford 1172 unit, 2,000 miles. Buckler close-ratio gearbox, 4.7 back axle, Aquaplaned oil cooler, plus host of extras. £185. Spalding, North End, Lt. Yeldham, Halstead, Essex. [7735

BORGWARD ISABELLA, 1956. Grey. Excellent condition. Radio, heater, etc. £295. Lawton, " Feltrim," Packhorse Road, Gerrards Cross. Tel.: 3993. [7736

1936 RILEY KESTREL 14/6, excellent condition, preselector. Resprayed. M.O.T. Tel.: W. Chapel 235. [7737

TR2, 1954. Excellent condition. Green with beige upholstery. Tonneau cover, heater, fog-lamp. £290. c/o Kingswood Garage, Moravian Road, Bristol. Tel.: 674620. [7738

TALBOT SCOUT, 1933, 14/65; " S.T.D." M.O.T. Engineer-used daily. Offers. Tel.: Peterborough 5260. [7739

M.G. TD. Excellent condition. Reconditioned engine; extras. Tonneau/hood very good. £300 o.n.o. Bird, Tel.: KEN 9768. [7740

OPPORTUNITY STILL GOING to buy 1959 Berkeley B105, low mileage, good condition. £310? Or anyone mad enough to exchange R.M.E. Riley. Gracie, 12, Elthorne Court, Feltham, Middlesex. Tel.: Feltham 6477. [7741

ALVIS 12/50 ATLANTIC saloon. M.O.T.T. In good order throughout. £75. Radford, 3, Hawthorn Road, Frimley, Surrey. [7742

BLOWER, CENTRIC, for 1½-litre, complete carb., gauge, oil tank; little used. Scintilla 4-cyl. mag. Crypton headlamp aligner, nearly new. Pneumatic panel beater and fittings. Offers. Box No. Y.743. [7743

RILEY 1½ KESTREL, 1936. Keen Register member offers exceptional example of fine car at £160. Several worthwhile mods in keeping with original character. Seen Essex or Surrey. Gowring, The Oaks, Ashtead, Surrey. Tel.: Ashtead 30. [7744

JAGUAR Mk. VII, 1951. M-type modifications, XK120 engine; new radiator; new exhaust system. Radio, heater, demisters, screen-washers, triple Marchal musical horns, spotlamps, tool kit, instruction manual. Tan leather upholstery. Body good. Brakes overhauled. Tyres excellent. New battery. M.O.T. 1963. Taxed November. £195; private H.P., £50 deposit. Cumming, 216, High Street, London, S.W.17. Tel.: Balham 4284. [7745

£80! FOUR YEARS' work for £80!! Unique 4-seater glass-fibre saloon body mould and Ford 10 chassis with floor, etc. All usual engine mods. £250 spent, requires £45 worth of resin for body, which I can make if required. For approx. £130 you have a super " special." Lack of time and finance necessitates regretful sale. M. Hall, 32, Greensted Road, Loughton, Essex. [7746

LAGONDA, 1952, 2½-LITRE 4-door saloon. All-independent suspension, heater, twin-speaker radio, screen-washers. Outstanding body and mechanical condition. £325. Exchange considered. Box No. Y.747. [7747

BRESCIA BUGATTI, short chassis, 2-seater. High-compression engine, twin carbs. £200. Box No. Y.748. [7748

1956 FIAT 600. Engine reconditioned; completely resprayed. £220. Tel.: Boxmoor 5708. [7751

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GOGGOMOBIL T300, 1958. Just completely overhauled at works. New tyres, battery, etc. Lively, reliable. 60 m.p.h. and m.p.g. £175 o.n.o. Tel.: Woodstock 381 [7433

ROLLS-ROYCE 20/25. 1933. Thrupp & Maberly with boot. Recently rebored. Excellent condition generally. £300. 6, Shanklin Drive, Westcliff-on-Sea. [7434

BREAKING 1936 ALVIS Speed 25 D/H coupé. Excellent Mann Egerton aluminium body, chassis 100% towable. Engine dismantled. All parts except crankshaft and crankcase. P100s, etc. Langford, 269, Cauldwell Hall Road, Ipswich. [7435

ALLARD—a 1951 J2 in first-class condition. Recent 30 h.p. Ford V8 engine, de Dion back axle, Alfin brake drums, wire wheels. Recent respray electric blue. £300 o.n.o. or exchange for a less thirsty beast. Sub.-Lt. G. A. Wells, R.N.A.S., Yeovilton, Somerset. [7436

ALVIS 3½-LITRE, 1935. Suitable for restoration, or spares, mains run, seen in England. Write to Cpl Wells, A.C.C. at 6 Infantry Workshops, R.E.M.E., B.F.P.O. 17. [7437

TR3 1956. Ex-works. Rebuilt by works to 1959 TR3A specification including new body. Discs, overdrive, heater, hard/soft-tops. Many extras. *Excellent condition.* £550 o.n.o. Northwood Farm, Forestside, Rowlands Castle, Hants. Tel.: Compton (Sussex) 223. [7438

1932 3-LITRE LAGONDA, 2-seater, D.H.C. M.O.T. £70. 23, Fairfield Gardens, Eastwood, Essex. [7439

LOOKING FOR 1954 M.G. T.F? Then My Much Admired Black 1250 c.c. must be seen. Engine Reconditioned, Stage II, 4.5. Axle, new "X"s, tubes, Mintex M20's, luggage-rack, full t/cover. radio, washers. This car has been enthusiast maintained and is in exceptional condition throughout. Sacrifice £390 o.n.o. (h.p. available) Callaghan, 25, Marechal Niel Avenue, Sidcup, Kent. [7440

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BENTLEY 4¼ 1938 Park Ward saloon. Very smart. Sound condition. Taxed, tested. £165. Gough, 75, Granley Road, Cheltenham. Tel.: 56178. [7453

ARNOTT SUPERCHARGER suitable for 1200 c.c. £25. Pair S.U.'s 1¼ inch downdraughts, Solenoid choke. £3. Pump 15/-. Also Tachometers, clocks, etc. Ludford-Brooks. "Goodwyns", Great Bentley, Colchester. [7455

ELVA MK I, 100E, Elva I.O.E. conversion, S.U.'s, C/R Gears, resprayed Falcon body, hood, tonneau, new carpets, spare engine, sports camshaft. £400 o.n.o. Tel.: VAL 5216 (evenings). [7456

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NEW HALIFAX tubular chassis, 7 feet 6 inches wheel base. I.F.S. Ford parts to fit including 1100 c.c. engine. £50 o.n.o. 12, Nickleby Road, Poynton, Cheshire. [7461

ALVIS FIREBIRD, 1936. Good tyres, mechanics, paintwork. Rebuilt body. Tested. Taxed. All bills. Daily mileage. Genuine sale. £150 or p/e Riley Kestrel Nine. Tel.: Burley 3125 (Hants) evenings. [7462

