Vol. XXXIX No. 5 TWO SHILLINGS May 1963

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR

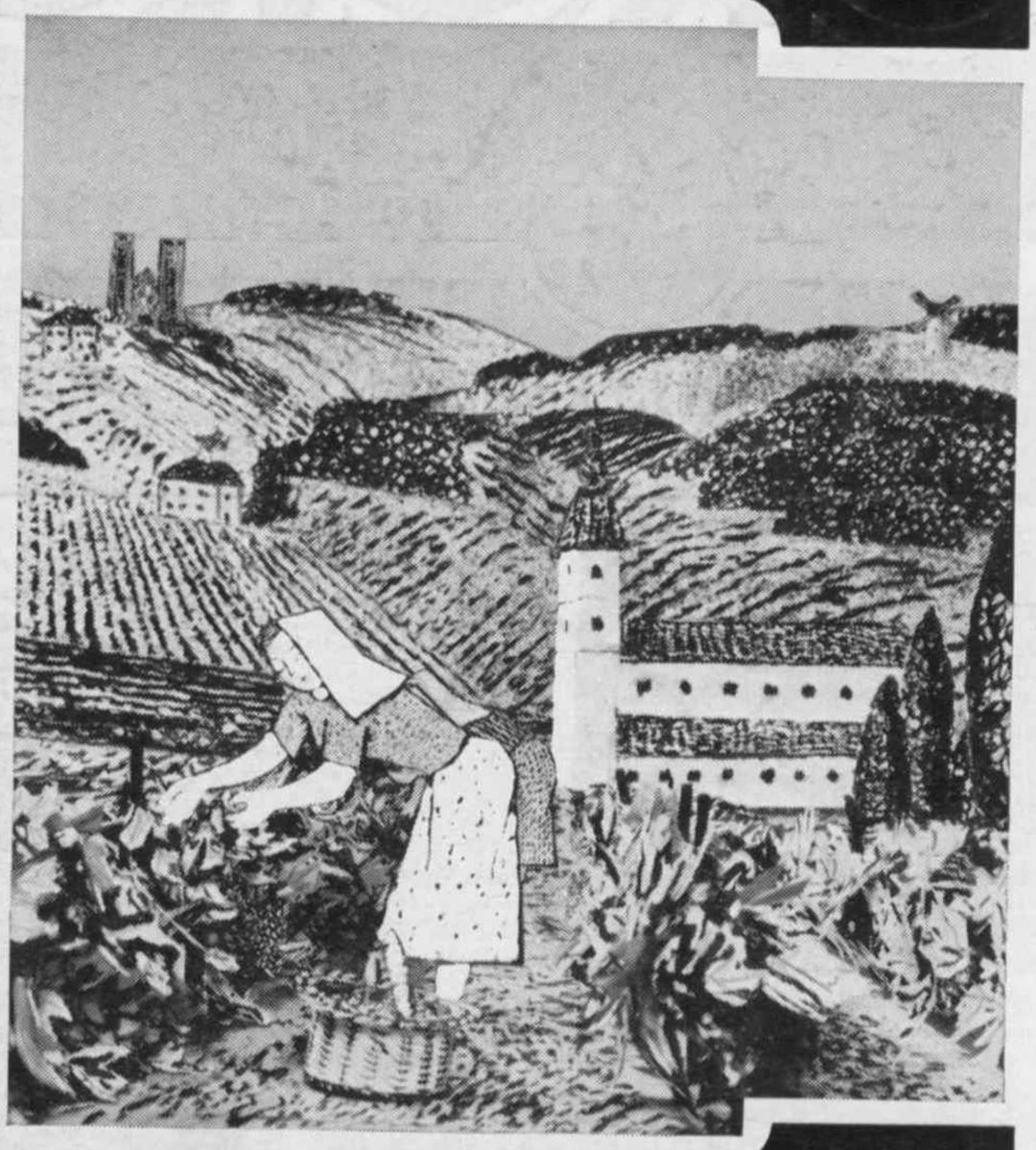


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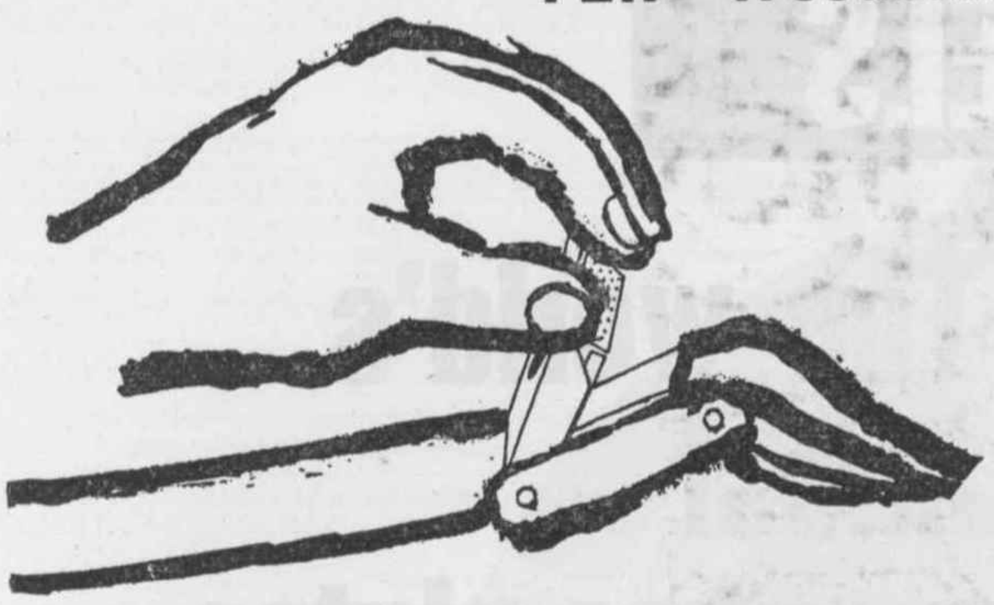
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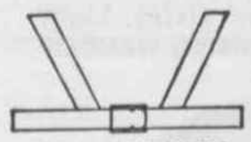
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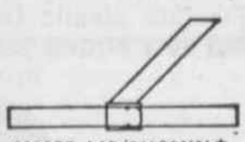
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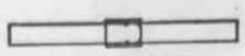
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Insist on Bluemel's number plates.

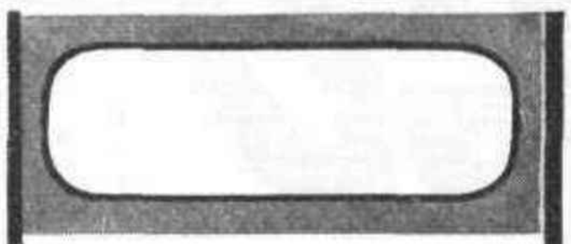
The world's finest number plates

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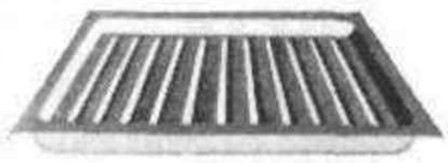
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3 GRIP from the unique Dunlop safety shoulder (your surest protection against steering 'snatch' or wander)

Sizes for the majority of modern cars and light vans—and remember C41 tyres cost no more than ordinary tyres.

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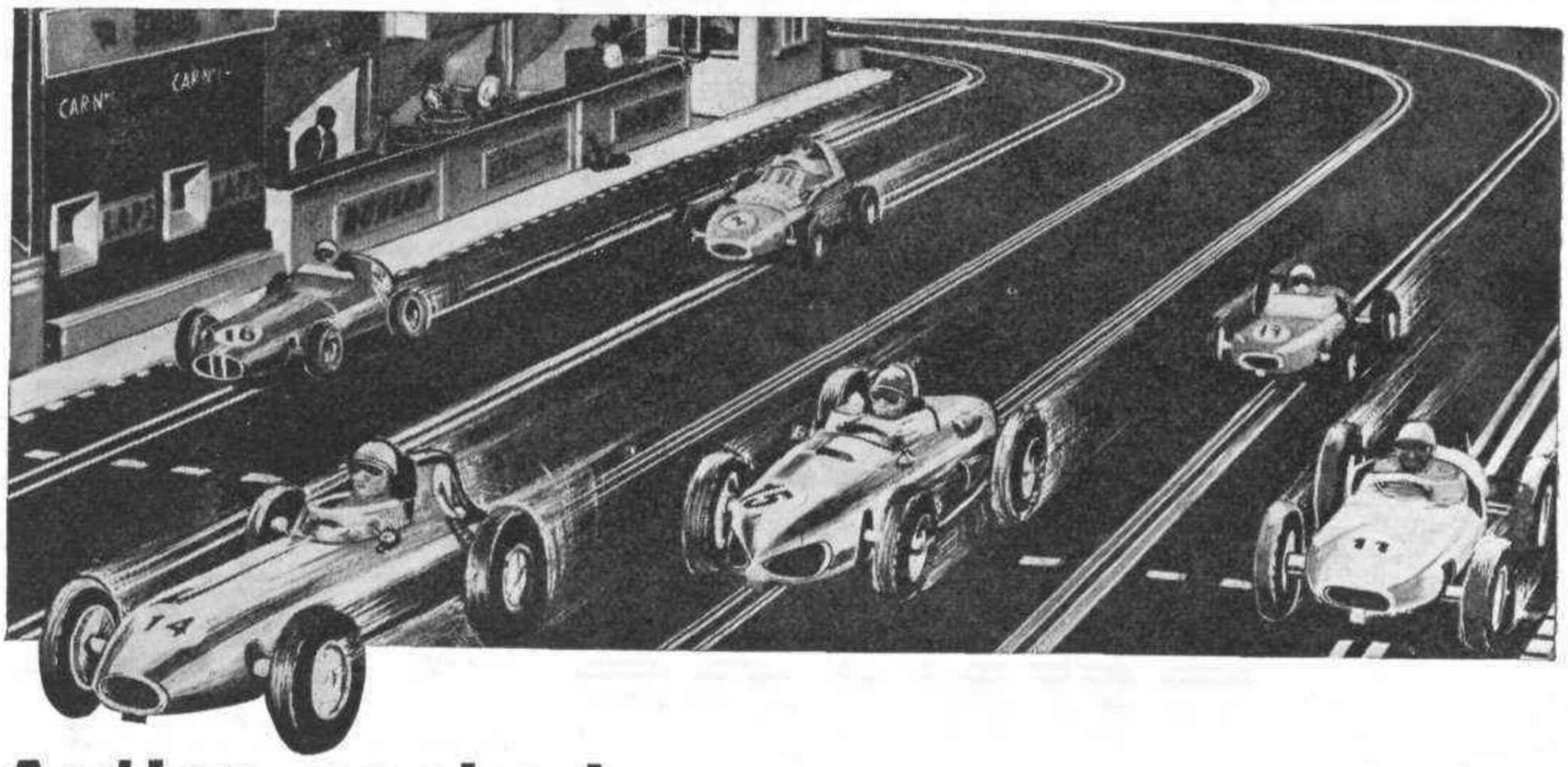
Photograph by courtesy of the Ecurie Stratton

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

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



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Goodlass Wall & Co. Limited, Corn Exchange, Liverpool 2, or 179-185 Great Portland St., London, W.1.



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STOP PRESS—Have you seen the new flexible plastic track?

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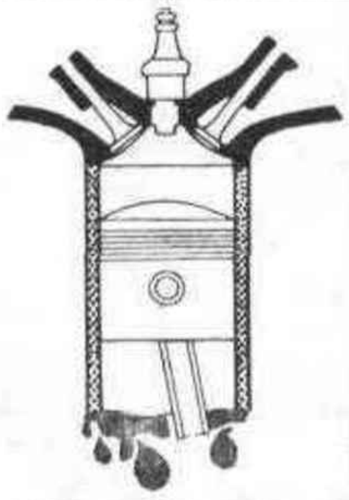
Yes, it goes better – HERE'S WHY!

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

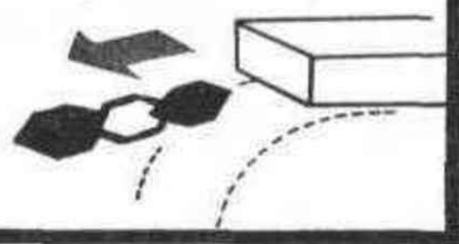




COLD START!
oil has long since drained from cylinder walls . . . pistons are running dry in bores (that's how most bore wear happens).
But wait! Graphite protection is still there. The engine fires. Pistons move. But instead of dry metal rubbing against dry metal, graphite intervenes. Yet more 'cards'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

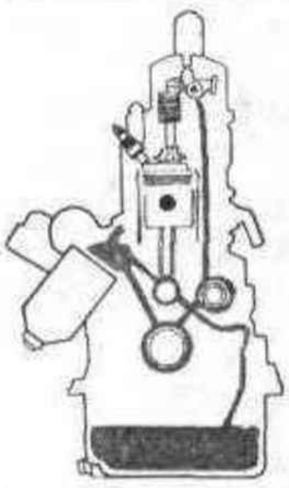


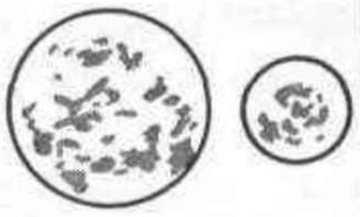
For graphite consists of plate upon plate—all slippery: all perfect dry lubricants: and good oil-spreaders too—so much the better when the oil gets there!



But that was only the start.

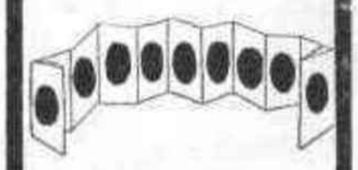
Filtrate Plus is always on duty. The graphite gets everywhere, on every moving part . . .

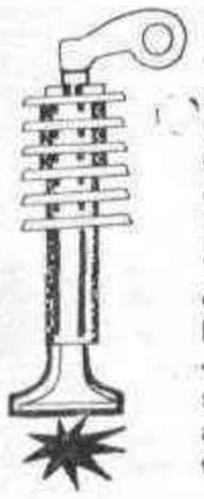




After all—what's to stop it?
Certainly not the oilways or jets—armies of particles could march abreast *through* them.

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





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



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

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

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

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

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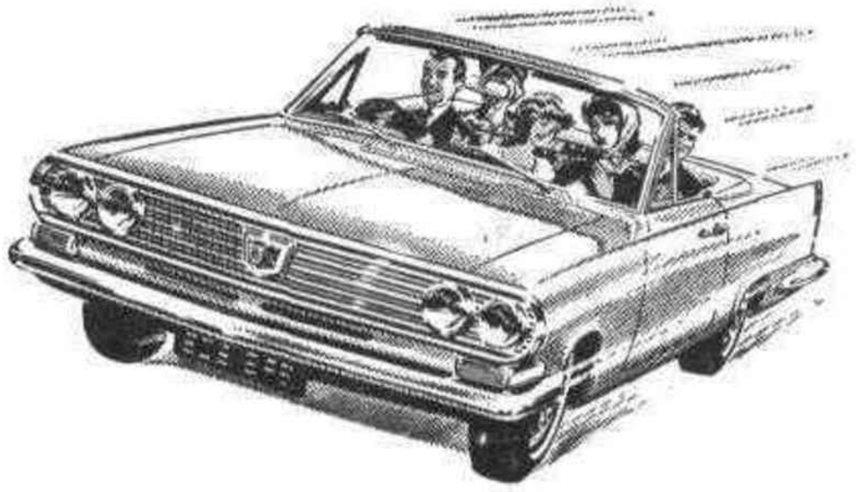
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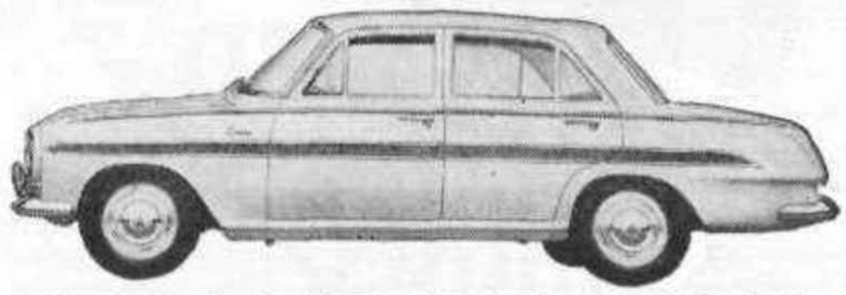


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VOL. XXXIX No 5 THE CARS OF "ARCHIE" FRAZER-NASH, see pages 316 & 318 MAY 1963

MOTOR SPORT

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

MATTERS OF MOMENT

PEUGEOT WINS SAFARI RALLY OF 77 RETIREMENTS

That splendid French family car, the Peugeot 404, has achieved enhanced prestige by its remarkably convincing victory in this year's Safari Rally in Kenya. Perhaps the most informative and toughest rally in the World, informative because the cars have to be virtually to catalogue specification, toughest on account of 40 to over-50-m.p.h. average speeds over 3,200 miles of "impossible" terrain, the Safari this year stopped 77 out of the 84 cars that left the start. It even knocked out Carlsson and his Saab, which had tried to treat it as a race.

Through all this the Peugeot 404 driven so ably by Nowicki and Cliff came through to outright victory, 79 points ahead of the next finisher. Moreover, two more Peugeots, a 404 and a 403/7, finished 5th and 6th in a contest in which no team survived intact.

High praise must be accorded to the four other finishers—to the British Ford Anglia 1200 which was 2nd, to the Mercedes-Benz 220SEb that was 3rd, to the Fiat 2300 which came in 4th and to the 3-litre Rover P5 which was 7th. East Africans and all the World's customers will long remember that for toughness and reliability you want PEUGEOT, or Ford Anglia, Mercedes-Benz, a 6-cylinder Fiat or one of the new big Rovers!

In the icy Monte Carlo Rally front-wheel-drive scored. In the Safari, toughness counts, allied to sufficient performance to keep up the pace in spite of clogging mud. The Peugeots had this. So had the Little Ford Anglia 1200, and the big 6-cylinder Mercedes-Benz and Fiats. So had the Rover. No others finished. The Ford Cortina GTs, well up until near the finish, couldn't make it. Two overturned but without being on the spot it would be futile to blame this on the suspension, nor does this add anything to the verbal battle of Cortina versus Morris 1100, because four M.G./Morris 1100s retired! Other Cortinas holed sumps and suffered damaged suspension.

What a Rally! And what a tough, useful car the conscientiously-built Peugeot has once again proved itself, with its efficient worm-drive axle and clever push-rod valve gear that is the next best thing to o.h.c. After this sensationally destructive Safari, the next rally to study seriously will be the Liége.

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Front Cover Picture: LE MANS PRACTICE DAY saw the first appearance of the Rover-B.R.M. turbine car which is expected to run in the 24-hour race later in the year.

B.M.C. CARS DOMINATE MOBIL ECONOMY RUN

The annual Mobil Economy Run which is so impeccably organised by the Mobil Oil Company and the Hants & Berks M.C. is quite different from the Safari Rally, yet has something in common with the great East African contest, inasmuch as the cars are meticulously checked as being production vehicles and made to go quite fast in spite of the predominant object of conserving the Mobilgas they consume.

This year road and weather conditions over the 1,100-mile route, of which a less economical 3-day "tour" in the British Isles would be difficult to find, made severe demands on cars and drivers.

There is, officially no outright winner, but star performance was that of H. G. W. Kendrick, three times the winner in previous Mobil Economy Runs and a class winner in every one of the contests held since the first in 1955. This year he returned 34.40 m.p.g. from a Vanden Plas Princess, victor in Class 4.

B.M.C. cars proved commendably economical. Class 3 was won by P. T. Walker's Morris Oxford VI, with 41.09 m.p.g., Class 2 by A. H. Hill's M.G. 1100 with 44.61 m.p.g., Class 1 by M. Gething's Austin-Mini with 53.93 m.p.g. Tyres can contribute to petrol economy, so it is interesting that Kendrick used Michelin "X," Walker was on Pirelli Cinturas, Hill relied on Dunlop C41's, and Gething had specified Michelin "X" covers on his Mini. The results were :—

		m.p.g.	*Tyres*
Class 4:			
1st:	H. G. W. Kendrick (Vanden Plas Princess)	34.40	Michelin "X."
2nd:	P. R. Giles (Standard Ensign)	32.99	Dunlop Gold Seal.
3rd:	W. R. Ogglesby (Vauxhall Cresta) ..	31.44	Michelin "X."
Class 3:			
1st:	P. T. Walker (Morris Oxford VI) ..	41.09	Pirelli Cintura.
2nd:	P. Bentley (Vauxhall Victor Super) ..	37.72	Michelin "X."
3rd:	Mrs. P. Allen (Hillman Super Minx) ..	35.07	Michelin "X."
Class 2:			
1st:	A. H. Hill (M.G. 1100)	44.61	Dunlop C 4 .
2nd:	P. A. Tothill (Wolseley 1500)	42.73	Michelin "X."
3rd:	E. W. L. Nicholson (Ford Consul Cortina)	39.17	Goodyear.
Class 1:			
1st:	M. Gething (Austin Mini)	53.93	Michelin "X."
2nd:	R. G. Davies (Morris Minor 1000) ..	47.29	Michelin "X."
3rd:	H. E. Marfleet (Austin A40, Mk. I) ..	46.12	Dunlop Gold Seal.

Continued on next page

Motoring Sport Events for May

★ **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
May 3rd/4th	I.O.W. C.C.	5 Bridges Garage	W. Stour	11th I.O.W. Rally (*R.*)	9.30 p.m.
May 3rd/12th	**Bugatti O.C.**	**Cheltenham**	**Cheltenham**	**Touring Rally** (*INT*)	5.00 p.m.
May 4th ..	Aston Martin O.C.	Silverstone	Towcester	Race Meeting (*R.*)	12 noon
,, ..	Lancs. and Cheshire C.C. ..	Oulton Park	Tarporley	Race Meeting (*R.*)	12.30 p.m.
,, ..	Shenstone & Dist. C.C. ..	Bull's Head Inn	Shenstone	Little Rally (*C.*)	3.00 p.m.
,, ..	Verulam A.C.	St. Michael's Car Park	St. Albans	Twilight Rally (*C.*)	8.01 p.m.
May 4/5th ..	S. Derbys. M.C.	Measham Motor Sales	Burton-on-Trent	S. Derbys Rally (*R.*)	10.30 p.m.
,, ..	Craven M.C.	Frimley	Frimley	Co-promotion Rally (*C.*)	—
,, ..	Bolton-le-Moors C.C. ..	Royal Oak Hotel	Clayton-le-dale	10th Midnight Rally (*R.*)	11.00 p.m.
May 5th ..	Hants & Berks M.C.	Malta Barracks	Farnborough	Driving Tests (*C.*)	2.30 p.m.
,, ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*N.O.*)*	10.30 a.m.
,, ..	Yeovil C.C.	Yeovilton Circuit	Ilchester	Driving Tests (*R.*)	12.30 p.m.
,, ..	Ford Model-T Register ..	Woking†	—	Scenic Tour	1.30 p.m.
,, ..	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	2.30 p.m.
,, ..	Middlesbrough & Dist. M.C.	Club House	Middlesbrough	Spring Car Rally (*R.*)	9.00 a.m.
,, ..	London M.C.	London	—	Dieppe Rally 1963	8.00 a.m.
May 10/12th	**B.R.D.C.**	**Silverstone**	**Towcester**	**International Trophy Meeting**	10.15 a.m.
May 11th ..	Aintree Circuit Club ..	Aintree	Liverpool	Race Meeting (*R.*)	2.00 p.m.
,, ..	S.U.N.B.A.C.	Ragley Park	Alcester (A 422)	Hill-Climb	12 noon
,, ..	Bristol M.C. & L.C.C. ..	Dryham Park (A 46)	Bath	Hill-Climb (*C.*)	1.30 p.m.
,, ..	Veteran C.C./Vintage S.C.C.	Goodwood	Chichester	Touring Assembly	12 noon
,, ..	Oxford M.C.	Rowstock	Rowstock	Walter Rally (*C.*)	2.00 a.m.
May 11/12th	Allard O.C./L.M.C./N.L.E.C.C	Hatfield area	Hatfield	Novices' Rally (*C.*)	11.01 p.m.
,, ..	Guildford M.C.	Aldershot area	Aldershot	Rally Printemps (*R.*)	9.00 p.m.
,, ..	Darlington & Dist. M.C. ..	Catterick Camp	Darlington	Hill-Climb (*N.B.*)	2.30 p.m.
May 12th ..	S.O.D.C.	Woburn Park	Woburn	Sprint (*R.*)	2.00 p.m.
,, ..	750 M.C.	Blandford Camp	Blandford	Hill-Climb (*R.*)	1.30 p.m.
,, ..	Sporting VW Club	Upper Gun Park	Woolwich	Driving Tests (*C.*)	2.00 p.m.
,, ..	N.A.L.G.O. (Met.) M.C. ..	Bye-pass Car Park	Rickmansworth	Rally (*R.*)	10.01 a.m.
,, ..	Coventry & Warwicks M.C. ..	Church Lawford	Rugby	Sprint (*C.*)	12.00 noon
,, ..	Nottingham S.C.C.	Hawton Road Camp	Newark	Driving Tests (*R.*)	10.30 a.m.
May 17th ..	Saab O.C.	Cheshire Cheese	Fleet Street, E.C.4.	Inaugural Meeting	7.45 p.m.
May 17/19th	Lancs. A.C.	Midland Hotel	Morecambe	Morecambe Rally (*N.B.*)	8.00 p.m.
May 18th ..	B.A.R.C.	Winter Garden	Eastbourne	*Concours d'Elegance*	10.30 p.m.
,, ..	E. Counties M.C.	Martlesham Aerodrome	Ipswich	Driving Tests (*R.*)	2.30 p.m.
,, ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
May 19th ..	**A.D.A.C.**	**Nurburgring**	**Nurburg**	**1,000 kms. Race** ((*INT.*)	9.00 a.m.
,, ..	Alvis O.C.	Crystal Palace	S. London	National Alvis Day	—
,, ..	B.S.A. F.W.D. Club	Church Lawford	Rugby	Sprint (*C.*)	12.00 noon
,, ..	750 M.C.	Snetterton	Thetford	Race Meeting (*R.*)	1.30 p.m.
,, ..	B.R. & S.C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	12.30 p.m.
,, ..	E. Counties M.C.	Civic Car Park	Felixstowe	10th Felixstowe Rally (*R.*)	11.00 a.m.
,, ..	Singer O.C.	Eelmoor Plain	Aldershot	Sprint (*C.*)	2.00 p.m.
,, ..	W. Lancs M.C.	Scott's Bakery	Netherton	Driving Tests (*C.*)	2.00 p.m.
,, ..	West Hants & Dorset C.C. ..	Wiscombe Park	Honiton	Hill-Climb (*N.B.*)*	12.30 p.m.
May 25th ..	Westmorland M.C.	Barbon	Kirkby Lonsdale	Hill-Climb (*N.B.*)*	2.15 p.m.
,, ..	M.G. C.C.	Silverstone	Towcester	Race Meeting (*C.*)	1.00 p.m.
,, ..	Midlands M.E.C./Jaguar D.C.	Wellesbourne Mountford	Stratford-on-Avon	Sprint (*C.*)	2.00 p.m.
,, ..	Aintree Circuit Club	Aintree	Liverpool	Race Meeting (*N.B.*)	1.00 p.m.
May 26th ..	**A.C. de Monaco**	**Monte Carlo**	**Monaco**	**Monaco G.P.** (*INT.*)	—
,, ..	Vintage S.C.C.	Beaulieu	Lymington	Rally (*C.*)	11.30 a.m.
,, ..	B.A.R.C. (S.E.)	Firle	Lewes	Hill-Climb (*R.*)	1.30 p.m.
,, ..	London M.C.	Army M.T. School	Borden	Coventry Cup Trial (*R.*)	10.00 a.m.

*Rounds 2, 3 and 4 respectively of the R.A.C. Hill-Climb Championship
† Finishes Windsor 4.00 p.m. after touring Surrey and Berks.

MATTERS OF MOMENT—continued from previous page

The four 4th-place cars were all on Michelin "X"—tyres had to be standard or optional equipment, run at maker's recommended pressures.

B.M.C. and Michelin are to be congratulated on the outcome of the 1963 Mobil Economy Run. The Fords proved rather too thirsty, the highest placed being 3rd behind two B.M.C. cars.