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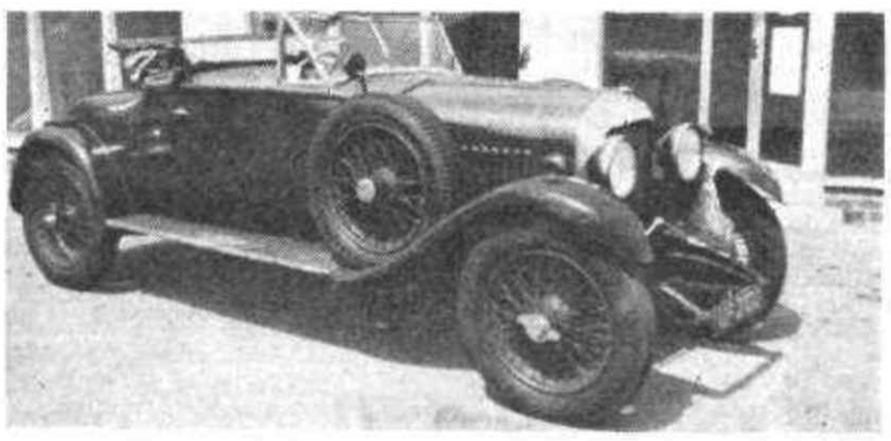
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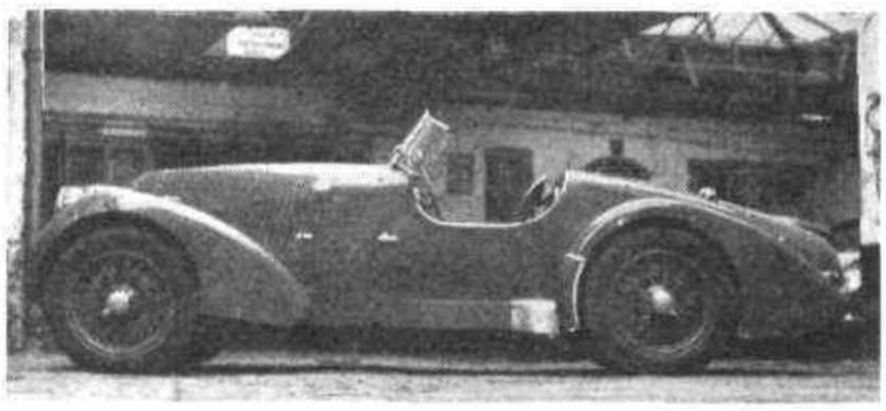
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M.G. TC two owners, 45,000 miles recon. engine. Excellent condition. £165 H.P. arranged. Cullum, Trusham, Devon. Tel.: Chudleigh 2221. [7464

BENTLEY 4¼ ENGINE, reconditioned top, bottom. Good gears, sideplates, tubes, etc. No accessories. Block off. Inspection Welcome. Offers. 12/50 short radiator. £2. Marston, 9, St. Peters Road, Croydon. Tel.: Municipal 1784. [7465

RILEY 2.5 1953. Black, very good condition, reconditioned engine 800 miles, £225. Tel.: ENF 5018. [7466

LEA FRANCIS 1927 vintage sports, good condition throughout. £125 o.n.o. Tel.: ENF 1628. [7467

"MOTOR SPORT" 1954-1961. £5 o.n.o. 57, Pine Grove, Brookman's Park, Hatfield, Herts. [7468

B.M.W. 327/80. Excellent mechanically, needs hood, tyres and respray, for sale to enthusiast who will restore only. £155. Triple Solex, OZ80 head. Wilson, 92, Elms Crescent, S.W.4. [7469

MAGNIFICENT REBUILT 2/4-seat Lagonda LG45. 4½-litre. Fast road or competition car with pointed tail, outside exhaust, Konis, 8 to 1 c.r., 4 new tyres, etc. £475 (Regretfully Ivan) O'Beirne, White Flat, Furness Road, Southsea. Tel.: Havant 2500 (office). [7470

FORD ALLARDETTE, Classic engine 60 b.h.p. Discs, radio, heater, etc. 90+ m.p.h. Never pranged. £500 o.n.o. Wadsworth, Moseley House, Rosehill, Burnley. Tel.: 78179 Day. Night 3534. [7471

LAGONDA 16/80 Sports saloon. Well kept. M.O.T. Cert. £80 o.n.o. Jasper, 92, Dower Road, Four Oaks, Sutton Coldfield. Tel.: 2124. [7472

Rolls-Royce 1933 Park Ward saloon **£150**
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SUNBEAM Mk. III sports saloon, 1956. Blue/black. S/roof, heater, new tyres **£325**
SUNBEAM Alpine sports 2-seater, 1954. Ivory. New Vynide hood and tonneau; replacement engine, 22,000 miles **£285**
ROVER 75 saloon, 1953 (series). Black and chrome. Engine and gearbox o'hauled, brakes relined **£259**
JAGUAR Mk. VII "M" (Overdrive) saloon, 1955. B.R.G. Radio, htr., s/roof, spots; new tyres **£245**
WOLSELEY 6/90 saloon, 1955 (November). *B.R.G. 2 owners. Radio, htr.; leather int.* **£245**
ROVER 75 saloon, 1951. B.R.G. 2 owners. Exceptional cond. Htr., freewheel; leather interior **£210**
ALLARD sports 2/4-seater, 1948. Fitted replacement Mercury engine. New hood and screens. Alloy body **£135**
DELAGE D6 d.h. coupé, 1949, Show model. Recent engine and gearbox o'haul. New batteries, hood **£125**
FORD 1172 sports 2-seater Special, B.R.G. Fitted '61 Ford 10 engine, h/c. head, new electrics. Space-frame chassis, 4.7 axle, alloy body *a la* Lotus **£110**

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ALTA O.H.V. CONVERSION for S.V. Minor. Good condition, never raced. With new Gasket and special tools. £27 o.n.o. Dymond, 46, Bloomfield Road, Harpenden, Herts. [7474

ELVA 1960 B.M.C. Junior immaculate. £500 o.n.o. Exchange saloon/sports car. Revell, 152, Cubbington Road, Leamington Spa. [7475

LOTUS SEVEN 100E. Fully tuned, 10,000 miles. Beautiful condition, well equipped. Sell £350 or exchange Sprite. Pearce, 25, Brading Avenue, Southsea. Tel.: Portsmouth 31600. [7476

M.G. TD 1953 B.R.G. Mechanically sound. Excellent condition throughout. Full weather equipment. Radio, heater, twin spots. £300. Wycherley, Grinshill, Shrewsbury. [7477

SPRITE MK II de luxe, blue, all accessories—radio, 13,000 miles. Cost £700 August 1961. Offers over £500. Tel.: Worthing 291. [7478

LAGONDA '50 2½ saloon. Excellent condition all over. Fitted with Lagonda version of 2598 c.c. All alloy d.o.h.c. Aston engine. Excellent performance Recent test. £250. Tel.: Vigilant 9518 weekends only. [7479

1938 B.M.W. 328 engine in 326 tubular chassis. All in very good condition. Fitted with well designed fibreglass body. This vehicle has not been taxed for about the past seven years, but has been used in club events only. Good tyres, battery and full electrical equipment. £295 or p/e considered. Also Morris 8, 1936 2/4-seater tourer in good condition. £45. Tel.: Manchester Chorlton 1840. [7480

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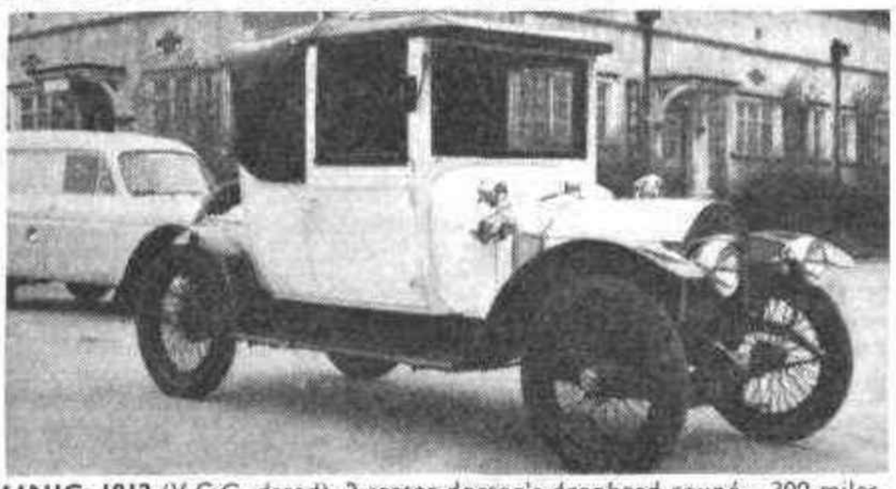
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FRENCH CURVES! Renault 750, 1955. Excellent condition. Bills for repairs. 45-50 m.p.g. £185. 118, Mornington Road, Greenford, Middlesex. [7484

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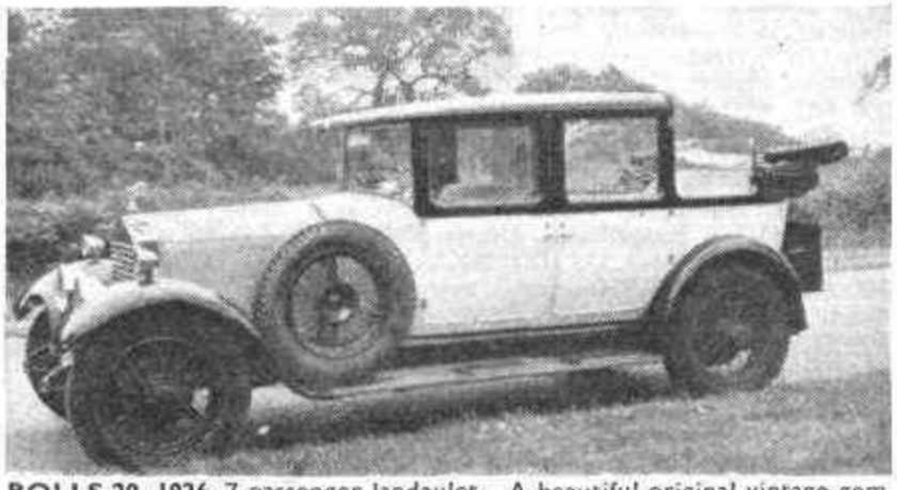
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BENTLEY, 1927, 3-litre Red Label Speed Model. Just rebuilt with brand new V.D.P.-type open 4-seater coachwork. Mint condition throughout.



ROLLS 20, 1926, 7-passenger landaulet. A beautiful original vintage gem which causes great attraction wherever it goes. Complete to the smallest detail with the original instruction books and tools, etc. It is painted in yellow and black and the bonnet is polished aluminium.

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ASTON MARTIN 1½, 1935, open 4-str. tourer.
BENTLEY Speed 6, 1929, V.D.P. tourer.
BENTLEY 3-litre, 1925, Le Mans team car.
BENTLEY 3½, 1934, sp'ts saloon by H. J. Mulliner.
BENTLEY Mk. VI, 1950, sports saloon by James Young.
INVICTA 1½, 1932, open 4-seater tourer.
ROLLS 20, 1928, fixed-head foursome coupé.
ROLLS 25, 1935, sports saloon by James Young.
ROLLS P. III, 1937, sports saloon by Hooper.
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VX 4/90, March 1962, 3,000 miles. Price £800. M.G., 1932, and Cadet body, price £20. J.A.P. 500-c.c., excellent con., price £100 o.n.o. Tel.: GRA 2835 (9 a.m.-6 p.m.). 71A, High Street South, London, E.6. [7749

1926 JENSEN 541S Automatic sports saloon, 200 miles only. Two-tone grey. Radio, disc brakes. £2,875. 1959 Jag. XK150 d/h. S.E. coupé; overdrive, w/wheels, disc brakes, seat covers. Immaculate. £945. Clayton, Tel.: COL 9822. [7750

SINGER LE MANS, 1935. Excellent condition, rebuilt 1961, reconditioned 93A engined. £50 o.n.o. Will exchange saloon. Henson, Tel.: Nottingham 271610. [7752

LIGHT FIFTEEN CITROEN, 1947. Immaculate. £250 overhaul this year. Factory reconditioned engine 4,000 miles. Extras. "X"s. Sacrifice, £150. Tony Birks, Radley College, Abingdon. Tel.: Oxford 35610. [7753

1952 A40 sports, twin carbs., alum. body. 23,000 on replacement engine. Full history from new. £140 o.n.o. 60, Privett Road, Purbrook, Portsmouth. [7754

M.G. TF 1500, May 1955. Has been completely rebuilt. Is undoubtedly the finest TF available Immaculate condition. Bowling, 801, Chorley Old Road, Bolton. Tel.: 43604. [7755

FORD/PEEL SPECIAL—90% completed from all new parts. I.F.S., c.r. box, twin Amals, det. hard-top, etc., and all bits to complete. Towable. £160. Full spec. 67, Bushey Wood Road, Totley Rise, Sheffield. [7756

TRIUMPH TR3A, outstanding ex-works competition car. 13,500 miles, never raced nor rallied since bought early 1961 direct from Competition Dept. Triumphs, originally reg. 1959. Hard/soft-tops, tonneau, wire wheels, overdrive, spot, fog; too many extras to mention everything from rad. blind to luggage rack. Very few of these balanced, perfect cars around but heir imminent so must sell. £675. Brasher, 17, Smith Terrace, S.W.3. Tel.: FLAxman 8649. [7757

LANCIA B20 G.T., 2,500 c.c., 1955 series. Regis-gistered U.K. January 1960. Excellent condition. £700. Tel.: Farnham 6087. [7758

VW MANUAL GEARBOX, 1947, with back plates, starter motor, wheel bearings, valves, etc. Offers. 12, Tremaine Close, S.E.4. Tel.: TIDeway 1902. [7759

FOR FORD 105E: Rally equipment: Large valve head, twin 1½-in. S.U.s and manifold, 4-branch exhaust. £30. Also spare head, carbs., etc. Bros, 20, Ruskin Road, Carshalton, Surrey. Tel.: Wallington 9662. [7760

BENTLEY. Grand condition 1948 saloon. Sage and sable, sun roof. Fully serviced. Certificate. Excellent tyres, radio, heater; new clutch, radiator, water pump, servo, carpets. First £365 secures. Tel.: RENown 4763 (evenings or weekend) to view. [7761

BRISTOL TYPE 400, July 1950, £325. Recent £200 overhaul, undersealed, resprayed, chromed, trimmed; woodwork repolished; new "X"s; brakes relined, seals renewed, etc. House-building in prospect. Wright, "Highbank," Brookfield Road, Lymm, Cheshire. Tel.: Lymm 423. [7762

1955 MODEL 1½-LITRE Riley, 33,000 miles, excellent condition throughout; four new tyres. M.O.T. tested. £325 o.n.o. 6, Wyre Lane, Garstang, Nr. Preston. Tel.: Garstang 3236. [7763

ROLLS-ROYCE 20, 1926, Park Ward saloon, unaltered. M.O.T. Blue/black. Going abroad. £175. Mott, Tel.: Nailsea 525 (Bristol). [7764

VINTAGE AUSTIN SEVEN tourer, 1930. Rebuildable, towable. £20. The Bungalow, Tibberton, Droitwich. [7769

A.C. 2-LITRE saloon, Nov. 1949: the "Gentleman's A.C."! Carefully maintained, good condition inside and out. £200 o.n.o. White, Tel.: Mayfair 8411 (10-6); Reading 83646 (evenings and weekends). [7913

HEALEY TICKFORD saloon, 1953. Dark green with fawn leather. Smart appearance and moderate mileage. £195 o.n.o. 48, Hawkhurst Way, West Wickham, Kent. Tel.: Springpark 3592. [7914

HOTCHKISS, 1928, A.M.2 Weymann saloon. Excellent condition. £120 o.n.o. Corrie, 19, Beverley Road, S.W.13. Tel.: Prospect 9343. [7781

1936 BENTLEY 3½ Park Ward saloon. Splendid condition, well maintained, including radiator recore, top overhaul; well shod. Economical but too small for large family. 250 gns. Tel.: Seaford (Sussex) 3580. [7782

RILEY SPRITE, 1937, 2-seater. Very fast. Twin carbs., preselector. Body and mechanics good; interior needs attention. Stork forces sale. £250. Tel.: Ewell 9162 (Surrey) (evenings). [7783

ALVIS 12/60 BEETLEBACK 2-seater. £95. Tested to April 1963, in daily use; engine rebuilt; excellent tyres. Owner going abroad rapidly. Spence, Ashton End, Beckford, Tewkesbury. Tel.: Tewkesbury 2271 (9-5). [7784

1960 FORD 5-cwt. van, 18,000 miles only from new, immaculate condition. One private owner. Heater, green cellulose paint. £235 o.n.o., or £50 deposit, 30s. week. View evenings and weekends. 64, Crossley Gardens, Palmers Green, London, N.13. [7785

FOR SALE—*continued*

1938 RAILTON saloon, specimen car, low mileage on new straight-eight engine; 20 plus m.p.g., with tuned carb. First-class chassis, excellent tyres, bodywork and gleaming plating; new battery. M.O.T. £160. Tel.: Maidenhead 2518 (after 7.15). [7786