PROTECTION FOR THE MOTORIST

Readers of MOTOR SPORT have expressed strong approval of our suggestion that a Motorists' Advisory Council should be formed to protect their interests and fight test cases where car owners are unfairly prosecuted. We are now calling a meeting, the results of which will be announced next month, in order to form such an organisation on a sound footing. We have come to the conclusion, on careful investigation, that no existing body is carrying on quite the work we envisage and that a powerful, influential body backed by well-known motoring personalities, is what is required. We thank you for your letters, rely on your future support and guarantee that MOTOR SPORT will announce the findings of the Council's initial meeting as soon as possible.

The Veteran C.C. rally at Moynes Park, Suffolk, takes place on June 15th and the Shrewsbury Rally on June 29th.

A Pride of Ownership rally with prizes (entry fee 2s. 6d.) for vintage and veteran cars, starting by 2 p.m., takes place at Bedwell Park, Essendon, Herts, on June 3rd, in conjunction with the Charity Fete. Details from S. E. Robinson, Warren Road, Hatfield.

FIXTURES AT BEAULIEU

The fixtures at the Montagu Motor Museum, Beaulieu, Hants, are :—

May 5th ..	Federation of National and One-Make Motorcycle Clubs Rally. Vintage Austin Register Rally.
May 10th ..	International Bugatti Touring Rally.
May 12th ..	Federation of Veteran Car Clubs Rally.
May 18th ..	Speedbird Club Rally.
May 19th ..	Eastleigh and District Scooter Club Rally.
May 26th ..	V.S.C.C. Rally.
June 2nd/3rd	Traction Engine Rally.
June 16th ..	M.G. Car Club "T" Register Rally.
July 6th ..	Auction.
July 7th ..	Seven Fifty Motor Club Rally.
July 21st ..	Ecurie Ecosse Rally.
Aug. 25th ..	Sunbeam Motorcycle Clubs—Graham Walker Memorial Run.
Sept. 1st ..	Sunbeam-Talbot Owners' Club (*Concours*).
Sept. 22nd ..	Southampton Motorcycle Club—Vintage Motorcycle Rally.

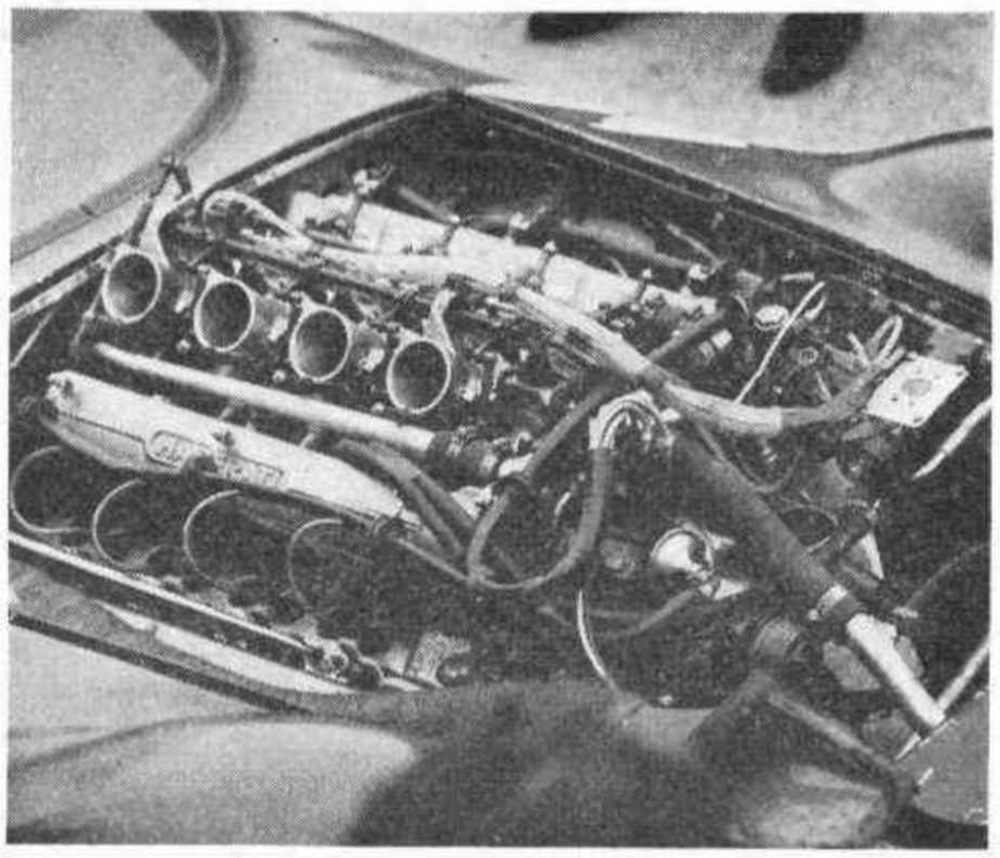
CONTINENTAL NOTES

THE Continental season got away to a bad start, with the Bruxelles Grand Prix having to be cancelled due to the severe winter damaging the road surface. However, Belgium's loss was France's gain, for that same weekend, April 6th-7th was scheduled for a period of testing for Le Mans competition on the 24-Hour circuit of the Sarthe at Le Mans. Had the Bruxelles race taken place the Le Mans test-weekend would have been a bit thin, but as it was a number of the Grand Prix drivers were present. Surtees, Mairesse and Bandini were trying Ferraris, along with Scarfiotti and Parkes ; McLaren and Bianchi were trying various Aston Martins, with Kimberley Jnr. and Schlesser, and Graham Hill and Ginther were trying the new Rover-B.R.M. turbine car.

The Scuderia Ferrari were trying hard, with one of their Sebring 3-litre open prototypes and the 4-litre coupé prototype, the open car, known as the 250P, being a splendid sports car as we used to know them, whereas the coupé 330LM was a true Gran Turismo prototype. With no room to spare at all, the open car has a V12 engine behind the driving compartment and coupled to a 5-speed gearbox/differential unit in a tubular chassis developed from the Grand Prix cars, with double wishbone and coil spring independent rear suspension, with inboard disc brakes. Whereas the Grand Prix cars have the clutch mounted in the open on the extreme end of the gearbox, with the drive running from the engine under the diff.-unit with the gearbox and then forward to the crownwheel and pinion, the 250P has the clutch on the end of the crankshaft and in front of the gearbox. The all-enveloping bodywork has a full wrap-round screen and a blade-like " spoiler " over the tail just behind the cockpit, while the cut-off tail has a detachable panel in it which can be replaced by a grille for hot races. On each side of the tail is an air scoop taking air to the disc brakes and the right-hand one also sends air to the six double-choke Weber carburetters, mounted in the vee of the engine, the valve gear being the usual Ferrari layout of single overhead camshaft to each bank with rockers to the inclined valves. Ignition is by coils and two distributors driven at right-angles on the rear of the camshafts.

The coupé 330LM was like a GTO in general shape, except that the vertical blade on the tail has been passed on to Aston Martin, and the whole end of the Ferrari body curves slightly upwards. This car uses a 4-litre V12 engine coupled to a 5-speed gearbox and driving a rigid rear axle, which is sprung on thin leaf springs with vertical telescopic shock-absorbers having light coil springs around them. Location of the axle is by a Watt-link mechanism and twin radius rods on each side. Well trimmed inside with door pockets, window winders and complete upholstery this car is a true GT prototype. Equally serious were the three Aston Martins being run by the works team, once more back in racing. Two cars were production DB4GT models with Zagato bodywork and the third was the experimental 212 which appeared briefly last year, all three having similar GT bodywork with blunt tails and " spoilers " across the top edge. The 212 was not radically altered but it incorporated lessons learnt last year as regards suspension and handling. If a coupé means a GT car then the Maserati Tipo 151 is still the GT to end them all, until such time as the Lola-Ford V8 appears on the circuits. Out on test at Le Mans was one of last year's Tipo 151 coupés, owned by Maserati-France and being driven by Andre Simon and Casner. The stability of the " flexible de dion " rear end has been improved and the latest V8 engine with four overhead camshafts was installed. This 4.7-litre power unit was using fuel ignition into a special Maserati manifold by way of a Lucas injection unit, driven from one of the inlet camshafts in place of a distributor, only one of the twin sparking plugs being used. Whereas the two Ferraris seemed to be humming round the circuit, the Maserati and the 212 Aston Martin were charging along by reason of great lumps of power and making the sort of noises that we hope will keep everyone awake for 24 hours on June 15th-16th.

A noise that will no doubt attract a lot of people to the Sarthe circuit is that of the Rover-B.R.M. turbine car. This interesting project is made from cutting a Grand Prix B.R.M. chassis in half and fitting a 2-seater width tubular centre-section. In place of the rear mounted V8 B.R.M. engine is installed a Rover gas-turbine unit giving some 150 b.h.p. driving to a B.R.M. differential unit. A rather simple aluminium bodywork covers the mechanism, with open cockpit and enclosed rear wheels and at the time of testing it was unpainted. The driver has but two pedals, a small " go-faster " one which controls the fuel to the turbine and



FIERCE!—A lone Maserati Type 151 appeared at the Le Mans test day driven by Simon and Casner. The 4.7-litre V8 engine is now fitted with Lucas fuel injection.

a large brake pedal wide enough to be used by either left or right foot. The turbine being a free-running vertical constant-speed unit, running at 35-40,000 r.p.m., it is essential to drive through corners with the power on, which means that the driver must keep the turbine up to working r.p.m. with his right foot while braking with the left one, so that there is no delay once the brakes are let off. Unlike a conventional internal combustion engine which can be speeded up almost instantaneously by use of the throttle pedal, the turbine takes time to regain peak revs if allowed to drop low, which is why the driver has to keep it turning fast even though he may have the brakes hard on. This technique for fast turbine motoring calls for smooth driving and accurate judgment of speed of entry into corners, so Graham Hill and Ginther had plenty to learn. The turbine exhausts through a large opening on top of the tail and certainly makes a noise new to motor racing, but it is not possible to compare its performance with any normal car, apart from the fact that it develops 150 b.h.p.

The Le Mans organisers have set a target of a race average of

Continued on page 311



AT THE " Esso Blee doolers " ! The ungainly looking Rover-B.R.M. (shouldn't it be B.R.M.-Rover ?) made its first appearance at the Le Mans test day. Here it is being filled with its diet of paraffin.

150 k.p.h. for any turbine car competing in the 24-Hour Race, and if it achieves this they will award a special prize. In practice both Ginther and Hill were lapping at around 179 k.p.h. average, which means that the car should achieve the target providing it does not run into any trouble. Its participation poses two problems in that it runs on paraffin, so will have to have special refuelling arrangements, and due to the time taken for the turbine to build up r.p.m. from when it is started, its getaway is rather languid to say the least, so that it will have to start at the far end of the starting line and will probably get under way long after everyone else has accelerated out of sight under the Dunlop bridge, and it probably will not catch the slower cars. To compare this interesting project with any other competitors would be foolish in the extreme, but I fear some of the "popular pundits" will no doubt do so, but if MOTOR SPORT readers will regard the whole thing as a technical experiment it will be worth a visit to Le Mans to see and hear it running.

Of those cars practising at Le Mans, Ferrari, Aston Martin and Maserati were all lapping in times well under the lap record, and Surtees was the fastest of all with the 250P prototype 3-litre, which must be significant if it is remembered that it was his first visit to Le Mans. For the cars the conditions were exceptional in that it was fine and cool, the track was free from rubber and oil, there were very few cars on the track and the drivers knew they didn't have to keep going for 24 hours.

On another subject, but prompted by the visit to Le Mans, is the recollection that at the same time last year the Italian Gilera motorcycle factory took one of their 4-cylinder 500-c.c. racing bikes out of cold storage, having withdrawn from racing in 1957 and let Pierre Monneret give a few demonstration laps. This year on the same weekend as the Le Mans testing, two of these 4-cylinder Gileras were finishing 1st and 2nd in a big race at Silverstone, to mark the re-entry into motorcycle racing of the Italian factory using the same machines as raced in 1957. In Grand Prix motorcycle racing the Formula does not change, apart from detail rules and the "big boys" class is still 500 c.c. The effect on the motorcycle world of the re-entry of the Gilera team is rather as if the car world was still racing supercharged 1½-litre cars and the Alfa Romeo team returned. As in car racing where a great deal of the increase in lap speeds can be traced directly to Dunlop tyre development, so in motorcycle racing can it be attributed to Avon tyre development, for the Melksham firm have the same stronghold in two wheeler racing as Fort Dunlop have in four wheelers, which accounts to a large extent for Gilera being able to join in again with a design that is some years old. If Gilera's re-entry could encourage Norton, A.J.S., Velocette or Moto-Guzzi to join in again the future would be very rosy and it would be completed by the return to car racing of Jaguar, Mercedes-Benz, Alfa Romeo and Maserati, for after all Aston Martin have come back.—D.S.J.

New Models

MERCEDES-BENZ 230SL

Announced at the Geneva Show, the new Mercedes-Benz 230SL, which replaces the 190SL, is fitted with a 6-cylinder engine derived from that of the 220SE. The size has been increased to 2.3-litres and the injection system now feeds into the intake duct on the cylinder head. With a compression ratio of 9.3 : 1 the engine develops 170 b.h.p. at 5,600 r.p.m. The chassis closely follows the design principles of the other 6-cylinder Mercedes but the front and rear track is wider. The swing axle rear suspension is retained and Girling disc brakes are fitted at the front in conjunction with Alfin drums at the rear. Speeds in the three upper gears of 56, 84 and 124 m.p.h. are claimed. The price in Britain is £3,414 2s. 1d.



SUNBEAM ALPINE G.T.

Two new versions of the Alpine were released at the Geneva Show, the roadster having a power increase to 87.75 b.h.p. at 5,200 r.p.m. together with higher indirect gear ratios, servo-assisted brakes, better seats, bigger boot, bigger fuel tank and adjustable steering wheel and pedals. The G.T. has a slightly less powerful engine (80 b.h.p. at 5,000 r.p.m.) but is given more sound insulation to make a quieter high-speed touring car. The tourer costs £840 and the G.T. £899, complete with hard-top.



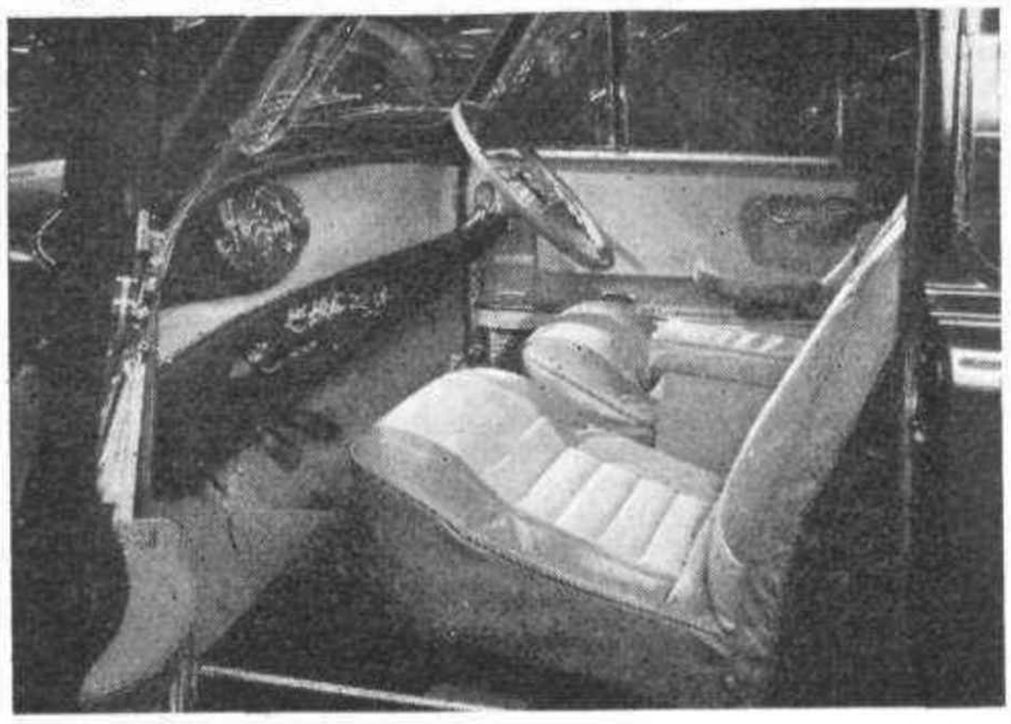
MARCOS G.T.

Received too late for publication with our feature on the Small Firms (see page 346) was this picture of the latest Marcos G.T. This model replaces the gull-wing version and costs £799 in kit form.



A MINI FOR MILLIONAIRES

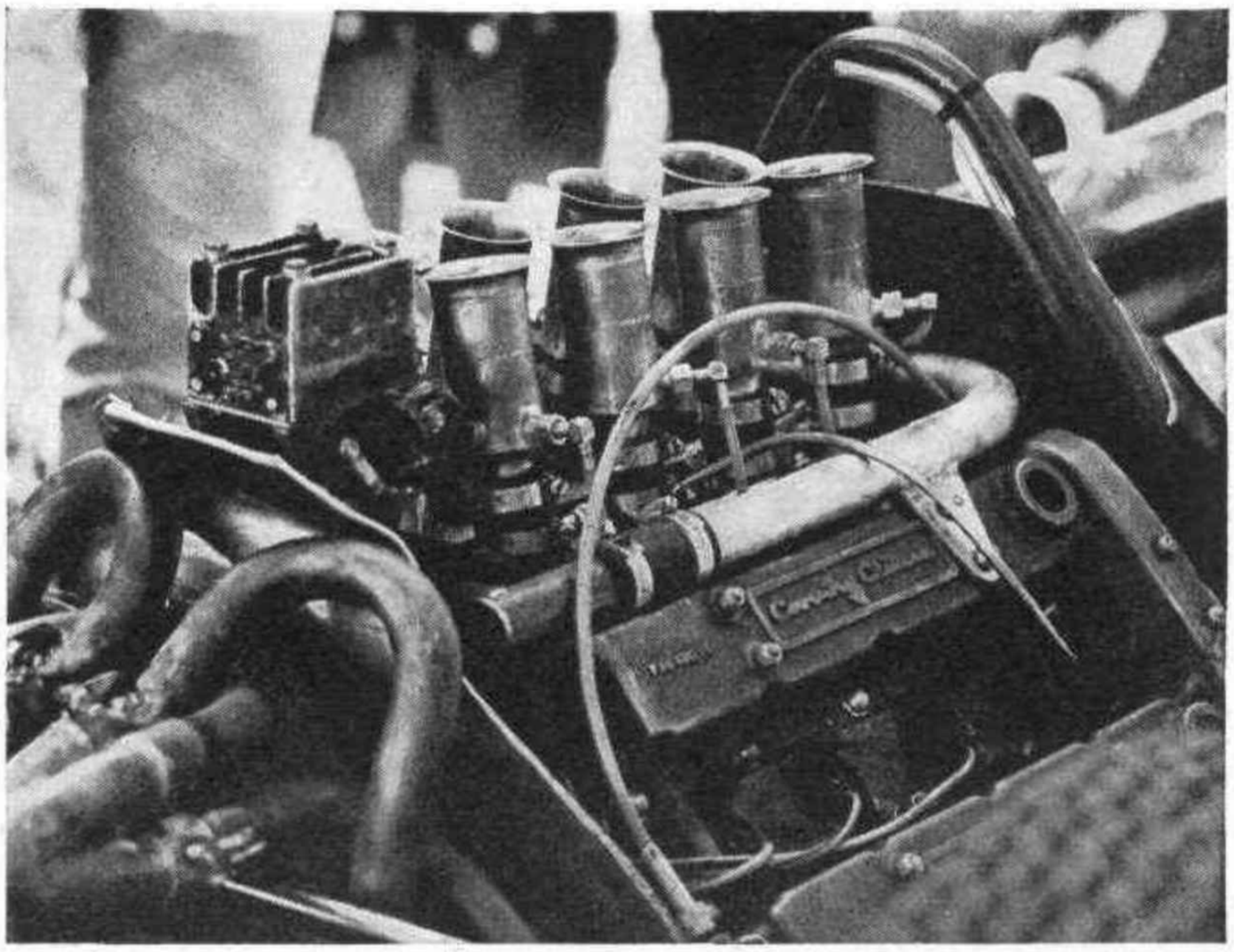
The well-known coachbuilders, Harold Radford Ltd., who have previously been Rolls-Royce specialists, have recently introduced a much modified version of the Mini known as the Mini de Ville "Grande Luxe." This pompous name covers a vast range of modifications such as leather seats, electric windows, wooden facia, lambswool carpets, two-tone paint job, etc., etc. This can be done only on a Mini-Cooper, presumably because the weight of extras would make the ordinary Mini too slow, and the complete car costs £1,088. Less luxurious conversions can be done for £223 and £87 10s., respectively.



Interior of the Harold Radford Mini de Ville "Grande Luxe"—gold-brimmed bowlers should be worn on the back shelf.

XXIII PAU GRAND PRIX

A Team Lotus Demonstration



INJECTED LOTUS.—Jim Clark's works Lotus 25 appeared at Pau with the new short-stroke Coventry-Climax V8 engine, fitted with Lucas fuel injection, for which power outputs comfortably in excess of 190 b.h.p. are claimed.

PAU, FRANCE, *April 15th*

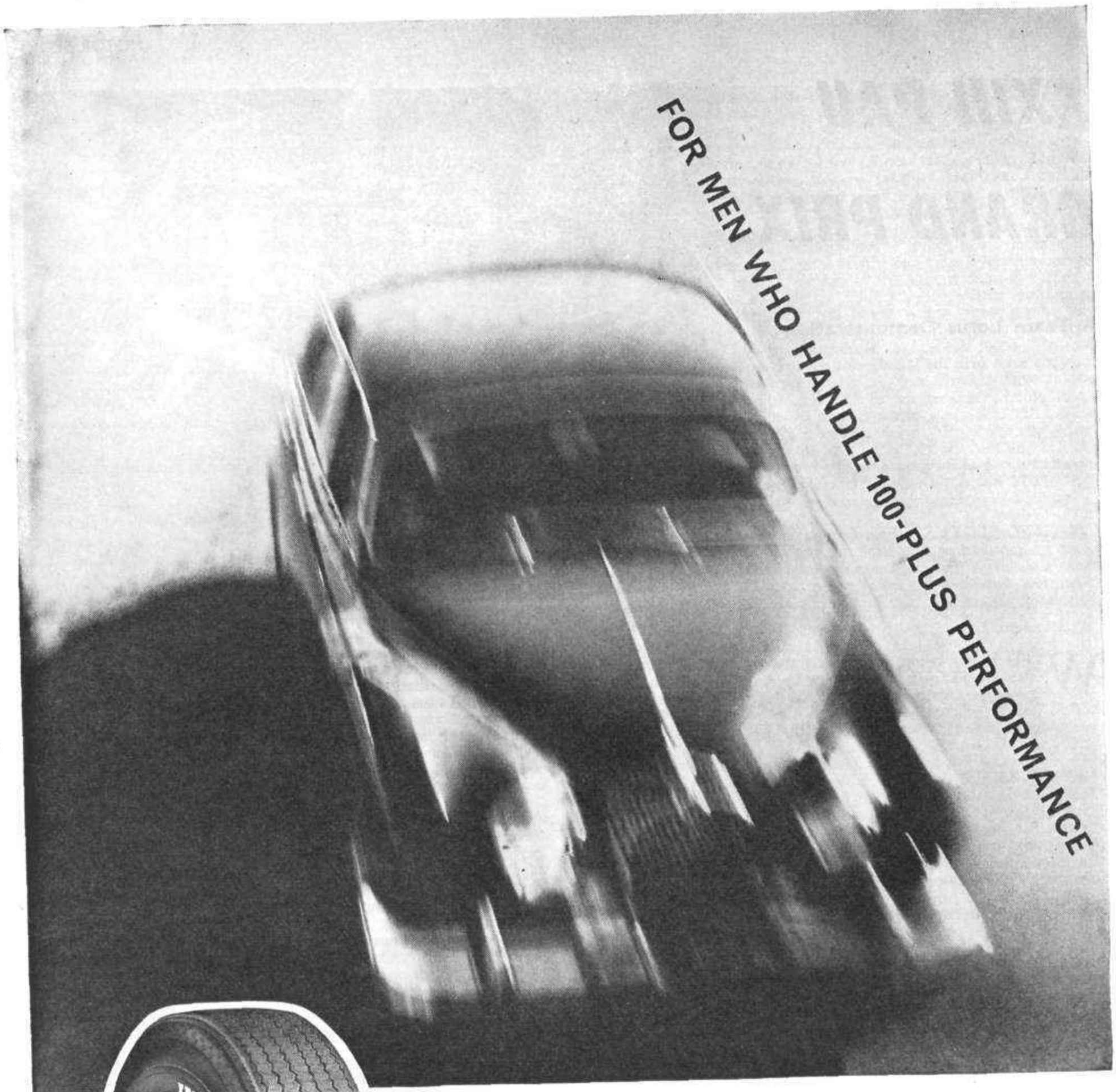
WITH Easter being rather early the traditional Pau Grand Prix, held on Easter Monday, suffered from many possible entries not being ready, neither Ferrari nor A.T.S. being sufficiently advanced with their new cars to take part in the 100-lap " round-the-houses " race. Fifteen drivers were assembled for the first practice, which took place on Saturday afternoon, but only fourteen took part as Trintignant had not come to an agreement with Rob Walker over the use of his Lotus-Climax V8 and the car was not prepared. In spite of much publicity by the Goodwood organisers that Team Lotus would be at the B.A.R.C. meeting, both Jim Clark and Trevor Taylor were at Pau, driving last year's Lotus 25 models. Clark's car had a new Coventry-Climax V8 engine, with shorter stroke and Lucas fuel-injection, while Taylor had the car that Clark used at Snetterton recently. On the number one Team Lotus car a large electric pump supplied fuel at 110 lb./sq. in. pressure to the Lucas metering unit, this unit being mounted in the vee of the cylinder block and driven by a toothed rubber belt from the water pump shaft on the front of the engine. Plastic pipes then took the metered fuel to the injector nozzles situated in the mouths of air intakes at right angles to the air stream. On this car a Purolator oil filter had been hung on a bracket on the left of the 5-speed ZF gearbox, for filtering the engine oil.

The only possible opposition to the Team Lotus cars was the Rob Walker team, of Bonnier on a Cooper-Climax V8 and Trintignant on a Lotus-Climax V8. Walker was due to have a new Cooper on the lines of last year's works cars, but as it was not ready he hired one of the 1962 team cars for the time being and painted it " Walker blue." The Lotus was a Type 24 with 1962 Coventry-Climax engine and 6-speed Colotti gearbox, this having a right-hand gear lever in the cockpit with a cross-over linkage behind the gearbox as the 6-speed Colotti has the selector mechanism on the left. The remainder of the entry was composed of private owners, the Swiss Scuderia Filipinetti having Joseph Siffert on the Lotus-B.R.M. V8 with which they struggled unsuccessfully last year, and a new driver Herbert Muller on the Lotus 22 with 4-cylinder Coventry-Climax engine that Siffert drove early last season. The Swiss team also entered Heinz Schiller on a 4-cylinder Porsche that was borrowed from de Beaufort, while the Dutchman had a similar car, both cars being painted orange and having Porsche disc brakes, but they were basically the old Formula Two Porsches. Tim Parnell had two equally old cars for himself and Andre Pilette, these being ex-U.D.T. Laystall Lotus 18s with 4-cylinder Coventry-Climax engines. Bob Anderson had his newly acquired Lola-Climax V8, with which he made his debut in Formula One racing in the Snetterton Lombank Trophy, and Tony Settembre had an Emeryson-Climax 4-cylinder as his Sirocco-B.R.M. V8 was not ready. The Frenchman Bernard Collomb had sold his Cooper-Climax 4-cylinder to the Swiss driver Andre Wicky, this being the narrow-bodied car he got from Bowmaker, and had replaced it with the Lotus 24 with V8 Coventry-Climax engine and 6-speed Colotti gearbox that Taylor drove for Team Lotus last year. To complete this rather miscellaneous entry there was Jo Schlesser with a Brabham Junior fitted with a 1,500-c.c. Holbay-tuned pushrod Ford engine and a Hewland 5-speed VW-based gearbox.

The Saturday practice conditions were very good, being cool and overcast with dry roads and Clark was on his own, with Graham Hill racing at Goodwood and Surtees not having a Ferrari available. Even though the Lotus was not handling perfectly he was nearly 3 sec. faster than anyone else, but in spite of a new engine, fuel-injection, the monocoque chassis and the new Dunlop R6 tyres his best time of 1 min. 30.5 sec. was only a tenth of a second improvement over his best practice lap last year with a Lotus 24. However, with Bonnier next best at 1 min. 33.2 sec. there was not much incentive for Clark to try any harder. Taylor's car spent a lot of time having its suspension re-adjusted, so that he did not do a great deal of practice, and Siffert made third fastest time at 1 min. 34.0 sec. on the Lotus-B.R.M., the V8 engine going quite well, the Filipinetti mechanics having got it sorted out. Of the rest Schlesser was fastest in 1 min. 36.6 sec. with his Brabham-Ford, the little Junior chassis being very quick on the twisty downhill parts of the circuit but the low horsepower being a handicap on the long drag up from the station-hairpin to the Parc Beaumont.

By midday Sunday real Easter weather had come to Pau and the sun was blazing over the snow-covered Pyrenee mountains, all of which was nice for the spectators but too hot for the cars and drivers and on some corners the tar was beginning to melt. Trintignant and Rob Walker came to an agreement and the dark blue Lotus-Climax V8 was prepared for practice, and everyone else was out, but the only fast driver to improve his time was Trevor Taylor who spent more time out than previously and got down to 1 min. 33.5 sec. which gave him third fastest, as Siffert made no improvement, in spite of lowering his axle ratio overnight. Many of the slower drivers improved their times, mostly by reason of getting to know the way round the twisty little 2.76-kilometre circuit. For a first attempt at Formula One, or for that matter in a single-seater, young Muller was showing up well, with a time of 1 min. 36.1 sec. in a none too brilliant Lotus, this time beating Schlesser and putting him sixth overall in front of many drivers with much more experience. Trintignant put in a lot of practice to make up for missing yesterday's session and got down to 1 min. 34.8 sec. which put him on the second row of the starting grid.

Monday was another glorious day with a cloudless sky and after lunch the fifteen competitors had a few laps to look at the circuit,



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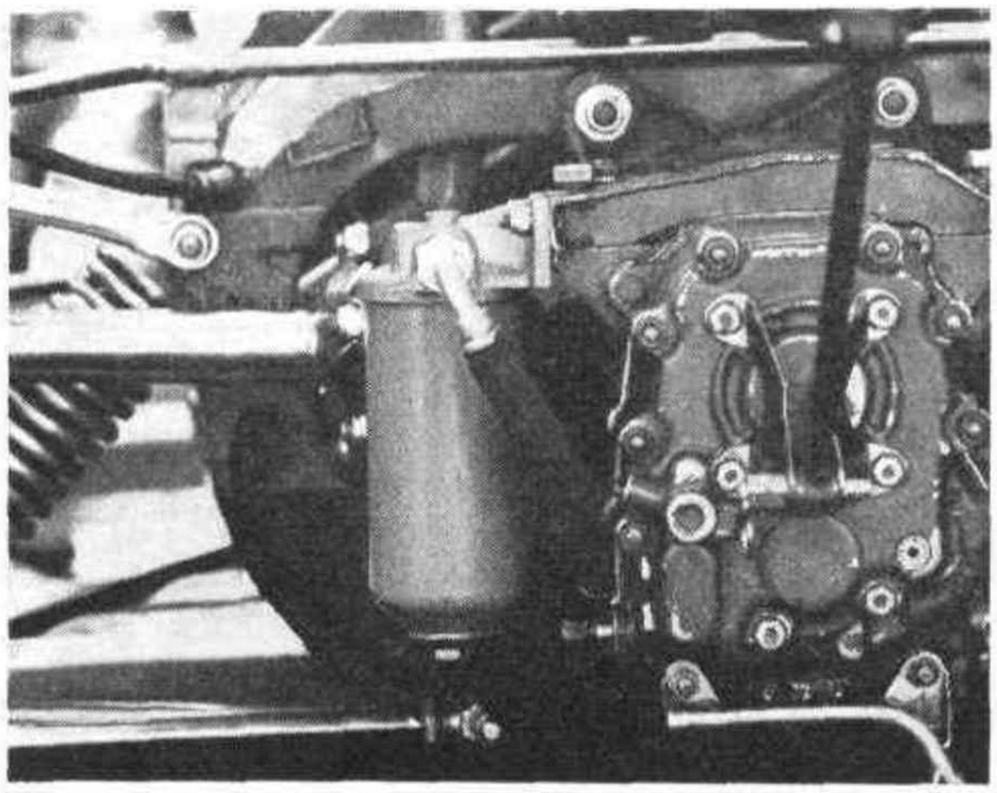
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NORMALLY, on a Weber-carburetted V8 Coventry-Climax engine the Purolator engine oil filter is fitted between the cylinder banks but the Lucas fuel-injection system uses this space and on Clark's Lotus the filter was mounted on a bracket beside the gearbox.

and then lined up as follows:—

4 T. Taylor (*Lotus-Climax V8*) 1 min. 33.5 sec.
6 Bonnier (*Cooper-Climax V8*) 1 min. 33.2 sec.
2 Clark (*Lotus-Climax V8*) 1 min. 30.5 sec.
8 Trintignant (*Lotus-Climax V8*) 1 min. 34.8 sec.
20 Siffert (*Lotus-B.R.M. V8*) 1 min. 34.0 sec.
18 Schlesser (*Brabham-Ford*) 1 min. 36.6 sec.
12 Settembre (*Emeryson-Climax 4-cyl.*) 1 min. 36.4 sec.
22 Muller (*Lotus-Climax 4-cyl.*) 1 min. 36.1 sec.
24 Schiller (*Porsche 4-cyl.*) 1 min. 38.2 sec.
16 de Beaufort (*Porsche 4-cyl.*) 1 min. 37.3 sec.
30 Collomb (*Lotus-Climax V8*) 1 min. 40.4 sec.
26 Parnell (*Lotus-Climax 4-cyl.*) 1 min. 40.1 sec.
14 Anderson (*Lola-Climax V8*) 1 min. 38.3 sec.
28 Pilette (*Lotus-Climax 4-cyl.*) 1 min. 40.9 sec.
32 Wicky (*Cooper-Climax 4-cyl.*) 1 min. 40.7 sec.

By 2.30 p.m., when the start should have been given, the sun was so hot that the tar on the road was melting and there was a delay while cement powder was brushed into the surface, during which time cockpits became very hot and drivers did what they could to find some shade and keep cool. It was after 2.50 p.m. when the signal to start engines was given and then the flag fell in a bit of a rush and the race over 100 laps was on. The opening lap resolved itself into a cloud of cement dust, but out of it Clark and Taylor in the works Lotus cars were leading, with Trintignant doing his best to keep up. Then came Bonnier, but he was being hard-pressed by Siffert, and Settembre was leading the rest, with Muller just behind him. It did not require many laps to see that no-one was going to challenge the Lotus works drivers, for they soon pulled away from Trintignant, who in turn was pulling away from Bonnier. However, the Swede still had Siffert, the young Swiss driver, pressing on his tail and looking for an opening to pass. After only six laps Settembre hit some straw bales, his Emeryson doing odd things on the front end, and he withdrew letting Muller lead " the rest," and on the next lap the Team Lotus pair began lapping the tail-enders. It needed only two more laps for Bonnier and Siffert to start lapping the field and in the confusion Siffert not only got by the Walker car but pulled away quite a bit, while at the same time the Walker Team suffered another indignity for Trintignant came into the pits with his gear-change linkage adrift and lost two laps while it was fixed, so that Siffert was now in third position. Clark and Taylor were now " touring " round in laps of 1 min. 39.0 sec., running in close company and 30 sec. ahead of the third man, both of them looking very comfortable and relaxed, as well they might be, for barring mechanical incident there was nothing to stop them finishing 1st and 2nd. Siffert was going very well in 3rd place when he suffered a leak in the rear brakes and clouted the bales at the station hairpin, which put paid to his race, and Trintignant had joined in again but too far back to do any good so he gave up after a few laps. Now Bonnier was in 3rd position, but well behind the two green Lotus cars and everyone else had been lapped, while Collomb's new V8 Lotus had split a fuel tank and Schlesser was suffering from continual misfiring on his Holbay-Ford.

Lap after lap the two Team Lotus cars circulated consistently, as if tied together and with fifty-two seconds lead over Bonnier; Clark let Taylor lead for a while. Muller was still leading the rest and Schiller was comfortably leading de Beaufort, the two orange Porsches sounding reliable if not fast. When the Lotus mechanics signalled Clark and Taylor that there were 50 laps to go the drivers were very depressed for they both thought they must be nearing the end and were actually only at half-distance. By this time Anderson had retired his Lola-Climax V8 with a broken brake pipe and Parnell had disappeared long since with a blown head gasket, though his second car, driven by Pilette, was still going round at the back of the field. The second half of the race showed no change for the Team Lotus drivers, they merely took turns at leading and ran in close company lapping at around 1 min. 39 sec. all the time, though Clark took time off to drop back a bit and then put in a fastest lap while catching up again, for " the Guvnor " would have not forgiven them if they had returned home without the fastest lap prize. Depending on what the two Lotus drivers were doing at the time the gap between them and Bonnier in the V8 Cooper varied from 50 sec. to 34 sec. and while at the lower figure Bonnier had a big fright as he went past the Casino in the Parc Beaumont. He suddenly clapped his hand to his right ear, as if he had been stung, but what had happened was that his ear-plug had fallen out and he suddenly got the full blast of the Climax V8 in his right ear and he thought the engine had blown-up rather violently. As it happened this could have been a premonition, for ten laps later the right-hand half-shaft universal joint broke and he coasted to a stop up the hill from the station.

The race as such had been over since lap 2, but now it was really finished, for with 20 laps to go the " Lotus Lads " had 5 laps lead over Muller, who was now third. For his first race in a single-seater car the little sandy-haired Swiss driver was doing very well, leading Schiller, de Beaufort, Pilette and Wicky, but his joy was not to last, for on lap 81 he called at the pits for fuel and by the time he got away the two Porsches of Schiller and de Beaufort had gone by. In spite of this Muller drove on with great verve, sliding his corners on full opposite lock just for the fun of it and being the only one left at the finish who was still motor-racing. The two Lotus drivers did their last lap almost side-by-side and crossed the finishing line a few inches apart, after having given a first-rate demonstration of team work and as good an example of a well-matched pair of drivers as any team could wish for. Colin Chapman is very lucky to have such a pair, and equally they are very lucky to have Lotus 25 cars, knowing that there is better still to come. The Swiss driver Schiller was third, having driven a very regular race and having been in front of de Beaufort from the start, while the unfortunate Muller finished fifth. D. S. J.

XXIII GRAND PRIX DE PAU—Formula One—100 laps—276 kilometres —Very hot.

1st :	J. Clark (Lotus-Climax V8) ..	2 hr. 46 min. 59.7 sec.—99.165 k.p.h.
2nd:	T. Taylor (Lotus-Climax V8) ..	2 hr. 46 min. 59.8 sec.
3rd :	H. Schiller (Porsche 4-cyl.)	5 laps behind
4th :	G. de Beaufort (Porsche 4-cyl.)	6 laps behind
5th :	H. Muller (Lotus-Climax 4-cyl.)	7 laps behind
6th :	A. Pilette (Lotus-Climax 4-cyl)	13 laps behind
7th :	A. Wicky (Cooper-Climax 4-cyl.)	18 laps behind

Fastest lap: J. Clark (Lotus-Climax V8) 1 min. 35.5 sec.—104.041 k.p.h.

Retired : T. Settembre (Emeryson-Climax 4-cyl.), suspension; B. Collomb (Lotus-Climax V8), fuel tank leak; M. Trintignant (Lotus-Climax V8), gear-change; J. Siffert (Lotus-B.R.M. V8), brakes; T. Parnell (Lotus-Climax 4-cyl.), head gasket; J. Schlesser (Brabham-Ford), misfiring; R. Anderson (Lola-Climax V8), brakes; J. Bonnier (Cooper-Climax V8), half-shaft universal.

15 *starters*—7 *finishers*

PAU PUFFS

One hundred laps of the Pau circuit may be a long way, but it is good practice for Monte Carlo.

* * *

The quantity of melted tar on tyres at the end of the race was remarkable, and many of the corners broke up like Reims in 1959.

* * *

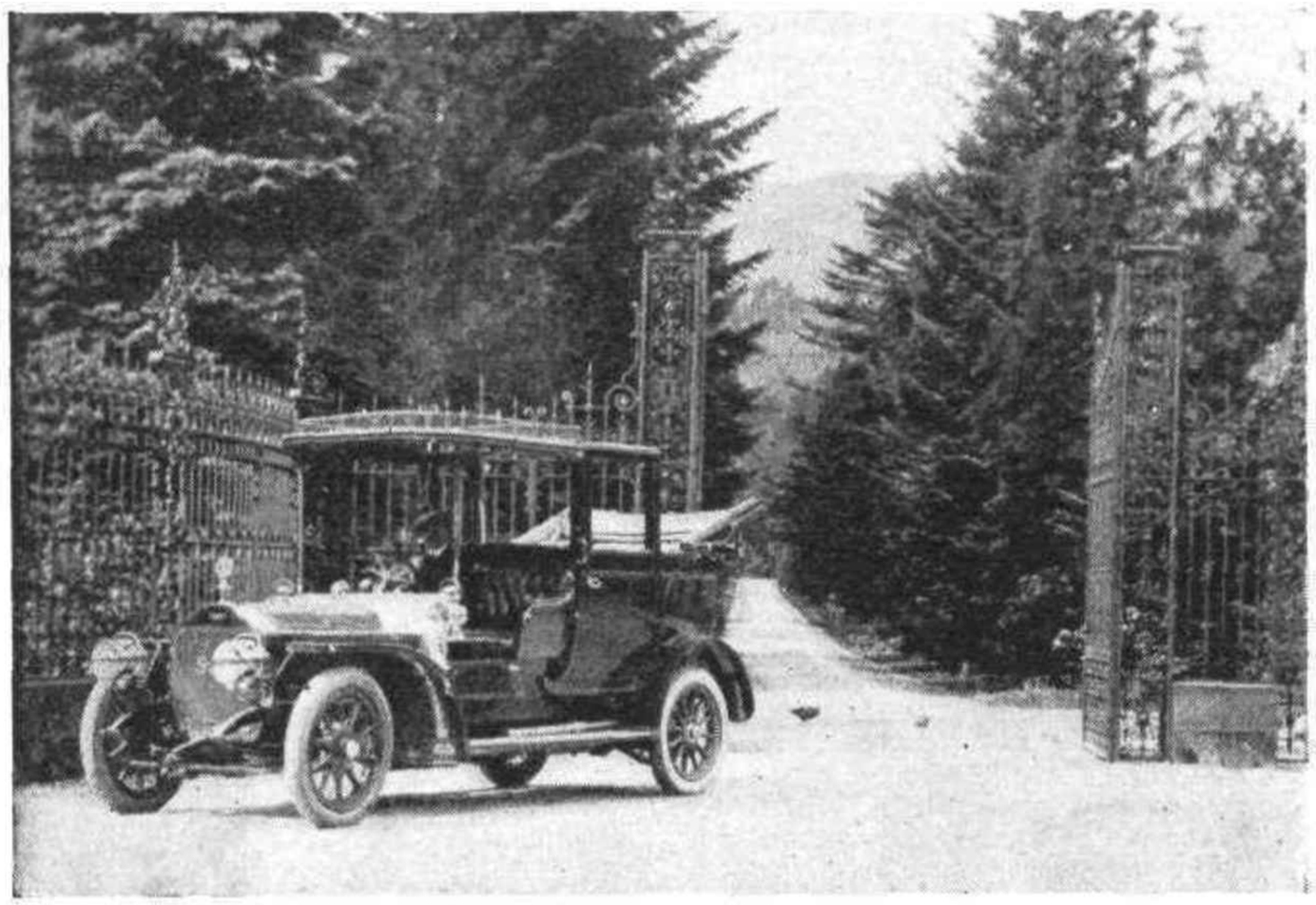
Some of the slower drivers were a bit too keen to allow the Team Lotus pair to lap them. They braked hard before corners which caused Clark and Taylor to have to dodge which put them off line and into the loose surface on the outside.

* * *

Finishing 4th in the 500 c.c. Production motorcycle was one Jean-Paul Behra, son of the famous Jean Behra. This was his first competitive event.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



THE AGE OF DIGNITY.—A powerful six-cylinder Napier motor carriage awaits the pleasure of its owner at the end of a private drive over which pheasants rove unmolested.

[Photo by courtesy of Christopher Cox]

V.S.C.C SILVERSTONE MEETING (April 20th)

CONCLUSIVE proof of enthusiasm for vintage-car racing was seen by the very big crowd which braved appalling weather at this meeting, and the enormous entry of 172, which swamped the Paddock. Unfortunately only two Edwardians were present and interesting cars like Sir R. Mallais' V12 Sunbeam, Rowley's V12 Delage, Schellenberg's 6½-litre Bentley and Brooke's 1922 T.T. Vauxhall defaulted—Brooke must have spent as much on entry fees as on the restoration of this Vauxhall by now, but we despair of ever seeing it. The much-publicised ex-Bira 4½-litre O.S.C.A. of the Historica Martini was present but it might have been better if it hadn't been—we like Martini, without the historica.

After a very damp One Hour High Speed Trial in which only Winder (Humber Special), Taylor/Pearce (Riley), Underwood (Aston Martin), Mortimer (Riley), Dick (Riley), Williams/Gillies (H.R.G.) and Williamson (Lancia Aprilia) qualified, racing opened with a 5-lap Handicap. Baker's Appleton Special, said to be boosted at 15 lb. instead of its pre-war 45 lb., nevertheless took the lead at lap 3 and won, at 62.76 m.p.h., from Stephen's 4.3 Alvis and Husband's blown Talbot Special.

Still in rain, a fine field lined up for the 1908 G.P. Itala Trophy 10-lap Race. Bradley's 4½-litre Bentley "tourer" led all the historic racing machinery for 6 laps but Morley's great 2-seater 8-litre Bentley was wearing him down and took the lead to win at 66.26 m.p.h. Some way back Arnold-Forster's beautiful Delage II held 3rd place, ahead of Ashley's Frazer Nash. Rippon's Bugatti won on handicap, Bergel (Bugatti) held a wild slide at Woodcote without lifting off, but St. John, having put a proper engine in a 2.3 G.P. Bugatti that last year had a Ford V8 engine, broke the gear lever.

Another 5-lap race was a triumph for the handicappers, for Collis' linered-down 1934 20.9 Sunbeam tourer, geared-up a bit with 21 in. rear tyres, went surprisingly quickly, but only beat Bennett in the ex-Powys-Lybbe 12/50 Alvis by a few lengths, at 50.65 m.p.h. Liston Young's Balilla Fiat was 3rd, this race counting for the 1963 Inter-Register Trophy, so it was a fine turn-up for S.T.D.—the V.S.C.C. having sanctioned the race, was so disinterested they called it an "Inter-Region" contest! Actually the contest produced the fine sight of racing Austin 12/4s and Fiat 501—and one of the 12/4s was much quicker than a "Speed Model" 2-litre Lagonda! Riddle's 1921 G.N. lost the exhaust pipe from its near-side "pot."

Ashley really wound-up his 1930 Frazer Nash to win the Merrydown Trophy Race at 66.23 m.p.h. from Footit's A.C.-G.N. and Meyhew's Riley 9. The following 5-lap Handicap produced another close finish, Archdale's 1932 Frazer Nash averaging 63.14 m.p.h. just beating Skipper's Lagonda Rapier, Weston's 4½-litre Bentley 3rd.

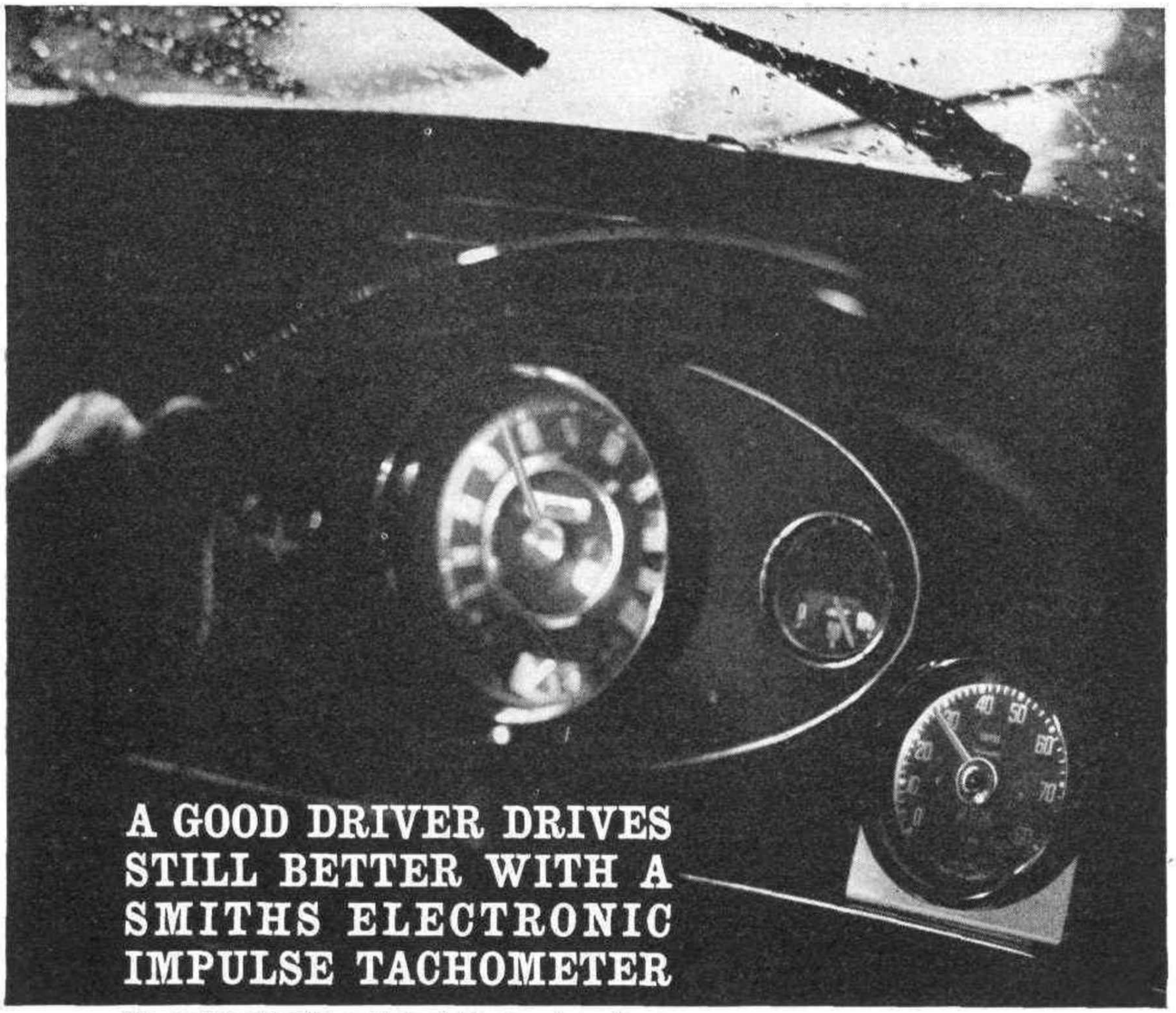
Much was expected of the 10-lap All-Comers' Scratch Race. On a wet track Horton ran away from the field in his 1950 AL10 2-litre Connaught and all that the Hon. Patrick Lindsay in the E.R.A. "Remus" could do—and he took Woodcote in fearsome slides, in contrast to the rock-steady Connaught—was of no avail, although on lap six they were side-by-side. Horton won at 68.98 m.p.h. but Lindsay made fastest lap, at 71.12 m.p.h. In spite of stalling it the start, Waller recovered splendidly, his E.R.A. tailing Brown's E.R.A. and passing it into 3rd place when Brown spun on the last lap. Salvage's A3 Connaught retired, Goodacre's single-seater converted PA M.G. had a nasty sideways slide towards the pits on lap four, and the O.S.C.A. non-started. Morris' luridly-painted E.R.A. "Hanuman," now back in England from S. Africa, was a welcome runner. Bradley's Bentley deservedly took the vintage award—and 5th place.

Lord Montagu was savagely over-handicapped in the next 5-lap Handicap, his 1914 Prince Henry Vauxhall, entered by the Midland Motor Museum (which opens at Measham on May 29th, with a parade that may include "Bloody Mary") being sent off with two E-type 30/98s. His Lordship was having a bad day, as his Alfa Romeo, after a winter's rebuild, was found to have worn-out king-pins, but he laughed off such misfortunes. The race was won by Weston's 4½-litre Bentley, disguised as a modern special. It averaged 60.78 m.p.h. but nearly lost the race when a slide and a missed cog at Woodcote on lap four allowed Poynter to repass his adversary. Poynter's Lea-Francis was 2nd, Millar's 3-litre twin-cam ex-Macnaughton Sunbeam, another "modernised" vintage car, 3rd. Mayhew's special-bodied Riley 9 won the Spero Trophy Small Car Race by an enormous margin, at 62.42 m.p.h. Winder's Riley was 2nd, Miles' Austin 3rd with only three lengths between them.

Arnold-Forster's Delage II came through on the last lap to win the next handicap at 65.83 m.p.h., after Barraclough's 4½-litre Bentley had led all the way. Cook's 1935 Riley was 3rd. Morin Scott in the O.S.C.A. managed a lap, lost it at Woodcote, and retired. This should be a very formidable car, with less Martini in the fuel. Poynter's 1928 Lea-Francis, built from scrap parts as a replica of Peacock's Le Mans car, won the final handicap at 56.75 m.p.h. which should encourage Meadows Lea-Francis enthusiasts, and Pollard's 1935/6 A.C. pipped Askew's 1¾-litre blown Alfa Romeo by perhaps quarter of a length to 2nd place. Allen deposited Rosten's Frazer Nash in the Woodcote ditch after shedding a chain on get-away, the rain returned in torrents, and spectators and drivers at the first V.S.C.C. Race Meeting in 1963 oozed their way homewards.—W. B.

Comments:—The course-car was a Riley Gamecock. If p.v.t. entries were refused vintage cars would have more room in the Paddock! We did *not* appreciate a wet, muddy walk, consequent on our car (admittedly a modern TR4) being refused admission when we arrived, Press credentials correct, two hours before the first race. Neve's 1914 Humber was as fast as a 1935/6 A.C. Holland's G.N .Special hasa modern rad. cowl, much chromium, a triple-S.U. A.C. Six engine and an oil-cooler. Gibson drove the ex-Aitken *monoposto* Frazer Nash. "Hanuman" spun in its second race. Coplan's Lagonda Rapier had a 9 to 1 c.r.

Continued on page 330



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

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Then read this vivid extract from a Cintura test report by Jimmy Stewart, of Ecurie Ecosse fame.