1939 S.S. JAGUAR. Fast, reliable, 2½-litre drop-head coupé. M.O.T. June. Haggle this rare car at £87. Tel.: Sevenoaks 54229. [7787

MORGAN PLUS FOUR, 1952. Excellent condition. Mechanically as new. Or Morgan 4/4, 1940, very sound and speedy, perhaps better than new. Will sell either car to choice. Tel.: Leicester 62049. [7788

CITROEN SPARES: Light 15 engine, gearbox, wings, etc. Tel.: Leicester 62049. [7789

RILEY NINE, 1933, coupé, in wonderfully good condition. New hood. Sports black aluminium body. Good tyres, battery, etc. Very reliable, and in daily use. Offers. N. Wales. Box No. Y.790. [7790

1929 750-c.c. AUSTIN Ulster. Cambridge head, i.f.s., Bowdenex hydraulic brakes, tonneau, etc. Condition excellent. £140. Tel.: Slough 23434 (after 6 p.m.). [7791

AUSTIN SEVEN SPECIAL, Ashley 2-seater body, detachable hard-top, bucket seats, interior trim. Boxed chassis, i.f.s., hydraulic brakes. Rebuilt engine, ali. head, twin S.U.s, crossflow rad., water pump. New lights, flashers. New tyres. M.O.T. test. £125 o.n.o. Tel.: Sevenoaks 61537. [7792

ROLLS-ROYCE PHANTOM II Continentals: 1930 H. J. Mulliner, flared wings, rear spares, £150. 1933 Barker, very fast, £250. Particulars: Major Chichester, Wiscombe Park, Colyton, Devon. Tel.: Farway 252 (mealtime or after 8.0). Free delivery South or Midlands. [7793

LAGONDA RAPIER saloon in excellent condition. £130. Tel.: LANgham 0921 (evenings), PUTney 9404 (weekends). [7794

L.M.B. E93A POPULAR. Modified engine, 15-in. "X"s, heater. £175. Watts, 18, Tichborne Close, Frimley, Aldershot, Hants. [7795

TWO ALVIS SALOONS, 12/50, 1928 and 1931 models. Good condition, M.O.T. cert. Spares available to purchaser. Yorks. Box No. Y.796. [7796

1934 ROLLS-ROYCE P. II very close-coupled (full Rolls history available) 4-light touring limousine by H. J. Mulliner. This car has done but 60,000 miles since new, one previous owner. Black lacquer interior. Price: £240 o.n.o. Box No. Y.797. [7797

TRIUMPH ROADSTER, 1949, enthusiast maintained throughout by present owner for past five years. New tyres. M.O.T. Best offer around £125. 12, Crown Lane Gardens, London, S.W.16. Tel.: GIP 4550. [7798

XK140 F.H.C., white, 1955. Radio, heater, spots, "X"s. Best offer over £320. Also Austin A55 column-change box, axle, steering, etc. Offers. Hadgkiss, 3, Stoneybridge, Belbroughton, Worcs. Tel.: Romsley 283. [7799

DAIMLER CONQUEST roadster, 1955. Radio. New tyres. Sell or exchange Mini. 72, Kirkshaws Avenue, Coatbridge. Tel.: 2623. [7800

GURNEY NUTTING SEDANCA 1939 Buick Eight chassis. Excellent, stored 12 years. Unique, imposing. M.O.T. Photo. Offers above 150 gns. 6, St. Michael's Hill, Bristol, 2. [7801

M.G. TA. Absolutely mint condition. Completely rebuilt regardless, resprayed, re-upholstered. Mechanically faultless. 16-in. rears, tonneau cover, chrome luggage rack, windtones. Must be seen. £210 o.n.o. Drake, 45, Gallys Road, Windsor, Berks, or Maidenhead 1929. [7802

1949 MERCEDES-BENZ 170V, regd. 1954. M.O.T. £75 o.v.n.o. 14, Latchmore Forest Grove, Cowplain, Portsmouth. Tel.: Waterlooville 3012. [7803

ROCHDALE G.T. Ford engine, h.c. head, twin S.U.s, 4.7 c/w. New Bellamy wheels and Michelin "X" tyres. £175. Kennerley, Woodford Road, Poynton, Cheshire. Tel.: POY 3772. [7804

FRAZER NASH-B.M.W. 327/80. Silver grey coupé, reg. 1957. Radio, heater. V.G. all round. £190. Also sets 15-in. and 16-in. wire wheels. Tel.: Romford 64326 (evenings). [7805

RACING CARS for hire, £5 each. See advertisement in "Miscellaneous." [7815

1929 AUSTIN SWALLOW, in running order. M.O.T. cert. £80 o.n.o. Tel.: Hurley (Berks) 307. [7822

TRIUMPH HERALD coupé, 1960. Blue/white. Many extras, inc. oil, amp. gauges; laminated screen. £465 o.n.o. D. Saunders, 5, Norwalde Street, March, Cambs. [7823

ASTON MARTIN Speed Model 2-seater. Completely rebuilt and perfect specimen. 100+ m.p.h. £400. Luke, 42, Grove Road, Westbury-on-Trym Bristol. Tel.: 681287. [7824

BREAKING BENTLEY 4¼ chassis, all parts available (bo body). Newbury, r/o 50, Clarendon Road, Hornsey, N.8. Tel.: BOW 3043; Welwyn 4265 (home). [7825

1934 TALBOT 95. Sound, except crown-wheel and pinion. These available. Offers for quick sale to Edmondson, 40, Radipole Road, S.W.6. [7826

1935 ROLLS 20/25 landaulette. Offers under £100. Conway, Glaschoille, Drymen Station, Glasgow. [7827

FOR SALE—*continued*

V8 D/H. FOURSOME, fast and frightening. Owner fallen for Flavia. £25. Tel.: Seaford 3546. [7828

ROTAX DYNAMOTOR for Roesch Talbot, many other spares. Cheap to enthusiasts. Box No. Y.829. [7829

HOTCHKISS 2½, 1933, sports saloon. Recent engine overhaul. In excellent original condition. £80 o.n.o. Box No. Y.830. [7830

1951 MERCEDES-BENZ 170V saloon. L.H.D. £85. Tel.: J. Parker, Preston 3521. Seen Fort Motor Co., Walton-le-Dale, Preston. [7831

INVICTA. Blackburne 1½-litre engine. No body but chassis and engine sound. £25. Box No. Y.832. [7832

RILEY ENTHUSIASTS. 1955 1½ R.M.E. Superb condition. Dark blue with light grey interior, figured walnut facia and fittings. Numerous extras include badge bar, pebble guards, parking light, push-button radio, draught excluders to doors, etc. £375. Also 1948 1½ in equally remarkable condition. These are probably two of the finest examples of this model available. W. H. Crossland, Walton Hall, Chesterfield. Tel.: 3841. [7833

ROLLS-ROYCE PHANTOM II, 1934, limousine, 7-seater. New tyres. Perfect condition. £300 o.n.o. Tel.: Bradford 47688 (Works). [7834

TR2, 1954. New engine (6,000), tyres, hood, etc. Needs painting. £275. 26, Elmwood Drive, Breadsall, Derby. [7835

M.G. TA, 1939. Blue. Excellent body. Engine completely overhauled. New hood, brake linings, sealed-beam headlights. M.O.T. £155. 2, Green Lane, Guildford, Surrey. Tel.: Guildford 66711. [7890

TURNER SPORTS, 1959. Red/black interior. One owner; excellent condition. £350 o.n.o. Tel.: Wolverhampton 51804 (evenings); Wolverhampton 23861 (business). [7836

RILEY 1½, 1946, desirable; £70. 1949 A90 Atlantic, taxed December; £70. Glassfibre open 2-seater mould, £10. The Workbox, Liskeard. [7837

J2 M.G. B.R.G. E93A engine, hydraulics, alloy wings. Steering reconditioned. Sound body and mechanics. Fast and economical. £75. Tel.: KIN 9783. [7838

1927 HUMBER 9/20 tourer. Rebuilt to original condition. Spare engine and gearbox. £120. Tel.: Wilmslow (Cheshire) 2173. [7839

RILEY MONACO, 1934. Mechanically perfect. Taxed. Many spares. Wheeler, Tucking Mill, Midford, Bath. [7840

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. [7841

ALVIS, 1934, S.20 4-seat tourer. Unique bodywork. Excellent condition. F175, offers. 2, West Town Lane, Bristol. [7842

M.G. TD, 1952. New engine, gearbox, hood, 1961. "X"s. All necessary extras. £275. High Mount, Billinge, Blackburn. Tel.: 7835. [7843

FORD FALCON CARIBBEAN hard-top. I.F.S., hydraulics. Registered 1961. Very reasonable. 29, Druslyn Road, West Cross, Swansea. [7844

RILEY 1½, 1949, very good. £185. c/o Cleveland Service Station (A 20), Ashford, Kent. Tel.: Charing 433. [7845

ALVIS 3-LITRE, 1954, saloon, good condition. Very attractive 2-tone blue bodywork. £275. Barnes, 104, Ladbrook Road, Solihull, Warwickshire. [7846

AUSTIN-HEALEY 100/4. Overdrive, heater, tonneau. Excellent order. £325. The Rowans, Church Stretton, Shropshire. Tel.: 294. [7847

1952-53 RILEY 2½, open prop.-shaft model. £60 engine overhaul. Perfect condition throughout. Offers. Tel.: Leysters 630 (Herefordshire) (evenings only). [7848

RILEY 1½, 1952. Good car with replacement engine, dynamo, new battery. £185 o.n.o. 37, Main Street, Ravenfield, Rotherham. Tel.: Thrybergh 492. [7849

ABARTH FIAT 600D, 1961, red. Beautiful condition, very fast. £540, H.P. possible. Grabham, 20, Hereford House, Fulham Road, London, S.W.10. Tel.: FLAxman 7496. [7850

M.G. J2. Gearbox, wheels, tyres (4.50 × 19), dynamo, starter. Set Mk. V Jaguar instruments, £4. Baker, Pevensey, Old Lane, Crowborough, Sussex. [7853

LAGONDA, 1931, 2-LITRE low-chassis Speed Model. Body refabricked and resprayed, engine largely overhauled. £225 or offer. Childs, Cottage, Greenbank House, Bowdon, Cheshire. Tel.: Altrincham 4445. [7854

1938 A.C. COMPETITION sports. Rare and immaculate. £210 o.n.o. Fisher, 18, Montagu Road, Great Stukeley, Hunts. [7855

1951/52 LEA-FRANCIS 14-h.p. 4-light black saloon, in good condition generally. M.O.T. certificate; taxed. Must sell, cash needed. £95 o.n.o. D. C. Baldry (ring bell), 28, Barrow Road, Streatham, S.W.16. [7856

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

FOR SALE—*continued*

1936 AUSTIN NIPPY. Many new parts. £45—would break. Tel.: Thorner (Leeds) 335. [7857

IS THERE AN altruist in the house? £200, or offer, for my better-than-most, slightly-modified A40 sports coupé. Stevens, 28, Gunterstone Road, London, W.14. Tel.: Fulham 0183. [7858

STATUS SYMBOL (modern tinware), firm demand. So 1932 Wolseley Hornet, Swallow coachwork, must go. 20,000 miles since complete overhaul and rebuild. £80 o.n.o. Evans, 18, Peverell Drive, Hall Green, Birmingham. [7859

ALVIS SILVER EAGLE saloon, 1938. Top o/h. and carbs. rebuilt last year. Heater, washers, good tyres. £120 o.n.o. Evans, 18, Peverell Drive, Hall Green, Birmingham. [7860

RED HEALEY DUNCAN, excellent condition, factory overhauled. £295. Dunmore, College, Cranfield, Bucks. [7861

OWNER HAS NO time to use . . . Good 25-ft. high-powered cabin cruiser, built 1962 at cost of £1,550. Four-berth with sea-toilet and galley. Large open aft cockpit. Will sell for price of outstanding mortgage, about £925, which may be taken over, or will exchange against good post-war Rolls-Royce or Bentley 2-door or drophead, with cash either way. Boat lying London. Box No. Y.862. [7862

M.G. TC, 1946. Good condition. Engine rebuilt 4,000 miles. M.O.T. April. £225 o.n.o. Briggs, 77, Longfield, Harlow, Essex. [7863

1961 FALCON CARIBBEAN. Well trimmed, reliability proved by daily use. Motors well too. £175. Thompson, 29, Greenford Road, Greenford, Middlesex. Tel.: WAX 4683. [7864

M.G.-A, 1956, white. Reconditioned engine, "X" tyres, tonneau, extra lamps. £380. Bishop, 100, Stroud Road, Gloucester. [7865

1954 MODEL SUNBEAM Alpine, 2-seater. Excellent condition, recellulosed cherry red. £280 o.n.o., or exchange Zodiac Mk. I. Evenings, weekends. 17, Fernlea Road, Mitcham, Surrey. [7866

M.G. J2. Swept-wing 2-seater. Ford engine. Fitted hydraulic brakes, 12-volt electrics. Good tyres. Major overhaul uncompleted but considerable sum already spent. Not yet testworthy. Nearest £40. Tel.: Woking 2152. [7867

1935 M.G. PA. Basically sound, needs some attention, steering. Offers. Tel.: FRE 0512. [7868

9/20 HUMBER saloon, 1928. Enthusiast maintained. Original coachpaint. One previous owner. £100. Hare, 9, Grove Avenue, Norwich. [7869

ROLLS 20, 20/25 parts still available, good condition. Tel.: SUT 5389. 20, Anchorage Road, Sutton Coldfield, Warwicks. [7870

M.G. MONTLHERY MIDGET, 2-seater sports. Immaculate cond. Hydraulics; rewired; new P-type engine in 1958. £85 o.n.o. Tel.: GRA 5054. [7871

ALEXANDER STAGE 1A converted 1960 Austin Mini de luxe saloon in B.R.G., and fitted safety belts, Silent Travel, etc. Unused in competitions, religiously maintained and in excellent condition throughout. H.P. possible, £425. Tel.: Hornchurch 47619. [7872

1172 ALL FORD Special, reconditioned ex-works engine and transmission 3,000 miles. Twin S.U.s, 4-branch manifold, Burgess silencer, h.c. head, excellent tyres, battery; spare engine, etc. £100. 59, Windy Arbour, Kenilworth, Warwickshire. Tel.: KEN 785. [7873

P3 ROVER 75, 1948, 78,000 miles, well maintained. New tyres, clutch, rings, silencer, b.e. bearings. £150. Jackson, Woodlands Hotel, Wellington Road, Timperley, Cheshire. [7874

ASTON MARTIN Mk. II, s/c. Works fitted Speed Model engine. Body and engine excellent, completely rebuilt over last six years and meticulously maintained. £350. Tel.: ENField 7260. [7875

1951 RILEY 2½-LITRE drophead coupé. Heater, radio, etc. Good order. Offers. Tel.: Turvey 368. Styles, Newton Blossomville, Bedford. [7876

XK120, 1951. Almost new engine. Good weatherproofing. £225 o.n.o. Moore, 86, Highlands Gardens, Ilford. Tel.: Valentine 1639. [7877

JUNE 1961 AUSTIN van. Blue. Heater, rear seats. As new at 3,500 miles. Taxed April 1963. £330 o.n.o. 18, Bartholomew Road, Oxford. [7878

ALVIS TA14 saloon, 1949. Very good car for £130 o.n.o. Rodgers, "Innisfree," Ridgeway, Cuffley, Herts. Tel.: 2442. [7879

RILEY IMP, 1935. Excellent mechanical condition, good performance and attractively finished in B.R.G. with sparkling chrome. Full weather equipment, many extras. £335 o.n.o. Markby, Flat 3, 77, Esher Road, Hersham, Surrey. [7880

MORGAN PLUS FOUR, 1958, midnight blue. TR unit, undersealed, etc. Really immaculate throughout. £445. Available August 14th, after Continental tour. Seen London or Whitehill, Berkhamsted, Herts. Tel.: 111. [7881