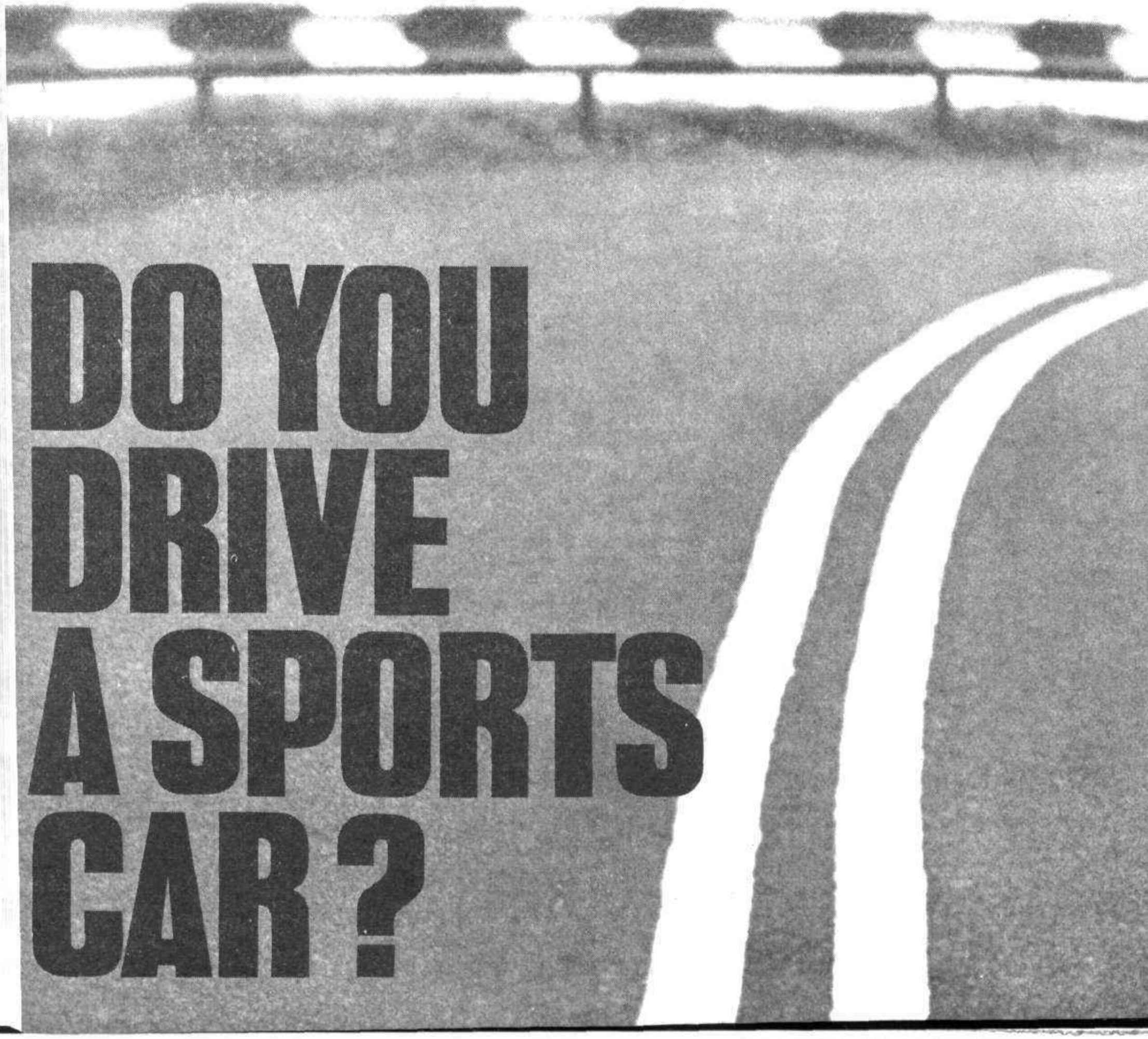
"Last Saturday morning I decided to take the E-type on Cinturas as far as Inveraray and back, 50 or 60 miles from here. The roads were wet and greasy, with occasional dry patches. I found that on the twisty sections I was travelling at between 70 and 80 miles an hour in 2nd and 3rd gear where on other tyres I would be driving at 45 and 50 mph. And in two straight sections at Loch Lomond I got a speedometer reading of 130 mph, taking it up to maximum revs in 3rd and banging it into top then braking under racing conditions by tramping the pedal really hard, putting it right through the gears for various corners. And when I got as far as Arrochar I ran into quite a bit of snow and slush, and it was there I was really glad of the Cinturas. They almost felt like all-weather tyres."

"I'm sure the Cintura is faster in dry road conditions than any other tyre. It almost feels up to the standard of a full racing cover. It gives one the feeling that it's an entirely different tyre from anything else. It just grips so much better than any other tyre I have ever handled."

The Cintura solves three sports car problems. Jimmy Stewart's report amounts to this: the Cintura solves the three big problems of sports car tyres:

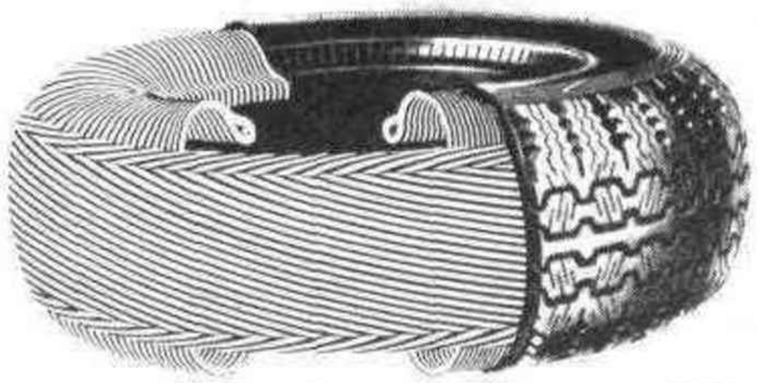
1. **Tyre wear** ("... here at last is a tyre that stands up to the driving I do.").
2. **Tyre heating** ("It seems to run extremely cool, even under the most arduous conditions.").
3. **Tyre adhesion under stress** ("I feel that the Cintura offers the absolute ultimate in safety.").

How does the Cintura solve the problem of tyre distortion at speed (which can have very unpleasant consequences)? It does so by having a built-in 'safety belt': An inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at very high speeds, and it gives the tyre a much more square and uniform contact area with the road.



Send for Jimmy Stewart's full report and your free copy of the Cintura book, which lists all sports and saloon cars to which Cinturas can be fitted. See what a difference Cinturas make, even to a brilliant professional driver. If you drive a sports car, really *drive* it, there is only one make of tyre for you. In Jimmy's own words: "I think Cinturas will improve the characteristics of *any* sports car!"

The standard Cintura:
for speeds up to 130 mph.
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The fabulous tyre with the built-in safety belt

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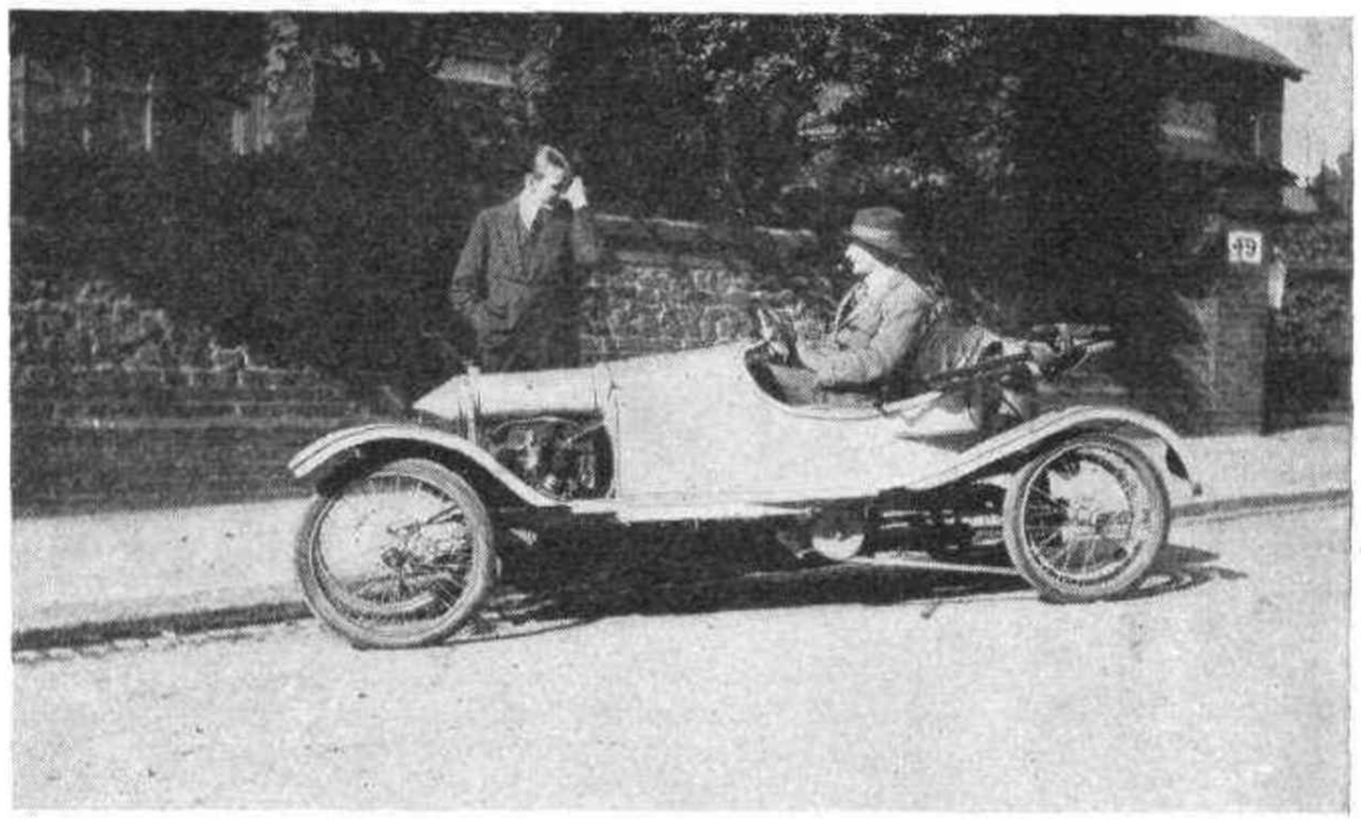
Make of car _____

Usual garage _____ ST/A



THE CARS OF "ARCHIE" FRAZER-NASH

Described to the Editor in a recent interview.



EARLY DAYS.—A. Frazer-Nash at the wheel of one of his first G.N.s, a picture taken in 1911.

"ARCHIE" FRAZER-NASH, M.I.Mech.E., well known in motoring circles as the "N" of G.N., subsequently achieved fame in other spheres of engineering and served his country well in respect of gun-turrets for tanks and aircraft and other projects of this nature.

But when I set off to interview him at his fine house and adjacent drawing office on Kingston Hill last month, passing *en route* close to Brooklands Track, scene of many of his racing successes at the wheel of various G.N. cyclecars and later cars bearing his own name, often at the expense of very large and expensive racing cars, and coming within yards or a mile of the A.C. and A.B.C. factories from whence rival small cars used to emanate in G.N. days, finally to pass along the one-time notorious speed-trap stretch of road by the riverfront, past Nash's former Kingston premises and up the hill, where the late Lionel Martin, creator of another famous small-car in the guise of the Aston Martin used to reside, it was not to talk of G.N. and Frazer Nash racing exploits or his war-time inventions, but rather of Frazer-Nash's personal motor-cars.

Although a very busy person, Frazer-Nash and his wife made me extremely welcome, and in a modern consulting office the years rolled back.

Nash, with a twinkle in his eyes, told me that he commenced driving at the age of 12 or 13, on a 4-speed, tube-ignition Daimler. That was in the days before the Motor Car Act. His mother had a rear-engined 4½-h.p. de Dion Bouton and after she had had two mild accidents, turned to her son, who was willing and ready to drive this car for her, although he had only a motorcycle driving licence, taken out in 1904. After all, a de Dion of that period passed readily enough for a quadricycle, if the licence had to be produced. . . .

Eventually the de Dion was sold at an auction in the Euston Road for £25 and Frazer-Nash acquired a vehicle of his own, in the form of a Phoenix Quad with water-cooled twin-cylinder Fafnir engine. This he converted into a more sociable side-by-side 2-seater, which involved casting new brackets in order to move the pedals to one side, etc. He took it up to Norfolk and it proved quite satisfactory, the main trouble being tyres, as the covers were far from new when the machine was purchased. The young owner was about 19, and the vibration from the engine and 2-speed epicyclic gear no doubt passed unnoticed.

After this came a number of motorcycles, while Frazer-Nash was an apprentice with Willans & Robinson (now English Electric) at Rugby, after he had attended City & Guilds College. Returning home to his mother's large house in Golders Green Road, Hendon, this youthful engineer decided to build a simple 4-wheeler, using a wooden frame, ¼-elliptic springs, and a crossed-belt drive from a 7-h.p. air-cooled Peugeot motorcycle engine. He built his own wheels, machined all the parts on a foot-operated lathe and thus laboriously progressed to the great day when the maids gave him a push off, he dropped home the half-compression device and shot off far faster than he had anticipated, straight across Golders Green cross-roads and up Bull and Bush Hill.

This primitive but effective vehicle had no brakes of any sort, but as there were no floorboards the driver was able to retard progress to some extent by dragging his feet on the ground. This was scarcely sufficient on the return downhill journey but a safe landing was nevertheless accomplished in the stables that constituted the Frazer-Nash workshop.

The vehicle was rebuilt and on it the enthusiastic builder set off with his brother for Scarborough. The first day saw them get only as far as Potters Bar, so they returned home for some redesigning. Setting off again the following day they reached Biggleswade, where further redesigning took place. The next day they reached Retford, and in the third day arrived triumphantly at their destination.

Nash had intended to incorporate a "Fitall" 2-speed gear he had ordered but it was late in arriving. He had it sent up to Scarborough but an error in machining of a pulley flange caused this proprietary gear to belie its name on this occasion. Even so, the "Creepabout," as the vehicle had been named, came satisfactorily home, still *sans* clutch or gears.

H. R. Godfrey, whom Frazer-Nash had known at City & Guilds in Rugby, now joined him at Hendon and the G.N. cyclecar came into being. *The Motor Cycle* of December 29th, 1910 carried a description of the original G.N. and although they never advertised in those early days, enquiries poured in. It was common for the postman to carry sacks of mail to the newly-named Elms Works, still in reality the family stables.

Production was embarked on, albeit lightheartedly, outside supplies being few, apart from the Michelin tyres. One of Frazer-Nash's first road cars was a sporting, and spartan, G.N. with his own 90-deg. V-twin engine, using Peugeot cylinders. He drove out to compete in the 1913 Cyclecar G.P. in a 2-seater G.N., but in the race the overhung crankpin came adrift.

There is no need for me to explain how singularly successful the G.N. was, and how many awards it won in sprints, hill-climbs, and on Brooklands Track where, amongst other victories, Frazer-Nash won the 1,100-c.c. class of the 1921 J.C.C. 200-Mile Race at 71.56 m.p.h. He is refreshingly modest about these fine achievements, remarking, for instance, that some of the good road-holding and steering of a G.N. was attributable to luck as much as to design—the axle beam was a straight tube for economy reasons, with the springs mounted directly above it, but thus was roll kept strictly in check. Again, wire-and-bobbin ("string") steering was another dictate of economical production but gave more sensitive feel on hills like Sutton Bank than the later bevel-box.

So the long summers of the nineteen-twenties saw Nash and Godfrey competing in all manner of speed events, and occasional freak hill-climbs at Alms and Rosedale Chimney, in various versions of the G.N. By 1920 "Archie" Frazer-Nash possessed the fastest cyclecar in the World in the G.N. "Kim I," built in the new factory at East Hill, Wandsworth. I still recall the thrill of reading a description of this G.N. under the heading "The Fastest Cyclecar in the World" in *The Light Car & Cyclecar* of 1920; it inspired D. M. Dent to embark on his splendid series of Meccano-based racing-car models. A nasty accident in this car at Brooklands probably started by a softening tyre and ending upside down through the Railway Straight fence, kept him out of racing only as long as it took a broken collar bone to heal.

I am concerned here with road, not competition, motoring, but the single-seater G.N. "Kim" was driven to the different



What pushed up the price of the test driver's sandwich?

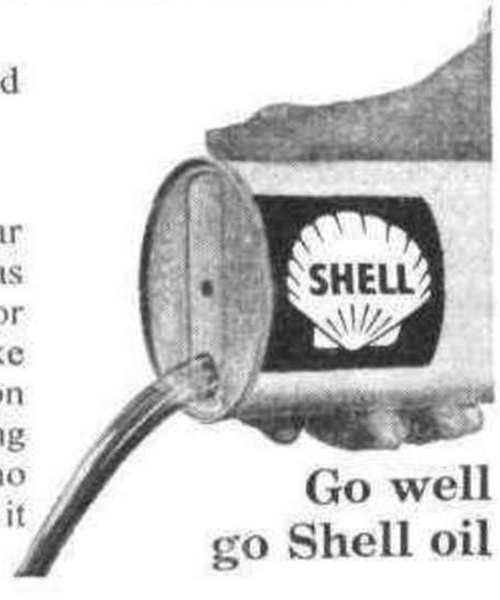
IT WAS the Shell test driver's usual café. He had given his usual order. So why was he charged twice as much as usual? He remembered the car he had parked outside, and light dawned. *It was a big, expensive limousine.*

Brutal and exhausting

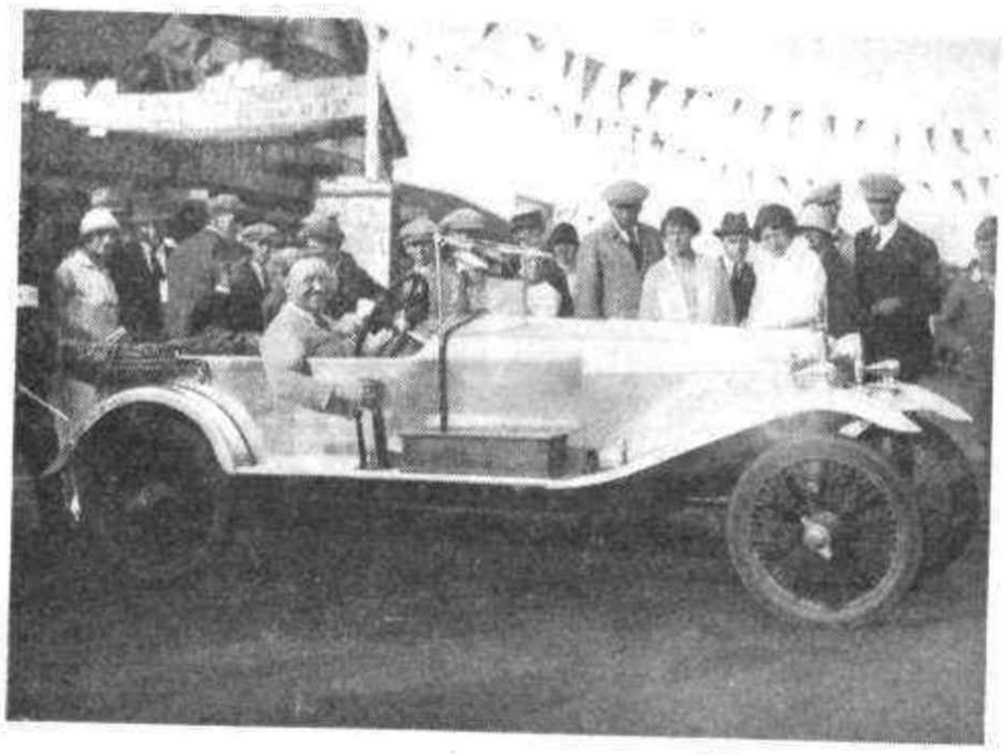
The point is not that Shell drivers get mistaken for rich men, but that Shell go to the expense of testing the cars that rich men buy. For Shell insist on trying their oils under *all* conditions. And that means taking every major production model, from all over the world, and submitting it to the most exhausting — and sometimes even brutal — treatment.

A lifetime's mileage

It is a comforting thought that your car (whether it is a limousine or a baby) has probably got a sister in Shell's test fleet — or had one there once. It means that a car like yours has already done a lifetime's mileage on Shell X-100 oil, and withstood harder driving than you are likely to do. Shell take no chances with their oil in *your* car. They try it in their own first!



Go well go Shell oil



[Photo by A. K. Beaven

Another Frazer Nash used by its creator for fast and satisfactory road journeys.

venues, even having a small hood for use in really bad weather. Moreover, Nash's aforesaid road G.N. of 1911 would do 55 m.p.h., his pre-war belt-drive racing G.N. over 80 m.p.h. yet, as he reminded me, "towing was a luxury we didn't indulge in." There is one delightful photograph in confirmation, of the racing "Kim" equipped for touring, which merely means it had some traction engine oil-lamps hung onto it! It wasn't until the Frazer-Nash "Ricki" was built, using a water-cooled 4-cylinder Power-plus engine designed by McClare, late of Anzanis, that Nash's cars were towed to meetings.

Here I may digress to remark that the very effective G.N. front suspension, using a ¼-elliptic leaf-spring above the axle tube and a radius rod, later replaced by the arm of a Hartford shock-absorber, below it might never have come into being had not the Waverley people suggested litigation when the earliest G.N.s appeared with dual springs arranged as on Waverley cars—the solution was to replace the bottom leaf-spring by a rod, with beneficial results.

Another road car used by Capt. Nash was an 84 × 98 mm. belt-drive G.N. lengthened to take a 3-seater body. The longer propeller shaft had a bad out-of-balance period, cured very simply by putting in a cross-member and an ash block surrounding the shaft with ⅛ in. clearance, which effectively damped out the period.

After the G.N. went out of production Frazer-Nash made the famous chain-and-dog transmission 4-cylinder cars bearing his name, up to 1928, when the Aldingtons took over. Naturally, he used various cars from the works during this period, one of the last being a delightful polished-aluminium Anzani 4-seater in which he drove from Golders Green to Cromer, before the by-passes were built, in 2 hr. 57 min. without exceeding about 80 m.p.h.

Here I must go back a bit to explain that Frazer-Nash had been in the R.F.C. in a technical capacity, and had gone solo in a month, on an Avro 504 at Northolt. He subsequently piloted B.E.s and D.H.6s and in 1919 bought a Le Rhone Avro of his own. In this he took Godfrey to the Paris Salon that year, his visa stating under mode of transport, "pas air, si possible."

It was possible, although the single magneto of the 110 h.p. Le Rhone ceased working near Abbeville on the return flight, just as Godfrey was going to have a crack at taking the controls. Nash got down in a ploughed field and a passing de Dion piled with furniture took the intrepid aviators into the town. They returned home by train and boat and Nash went back alone with another magneto, after Godfrey had thought up a suitable excuse. The two drivers of the G.N.s that had been on show at the Salon were intercepted in Paris and one of them joined Nash for the return flight, the Channel crossing being navigated on a normal motoring map and the Avro successfully making Hounslow and Stag Lane.

Perhaps it was the building of the racing Frazer Nash "The Slug" that destined Frazer-Nash to forsake car manufacture for more lucrative pursuits. At all events, it was an invitation to his friend Eric Burt of Mowlem's to come down to Brooklands to watch "The Slug" in action and that gentleman's refusal to come on account of an important Board of Trade conference he had to attend concerning the safety of jib cranes, that led "Archie" to dig out an old envelope and sketch on the back of it an indicator that would show what load a crane was about to lift. This saved the day for Eric Burt (whose daughter Patsy enlivens present-day sprint meetings) as his cranes were in dire danger of being banned. The first F.-N. crane indicator was demonstrated on a Smith & Rodley crane and put into production as the Vickers-Nash Indicator. From that day onwards the irrepressible "Archie" Nash decided there was better money to be made than by the manufacture of sports cars on a small scale.

However, family cars had been, and were, still required. One of these was a Deemster, "quite a successful car," which he kept for a long time, alternating its services with those of a Frazer Nash. Then there was a 12/20 Darracq Weymann fabric saloon, a huge car with "a very good engine" but a quite frightful petrol thirst, and a Rover Meteor saloon, which "wasn't too bad" except that after a couple of applications the Dewandre vacuum servo brakes had a disconcerting habit of ceasing to function.

Mrs. Frazer-Nash had a rear-wheel-braked bull-nose Morris in which she used dutifully to follow "Archie's" Frazer Nash up to Norfolk, and there was an Austin 7 fabric saloon, remembered as "a good little chap," in which he and his wife took a tour together.

A Wolseley Hornet, bought when this diminutive-six had been in production for over a year, had a "most silky engine" but consumed back axles, while a 1933 Austin Ten was "used by the boys and girls of the family and stood it very well" but was too dull for the subject of this interview.

A Talbot 95 saloon appeared next in the Frazer-Nash garage. Nash liked its "wonderful engine," eventually used as work-shop motive power on turret test work, but found that the big front brakes made for too much unsprung weight and heavy steering.

In March 1936 a new 3½-litre Bentley was purchased, disregarding advice to wait for the 4¼-litre model, for which the smaller-engined car was exchanged that summer. This car was retained until 1952 and then sold, after 100,000 miles, without having depreciated one penny! The 3½-litre, developed while Royce was alive, was "good from the start" but Nash had to do various things to his 4¼-litre before it attained the same standard.

An overdrive 4¼-litre Bentley, bought in 1938, served as a war-time standby, when urgent journeys of vital importance had to be made at short notice, but afterwards it was sold and the 4¼-litre CXU 309 kept until the bigger-engined 4½-litre version replaced it, a car Frazer-Nash uses today.

His wife has had a series of Rovers since 1936, commencing with a Twelve in 1936, followed by a Sixteen in 1938, another Sixteen in 1946 and an overdrive Rover 90 in 1958. She loved them, preferring them to the Bentleys, but her engineer husband found the steering wander of the two more recent Rovers irksome.

That concludes this account and fine cars as he and his wife now enjoy, I think he will probably feel, with me, that the Golden Age was when his G.N. and Frazer-Nash racing cars crackled round Brooklands and he and Godfrey droned across France in 1919 in the Avro.—W. B.

THE THINGS THEY SAY . . .

"There could hardly be a bigger difference of philosophy between Ford of Dagenham and its greatest rival in this country, the British Motor Corporation, and as enthusiasts of exciting engineering, we sometimes (though not always) find ourselves on the other side of the fence."—From an Editorial on Ford in *The Motor* of March 27th.

* * *

"We must be the first people to run a car in at 95 m.p.h."—Erik Jackson, writing in the *Ford Times* of his journey from London to Cape Town in 13 days 8 hours 48 min. in a Ford Consul Cortina.

* * *

"I have had her doing 88 m.p.h. on the flat or as much as 95 m.p.h. down hill."—From the Pat Moss Column in the *Ford Times*, writing of her 1,200 c.c. Ford Consul Cortina.

* * *

"The maximum speed is a little over 80 m.p.h.—From *The Motor's* road test report on the Ford Cortina Super 1500.

* * *

Heard in a Hampshire pub: "Shell continue to issue books about the beauties of the English countryside, whereas Esso desecrate it with their pipeline excavations!"

THE 56th B.A.R.C. MEMBERS' RACE MEETING

Double Victory for Bloor's Twin-Cam Lotus-Ford

IN spite of a bitter wind the attendance at the first Goodwood Meeting of the season was notably large and enthusiastic—a good augury for motor racing in 1963. Moreover, there were a number of " chalked-up jockeys " making their initial appearance on the course on March 23rd.

As so often happens early in the season, the more exciting entries failed to appear. Both the twin-engined Minis were absent through mechanical failures (the works car for Whitmore with no water-pump drive for the front engine, Emery's through failing to arrive for practice due, they said, to gasket trouble—the former is quoted as having 2,325 c.c., the latter 2,000 c.c.), the Ron Harris Lotus cars were absent and no Lotus-Cortina was to be seen in the programme.

Three new Brabham-Fords should have dominated the 10-lap F.J. Scratch Race, but Banting, in third place, ran out of road at Lavant on lap five and James, who had been leaning on Dunn's tail at all the corners, overdid these unnecessary tactics at Woodcote on lap nine, the Brabhams touched, both spun, and although Dunn subsequently continued, this bit of nonsense gave the race unexpectedly to Fletcher's Lotus-Ford, ahead of Raby's Lotus-Ford and Cole's Cooper-B.M.C.

In the following 10-lap Scratch Race for big G.T. cars, Hetreed was never challenged in Salmon's Aston Martin Zagato DB4GT, and won by 8 sec. from Dence's and Meredith's Morgan Plus Fours. Farther back another Plus Four, Gill's, harried Baring's beautiful Ferrari Berlinetta, so if you cannot afford an Aston or Ferrari, a Morgan should do almost as well! For racing round Goodwood, anyway.

Bloor's Ford twin-cam Lotus 23 was likewise never challenged in the Sports-Car 10-lap Scratch Race, going smoothly and very fast to win from Williams and Garbett in similar cars. Haynes was allowed to run his ineligible Opus Auto Union, with 3-cylinder two-stroke engine at the rear coupled to a " Deek " gearbox through a chain-drive step-up. It went well, but only intermittently, being somewhat tucked up. The Saloon Car 5-lapper was exciting, as usual, and Doc. Merfield was able to play with everything from the 3.8 Jaguars downwards in his astonishing Ford Anglia, sold to Diggins but on loan to its creator for the race. Ford not only won, from Embley and Fenning in Minis, but made fastest lap, at 83.4 m.p.h. Embley's 1962 Austin was in Downton Group 3-plus trim with 1,132-c.c. stretched engine, and Fenning, whose cornering was a series of nicely adhesive bites, drove Sawyer's Group 2 Morris-Cooper.

A combined sports-car and G.T. 10-lap Scratch Race saw Johnson come right up from the back of the grid to drive a splendid race, his Lotus Elite more than a match for the placemen, Lacey's Merlyn Cosworth-Ford and Duggan in another Elite. Spins were indulged in by Brunt in an odd-looking Lotus 7 hard-top with M.G.-A twin-Weber-carburetted engine and, raggedly too, by Milner's M.G.-A coupé, but the new rule seemed to stop anyone from destroying more of the *chicane* than the outside wattle.