M.G. PA. Red. Aquaplane Ford engine 7,000 miles. New hood, back axle, battery and dynamo. Excellent condition throughout. £120 o.n.o. Tel.: Titchfield 3337. [7882

PEUGEOT 203, 1955. Excellent condition throughout. £275. Tel.: Sevenoaks 51072. [7883

SUPER INBOARD 15-ft. Speedboat, seat six almost new. Bargain, £475, or exchange sports car. Cash either way. 12, Jamaica Street, Bristol. Tel.: 23882. [7884

FOR SALE—*continued*

RILEY ENTHUSIAST'S 1949 1½. New engine, tyres, cellulose, roof. £250. Tel.: BARnet 3262. [7885

1962 AUSTIN MINI, low mileage, showroom condition. Extras. Financial difficulties force sale around £469. Nolan, 55, Bramble Road, Hatfield, Herts. [7886

TRIUMPH DOLOMITE. Reliable family car. Excellently maintained internally and externally. Any trial. £80 o.n.o. 8, Erncroft Way, Twickenham. [7887

FORD EIGHT SPECIAL, registered 1958. Ashley fibre-glass body, reconditioned engine. Excellent condition. £95 o.n.o. Tel.: Pinner 9328 (evenings). [7888

ASTON MARTIN DB2, 1951. Red, red leather. Michelin "X." Excellent order throughout. 115 m.p.h. £550. Tel.: West Lulworth (Dorset) 230. [7889

MAGNIFICENT AUSTIN SIXTEEN, 1927. All original and perfect, including paintwork (black). All history known. This superb motor car is offered to genuine inquirers only. £230 o.n.o. Clayton, 94, Eastwood Road, Rayleigh, Essex. Tel.: 2882. [7891

1960 BORGWARD. New clutch, new Michelin "X"s. Near perfect condition. House purchase forces sale. £650; would accept cheaper car and cash. Private sale but H.P. could be arranged. Box No. Y.892. [7892

1954 TR2. Just resprayed. Recent engine recondition. New "X"s; heater, washers, covers, fog. £310. Lavers, 61, Blenheim Terrace, N.W.8. Tel.: KIL 0452. [7893

RILEY 2½ black saloon (26.9.52), two owners. R.M.F. chassis, R.M.B. engine. Four exc. Goodyears; *new rings, big-ends, valve grind, etc.* Brakes recent reline and new rad. core. Phillips G76V radio, heater, screen jets, two fog-lamps. £225, no offers. Early Rolls Lucas focusing headlamp, £4. New Imperial *c.* 1926 283-c.c. motorcycle, £15. Bedford (regd.) ex-W.D. 15-cwt. truck, £18. Tel.: Watlington (Oxon) 361. [7894

BRISTOL 401 saloon, 1950, recently resprayed B.R.G. Many extras, including radio and heater. £295, H.P. arranged, or would exchange for small saloon. Rodway, Fulwood, Liddington, Nr. Swindon, Wilts. Tel.: Wanborough 283. [7895

1931 ALVIS 12/60, TK Beetleback. Excellent all round, original condition. Slothers con.-rods. Quiet close-ratio box. £250. Wilson, 4, Court Hill, Sanderstead, Surrey. Tel.: Sanderstead 3742. [7896

M.G. TD, 1953, recond. engine. New hood, tonneau, sliding sidescreens, etc. Radio, heater, new "X"s. Exceptional condition. £345 o.n.o. Sun Hotel, Plumpton, Sussex. Tel.: 200. [7897

2-LITRE SALOON, 1937. Sound condition, good tyres. M.O.T. S.O.H.C., 98 b.h.p. engine removed for inspection. £75, or £100 with engine refitted. (Kent.) Box No. Y.898. [7898

1½-LITRE O.H.V. SPECIAL, 1958. Professional fibre-glass body, preselector gearbox, i.f.s., hood, sidescreens. £50. Eversleigh House, South Darley, Matlock, Derbyshire. [7899

1961 AUSTIN MINI d/l. (June). Blue. Superb condition. Any trial. £450. 25, Chertsey Street, London, S.W.17. Tel.: Balham 3118. [7900

SPRITE, £385, 1959. Extras. 22,300 miles. View Hampshire-London. Prideaux, White House, Bulford Camp, Wiltshire. [7901

1948 BENTLEY S.S., full-flow engine, instruction book, original tools. Excellent condition. Taxed December. £495. Lloyd-Jones, Lickhill Manor, Stourport-on-Severn, Worcs. Tel.: 2024. [7902

ALVIS SPEED 20, 1934, tourer. Cross & Ellis body in *concours* condition. Rebore, new mains, big-ends and complete engine recondition 5,000 miles ago. New tyres and good hood. £250, no offers. Tel.: Farnborough (Kent) 51660. [7903

3-LITRE SUNBEAM, 1926, "F" series Twin-Cam. Shortened chassis fitted professionally-built 2-seater body in beautiful condition with all weather equipment. Been in my hands for twelve years. Very successful in V.S.C.C. and other events. Host of spares, including different axle ratios and cylinder block. Fitted hydraulic brakes and many other refinements which all add up to make this sports car the most exciting model of this *marque*. Offers invited to: McNaughton, 58, Underlane, Plymstock, Devon. Tel.: Plymouth 43565. [7904

SELLING EXCELLENT M.G. TC. Resprayed. Test. Or swap convertible, W.H.Y.? Tel.: SEV 9790. [7905

M.G. TC. Fitted TD 2 engine. Resprayed B.R.G. Rev. lamp, three spots; well shod; new hood, carpets, windtones, luggage grid, 5-waveband radio. M.O.T.—with honours! Spare engine, tyres, etc. £235. Johnson, 81, Malvern Road, Alkrington, Middleton, Manchester. [7906

1960 T.V.R., tuned 105E, 3.9 : 1 rear ratio, 12½ cwt. Performance with economy. Alfins, "X"s, heater, washers. Excellent condition, never raced, 11,000 miles. £500 o.n.o. Laverton, Monkey Lodge, Freston, Ipswich. Tel.: Woolverstone 303. [7908

FOR SALE—*continued*

SPRITE, 1958. Primrose. Engine overhauled. Spot, carpets, extras. Must sell. £350, H.P. possible. Tel.: Redhill 2530. [7907

1960 (SEPT.) AUSTIN-HEALEY Sprite, 20,000 miles. "Star" Sprite bonnet, tonneau, heater, washers. Price £435 o.n.o. (Have purchased Turner.) Come and see or ring. Alan Minshaw, 24, Grange Mount, West Kirby. Tel.: Hoylake 7414. [7909

1954 TR2. Hard-top, overdrive, "X"s. £250. 8, Billinge Avenue, Blackburn. Tel.: 7080. [7910

JAGUAR SPORTS, S.S., 1934, open tourer. Bodywork and engine in perfect condition, just returned from Jaguars, Coventry, after one month's complete overhauling to bring up to *concours d'elegance* perfection. Sale brought about by being unable to park new Maserati and S.S. in the one bank balance. Price £300. Tel.: Northampton, Moulton 3201. [7911

1934 RILEY NINE Kestrel. Good condition throughout. Twin S.U.s, hydraulic shockers, twin exhausts; some spares. £80 o.n.o. Miatt, 2, Eversley Garth, Sherburn-in-Elmet, Leeds. [7912

NIPPY, 1936. Bowdenex, sealed beams, original otherwise. £60. Wall, 18, Mayfield Drive, Morecambe. Tel.: 2120. [7778A

WANTED

ALVIS ADMIRER SEEKS TA14, preferably, or good 12/70 saloon or coupé. Excellent price for immaculate vehicle. Box No. Y.851. [7851

QUALITY MAKE SALOON or coupé required, not exceeding 1,500 c.c. Up to £175 for good post- or pre-war vehicle. All replies answered. Box No. Y.852. [7852

PAIR MATCHED ZENITHS, and Manifold, 4-branch exhaust, for EA93. State price and condition. Darby, Officers Mess, R.A.F., West Raynham, Norfolk. [7227

S.S.100 JAGUAR 3½ or 2½-litre. 1937-1940 coupé. M.O.T. certificate. Cash available for right car. R. Whitewood, 62, Beacon Road, Herne Bay, Kent. [7454

TR3A. White/B.R.G., immaculate. Overdrive, w/wheels. South of England preferably. Give all details and price. Bennett, 27, Queensberry Road, Salisbury. [7193

WANTED, HUMBER Super Snipe diesel or similar. Box No. Y.194. [7194

WANTED, PA ENGINE. Sound hardware only, please. Cheap for enthusiast in trouble. Write: Garland, 176, Stockingstone Road, Luton, Beds. [7195

500-c.c. COOPER. Complete car or any parts. Chassis, wheels, etc., anything considered. All letters answered. Urgent. Write air-mail. Artus, 68, Devonport Road, Tauranga, New Zealand. [7206

INTERESTING VINTAGE saloon in running condition, reasonably priced. Any Daimlers? G. E. Howard, 19, Kepstone Road, Leeds. [7216

WANTED, SIDE-VALVE LINCOLN V12 engine in reasonable running order, complete with starter, generator, carburetter and manifolds. Particulars and price to C. A. Sadler Limited, New Wolverhampton Road, Langley, Birmingham. [7225

ASTON MARTIN, RILEY Imp, S.S.100, or Alvis Speed 20 or 25 tourer, or similar for cash. Must be in good condition. Private buyer. Replies: Banks, 62, Linford Road, Walthamstow, London, E.17. [7233

M.G. TC cream seats. Tel.: Southend 77131 (after 6 p.m.). [7263

FORMULA JUNIOR RACING car required. Preferably 1962 model Lotus, ex-works car preferred. R. Colbar/Hoberge/Bielefeld, Auf der Egge 105, W. Germany. [7269

WORKSHOP MANUAL for Mark VI Rolls-Bentley. R. G. Clower, Rose Cottage, Upton Lane, Upton Heath, Chester. [7286

BUGATTI TYPE 37 engine or block and crankcase in good condition. P. Carmichael, 33, Abbotsleigh Road, S.W.16. [7287

"MOTOR SPORT," bound or unbound. Complete years, including '61. Tel.: SPEedwell 0328. [7289

MODEL CAR and aeroplane required. Any type, period, in particular vintage. Scale precision glass-cased quality. Details, price, photograph please. Box No. Y.290. [7290

BUGATTI 57 SC coupé or 43 Grand Sports, complete and in original configuration. Please write, sending full particulars, price and photographs. All letters answered and photos returned. Box No. Y.303. [7303

WANTED, OLD SCRAP car with R.R. registration. Prefer early number. Good price paid. 205, Tanworth Lane, Shirley, Warwicks. [7304

WANTED, S.S.100, 3½-litre, 1938/9. Condition immaterial. Box No. Y.328. [7328

VINTAGE TOURER or doctor's coupé, Morris, Alvis, Wolseley, Sunbeam, Humber or similar. 50, Fir Tree Walk, Westone, Northampton. Tel.: Moulton 2080. [7329

WANTED, 3-LITRE BENTLEY engine, instruments, 21-in. wheels and tyres; consider complete car or chassis. Also 6½ or 8-litre Bentley complete, any condition body immaterial. Cash available. Box No. Y.336. [7336

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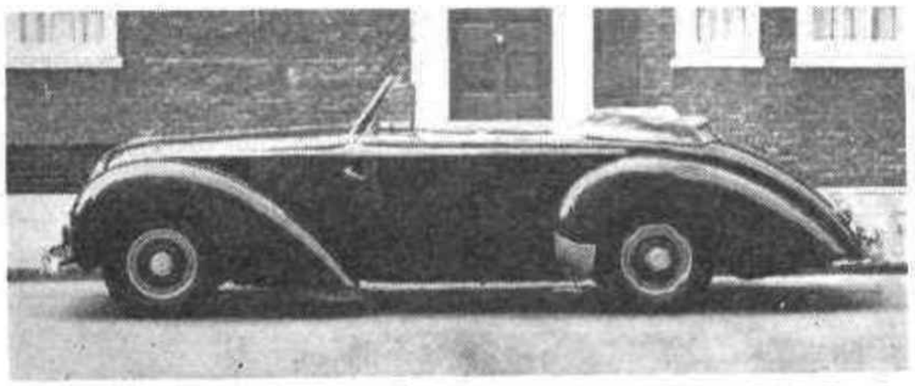
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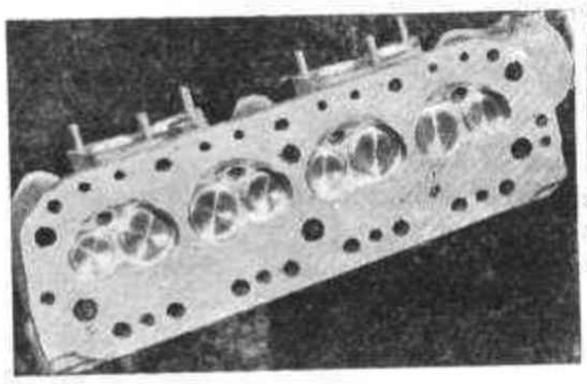
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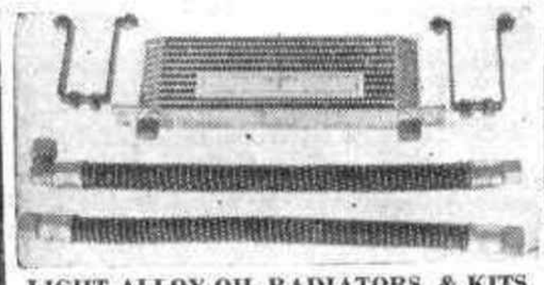
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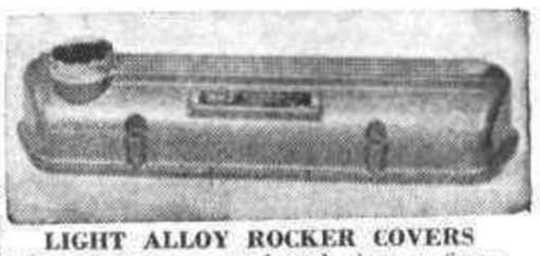
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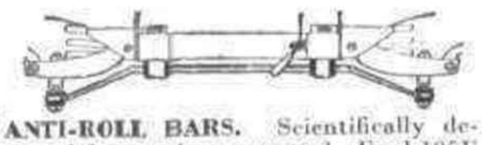
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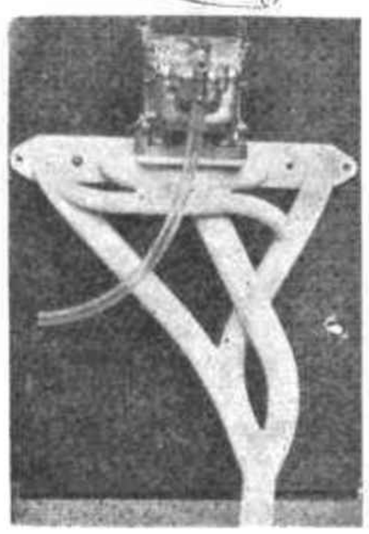
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ITALIAN GRAND PRIX, Sept. 16th. Two seats available. 1961 Volkswagen leaving Sept. 7th, returning Sept. 22nd. Young couple preferred, share expenses, driving. Details, Russell, 21, Hewitt Avenue, London, N.22. Tel.: GUL 4141 (daytime). [7775

BACHELOR MOTORIST would welcome company of young lady enthusiast. Surrey or adj. Do write, Box No. Y.776. [7776

YOUNG SINGLE MAN (30) seeks companion (either sex) to tour Spain for 15 days in September. Help with expenses, share driving of TR3A. Box No. Y.777. [7777

MISCELLANEOUS—*continued*

FOR M.G.-A: Wheels, air-cleaners, distributor, rear bumper. For Magnette: Manifold, badge bar, Peco booster. For Dauphine: Wheels, 4-branch manifold complete. For Ford: E93A engine (1958), Aquaplane manifold, five new 15-in. wheels, 100E 4-branch with twin S.U.s. Also Sprite manifold. Various handbooks. New chrome boot rack, detachable, suit M.G., TR, etc. Everything cheap, must clear. S.A.E. please. Wall, 18, Mayfield Drive, Morecambe. [7778