The 10-lap Formule Libre Scratch Race produced a remarkably mixed field, including Grier-Rees' historic 2-litre stub-exhaust Alta and even a Cooper-Norton. Bloor showed everyone how to do it, setting a new 1,500-2,000-c.c. sports-car lap record of 97.3 m.p.h. in his twin-cam 1,594-c.c. Lotus-Ford. He beat Dunn's F.J. Brabham-Ford by no less than 11.6 sec.! Fletcher's Lotus-Ford was third. The Alta, on rubber suspension and methanol fuel, beat Jackson's Mk. 6 ex-Peel Elva with bored-out 1,488-c.c. Alfa Romeo T1 engine, that Addicott used to race.

A cold meeting concluded with a couple of 5-lap handicaps, Hardwicke winning the first in Pickard's Morgan Plus Four from Buchanan-Michaelson's 982-c.c. Fiat-Abarth that hadn't yet had the full competition treatment. Musician Wingfield was third in his Group 3 Austin-Cooper. In the final race a big car, Deacon's ex-deSelincourt Lister-Jaguar, got a look in, winning from Jones' Triumph TR3A and Dence's Morgan Plus Four.—W. B.

10-lap Scratch Race, F.J. and F.2 :
D. E. Fletcher (Lotus-Ford) .. .. .. Won by 5.8 sec. at 92.53 m.p.h.
10-lap Scratch Race, G.T. cars over 1,600 c.c. :
B. Hetreed (Aston Martin Zagato DB4GT) .. ,, 8.0 ,, ,, 84.69 ,,
10-lap Sports-Car Scratch Race :
R. J. Bloor (Lotus-Ford) .. .. .. ,, 16.0 ,, ,, 92.82 ,,
5-lap Saloon-Car Scratch Race :
D. P. Merfield (Ford Anglia) .. .. ,, 9.6 ,, ,, 81.88 ,,
10-lap Sports and G.T. Scratch Race :
M. B. Johnson (Lotus Elite) .. .. .. ,, 44.8 ,, ,, 85.32 ,,
10-lap Formule Libre Scratch Race :
R. J. Bloor (Lotus-Ford) .. .. .. ,, 11.6 ,, ,, 95.09 ,,
5-lap Handicap " A " :
G. Hardwicke (Morgan Plus Four) .. ,, 0.6 ,, ,, 73.95 ,,
5-lap Handicap " B " :
A. Deacon (Lister-Jaguar) .. .. .. ,, 12.4 ,, ,, 85.89 ,,

THE INTERNATIONAL LOMBANK TROPHY MEETING

SNETTERTON, *March 30th*

The Snetterton Motor Racing Club opened the 1963 Formula One season with a 50-lap event on their airfield circuit, and attracted a small entry of factory cars and some private owners. B.R.M. fielded two cars, with Graham Hill and Ginther as drivers, both being 1962 cars fitted with new engines, these having a new crankshaft layout, new firing order and tuned-length groups of exhaust pipes on each side of the V8 engine running into short tail pipes. Lucas fuel injection is retained and maximum speed is 11,200 r.p.m. Team Lotus had only one car running, this being a 1962 car with old-type V8 Coventry-Climax engine and Jimmy Clark was the driver. Cooper also fielded a lone entry, it being a 1962 V8 car for McLaren. The British Racing Partnership, now operating under their own name, were the same set-up as last year's U.D.T.-Laystall team, with Innes Ireland and the Texan driver Jim Hall on a pair of Lotus 24 cars fitted with B.R.M. V8 engines. Ireland had Lucas fuel-injection on his car, with short exhaust pipes under the back axle, and Hall had last year's layout of Weber carburetters and upswept stub exhausts. This was Hall's first outing with the B.R.P. in Formula One.

To complete the brief field there was Bob Anderson with his newly acquired Lola-Climax V8, it being the car Salvadori raced last season, Tim Parnell with a Lotus 24 with B.R.M. V8 engine and Colotti 6-speed gearbox, Wyllie in a Jim Russell entered 4-cylinder Lotus-Climax and Robinson in a similar car.

The circuit was wet and slippery and Ginther led initially, his team-mate having to start from the back of the grid due to missing practice. Clark took over the lead and increased it steadily, but was having a few moments on the slippery surface, and meanwhile Graham Hill was forging along in a very determined and sure manner. By dint of some of the most consistent and forceful driving yet seen from Hill, the B.R.M. gradually wore the Lotus down, and Clark was not looking at all happy as he skittered the Lotus round the slippery circuit. Hill refused to give up the chase and sure enough he got closer and closer, finally taking the lead and drawing away, looking so determined yet so relaxed, whereas Clark was looking the opposite, probably due to being out of practice, not having raced since the end of last season. Behind these two there was a nice little dice going on between McLaren, Ireland and Ginther, which was settled for the B.R.M. when he went up the escape road at the Esses. Ireland seemed on top of his form and eventually got by McLaren and then held him off until the finish. Of the others, Jim Hall drive a quiet and steady race looking very comfortable in spite of the conditions, and made no mistakes on his first outing with the V8, while Parnell and Anderson gave up, as did Robinson, but Wyllie completed the race some laps behind the leaders.

Instead of a vast array of supporting races, as some organisers seem to like, the S.M.R.C. put on a Sports Car and G.T. Prototype race before the big event and a Saloon Car race after it, both being over a distance of 25 laps. Torrential rain made a farce of the first event, in which Graham Hill drove an immaculate race in a new E-type Jaguar, with fuel-injection and an alloy cylinder block, to win at his ease, and in the Saloon Car race a bad start in Coombes' 3.8-litre Jaguar prevented him getting to grips with Salvadori who led from start to finish, driving C. T. Atkins' new 3.8-litre Jaguar.—D. S. J.

Results :

LOMBANK TROPHY—Formula One—50 laps—218 kilometres—Wet

1st : G. Hill (B.R.M. V8) .. .. 1 hr. 25 min. 09.6 sec.—153.644 k.p.h (95.47 m.p.h.)
2nd: J. Clark (Lotus-Climax V8) .. 1 hr. 25 min. 20.8 sec.
3rd : I. Ireland (Lotus-B.R.M. V8) .. 1 hr. 26 min. 44.0 sec.
4th : B. McLaren (Cooper-Climax V8) 1 hr. 26 min. 46.0 sec.
5th : R. Ginther (B.R.M. V8) .. .. 1 lap behind
6th : J. Hall (Lotus-B.R.M. V8) .. .. .. 3 laps behind
7th : A. Wyllie (Lotus-Climax 4-cyl.) .. .. 6 laps behind
Fastest Lap: G. Hill (B.R.M. V8) in 1 min. 38.2 sec.—159.888 k.p.h. (99.35 m.p.h.)

SPORTS CARS AND PROTOTYPES G.T.—25 laps—109 kilometres—Rain

1st : G. Hill (Jaguar E-type) .. .. 51 min. 12.8 sec.—127.734 k.p.h. (79.37 m.p.h.)
2nd: R. Salvadori (Cooper-Monaco) .. 52 min. 06.2 sec.
3rd : A. Foster (M.G. Midget) .. .. .. 1 lap behind

TOURING CAR RACE—25 laps—109 kilometres—Wet and nearly dark

1st : R. Salvadori (Jaguar 3.8-litre) .. 48 min. 44.0 sec. —134.236 k.p.h. (83.41 m.p.h.)
2nd: G. Hill (Jaguar 3.8-litre) .. 49 min. 13.2 sec.
3rd : M. Salmon (Jaguar 3.8-litre) .. 49 min. 44.4 sec.

Class Winners:
Up to 1,300 c.c.—1st: M. Clare (Mini-Cooper) 23 laps.
Up to 2,000 c.c.—1st: P. Harper (Sunbeam Rapier) 23 laps.

BOOK REVIEWS

" 'Autocar' Road Tests, Spring 1963." 146 pp., 11⅛ in. × 8 1/10 in., soft covers. (*Iliffe Books Ltd., Dorset House, Stamford Street, London, S.E.1. 7s. 6d.*)

It is, I suppose, a sign of the times that this welcome grouping together between (soft) covers of recent road-test reports published in *Autocar* is somewhat less dignified than formerly, on account of advertisement pages being intermingled with the text and an inferior paper having been adopted. However, the interest and value of the twenty-five test reports remains unsurpassed, ranging as they do from Riley Elf and Volkswagen 1200 de luxe to Jaguar Mk. 10 and Pontiac Parisienne.

Cars of especial interest include Alvis TD.21 3-litre, Austin Healey 3000, M.G. 1100, M.G.-B 1800, Morris 1100, Triumph Spitfire 4, Triumph Vitesse and Volvo P.1800. From the tabulated figures that now precede the fully-illustrated test reports it is seen that the fastest of the 25 cars tested was the Jaguar Mk. 10 (119 m.p.h.), the most accelerative over a s.s. ¼-mile the Austin Healey 3000 (17.8 sec.), and the most economical the Renault R.8 which returned 33.7 m.p.g. overall. These test-reports are an essential in any motoring reference library, public or private, that is considered to be comprehensive. Long may they continue to issue from the Iliffe Press.—W. B.

" Mini Racing," by Christabel Carlisle. 58 pp., 7⅞ in. × 4¾ in., soft covers. (*George G. Harrop & Co., Ltd., 182, High Holborn, London, W.C.1. 5s.*)

Christabel Carlisle, one of the phenomena of modern motor racing and a very welcome addition to its ranks, admits that she scarcely knows a carburetter from a warming-pan, a coil from a cats-whisker, so it might be considered a gross impertinence on her part to have embarked on a book in this " Out Door " series explaining to beginners what Club racing is all about and how to compete, preferably at the wheel of a B.M.C. Mini.

Yet, so honest is our Christabel, that this little soft cover book with its line-drawing illustrations, colour cover, and step-by-step instructions on how to take up saloon-car racing, is eminently readable. This certainly isn't a case of the blind leading the blind (into having a blind !), for having explained how little she knows of mechanical matters, Miss Carlisle writes a useful work, with many entertaining asides that make it worthwhile for the experienced as well as the novice to spend a dollar on " Mini Racing."

Why, the girl even devotes a chapter to explaining the technique of racing a Mini—" A Mini is good at travelling in all directions, the sideways movement being favoured by many drivers as a method of slowing down for a corner instead of braking. I really do not understand why more Mini drivers have not got permanent stiff necks as these little cars rarely seem to travel in a straight line for any length of time, and frequently one can be seen somersaulting either violently or gracefully. What a sensible idea it would be if Issigonis could only design a reversible Mini with wheels on the roof !"

I disagree with Christabel Carlisle on two points—over her use of the word " frequently " in the foregoing sentence, and that Piero Taruffi's book is " undoubtedly the best on racing." Otherwise I lapped up all she had to tell me with relish. At 23, Miss Carlisle is not only very fast in a Mini, but as a writer she displays a fine sense of humour. This is an excellent and refreshing five-bobs' worth !—W. B.

" Floyd Clymer's 1962 Indianapolis Yearbook." 191 pp., 10 7/16 in. × 8¼ in., soft covers. (*Floyd Clymer Publications, 222, North Virgil Avenue, Los Angeles 4, California. 3 dollars.*)

On the eve of what promises to be an exceptionally interesting Indianapolis 500-mile race comes the very comprehensive Clymer coverage of last year's race. Clymer Publications have been issuing their Indianapolis Yearbooks since 1947, having published a very big Indianapolis History in 1945 and a supplement to this in 1946.

Students of motor-racing history will want all these and fortunately most of the back numbers are available. The 1962 Yearbook contains over 500 pictures and is 32 pages larger than before.

It gives a fantastic amount of data about a fantastic race. History, personalities, the Speedway Racing Car Museum, the drivers, all the entries, technical facts including an erudite discourse on the unbeatable Meyer-Drake engine by Roger Huntingdon, a chapter on Fuels For The 500 by R. J. McMahan of Mobiloil, a day-by-day survey of practice and qualification, a minute-by-minute account of last year's 140-m.p.h. " 500," details of all 33 placemen with a big picture of each car, lists of finishers, record-holders, prize money distribution, etc.—it is all within the covers of this comprehensive book, which, like Indianapolis itself, is fabulously larger-than-reality. Try Autobooks of Brighton for a copy.—W. B.

CARS IN BOOKS

There was less reference to interesting vehicles than I had expected in " The Circus Has No Home " by Rupert Croft-Cooke (Falcon Press, 1941), although from it one learns that Rosaire's Circus became mechanised by towing its open trailer and living-wagon behind a Fordson tractor (called in the book a Ford tractor). That was in 1920 when, it is explained, you could still find villages in Yorkshire and Cornwall and Wales that had scarcely changed since Queen Victoria's time. There is also mention of an old Rex motorcycle owned by one of the sons—" It was an old thing which would sometimes go and sometimes not, and had to be hoisted up on one of the wagons to get up the hills." But the only other vehicle named by make is in passing reference to a Tillings, one of the twenty vehicles the circus had by 1934, although, even then, " the Count," who owned it, preferred to drive from *tober* to *tober* on the box of a horse-drawn monkey-wagon.

In " A Bundle of Sensations " by Goronwy Rees (Chattis & Windus, 1960) there is a fascinating chapter on Germany as she approached Hitlerism, and I find myself wondering whether " the ancient open Adler " of Baron Frank von Reichendorf which met the author at Breslau for the drive to the baronial home at Boguslavitz, its owner standing up to shoot at wild cats on the way, and in which, later, Rees was driven " wildly and dangerously " (and to the detriment of more wild cats) a hundred miles to the estate of Graf Felix, still lies abandoned somewhere or whether it vanished along with the Baron's estate railway and his endless vistas of Silesian cornfields ?

There is one curious thing in this book; Rees refers to the Baron's name as the same as " a famous German air-ace of the Great War." Surely he has confused Reichendorf with Richthofen ? Subsequently the book tells of the hard life led by " a splendid new Humber " in which the Political Adviser was driven rapidly through Germany in 1945.—W. B.

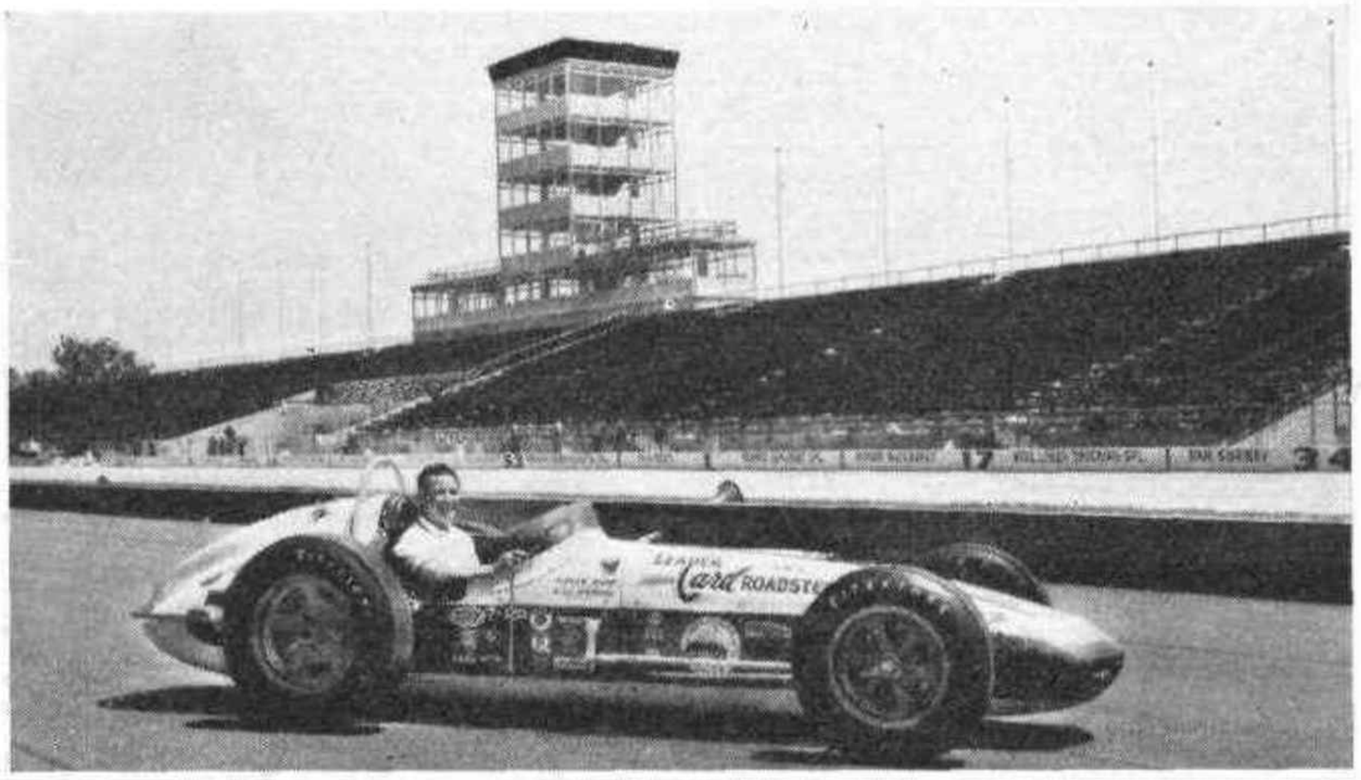
B.P. MAPS AND TOURING SERVICE

B.P. have issued a Road Atlas of Great Britain prepared for them by George Philip and Son Ltd., which in 72 clear pages provides maps of the British Isles to a scale of 1 in. = 5 miles, with race circuits indicated thereon, and concluding with maps showing the approach roads to London, to a scale of ¾ in. = 1 mile. B.P. are continuing their popular wallets of European Planning Kits as part of their well-known Touring Service. In the wallets of these kits are a useful booklet containing information on planning a Continental holiday, a road map of Western Europe, a conversation guide in eleven languages, a conversion disc for dealing quickly in English terms with litres, kilograms and kilometres, a free personal accident insurance, request form for French petrol coupons, etc. The kit costs 5s. from any B.P. Service Station, while B.P. have extended their Tourist Information Centres to include 18 in Austria, France, Greece, Italy, Spain and Switzerland, the two centres in Greece opening on June 1st, the remainder on July 1st. Anyone requiring help over holiday motoring is invited to apply to the Touring Service Department, Shell-Mex and B.P. Ltd., Shell-Mex House, Strand, London, W.C.2, mentioning MOTOR SPORT.—W. B.

UNDER CANVAS

Readers who are keen motorcyclists and campers may care to note that the first purely motorcycle jamboree (open also to vintage motorcycles, and scooters and 3-wheelers of all ages) is being held on May 25/26th at a venue in Wales some 85 miles from Birmingham. Any motorcyclist with a tent is eligible; the entry fee is expected to be 7s. 6d. a head. Various non-riding competitions, a long-distance award, and other attractions are to be provided, and breakfast, catering, and covered washing and toilet facilities are being laid on, while a film-show and the traditional bonfire and community-singing is anticipated. Entry forms from the " Midland 61 " Motorcycle Club (Sec. R. L. Dawson), 79, Parkestone Crescent, Birmingham, 22c.

INDIANAPOLIS IS DIFFERENT



TYPICAL "500" WINNER.—Rodger Ward in the Leader Card Special with which he won last year's Indianapolis Race at an average speed of 140.29 m.p.h., using Firestone tyres and consuming Mobilgas fuel.

Photo by courtesy of Firestone Tyre & Rubber Co. Ltd.

"MOTOR racing is the same the World over," you might retort. To which the answers appears to be, "At Indianapolis it ain't!"

Certainly the Indianapolis 500-Mile Race run every year on May 30th—Memorial Day—is different in many ways from other important motor races.

It is the only surviving track contest, the longest event for purely racing cars, and since 1949 has been the fastest long-distance race in the World (up to then this distinction belonged to the B.R.D.C. "500" at Brooklands), with the exception of the Monza "500s" of 1957 and 1958, the latter won at a fantastic 159.6 m.p.h., although this was the average of a series of heats, and the fabulous Daytona 500, for *saloon* cars, won this year by Ford at over 151.6 m.p.h. and last year by Pontiac at 152.4 m.p.h., although, like Monza, on a steeply-banked course.

First held in 1911 on the 2½-mile 559-acre brick speedway that was opened in 1909 (and which was re-surfaced with macadam last year), the race winners being shown in the table.

Year	*Formula*	*Driver(s)*	*Car*	*Average Speed, m.p.h.*
1911	600 cu. in.	Harroun	Marmon	74.59
1912	,, ,,	Dawson	National	78.72
1913	450 cu. in.	Goux	Peugeot	75.93
1914	,, ,,	Thomas	Delage	82.47
1915	300 cu. in.	de Palma	Mercedes	89.84
1916	,, ,,	Resta	Peugeot	84.00*
1919	,, ,,	Wilcox	Peugeot	88.06
1920	3-litre	Chevrolet	Frontenac	88.50
1921	,,	Milton	Frontenac	89.62
1922	,,	Murphy	Duesenberg-Miller	94.48
1923	2-litre	Milton/Wilcox	Miller	90.45
1924	,,	Coram/Boyer	Duesenberg	98.23
1925	,,	de Paolo/Batten	Duesenberg	101.13
1926	1½-litre	Lockhart	Miller	95.89†
1927	,,	Souders	Duesenberg	97.54
1928	,,	Meyer	Miller	99.48
1929	,,	Keech	Miller	97.59
1930	6-litre, s/c. barred	Arnold	Miller	100.45
1931	,, ,,	Schneider	Miller	96.63
1932	,, ,,	Frame	Miller	104.14
1933	,, ,,	Meyer	Miller	116.98
1934	Fuel limit (45 galls.)	Cummings	Boyle Products Miller	104.86
1935	,, ,, (42½ ,,)	Petillo	Gilmore Speedway Miller	106.24
1936	,, ,, (37½ ,,)	Meyer	Ring Free Miller	109.06
1937	Pump fuel	Shaw	Gilmore-Offenhauser	113.58
1938	3-litre s/c., 4½-litre non-s/c.	Roberts	Burd Piston Ring Special	117.20
1939	,, ,,	Shaw	Boyle-Maserati	115.03
1940	,, ,,	Shaw	Boyle-Maserati	114.23
1941	,, ,,	Rose/Davis	Hose Clamp Special	115.12
1946	,, ,,	Robson	Thorne Special	114.82
1947	,, ,,	Rose	Blue Crown Special	116.80
1948	,, ,,	Rose	Blue Crown Special	119.81
1949	,, ,,	Holland	Blue Crown Special	121.33
1950	,, ,,	Parsons	Wynn Special	123.60‡
1951	,, ,,	Wallard	Belanger Special	126.24
1952	,, ,,	Ruttman	Agajanian Special	128.92
1953	,, ,,	Vukovich	Fuel Injection Special	128.74
1954	,, ,,	Vukovich	Fuel Injection Special	130.84
1955	,, ,,	Sweikert	John Zink Special	128.20
1956	,, ,,	Flaherty	John Zink Special	128.49
1957	2.8-litres s/c. or 4.2-litres non-s/c., diesels up to 5½-litres, turbines	Hanks	Belond Exhaust Special	135.60
1958	,, ,,	Bryan	Belond-AP Special	133.79
1959	,, ,,	Ward	Leader Cord Special	135.85
1960	,, ,,	Rathmann	Ken-Paul Special	138.76
1961	,, ,,	Foyt	Bowes Seal Fast Special	139.13
1962	,, ,,	Ward	Leader Card Special	140.29

* Race distance 300 miles. † Race distance 400 miles.
‡ Race distance 323 miles (rain).

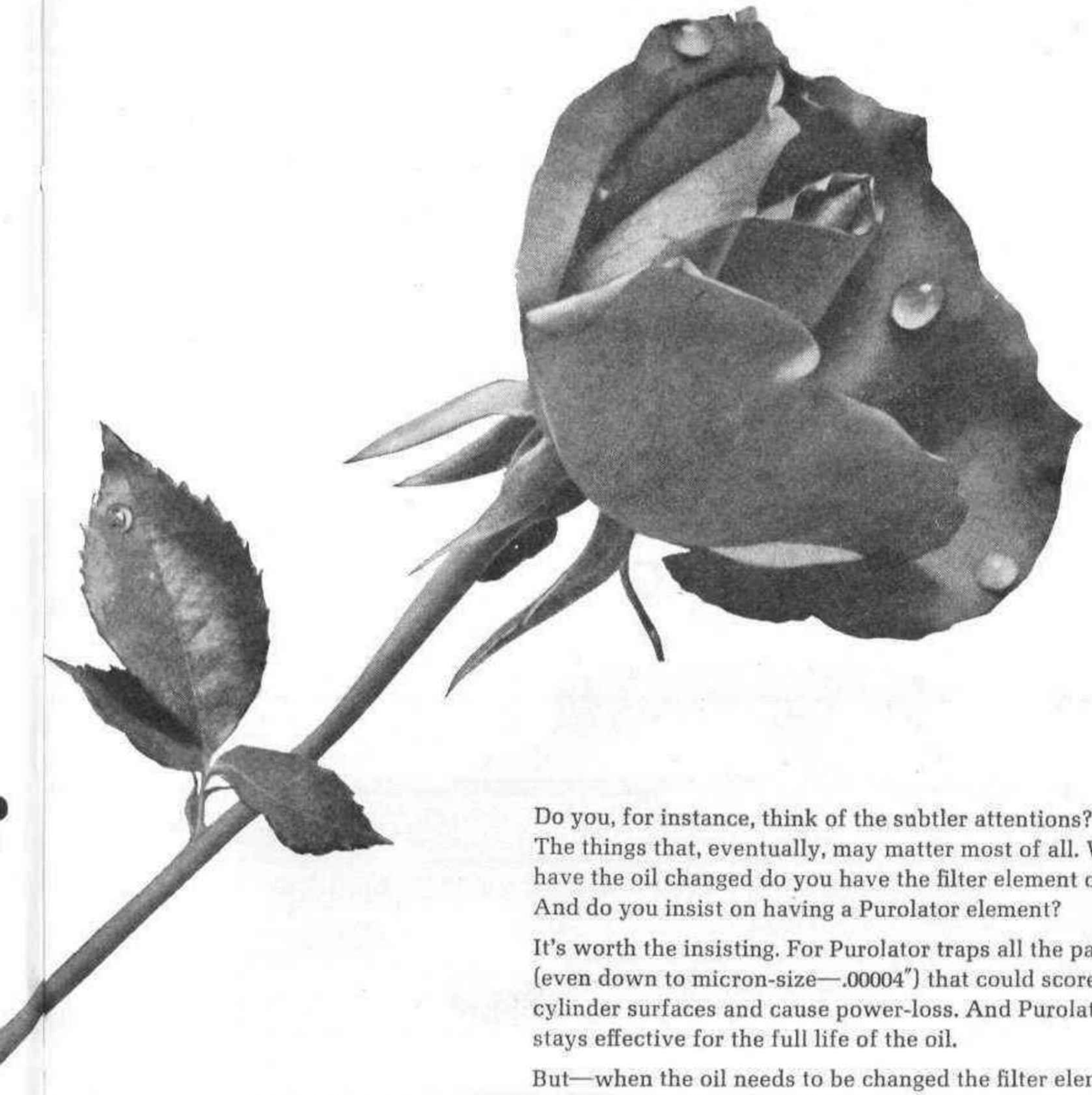
Last year's race was watched by 200,000 spectators, or twice the number estimated to have gathered for the first "500" in 1911. Although Ward won at record speed, he was only 11½ sec. ahead of Len Sutton in another Leader Card Special that finished in second place, after 500 miles' racing. It is interesting that Mobil supply the fuel, Firestone the tyres, for these extremely fast semi-track cars, the fastest of which qualified with a lap at 150.37 m.p.h. (Parnelli Jones in the Agajanian Willard Battery Special—he was promptly showered with 150 dollars for this feat)—already, I hear, beaten by Gurney's Lotus this year. Firestone reckon to change 3,700 tyres during the practice and qualifying period and during the race several of the cars require four stops, most of them three stops, for fresh tyres, which are usually 7.60 in. × 16 in. at the front, 8.00 in. × 18 in. on the back wheels. Rover's entry of a gas-turbine car for Le Mans this year was pre-dated by the Boeing gas turbine-powered Zink Special entered last year, although it failed to start. The only Indianapolis entry last year to use drum, as distinct from disc, brakes was a Chevrolet V8-powered car run for experimental purposes by the Grizzly Brake Company. Of the entries for the 1962 "500" 63 had 4-cylinder engines, seven were 8-cylinder cars, there was a solitary 6-cylinder and the aforesaid gas-turbine job. Only four were supercharged.

Since the Second World War every Indianapolis winner has been powered with the simple, robust Offenhauser-Meyer-Drake twin-cam 4-cylinder power unit, giving a reliable 400 b.h.p. at 6,700 r.p.m. and 342 lb./ft. torque at 5,400 r.p.m., from 4½-litres, which has beaten cars with a variety of famous engines, from 4-cylinder Coventry-Climax to Ferrari and Mercedes-Benz V12s and Novi, Chevrolet and light-alloy Buick V8s. This year Colin Chapman fields the new Ford V8-powered Lotus 29 entries.

Indianapolis is unique in many respects. Where else does the winning driver, as Rodger Ward did last year, take over 125,000 dollars (say £42,000) in prize money, half a dozen trophies (and in America they are usually king-size), a Studebaker Avanti (Ward thus becoming the first private owner of an Avanti), a 1,000-dollar wardrobe, a master tool chest, a sports jacket, some Firestone mattresses, a wrist watch, a treasure-chest of jewels, five prizes for his chief mechanic and a kiss from 20-year-old 107-lb. Jerilyn Jones, the 1962 "500" Festival Queen?

With slightly-banked corners, pit-stops, a lurid "build-up" and special cars called by trade names and covered with advertising, the Indianapolis 500-Mile Race presents formidable problems to European contestants. May the very best of good fortune attend the Lotus 29 cars in this year's race.—W. B.

How much do you really care for your car?



Do you, for instance, think of the subtler attentions? The things that, eventually, may matter most of all. When you have the oil changed do you have the filter element changed too? And do you insist on having a Purolator element?

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But—when the oil needs to be changed the filter element too is nearing the end of its life. It becomes clogged—and oil cannot pass *through* a clogged filter. So the new oil (plus constantly-forming abrasives) goes straight into the engine. Which is no way to treat new oil. Or an engine.

If you really care for your car—and about your maintenance bills—have a new Purolator element fitted every oil change. Whatever make of car you own there's a Purolator Micronic Filter replacement element designed for it. Ask at your garage.

REGD. TRADE MARK

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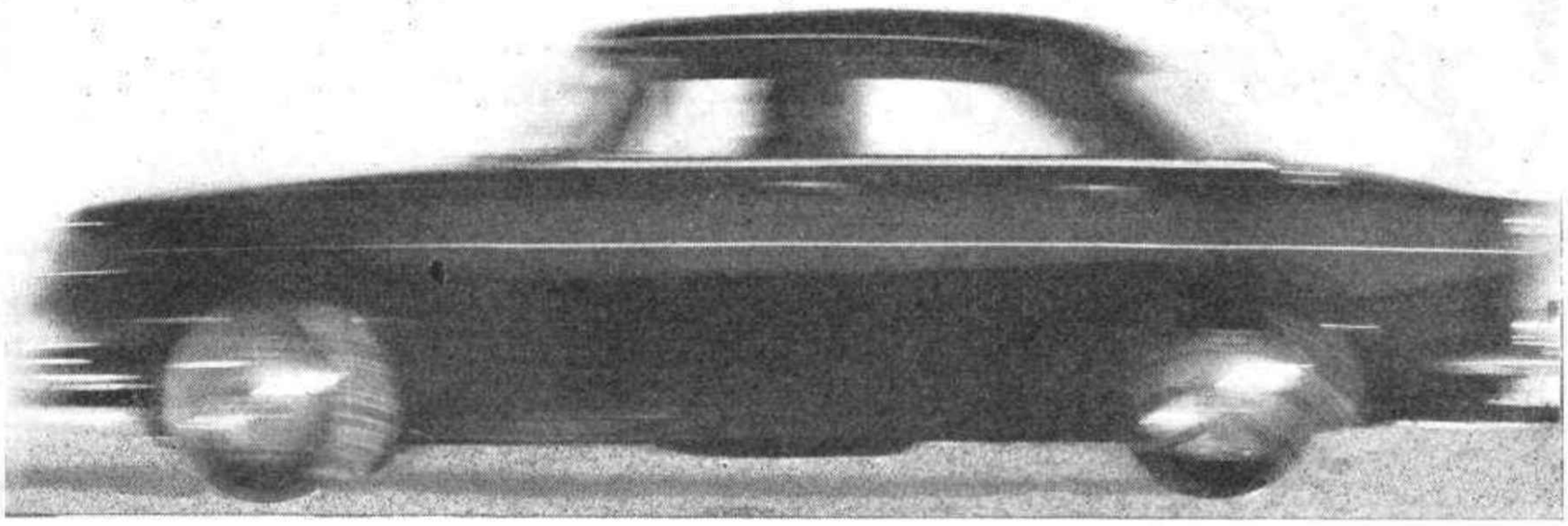
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SPORTS CARS UNDER £700

THE £659 MORGAN 4/4

The last sports car in the vintage style



UGH!—The Morgan does not take too kindly to water as a good deal of it seems to find its way into the car.

All the other cars dealt with in this series of road tests of under £700 sports cars are in the 1,100-c.c. category but the Morgan 4/4 is available with the 1,340-c.c. or 1,500-c.c. Ford Classic engines, giving the Morgan the best performance of the cars tested in this series and the worst fuel consumption, a fact of motoring life which seems inescapable.

With the 1,340-c.c. engine the Morgan 4/4 is known as the Mk. IV and costs a total of £659 2s. 1d. with the engine in standard form. With the 1½-litre engine and all-synchromesh gearbox it is known as the Mk. V and costs a total of £683 5s. 5d., once again with the engine in standard form. The car submitted to us for test was in actual fact the Competition version of the Mk. IV which uses a single S.U. carburetter on a new inlet manifold in conjunction with a 4-branch exhaust manifold. Production cars of this type also have a rev.-counter but the test car was not so fitted. With these modifications the price of the test car came over our £700 limit, working out at £731 12s. 1d. The standard models will of course be slower and have better fuel consumption.

There is not a lot which can be said about the Morgan which has not already been said many, many times, as, apart from engine and gearbox variations, the design changes very little over the years, only slight body changes serving to distinguish the present model from its pre-war counterparts. The chassis has two deep Z-shaped side-members with five bracing cross-members, the front suspension is the same sliding pillar type patented by Morgan 40 years ago except that longer coil-springs are used, the rigid rear axle runs above the chassis side-members and is sprung on semi-elliptic leaf-springs, but a concession to modern trends is shown in the braking system, which uses 11-in. Girling discs on the front wheels and 9-in. drums at the rear.



UNCHANGING.—The Morgan changes little over the years, only the curved grille and headlights distinguishing this one from pre-war versions.

There is little comparison between the Morgan and the other cars in this series as the others have been developed to the extent where they can be considered as completely weatherproof, comfortable touring cars with most of the amenities of comparable saloon cars, but the Morgan stays determinedly rugged and spartan, with few of the refinements which most modern sports-car drivers demand. Getting in and out is a problem as the cut-away doors are narrow, the door sill is high, and the end of the scuttle provides a pointed edge to impale kneecaps with great accuracy. There are no external door handles so it is necessary to lift the flaps on the detachable sidescreens to reach inside and open the doors. However, as the flaps button down to keep out the rain it is sometimes necessary to bend the metal framework of the sidescreen to gain access unless you detach the sidescreen in its entirety, which is simple enough as the knurled knobs are on the outside. Once inside driver and passenger sit on upholstered cushions loosely placed on wedge-shaped wooden boxes which have no method of adjustment, and they lean against a one-piece back-rest which is also not adjustable. The driver is confronted by a huge 17-in. Bluemels 4-spoke steering wheel which is too large for the cramped conditions of the cockpit, as well as rubbing the driver's trousers. The brake and throttle pedals are well placed in relation to each other for heel-and-toe changes but due to the wide gearbox tunnel there is no room to rest the left foot, which makes things difficult, especially as the Morgan handbook implores the owner (in large capital letters) not to rest his foot on the pedal. The dipswitch is placed above the clutch pedal on the bulkhead and the plunger for front suspension oiling is above the gearbox tunnel. This plunger diverts engine oil to the sliding axles and should be pressed every 200 miles or so, although there is a childish tendency to do it more often, just to see the drop in oil pressure on the gauge. However, this can soon empty the sump, so is not really recommended.

The wooden dashboard follows normal Morgan practice with two cream-coloured instruments placed either side of the steering column, that on the right being a rather erratic Smiths 90-m.p.h. speedometer with trip and total odometer, and the other one containing fuel contents, ammeter and oil-pressure gauges. A horn button is placed on the outer edge of the dashboard to the driver's

right and in the centre is a batch of toggle switches in a separate panel which cover the operation of the panel lights, fog and spot-lamps (although the test car only had a spot fitted), direction indicators, and windscreen wipers. Pull-out knobs operate the choke and headlamps, a tiny press-button works the electric windscreen washers, and starting is by the ignition key. Warning lights in this panel show when the headlamp main beam is in operation, when the dynamo is not charging and when the flashing indicators are working. A 2-pin socket for an inspection lamp is also fitted in the centre panel.

In front of the passenger is an unlidded cubby-hole, which, with the space behind the seats, forms the only luggage accommodation in the car. To the left of the locker is the knob for the Smiths recirculatory heater which is fitted to the bulkhead. Of the items mentioned, the heater, spot-lamp and windscreen washer are all extras, costing £15 4s. 6d., £8 12s. 2d. and £4 16s. 1d., respectively, the price for the spot-lamp including the badge bar on which it is mounted. There is also a vast range of other extras (some of which many people might consider as essentials), such as wire wheels, leather upholstery, rear bumper, tonneau cover, wooden steering wheel, seat belts, luggage carriers, etc.

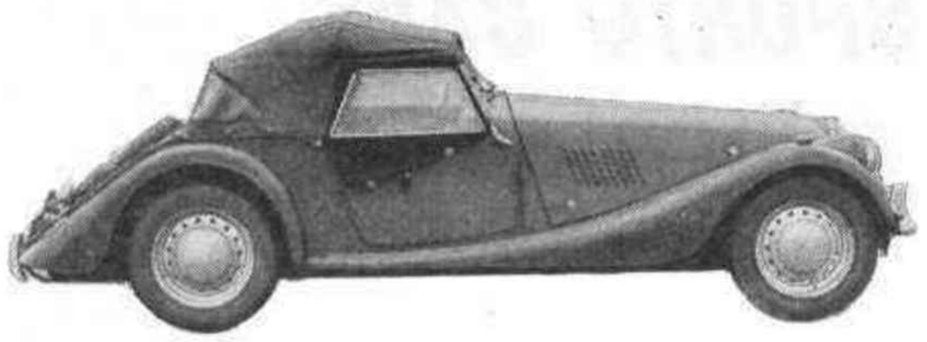
Having accustomed oneself to the cramped driving quarters of the Morgan it is quite refreshing to peer along a proper bonnet once more, with separate wings showing just where to point the car. Visibility is good through the flat screen but side and rear vision is rather restricted and the tiny rear-view mirror is inadequate.

Morgan have not adopted a proper remote-control arrangement for the gear-lever but have fitted a push-pull lever like that used on the older 4/4 model and such cars as the 2 c.v. Citroën and Renault 4. This takes some getting used to and although satisfactory changes can be made, the box is nowhere near as pleasant as that on the Ford from which the gearbox is taken. It is difficult to judge distances across the gate and we confess to hitting 1st occasionally when going from 2nd to 3rd, while we found reverse difficult to locate. However, we soon became accustomed to the peculiarities of this lever without coming to like it much. Clutch pedal pressure is light so that reasonably fast shifts can be made with determination.

The Morgan weighs in at around 13 cwt. dry so the Ford engine endowed it with fairly brisk acceleration, which places it ahead of the other cars tested in this series as far as performance goes. It is relatively noisy in the Morgan, setting up a sympathetic vibration somewhere in the car when approaching peak revs, but it will pass through this period and smooth out until valve bounce is reached. The gearbox is not unduly noisy and the main source of noise at speed comes from colossal wind roar around the windscreen pillars, which is also the source of numerous draughts inside the car which become a little too uncomfortable in really cold weather. Fortunately with the heater fan switched on at full blast the heat just about counterbalances the incoming draughts. Another fault found on the test car was its lack of weather protection, the screen becoming almost as wet on the inside as on the outside in heavy rain, and as there are no such refinements as demisting slots on the scuttle a plentiful supply of clean rag is necessary to keep the screen clear on the inside.

The ride of the Morgan is softer than previous Morgans we have tried due to the longer coil-springs, but it still has about the harshest ride of any current production sports car. On smooth main roads the ride is quite acceptable, small bumps not being particularly noticeable, but as soon as any serious undulations are crossed the suspension bottoms viciously, lifting the occupants out of their seats and dropping them back with a spine-jarring crash. There is also some scuttle shake under these conditions, a problem which is nearly always present in cars of this type of construction. The harshness of the suspension spoils high-speed driving for most people as it is necessary to reduce speed drastically when running on bad roads. On smooth roads the 4/4 will cruise quite happily at an indicated 80 m.p.h., although with its 4.56 : 1 axle ratio the engine sounds quite busy. It should be possible to fit the 4.1 : 1 ratio of the Classic for quieter cruising in the higher speed ranges. On the present ratio the car will reach speeds of 27, 45, 65 and 90 m.p.h. in the gears, but engine

MORGAN 4/4 SERIES IV



Engine : Four cylinders, 80.96×65.07 mm. (1,340 c.c.). Push-rod-operated overhead valves. 8.5 : 1 compression-ratio. 56.5 b.h.p. at 5,000 r.p.m.

Gear ratios : 1st, 18.8 to 1; 2nd, 11 : 1; 3rd, 6 : 1; top, 4.56 : 1.

Tyres : 5.60×15-in. Dunlop C41 on bolt-on disc wheels.

Weight : 13 cwt. (dry).

Steering ratio : 2¼ turns lock-to-lock.

Fuel capacity : 8½ gallons. (Range approximately 230 miles.)

Wheelbase : 8 ft.

Track : Front, 3 ft. 11 in.; rear, 3 ft. 11 in.

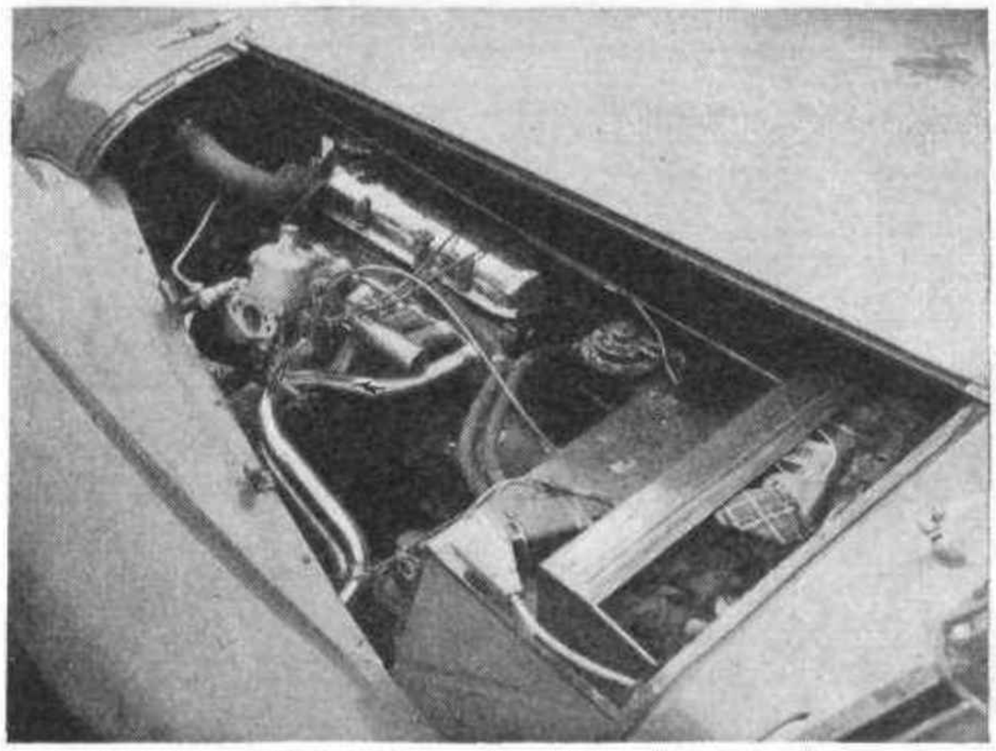
Dimensions : 12 ft.×4 ft. 8 in.×4 ft. 4 in. (high).

Price : £545 (£659 2s. 1d. with purchase tax). Competition model as tested : £760 4s. 10d.

Makers : Morgan Motors Ltd., Pickersleigh Road, Malvern Link, Worcestershire.



OLD ENGLISH PERPENDICULAR.—Just about the last of the traditional sports cars which remained popular until the '50s, the Morgan 4/4 still looks handsome.



MODIFIED.—The 1,340-c.c. Ford Classic engine of the Mk. IV 4/4 is shown in competition trim with single S.U. carburetter and 4-branch exhaust.

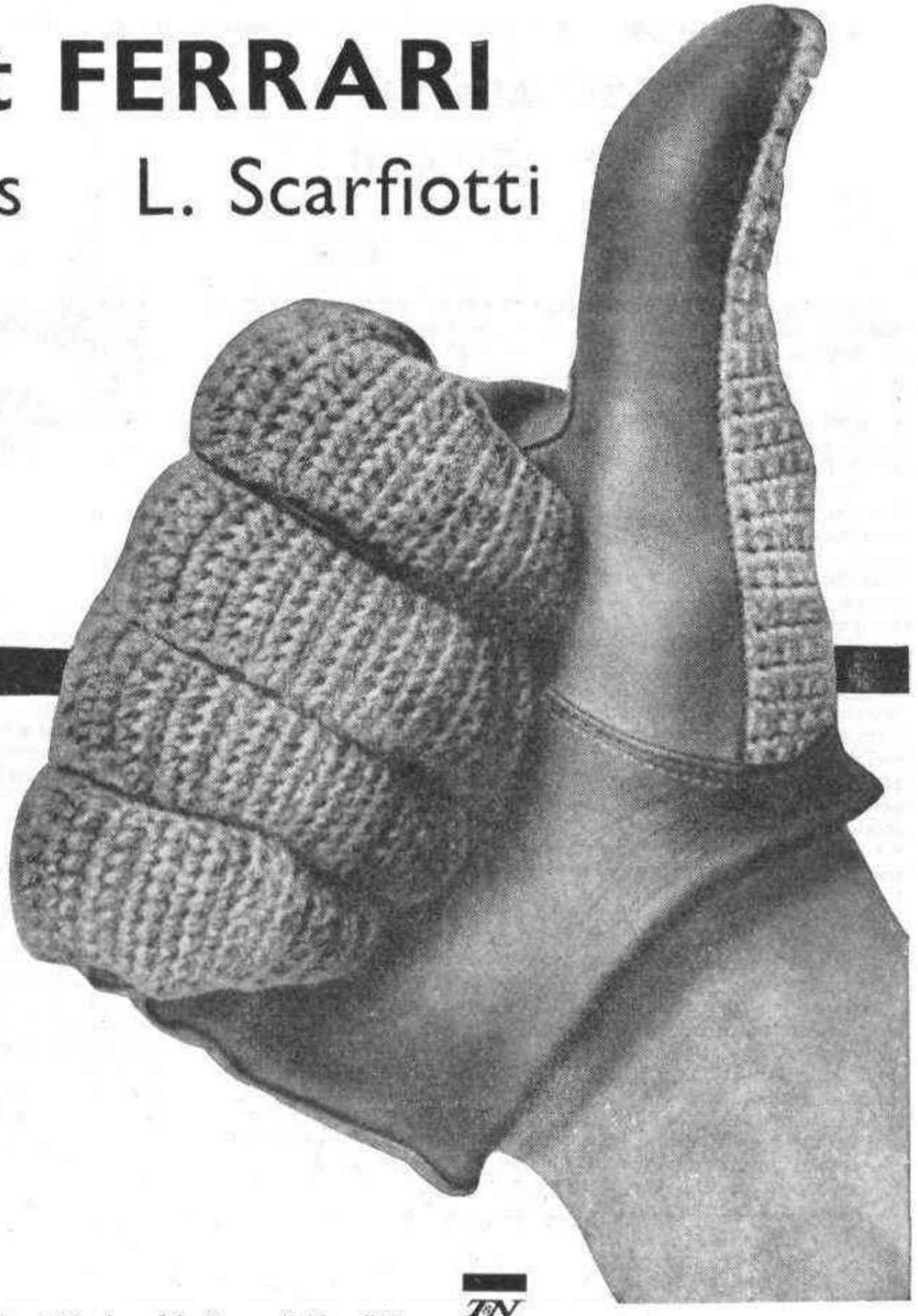
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12/31

r.p.m. is near 6,000 r.p.m. at maximum speed. Acceleration from rest to 60 m.p.h. in 13.7 sec. is some 2 sec. better than the Spitfire and 2.7 sec. better than the Midget, while it shows an even greater improvement to 70 m.p.h. with a time of 17.4 sec., which is 4.3 sec. faster than the Spitfire and 5.6 sec. quicker than the Midget. It must be remembered, however, that the Morgan is the more expensive Competition model.

The actual performance figures, with the best run in brackets, are shown below.

0-30 m.p.h.	3.5 sec.	(3.1 sec.)
0-40 ,, ...	6.2 sec.	(6.0 sec.)
0-50 ,, ...	10.2 sec.	(10.0 sec.)
0-60 ,, ...	13.7 sec.	(13.4 sec.)
0-70 ,, ...	17.4 sec.	(17.0 sec.)
s.s. ¼-mile	19.0 sec.	(18.9 sec.)

On smooth bends the Morgan handles particularly well as the taut suspension allows little roll, and it is possible to make the C41 Dunlops squeal heavily without inducing breakaway on dry roads. On bumpy corners axle hop is experienced and the driver is given the feeling that the front and rear suspensions are out of phase, the front end dancing about noticeably while the tail sits down fairly happily. The steering is reasonably light and with only 2¼ turns lock-to-lock corrections are easily made, but a smaller steering wheel and more elbow room in the cockpit would give the driver more confidence as he sits in a rather hunched-up position.

The brakes are smooth, powerful and progressive, and stop the car well under all circumstances with no sign of fade or grab. However, the umbrella-type handbrake fitted under the dashboard is completely out of character with this type of car although working reasonably well.

It seems incredible that a car which has changed only in small details, apart from various different engines, since well before the war is still selling at all, but the small factory is still quite busy sending cars all over the world. Much of the credit for this must go to Chris Lawrence and Richard Shepherd-Barron, whose exploits with the Lawrencetune Morgan Super Sports have brought the car to the notice of a much larger public due to their numerous competition victories. The fact remains that the present-day sports-car buyer demands a far higher degree of comfort and habitability than the Morgan offers. Compared with its competitors in the under-£700 class the 4/4 has less interior room, less luggage space, a much firmer ride and a general lack of refinement and detail finish, while many buyers in this price class may feel that a petrol thirst of 28.5 m.p.g.. which is what we obtained, is too much compared with the 33.7 m.p.g. of the Spitfire and 39.2 m.p.g. of the M.G. Midget.—M.L.T.

THE £587 AUSTIN HEALEY SPRITE MK II



SPRIDGET: The Sprite version of the Midget costs £12 less and should be your choice unless you like chrome strips.

To complete the series of tests on under-£700 sports cars we tried the Mk. II Austin Healey Sprite in 1,098-c.c. form, which is identical in nearly every respect with the M.G. Midget dealt with last month. The only differences concern slightly less opulent interior trim, a different radiator grille and the deletion of a rubbing strip used on the bodyside of the Midget, all of which reduces the cost by £12, the Sprite costing £587 and the Midget £599.

The Editor handed the car over to me for a major portion of the test, partly because he had done most of the driving of the Midget and partly because I drive a Mk. I Sprite and would be better able to compare the two. Most owners of the Mk. I model feel that the Mk. II has " gone soft " and this is true to a great extent, for on the 1,098-c.c. version a great deal of unnecessary trim has been added, such as carpeting round the gearbox tunnel, padding the door interiors and pockets, and crash padding on the facia, while the seats are plusher looking without being any more comfortable. A great boon is the extension of the rear bodywork and the fitting of a boot lid, but the extra stiffening required, together with the more luxurious trimming and larger bonnet, has put the weight up by a fair amount. The 948-c.c. Mk. II was only fractionally faster than the Mk. I and made none of the great competition impact of the " frog's eyes " model but the 1,098-c.c. model has 56 b.h.p. at 5,750 r.p.m. against the 46.5 b.h.p. at 5,500 r.p.m. of the 948-c.c. version and is now able to outperform the old Mk. I quite easily but still seems to have little of the competition potential of the Mk. I, as witness the fact that the Sebring Sprite is still being made by John Sprinzel, using the Mk. I as its basis.

However, for the average sports-car buyer who intends to use the car only on the road the Mk. II is probably a better proposition. The interior is more attractive and less spartan, the boot is lockable and can be filled easily without the palaver that is necessary with the Mk. I. The close-ratio baulk-ring gearbox is an improvement over the old box, as are the disc brakes, which appear to need no greater pedal pressure than the drums. The handling is very similar, with perhaps a little more roll being apparent, but it can still be thrown about in a very enterprising manner and on a wet journey to Snetterton we were able to enjoy tail-sliding through roundabouts, sure in the knowledge that the high-geared and light steering would kill the slide just when we wanted. At Snetterton we saw how good the Sprite is in the wet when Alan Foster in Dick Jacobs' M.G. Midget came third overall in the sports-car race, which was run in heavy rain, beating many sports/racing cars such as Brabhams and Lotus 23s and Elva Mk. VIIs. Engine and wind noise is pretty high, a good deal of buffeting being noticeable above 70 m.p.h., while the sidescreens do not keep out draughts and rainwater as well as those on the Mk. I, and a leak through the bonnet well, running through the radio and then on to passengers' legs, leaving stained trousers and skirts, did not endear the car to some of our passengers. B.M.C. seem to have introduced the gear-lever rattle of the Mini-Cooper into the Sprite and Midget with this engine as it has not previously been noticeable. The rear suspension squeak which has always been a problem with the Sprite is still present.

Last year I compared the Sprite unfavourably with the Mini-Cooper, and with the introduction of the latest S-type Mini-Cooper with 70 b.h.p. the Sprite and Midget will definitely have to take a back seat as far as acceleration is concerned. But in the intervening 12 months I have mellowed slightly as well as having had a good deal more experience with the Cooper, and whilst giving it full marks for speed and handling I can well see why many people still stick to the arms-stretch driving position open-air motoring and the safe and uncomplicated handling of the Sprite, although at the same time deploring B.M.C.'s policy of building small capacity saloons which are quicker than sports cars from their own stable.

The Mk. II Sprite is the cheapest of the four under-£700 sports we have tested and at £587 is the cheapest method (aside from the kit cars) of attaining open-air motoring and well worth the cost.—M. L. T.

(The performance and fuel consumption of the Sprite are similar to the M.G. Midget tested last month.)

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You get **TWICE** the grip
TWICE the comfort
TWICE the mileage
and you **SAVE** fuel

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V.—E.—V.—continued from page 312

Alvis enthusiasts should note that the Alvis Owner Club's annual National Alvis Day at the Crystal Palace will take place on May 19th. This event usually attracts over 300 Alvis cars and ranks as one of the biggest one-make gatherings. There will be a Cavalcade of Alvis models from 1921 to 1963, driving tests and a *Concours d'Elegance* in three age groups. Details from K. R. Day, 55 Motspur Park, New Malden, Surrey.

* * *

The Morgan 3-wheeler Club Sprint will take place at Church Lawford Airfield, near Rugby on May 19th, over tarmac courses of ¼ and ½-mile, electrically timed. The B.S.A. Front Wheel Drive Club, M.C.C., B.M.C.R.C. and the National Sprint Association are invited. Entries close on May 7th; forms from I. M. Clay, 395, Uttoxeter Road, Derby.

* * *

Bentley fanatics will find in the always interesting and so beautifully produced *Bentley Drivers Club Review* for April a comprehensive survey of the production of 3½ and 4¼-litre Bentleys between 1934 and 1939, an article on the controversial 4-litre Bentley and photographs of the bodies used on the Bentley raced by E. R. Hall in the 1934, 1935 and 1936 T.T. races, amongst other palatable material.