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury. 3s. and s.a.e. [7780

CLASS-WINNING RACING cars for hire to members at £5 each. Practice sessions and club facilities. For details of membership (5 gns. p.a.), etc., write: "Compania Contienda," Donkey Bank Cottage, Hooe, Battle, Sussex. [7816

YOUNG LADY car owner wishes contact enthusiast for rallying. Devon. Box No. Y.818. [7818

EXCHANGES

1960 FORD ZEPHYR, low line, genuine 27,000 miles, grey with blue upholstery, excellent condition. Exchange good sports car (cash either way), or sell at reasonable price. Seen London. Tel.: Chester 22487. [7376

AUSTIN-HEALEY BN2, 1957, overdrive, wire wheels, heater, Michelins. Exchange for saloon, cash either way. Tel.: East 2751 (before 7.30 p.m.). [7447

VOLKSWAGEN (SEPT. 1961), 8,000 miles, seat covers, carpets, etc., for similar condition Bristol 403. Thomson, "Westbury," Locking, Weston-super-Mare, Somerset. [7448

TWO SEATS FOR four. Immaculate 1939 Lancia Aprilia for 1958/59 A/H. Sprite or good M.G. TD, with cash adjustment, or sell Lancia for £160. Tel.: Ascot 773. [7524

COOPER 500 Mk. IV trailer. Vincent racing engine. £120, or exchange small car up to value. 24, Middleton Road, Shirley, Solihull, Warwicks. [7525

LOW-RATIO C.W.P. (in use) for high TR3A. Sale: Tyres, 600 × 16 G.S., 2—600 × 20, 2—450 × 19, 1—650 × 16. Todd, Ubley, Bristol. [7632

SPRITE. ASHLEY BONNET and hard-top, exchange for standard bonnet and hard-top. Clason, 36, Jackson Avenue, Grangemouth, Scotland. [7634

GENUINE WORKS B.M.W. sports/racing car. Over 200 b.h.p./ton. Completely rebuilt. £250, or exchange conventional car. Box No. Y.720. [7720

WHITE ELEPHANT requires good home. 1929 20/70 sleeve-valve Daimler, sound running order, full history, books. Genuine 50,000. Offers, or exchange VW. Bell, 3, Carleton Place, Penrith, Cumberland. [7774

VW 1500. Immaculate. Exchange Peugeot 404 or similar quality, require larger interior. Would sell to fellow enthusiast. Box No. Y.817. [7817

HEALEY SPRITE, 1960, all extras, 11,000, grand condition. Lotus-Climax Seven, road/racing, as new. Required, Grand Prix Bugatti. The Bungalow, Tibberton, Droitwich. [7821

VW 1961 (Reg. Nov. 60) red. Radio. Superb, exchange similar condition TR. Mathias, 37, Grange Road, Sanderstead, Surrey. Tel.: UPL 8434. [7549

SITUATIONS VACANT

YOUNG FITTERS with good mechanical engineering apprenticeship and technical training are offered Drawing Office experience to train as Draughtsmen and Development Engineers. Apply in writing to Personnel Officer, Thomas De La Rue Engineering Ltd., 110, Bunhill Row, London, E.C.1. [7217

TECHNICAL ASSISTANT—required to assist in the development, testing and application of turbochargers and mechanical starters for high-speed diesel engines. Candidates, who should be of H.N.C. standard, should also have a good theoretical background and practical experience of the above. Written applications, giving full details of age, experience, etc., to the Personnel Manager, Simms Motor Units Ltd., Oak Lane, East Finchley, N.2. [7430

U.S.A. OPPORTUNITY in Washington, D.C., for skilled mechanics interested in emigrating. Must be experienced all popular English makes including sports cars. Write British Auto Service, 4911 Cordell Avenue, Bethesda 14, Maryland. [7779

SITUATIONS WANTED

YOUNG MAN, 19, hardworking, seeks permanent position with Rallying Department. Part-time position considered. Box No. Y.631. [7631

YOUNG MAN, 22, intelligent, seeks interesting position with motoring sport. Clean licence and mechanically minded. Box No. Y.819. [7819

YOUNG MAN, 19½, seeks interesting, responsible post in motor sport or trade. Enthusiastic, likes hard work. Good education. Clean licence. Box No. Y.820. [7820

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

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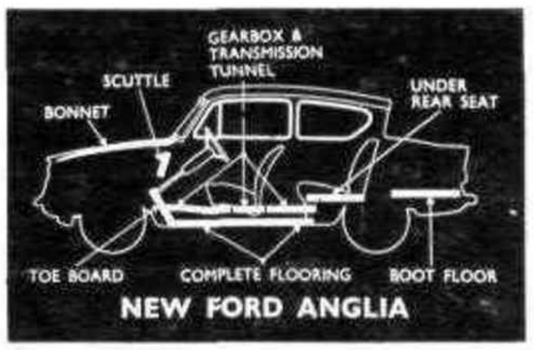
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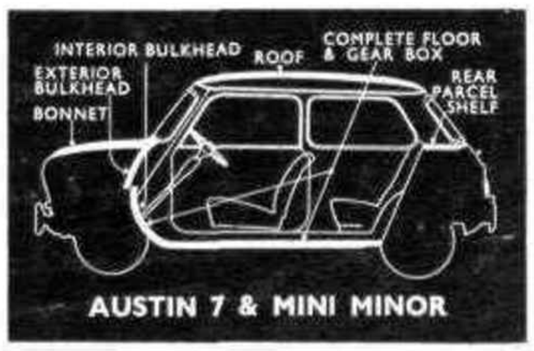
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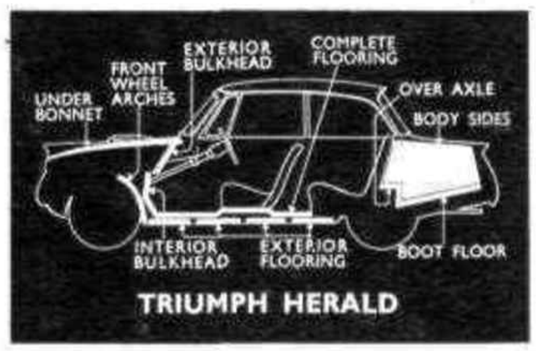
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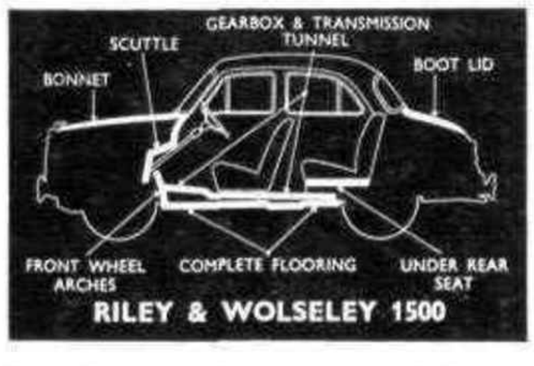
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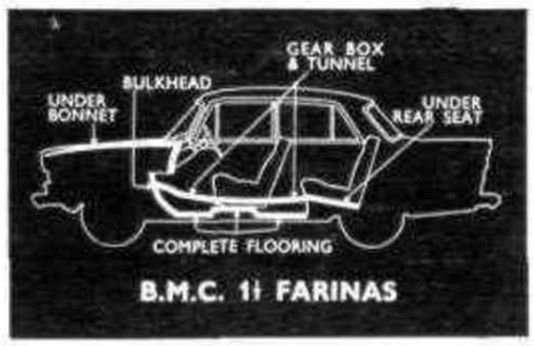
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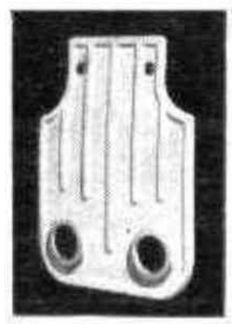




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