* * *

The 12/50 Alvis Register Bulletin for March contained an extremely interesting breakdown of the cars on their books, from which it is seen that roughly 10% of the total production of approximately 8,250 vintage Alvis cars is still in existence. These include 23 examples of 12/40, 516 of 12/50, plus three racing versions, 134 of 12/60, twelve of 14/75, 69 of Silver Eagle, 22 of the F.W.D. model, and four 19/82s. Only one 10/30 Alvis has survived. The list totals 786 cars, but some may have been broken up since the previous breakdown was compiled in 1954, when the Register listed 537 Alvis cars. This naturally includes cars all over the World, but does not encompass 43 which exist, but without original bodywork, or 14 known to have been dismantled for spares. By years, 1920 and 1922 have one representative each, 1923 has 16, 1924 has 27, 1925 has 28, 1926 has 57, 1927 has 85, 1928 has the same number, 1929 has 54 (contemporary production had fallen due to the F.W.D. project), 1930 has 74, 1931 claims 205 and 1932, at which year the 12/50 Register sets a limit, has 146; seven cars first registered in 1933 have turned up, however, and are to be admitted. The *Bulletin* wisely points out that "while statistics can be used to prove, or disprove, almost anything, the figures provide interest, if nothing else." We agree, and if anyone cares to do a similar breakdown of makes and models in the newly-issued V.S.C.C. Membership List, we will be delighted to publish it.

Amongst notable Alvis cars in the Register are a 1923 12/40 saloon which is the oldest known example of this model, the first 12/50 racing car delivered to a private owner, two 1924 200-Mile Race cars, a 1924 factory demonstrator, at least one 9 ft. 0½ in. wheelbase chassis, a 1925 12/50 still used by its original owner, three 1928 F.W.D. T.T. cars, the prototype 16/95, a "Double Twelve" race Silver Eagle and several "original owner" Alvis cars in regular use after at least 35 years and over 250,000 miles.

* * *

Recent discoveries reported by readers embrace a 1930 Morris van in Essex, slightly damaged and urgently in need of rescue, a pair of Deemster wheels with axle and a 5-stud b.e. wheel in Buxted, a model-T Ford truck and a very early Titan tractor with enormously long push-rods still in occasional use in Cheshire, a 1924 Morris-Cowley with lorry body, said to have been owned in the past by Sir John Simeon, for which £50 o.n.o. was being asked in the Isle of Wight, together with the remains of a 1925 bullnose Morris and many spares, and an unidentified vintage commercial in Essex.

Someone has saved a 1922-4 14-h.p. Rover saloon that was about to be scrapped in Northants, and a stage-coach has been seen rotting away in Kent. Someone offers Aero Minx spares, someone else a 1930 Standard Nine chassis in running order. Then there is a 1928 Ruby-engined Vernon-Derby in dismantled condition in Surrey and a 1933 Austin Light 12/4 with Isis back axle looking for a home in Warwickshire. And near Angus we hear of an old Vulcan 'bus or van, a 20/60 Vauxhall breakdown truck, what sounds like an H.E. chassis, a *circa* 1925 Daimler, a Rolls-Royce P2 chassis, an early Austin hearse, a 1922 Humber tourer, an A.J.S. and 1926 Austin 12/4 in a scrap yard, a huge Merryweather fire-engine, all laid up or rotting away, and of a 4-cylinder Austin 20 limousine still in use in Stonehaven. A 1924 Sentinel steam wagon, original save for pneumatic tyres, has ended its active life in Liverpool but is being preserved by the firm that owns it.



ANOTHER MOTORING LANDMARK.—This hotel sign photographed recently in Hertford will interest vintage-minded readers. We would be interested to receive similar current pictures for publication if suitable.

Letters can be forwarded. A 3-cylinder Rolls-Royce has been restored in the North, another Alfonso Hispano-Suiza has turned up in Australia, making six there in all, and a model-T Ford tourer is on show at Willment's new premises on the Chertsey Arterial Road.

* * *

The Bean Car Club reports the discovery of seven Beans, two of them Bean Commercials, within five weeks. On May 12th they have a Signpost Rally in Berkshire and on June 5th assemble at a local school to demonstrate historical facts of motoring life to the boys, which seems a very sound idea. Hon. Sec.: R. Tapley, Hill Farm Lodge, Shurlock Row, near Reading, Berkshire.

* * *

Only suggestion as to the identity of the American car pictured last month is—Chandler.

* * *

Apologies to the Vintage Austin Register for not including them as one of the Inter-Register contest participants—now that this organisation caters for vintage Austin Sevens they hope to field a strong entry this year—and for omitting Peter Elias' 1924 Morgan-Blackburne from the list of surviving vintage Morgan three-wheelers. Incidentally, at its Beaulieu Rally on May 5th the Vintage Austin Register expects to assemble a very large gathering of vintage Austin Sevens.

* * *

The important vintage and veteran fixtures for May are the International Bugatti Rally of May 3rd-12th, with the Prescott Speed Hill-Climb on May 5th and the V.C.C./V.S.C.C. International Rally from May 9th-11th with the big assembly at Goodwood on Saturday, and the Historic Commercial Vehicle Brighton Run on May 5th.

THE VINTAGE CULT STARTS IN CZECHOSLOVAKIA

From a last year's edition of *Czechoslovak Life* (in English!) we learn that last May at Pardubice 17 old cars indulged in a 15-minute race from a Le Mans start, round a street circus, after the organiser, Jan Fait, had sensibly told the participants that the event was intended to be serious, not comic, and they were not to indulge in clowning or dangerous tricks. Apart from 18 old motorcycles the cars included an 1899 Decanville and 1907 8-h.p. Renault from Prague Museum, a 1905 Fafnir, a 1900 Mason Regulator steamer, a 1928 Praga, a 1910 Turikum, a 1912 Praga and a 1907 Opel. The motorcycles were classed over and under 350 c.c., the cars pre-1910 and 1910-1918. The oldest entry was an 1890 Mauer, which retired on the first lap. Other runners included a 1907 Laurin et Klement, 1909 Walter 3-wheeler, 1909 Bugatti and a Buchet. *Life* devoted four pages, including a pictorial-spread, to the event. We thank the Chester reader who sent the cuttings.—W. B.

V.S.C.C. POMEROY TROPHY (MARCH 23rd/24th)

Pomeroy Trophy : J. G. Sears (1914 T.T. Sunbeam).

Cars up to 2,250 c.c. : *Best Performance :* C. B. L. Harding (1961 Lotus). *First Class Awards :* J. V. Skirrow (1930 Frazer Nash), Dr. J. L. Stretton (1954 Porsche), C. A. Winder (1923/8 Humber Special). *Second Class Awards :* J. M. Read (1935 Lagonda Rapier), J. M. C. Michelson (1951 Frazer Nash), P. E. L. Carmichael (1935 Aston Martin). *Third Class Awards :* M. McGrath (1960 Morris 850), G. W. Daniels (1958 Triumph TR), G. R. Howe (1954 Morgan Plus Four).

Cars over 2,250 c.c. : *First Class Awards :* H. C. Bergel (1926 2.3 Bugatti), G. M. Crozier (1955 Mercedes-Benz 300SL). *Second Class Awards :* C. Clutton (1929 Bugatti), M. H. Morris (1931 Talbot). *Third Class Awards :* F. A. Sowden (1930 8-litre Bentley), A. S. R. Charnock (1932/39 Alvis Special).

Next V.S.C.C. Meeting—Beaulieu Driving Tests on May 26th.

VINTAGE POSTBAG

Kipling's Rolls-Royce

Sir,

I notice that there has been some correspondence about Kipling's cars. He must have been something of a Rolls addict, as two or three years ago I recall having seen an advertisement in the personal column of *The Times* for Kipling's own car, a 1928 Phantom I limousine. I didn't buy it, on account of the price asked—over £1,000, and because of the remarkable stipulation that "only Empire Loyalists or persons of similar persuasion need apply." I wonder who bought the car—Roy Welensky?

Betchworth. A. T. N. BOOTH.

* * *

The ex-Heal 30/98 Vauxhall

Sir,

I was interested and amused to read of Mr. Crozier's encounter on the Watford Bypass with Mr. A. S. Heal's 30/98 Vauxhall.

I now posses the 30/98 in Kenya, Mr. Morland having imported her in 1948. She can still see off many moderns and is great fun to drive. I wonder where Mr. Crozier's Ford is now?

Kitale, Kenya. N. H. MARCH.

* * *

A Model-A Register

Sir,

I wish to trace the owners of all model AF Ford motor vehicles (*circa* 1927-31) including models A, B and BB, with the idea of forming a register, to further the interest in these rather rare vehicles.

If you could assist me in any way I would be very much obliged (I am not connected with the Motor Trade).

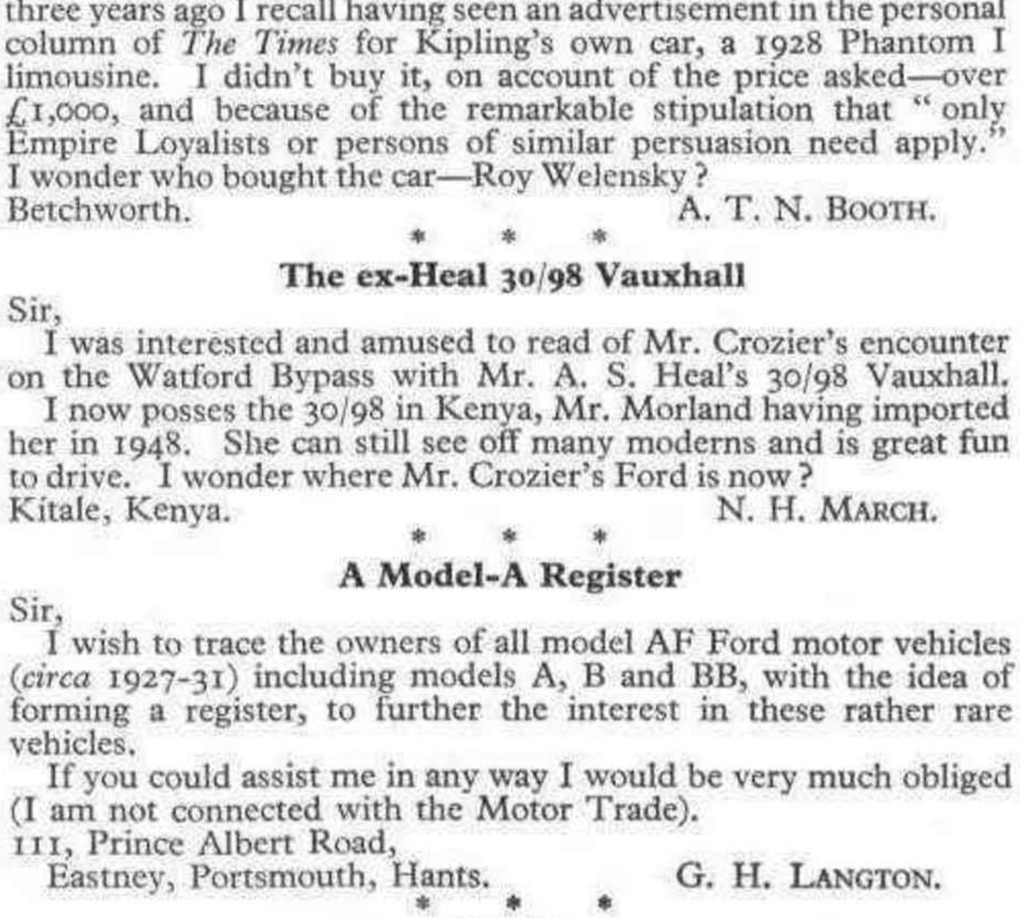
111, Prince Albert Road,
Eastney, Portsmouth, Hants. G. H. LANGTON.

* * *

Mathis

Sir,

Recently a friend of mine discovered in a village in Lincolnshire a 1928 Mathis.



We have had the engine running and moved the car under its own power, so you will appreciate the vehicle is in fair condition. I am wondering if perhaps any of your readers may know anything about this make of car or if the age is correct. Reg. No. is MT 751.

Mablethorpe. M. DAVIES.

[This would be the Mathis that someone once told me Standards cribbed for their urgently needed new 9-h.p. model of 1927. Can anyone confirm this rumour?—ED.]

* * *

That 1913 Singer

Sir,

The Cyclecar 4th June, 1913, p.36, shows Mr. Harry Long starting his Singer on a 10,000-mile business tour, from *Cyclecar's* Coventry offices. Mention is made of the fact that this Mr. Long had just completed a 5,000-mile trip on a Chota cyclecar. [This may be the car shown in last month's heading picture.—ED.]

This issue of *Cyclecar* also has a letter written by William Willet advocating his proposed "Daylight Saving Act."

Woodbridge. C. H. SUTTON.

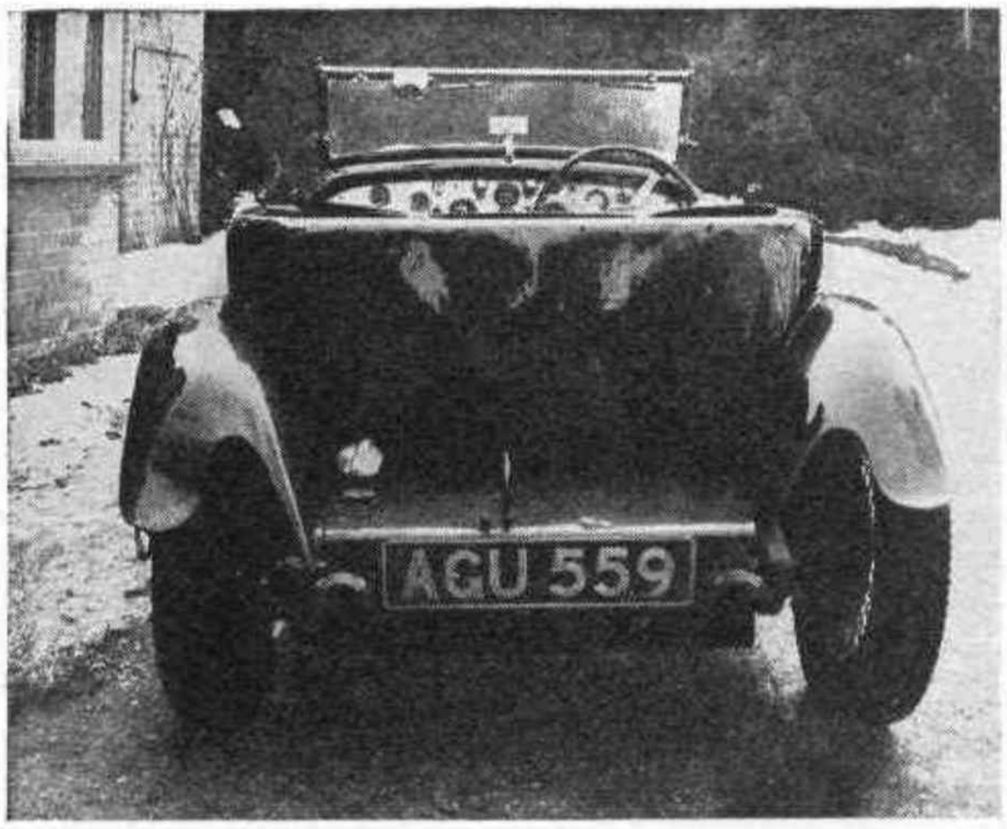
FOR OLD-CAR FANATICS

Those brave people who disregarded the alleged danger to their lungs from smoking and those cowardly persons who do nothing to stop their friends from smoking though afraid to inhale tobacco smoke themselves, may as well enjoy the moment of lighting up their own or others "killers." If they are old-car minded they can go a long way towards this by using a Goodware lighter, in the crystal-clear acrylic base of which is embodied any one of the Lesney models, such as the 1907 Silver Ghost Rolls-Royce or 1908 G.P. Mercedes. Modern cars can be substituted if required. The lighter is British made, measures 2¾in. × 2 in. × 2¾ in., is therefore an imposing dash ornament and costs 67s. 6d. post free.

THE BROOKLANDS REUNION

Nostalgia for Brooklands Track is as strong as ever and last month the motor-cycle riders had their annual reunion at the "Hand & Spear," Weybridge. It has long been an ambition, shared by the Editor and Dudley Gahagan, to have a similar gathering for those who competed at, or attended, the car meetings. The same venue is in mind, perhaps one summer evening in June. If the idea is proceeded with, an announcement will appear in next month's MOTOR SPORT.

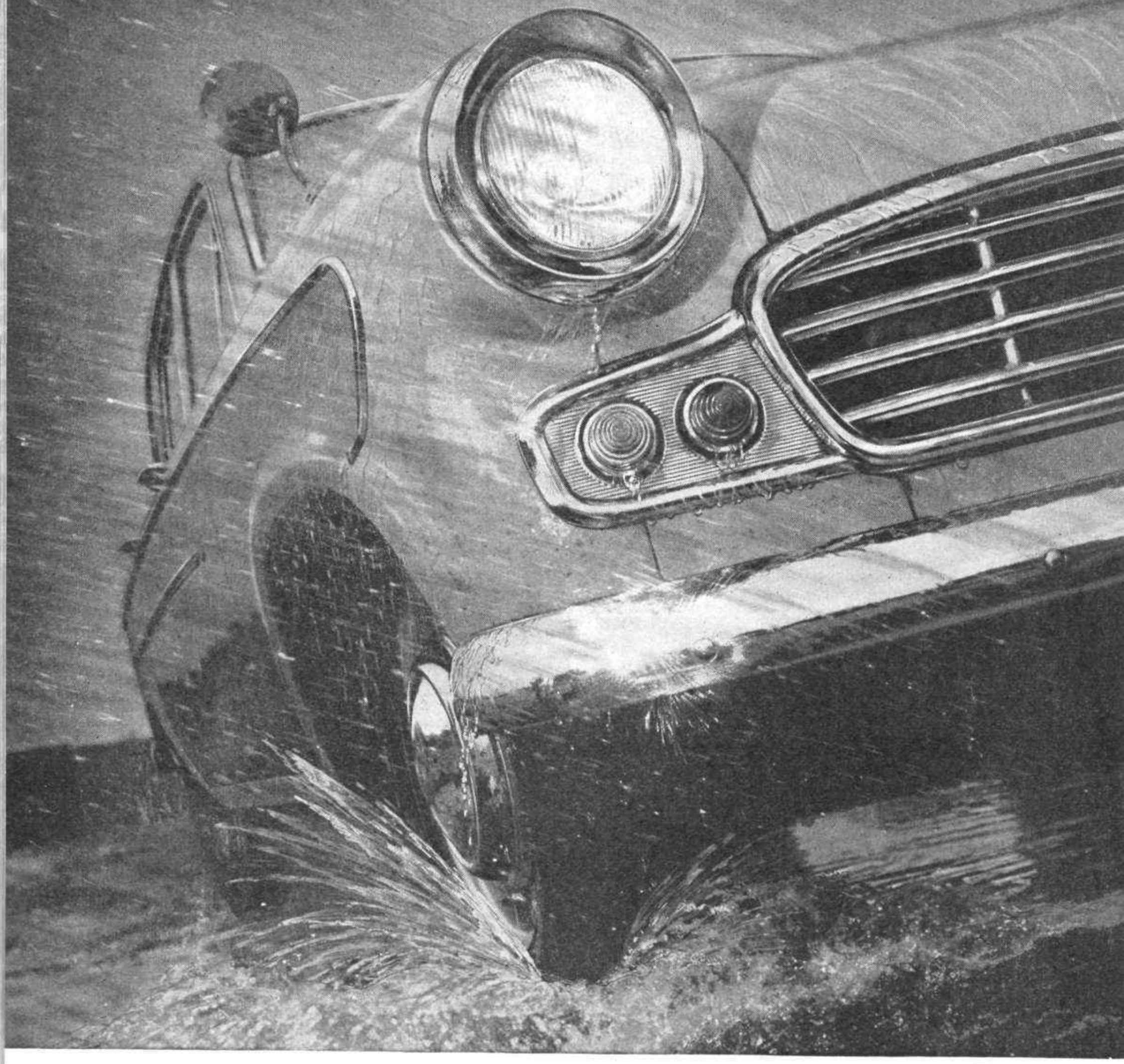
VINTAGE TAILPIECE



The make? We will disclose this next month, for those who don't recognise it.

◆◆◆

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A VARIETY OF VEHICLES

The Editor enjoys the comfort of the new Humber Sceptre, the liveliness of the Ford Anglia Super and the versatility of the Renault Estafette



A NEW SMALL HUMBER.—The 1.6-litre Rootes Humber Sceptre combines comfort and solid construction with very full equipment. It should appeal to many economically-minded lovers of luxury.

AT the beginning of the year Rootes announced a new small Humber, type name Sceptre, which should go a great deal of the way towards meeting that elusive ideal, a luxury small car. As we mentioned briefly in a previous issue, the Humber Sceptre is a combination of earlier Rootes models, with a Rapier radiator grille and traces of Hillman, Singer and Super Snipe about it. It has a twin Zenith carburetter version of the rally-bred 81.5 × 76.2 mm. (1,592 c.c.) alloy-head push-rod o.h.v. Rootes power unit, developing 85½ gross b.h.p. at 5,200 r.p.m., coupled to a 4-speed gearbox with synchromesh on 2nd, 3rd and top, and overdrive operating on the two upper ratios, top gear being 4.22 to 1, overdrive-top 3.38 to 1. Suspension follows the previous practice of this company, with leaf springs to a rigid back axle and i.f.s. by coil springs and wishbones, with an anti-roll torsion bar. The Sceptre is stopped by Lockheed disc/drum brakes, Servo assisted. The stylish body lines are built round a sharply curved windscreen with well raked side pillars and a lower roof-line than that of a Sunbeam Rapier. Forward visibility is good, the front wings imposingly broad to accommodate dual headlamps.

Equipment of this small Humber is very complete and well thought out. The interior *decor* apes Jaguar, with a wide central console over the gearbox, but instead of the wood-and-leather interior of many British luxury cars, the Sceptre has an anti-dazzle black facia and p.v.c. upholstery.

The controls and more particularly the instrument layout are certainly impressive and redolent of the less-complicated light aeroplanes. Shapely hooded 120-m.p.h. speedometer with total and trip with decimal mileage indicators, and tachometer, the latter having warning marks at 5,200 and 5,500-6,000 r.p.m., confront the driver and to the left of these are four small dials, indicating water temperature, oil pressure, dynamo charge and fuel contents, the petrol level being electrically recorded, although the gauge overlooks at least a gallon, perhaps to enable it to give a zero warning a ridiculously long distance before the supply is fully exhausted. Three of the customary warning lights (for ignition, indicators and full-beam) are recessed neatly into the facia sill behind and between speedometer and tachometer. These dials are calibrated in steps of 20, which is faintly confusing. Below and between them is an overdrive-in-use light, ingeniously dimmed when the cars lamps are on.

The top of the central console carries wipers (2-speed), lamps, ignition-cum-starter and choke controls, the twin heater/ventilator quadrants being below these and flanking a Smiths electric clock that lost approximately two minutes a day. Below again, on the slope of the console, is a radio, flanked by control knobs for screen washing and cigarette lighter. The main part of the console contains a big lidded ash-tray with convenient pull-knob and flick-switches for heater blower and panel lighting (off-dim-bright). If fitted, this is where the fog-lamp flick-switch goes.

The extremely well-placed remote central gaitered gear-lever, with large knob, rises from the flat base of the console, and the hand-brake lever lies out of the way, yet instantly to hand, on the right of the driver's seat. The steering wheel carries a full horn-ring and imitation drilled spokes. The Jaeger dials are calibrated in English and Continental markings in the Rootes tradition. There is a rubber-covered foot lamps-dipper and neat stalks, one each side of the steering column, control direction-flashers and day-light lamp flashing, and overdrive. There is a lever, controlling influx of cool air round the feet, on the bulkhead and the bonnet toggle, above the driver's right foot.

All this adds up to an impressive control array. Moreover, the Humber Sceptre is very well equipped. A heater is standard on cars for the British market, the anti-dazzle vizors contain a vanity mirror and there are two reversing lamps which come on when the gear-lever selects reverse. The floor is fully carpeted, and there is courtesy interior lighting from all doors, Lucas dual headlamps, large grab-handle before the front-seat passenger, a really spacious lockable parcels locker, supplemented by an under-facia shelf for the driver (it could do with a deeper lip) and centre folding arm-rest for the back seat. The test car had Dunlop Gold Seal C41 tubeless whitewall nylon 6.00 × 13 tyres which set off effectively the eye-catching lines of this new Humber, and a Rootes Lumax fog-lamp.

I like the Sceptre even better than a Rapier, because it has even more power and four doors. The latter, incidentally, have sill-locks, trigger interior handles, flap-covered exterior locks and push-button releases, all save the driver's have arm-rests, the front ones have ¼-lights that close easily with guided catches and possess rain-gutters, the rear ones also have operable vents, and the driver's window opens quickly with 1½ turns of its winder. The doors open very wide, have proper "keeps," and shut as a Humber's doors should. Bonnet and lockable boot are self-propping and the latter takes an enormous quantity of luggage. There are two big ash-trays in the rear compartment; the off-side one came adrift.

Although the Sceptre has the somewhat spongy steering, slightly harsh gear-change and dead ride that I have criticised previously in the Sunbeam Rapier, I found these less obtrusive in the Humber. The steering, geared just over 3½ turns, lock-to-lock, of which about ½th is sponge, is light until held against the castor-return action, when the action becomes tiring. The gear-change is generally excellent, if notchy, but bottom sometimes bilks and it is possible to inadvertently override the safety spring that guards reverse gear when changing down to 2nd in a hurry. The suspension is on the hard side, better at speed than below 50 m.p.h., when it is apt to be uncomfortably lively, and it responds in a dead fashion to road irregularities. It does, however, permit very fast roll-free cornering with moderate understeer.

An excellent aspect of this Humber Sceptre is the control of overdrive by a r.h. stalk which, when flicked down, engages this gear, flicked upwards disengages it, but with the precision and same action as a motorcycle "positive-stop" gear-change, in that subsequent movement in the same direction has no effect. Moreover, a drop into 2nd gear automatically disengages o/d, ready for

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the next upward gear change. This is the best overdrive control I have encountered; praise be to Rootes and Laycock de Normanville.

There is presumably more sound-proofing in the Sceptre than in a Rapier. At all events, I found the car very quiet, except for some engine noise when accelerating, although some weird rattles emanated from the " Jaguar-crib " between the front seats and the driver's window drummed faintly.

This Sceptre covers the ground most creditably, and deceptively; without using more than 5,000 r.p.m. speeds of 24, 37 and 57 m.p.h. are available in the indirect lower gears, o/d 3rd gives 71 m.p.h. and o/d top 99 m.p.h. at that speed. Seventy is a good cruising pace and the Lockheed brakes kill speed extremely well and unobtrusively under light-pedal pressures. In a day's motoring of 350 miles at an *overall* average speed of 30 m.p.h. inclusive of lunch, two prolonged business calls, a stop for coffee and a couple of refuelling stops, I felt no fatigue. The comfort of the excellent driving seat of foam cushioning over rubber diaphrams which holds one closely, was marred only by slightly off-set steering and more off-set on the pedals. This kind of driving, rounded off with some local driving next day, produced 26.5 m.p.g. of Esso Extra, on which the 85½ b.h.p. engine with its 9.1 to 1 c.r. seemed entirely content. Pottering about increased consumption to 23 m.p.g. The fuel filler is hidden under a horizontal flap on the near-side rear; the tank capacity is quoted as 10½-gallons, which suggests a range of nearly 280 miles. The double curvature screen, which has Triplex zoned safety glass and is, perhaps, prone to slightly distorted vision, is a pioneer feature of the Sceptre; the rear-view mirror is a little shallow.

Other good aspects of the Humber Sceptre are a spring-loaded driving seat adjustable over a full six inches, with means of varying squab angle if wedges are used, complete absence of grease points, childproof locks for the doors, hot-air venting to the rear compartment from a heater (that I found good but not outstanding, de-misting in humid weather being poor) and provision as standard of almost all the equipment any family motorist might covet, apart from a radio, which is available as an extra. I was especially impressed with the manner in which the suspension coped with a very heavy load in the boot and on the back seat during a fast run without affecting the handling or the braking efficiency. The engine started easily with a minimum of choke but sometimes this took a few attempts before it " caught." It is a pleasing-looking power unit with its business-like valve cover and deeply recessed sparking plugs. Its dipstick is easily accessible and marked in quantity of lubricant required.

Those who think that small cars should feel light and handle lightly might class the Sceptre with the Rapier as rather heavy in feel and riding action. But it is a car with the commendable merit of being better in this respect the faster it is driven, and anyone seeking a solid, smartly modern, well-built and completely-equipped car need look no further. I predict that the Humber Sceptre will become deservedly popular and the astonishing fact remains that the Rootes Group somehow contrives to sell its latest Humber model for only £997 8s. 9d. inclusive of purchase-tax. The basic price is but £825 and remembering how the £ has depreciated since the war this is a remarkable figure for such a good, well-turned-out, high-performance family car.

I must have been one of the first motoring writers to drive the car and I was very favourably impressed. By the time the Humber Sceptre was returned to Barlby Road it had covered 830 miles in our care, and consumed less than a pint of oil.



The Ford Anglia Super, distinguishable by this " flash " along the body-side, gives extremely good, smooth acceleration from the 48½-b.h.p. 1,198-c.c. engine, aided by an excellent gearbox but is spoilt by inferior suspension and braking.

A motoring writer whose tasks include road-testing sometimes enjoys motoring of a kind far above that provided by his everyday means of transport. Conversely, he may be called upon to take out a car that he considers inferior to his personal or Editorial transport. If he is genuinely interested in cars this latter situation should be less of a hardship than the welcome luxury of the former. Although in my long association with MOTOR SPORT I have never had very exotic or expensive Editorial cars, when the Ford Anglia Super was offered for test I must confess that I was diffident of laying up my personal Morris 1100 in order to drive it, and very glad to return to the B.M.C. product when the test had been concluded.

This was solely due to the fact that the small Dagenham Fords have suspension and braking which have failed to keep pace with the excellent performance provided by the latest Ford power plants—I write, obviously, without experience of the Lotus-Cortina.

The Anglia Super was the first standard Anglia I have tried since the original commendable 80-bore model was marred by the ingress of rain dribbles and carburation flat-spots which the experts at Dagenham seemed a mighty long time in solving. The Anglia Super is distinguishable by the " flashes " along the sides of the 2-door body, more ornate interior trim, including seats looking as if they are upholstered in balloon-fabric, and more complete equipment. It is what cannot be seen that has so greatly improved this Anglia, at the expense of road-holding. Under the bonnet the original 105E 997-c.c. engine is replaced by the 122E 81 × 58 mm. (1,198 c.c.) 3-bearing power unit which develops no less than 48½ (net) b.h.p. at 4,800 r.p.m. on a c.r. of 8.7 to 1. This excellent piece of mass-produced machinery is mated to the equally excellent, all-synchromesh 4-speed Ford gearbox, with an appreciably higher bottom gear than that of the smaller-capacity Anglia. It is essentially a small car and on re-acquaintance it is easy to see why Ford introduced the Consul Classic.

I must confess that the performance available, the way in which it is delivered, and the pleasure of using the gearbox went some way towards compensating me for my temporary divorce from the far more comfortable and infinitely safer road-holding and retardation of my Morris 1100. I know there will be many people who will disagree with me—but I ask for comments only from those who have driven both Ford Anglia and Morris 1100—for familiarity breeds, if not contempt, a tendency to get used to any car, however inferior. Those who have driven *both* cars will, I think, confirm that the latter is infinitely more comfortable and certainly safer when taking sudden avoiding action or cornering near the limit—as it should be, for it has Issigonis/Moulton suspension into which has gone much thought and research, whereas the Ford is sprung rather like a railway carriage, but does not, unfortunately, run on smooth steel rails. Also, the Morris 1100 has disc front brakes. . . . I refer in all I have written here to the Anglia Super in catalogue guise; I am aware how well racing and rally Fords can be made to corner.

The Ford Anglia Super is an 85-m.p.h. car (as fast as a Cooper-Mini!) geared to cruise unconcernedly at 70 m.p.h. It will go to 32, 43 and 71 m.p.h. in the gears—an impressive 3rd gear maxima, especially as the last-named speed represents no less than 6,270 r.p.m., although with maximum torque developed at 2,700 r.p.m. there is little point in holding 3rd gear beyond 60 m.p.h., except as a demonstration of the high speed at which well-contrived modern mass-production engines will revolve without bursting.

The gearbox, even though the lever is longer than a proper remote control with, therefore, longer movements, encourages quick and frequent gear-changing and this endows the Anglia Super with quite surprisingly good performance for an inexpensive 1100. For instance, 0-50 m.p.h. is accomplished in 13.8 sec., 0-60 in 20.7 sec., 0-70 in 33½ sec., and the revealing s.s. ¼-mile in 21.8 sec. Moreover, the engine responds to the throttle willingly and quietly and is notably free from vibration, smoothing out nicely as the revs. mount. This smoothly-delivered acceleration and high cruising speeds on the high top gear of 4.12 to 1 make the Anglia Super a commendably fast car in terms of average speed and traffic negotiation. It is all the more unfortunate, therefore, that the road-holding and cornering qualities are so antiquated. The narrow track, high build, and long supple ½-elliptic back springs which alone locate the rigid back axle, and pillar-type coil-spring i.f.s., pioneered years and years ago by Morgan and Lancia but abandoned by the latter make, result in all manner of nasty consequences—axle tramp when accelerating on or just driving over rough roads, too much up-and-down movement when the car is

lightly loaded, some lurching roll, terminating in oversteer on a slippery surface from the normally neutral cornering line, and a tendency to wander and deflect from the intended path over bad surfaces, or in a cross-wind. The steering, light, responsive and with sensible castor-return action, is nothing remarkable, either, although, geared 2⅞th turns, lock-to-lock, of which only ⅛th of the movement is spongy, it catches the all-too-easy-to-provoke tail slides readily enough in the hands of a sufficiently alert and experienced driver.

The Cortina-size Girling brakes are adequate, but more than that I cannot say. They are certainly not noticeably powerful, the pedal action is dead, unprogressive and quite heavy, and the steering pulls slightly under initial application. The pedal went down almost to the floor before anything very much happened.

As to the rest of this Ford Anglia Super, it is so similar to the smaller-engined Anglia, a full road-test report on which appeared in MOTOR SPORT for December 1959, that I need hardly recap, except to mention small, rather too spongy, not very comfortable seats, convenient stalk-controls for lamps-dipping and flashers-cum-horn, a good heater, a 90-m.p.h. oval speedometer incorporating the usual warning lights, total with decimal (but no trip) mileage indicator, conventional pull-up handbrake lever, a very clear rear-view mirror, two heavy doors with crude but effective " keeps," and a deep lockable cubby-hole unable to take a Rollieflex camera. Stowage is otherwise confined to an under-facia shelf, there being no door pockets or rear shelf. The Anglia Super has as standard equipment a cigarette lighter, screen-washers, twin horns, crash-padded facia, and the aforesaid effective heater. The quarter-lights have locking-pips but no rain gutters and wind-noise increases appreciably when they are open. The back side-windows open slightly, which notably enhances ventilation.

There is an accurate fuel gauge for the 7-gallon tank and consumption, in some rapid driving and town negotiation, averaged 34.9 m.p.g., while 1½-pints of oil were consumed in 1,200 miles. The test car was shod with Goodyear 5.20×13 4-ply " All Weather Rib " tubeless tyres. The plating on the lamps-stalk reflected in the screen and the reverse-angle back window occasionally reflected the rear side-windows, causing the driver to think he was being followed by some ghostly object. Boot space is adequate but reduced by the vertically mounted spare wheel; the lid can be locked and is self-supporting. " 1200 " and " Super " motifs on the body ensure snob-appeal.

This Ford Anglia Super really does motor very effectively and its engine and gearbox are delightful. Having said that, I can find nothing outstanding about this rather crude little car that bucks, lurches and tramps on its antiquated suspension and needs heavy pressure on the brake pedal to stop it in an emergency. It costs £598 13s. 9d. inclusive of p.t. and isn't for one moment comparable in the matter of comfort, spaciousness, cornering-power, safety and modernity with the 4-door Morris 1100 (price £593, or £623 with heater, in de luxe form). Another dated feature of this Ford is the eleven nipples calling for fresh grease every 1,000 miles.

Nor did the old-fashioned Ford radio that took so long to warm up, wipers that left a 2-in. deep band of rain in front of the driver's eyes, a clutch that groaned oddly when taking the load at the commencement of each new day, a generator that showed discharge at a fairly fast tick-over, and windows, shall we say, that become somewhat porous in rain, endear me to this little car. Yet, let's be fair. It served with unfailing reliability for over 1,000 in my hands, over a rather tiring Easter's motoring, and it is, of course, an out-dated model.

I expect the newer Fords are much better and I shall look forward to trying, for example, the Cortina G.T. and Capri G.T., for Grand Touring cars nearly always appeal to me.

Finally, I drove 425 miles in a couple of days in a 15-cwt. Renault Estafette High Roof Van, which is quite a remarkable little vehicle—little only in respect of its very game 1,108-c.c. five-bearing engine, for the body is astonishingly roomy, having 215 cu. ft. carrying capacity. Not only is this Renault extremely accommodating but it has a very low floor, thanks to front-wheel-drive, which greatly simplifies loading heavy objects, while the twin half-height rear doors and self-supporting top panel at the rear and wide sliding door on the off-side, further facilitate loading.

I borrowed the Estafette after being very impressed with the manner in which these little Renault 12-seater 'buses rushed us into and out of Madrid to the hideout where the test R8s were hidden last year, on the occasion of the Press-premier of this excellent small car. The arrival of this lofty van co-incided with some domestic removal work, with which the Estafette coped as well as the 'buses had with their human loads. We packed it



An extremely commodious load-carrier that is sure-footed (f.w.d. !) and fun to drive—the £690 1,108-c.c. Renault Estafette high-roof van, available also as a caravan or 12-seater 'bus, a vehicle with a multitude of uses.

literally to the roof, relying for rearward vision on the external mirrors—normally the big back window gives an admirable view in the interior mirror—but this had no effect on handling and performance. The Estafette has a Michelin-shod wheel at each corner and clings securely to the road, helped round difficult bends by some extra throttle (f.w.d., remember) and, with its forward control and excellent vision through a big screen, that is effectively de-misted by a powerful heater-unit with hot-air fed as required to both sides of the driving compartment independently, it is as easy to drive as a car.

This unusual but essentially practical van is no sluggard, in spite of its modest engine size. It will go along at 55 m.p.h. if encouraged and the engine is very smooth at the legal speed of 40 m.p.h. Acceleration is surprisingly good, especially the step-off in bottom gear, and the gear-change, with synchromesh on all four forward speeds, is very easy once one is accustomed to a " back-to-front " gate and the man-sized lever *behind* one. There is a normal pull-up handbrake lever, stalk controls for direction-flashers and lamps-cum-horn, the lamps selection by rotary action *a la* Dauphine, and the 65-m.p.h. Jaeger speedometer incorporates the usual warning lights. Other commendable features of the Estafette include fresh-air venting above the windscreen, effective screen wipers, strong bumpers, rotary-action interior lamps front and back, well-placed grab-handles and steps for getting into the cab, separate seats like those in the R4, which were supremely comfortable even when occupied for over 200 miles at a stretch, and useful storage in a well-lipped open central cubby hole and on the lipped shelf behind the screen. The ride, too, is comfortable and the noise level not excessive for a van, while no heat is evident from the engine cover between the seats. Not a drop of water came in, even in a driving cloudburst.

The speedometer is marked with maxima in 1st, 2nd and 3rd gears of 8, 23 and 40 m.p.h., respectively. The Renault sealed-cooling system is used, there is an effective fuel gauge and sensibly placed filler in the rear off-side corner, Cibie headlamps, well-placed switches for wipers and heater fan and sliding windows in the doors. The engine thrives on mixture-grade petrol and gives at least 30 m.p.g. Altogether one of the better vans, perhaps a trifle small to act as a racing-car transporter but just the job for go-karts, workshop van, caravan or small 'bus. I was much impressed, especially at the modest price of £690, inclusive of heater, de-mister and spare wheel. If there is a more companionable, nippy and pleasant-to-drive small van no doubt I shall hear about it; until I do I am a 100% Estafette enthusiast!—W. B.

LOOK AT ALL THOSE VOLKSWAGENS!



Look closely. It took six million Volkswagens to build this one. The signs are everywhere. In the air-cooled engine. (It can't freeze up in the winter, nor boil in the summer.) In the sturdy design; the immaculate weatherproof finish; the well tried systems of independent suspension and syncromesh on all four forward gears. ■ Why does the 1500 look different? Because many people (you perhaps) wanted a bigger car that was still a Volkswagen. So we made one. It has a more powerful 1500 cc engine; space for five people; bags of room under the bonnet in front; more space for bags in the boot. (In fact you might wonder where the engine is.) But don't let the space deceive you; drive the 1500. You will find it's a Volkswagen through and through. *(Also available—the 1500 Estate Car)*

VOLKSWAGEN 1500

WEST END SHOWROOMS: 34 DOVER ST LONDON W1 TEL: HYD 1881. HEAD OFFICE: 32/34 ST JOHN'S WOOD RD LONDON NW8 TEL: CUN 8000

"OFF THE PEG" TAILOR MADES

The possession of a copy of a picture by a well-known artist holds greater merit to many people than the ownership of an original by a lesser-known painter. This fact has its analogy in motoring which asserts itself in several ways. Some people prefer to own ordinary-looking cars with highly-tuned engines which can pass much more expensive cars, others like ordinary cars with special bodies which are seldom quicker than the standard version, while still more buy old cars, either because they prefer old cars or because they cannot afford a new one of the type they like to drive.

Undoubtedly styling plays as big a part in the selection of a new car with many people as the mechanical considerations, and when one talks of styling one immediately thinks of Italy, which still reigns supreme in the art of styling and coachbuilding. With the idea of discovering just how much an Italian-styled car costs we surveyed the market to find out which cars are clothed in Italy or styled by Italians, and came up with the answer that " an awful lot are, and many of them cost very little." Taking them alphabetically we found the following models styled in Italy.

Abarth.—Naturally this Italian *marque*, which specialises in converting Fiat cars, uses Italian styling exclusively, most of the bodies being by Zagato, Allemano or Ellena.

Alfa Romeo.—Long renowned for their association with the famous Italian stylists, Alfa Romeo use outside stylists for nearly all their models. The classic Giulietta, which is often used as a standard by which others are judged, is styled by Bertone, but then he was also responsible for the ugly Sprint Speciale model. Zagato are responsible for most of the competition Alfas and Farina and Touring for the larger models in the range.

Alvis.—Herrman Graber of Switzerland is responsible for the Alvis 3-litre which is built by Park Ward in England.

Aston Martin.—Aston Martin road cars have, for many years, been styled by Touring of Milan, including the DB2-4 and DB4. Several competition cars and " one-offs " have also been styled by Touring but Zagato have been responsible for the lightweight competition versions of the DB4GT.

Austin.—B.M.C. have an exclusive contract with Pininfarina for his services in Britain, and he has been responsible for the whole range, including A40, A60 (and other variants), the Mini and the Morris 1100. B.M.C. have an agreement with Innocenti for the latter to manufacture the A40, Sprite and Morris 1100 in Italy, the Sprite being an attractively-styled car by Ghia which probably inspired the latest Mk. II Sprite.

B.M.W.—This German firm rely mainly on Bertone, whose Alfa influence can be seen in the 3200CS coupé.

Bristol.—Starting with the 402, Bristol used the Touring method of alloy panelling on a light tubular steel framework but subsequent bodies have also been built by Farina and Abbott's of Farnham, while Zagato has done design work for Bristol in recent times and Bertone was responsible for the Arnolt-Bristol, a 2-seater sports car selling only in the U.S.A.

Ferrari.—Ferrari has used the services of many Italian coachbuilders in the past but now the standard 2+2 model is styled and built by Pininfarina while Scaglietti is responsible for the Berlinetta 250GT and most of the competition cars.

Fiat.—Pininfarina is responsible for the 1800 and 2300 range of Fiats although Ghia designed the 2300 coupé which is now a listed production car. There are, of course, many variants on the Fiat 600 basis, Abarth being the instigator of most of them.

Lagonda.—Like its stable-make the Aston Martin, the Rapide was styled by Touring.

Lancia.—Nearly all Lancias are styled by various Italian concerns. Farina did the Flaminia and the coupé version as well as the Flavia coupé, while Vignale designed the Flavia convertible. Zagato was commissioned to build the lightweight Appia Zagato in an unsuccessful effort to keep up with the Alfa Romeo Giuliettas. Touring and Viotti also build Lancia models.

Maserati.—Two main models come from Maserati, the saloon and convertible. The saloon 3500 is styled by Touring and the convertible by Vignale.

N.S.U.—The latest Prinz 4 is of course a miniature Chevrolet Corvair but prior to this they employed Bertone to design the Sport Prinz, which is in many ways a scaled-down Giulietta.

Osca.—The very small production of Osca's ensures that each owner receives a hand-built body, most of which are done by Michelotti, Zagato and Boneschi.

Peugeot.—The resemblance of the 404 model to Austin and Fiat products indicate that Farina was responsible for its design.

Standard/Triumph.—Nearly all buyers of a Standard or Triumph product receive Michelotti styling for nothing extra. He has restyled the Vanguard and been completely responsible for the Herald, Vitesse, Spitfire and TR4, all in a very short space of time.

VW.—The normal VW has not changed its shape basically since its inception but for the man interested in Italian styling there are the Ghia-designed versions on the 1200 and 1500 chassis which are built by the German firm of Karmann.

* * *

From this imposing list it can be seen that a large proportion of the World's motor industry has turned to Italy for its bodies. Some concerns remain aloof, particularly the American groups, although occasional design studies are made in Italy. In Britain, Vauxhall and Ford have no connections with Italian stylists, nor do Jaguar or the Rootes Group, although the last-named have some of their cars built under licence by Touring in Milan. However, the influence of Italian work in this field can be seen in the creations of many of those firms who do not employ Italian stylists.

From our list it can be seen that an Italian-styled car can be bought " off the peg " very easily, the prices ranging from the £447 of the Farina-styled Mini to the £5,606 of the Scaglietti-styled Ferrari Berlinetta.

What of Britain's efforts in the styling field? Only the name of Ogle springs to mind, although a few re-styling jobs have been done by Harrington on Rootes products, while others have contented themselves with hard-tops or bonnet conversions. Let us hope that this situation is rectified before long.—M. L. T.



Farina Peugeot 404



Farina M.G. Magnette



Farina Chevrolet Corvair



Farina Ferrari Superamerica



Bertone B.M.W.



Bertone N.S.U. Sport Prinz



Ghia Fiat 2300



Ghia VW 1500



Michelotti Triumph Vitesse



Michelotti Triumph TR4



Touring Aston Martin DB4GT



Touring Maserati 3500



Zagato Lancia Appia



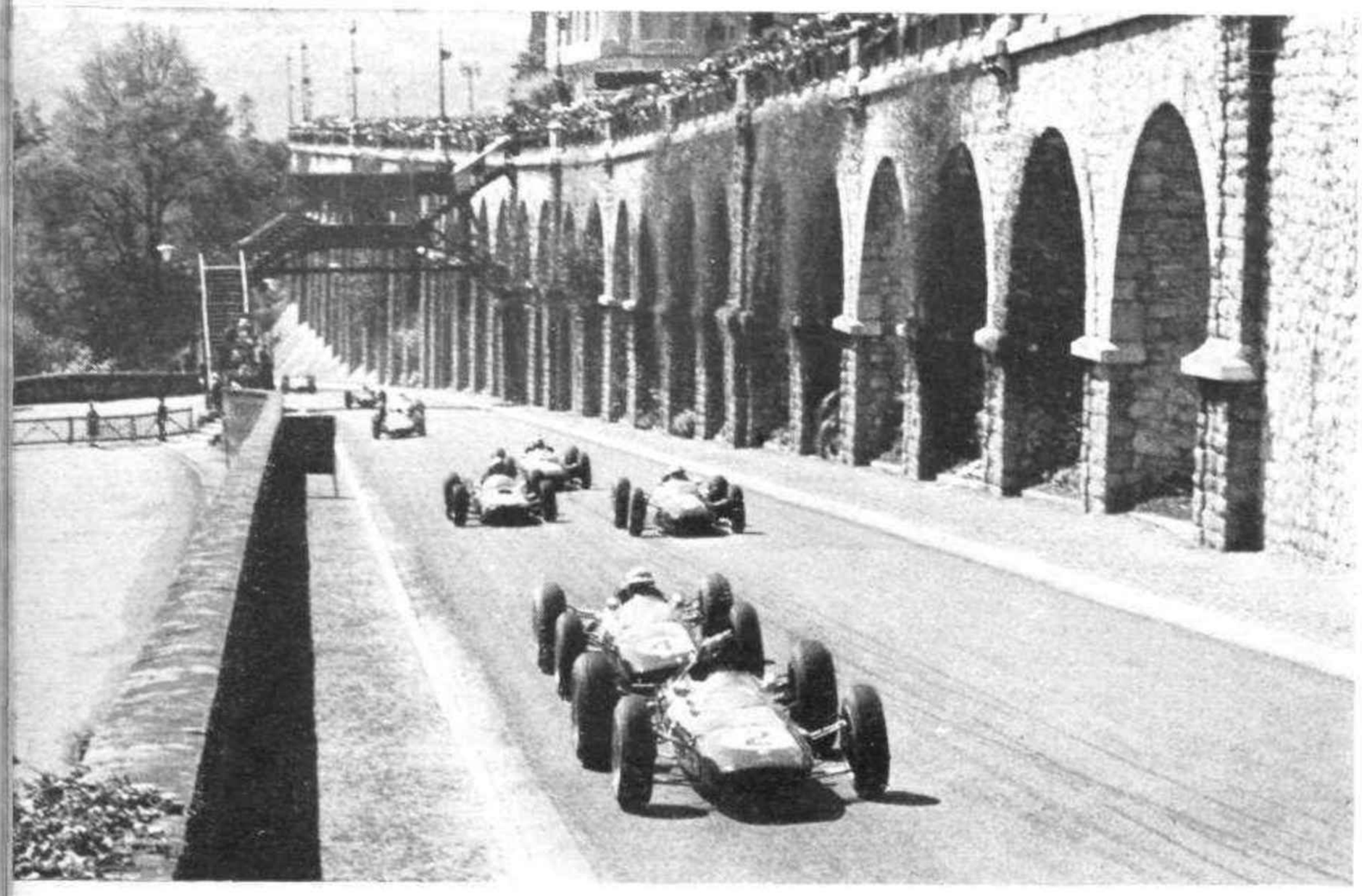
Zagato Alfa Romeo



SCRATCHING THE SURFACE.—Jo Bonnier in Rob Walker's Cooper-Climax V8 ploughs yet another layer off the melting tar and gravel at the Virage du Buisson Hairpin prior to his retirement, while in third place, due to half-shaft universal joint failure.



IN THE GROOVES.—Jim Clark holds his fuel-injection Lotus 25 in the ruts at Buisson Hairpin as he drives on to an easy victory. His adhesive plaster moustache protects his lip from flying stones.



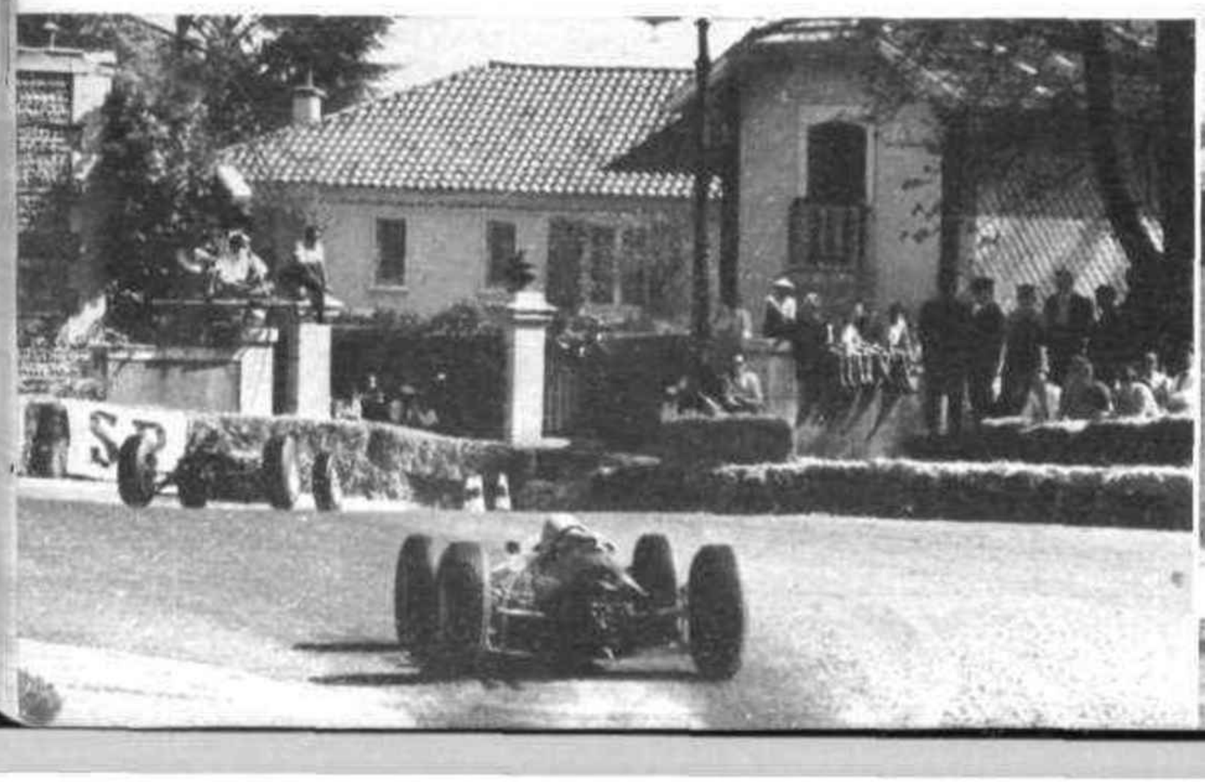
PICTORIA

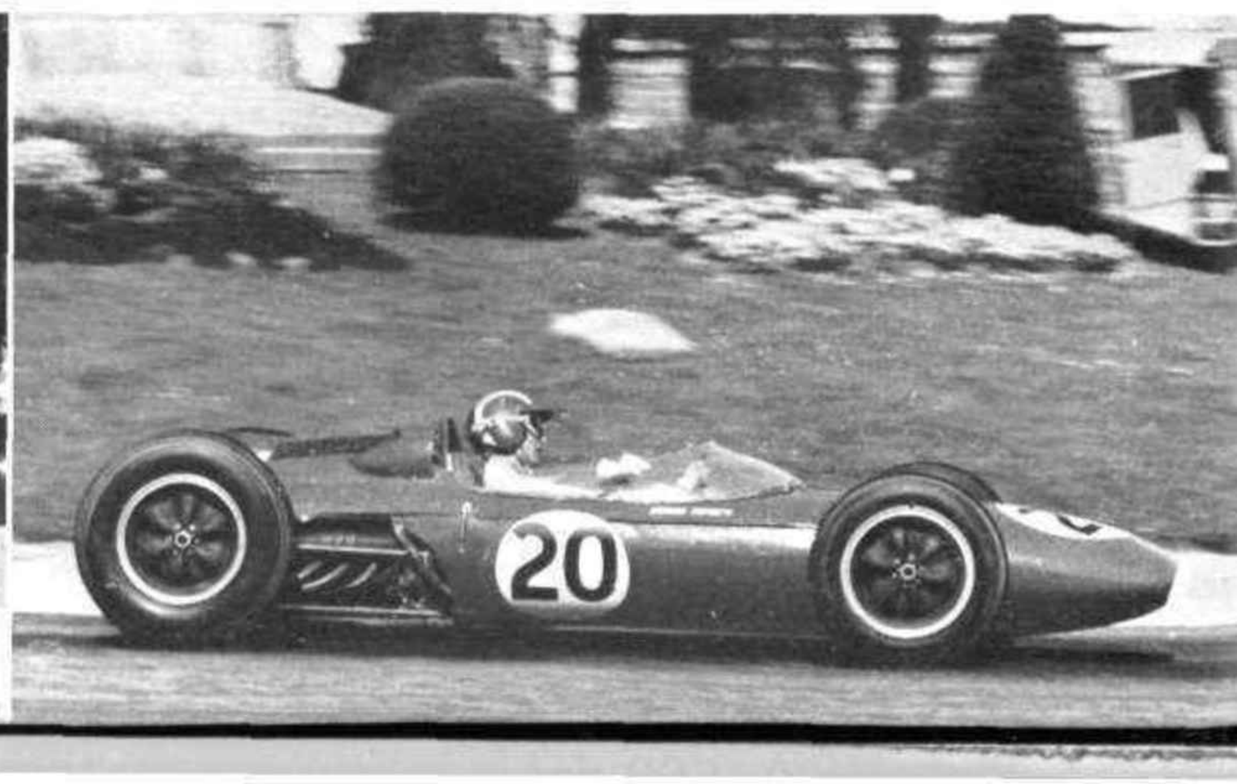
Pau Grand Prix

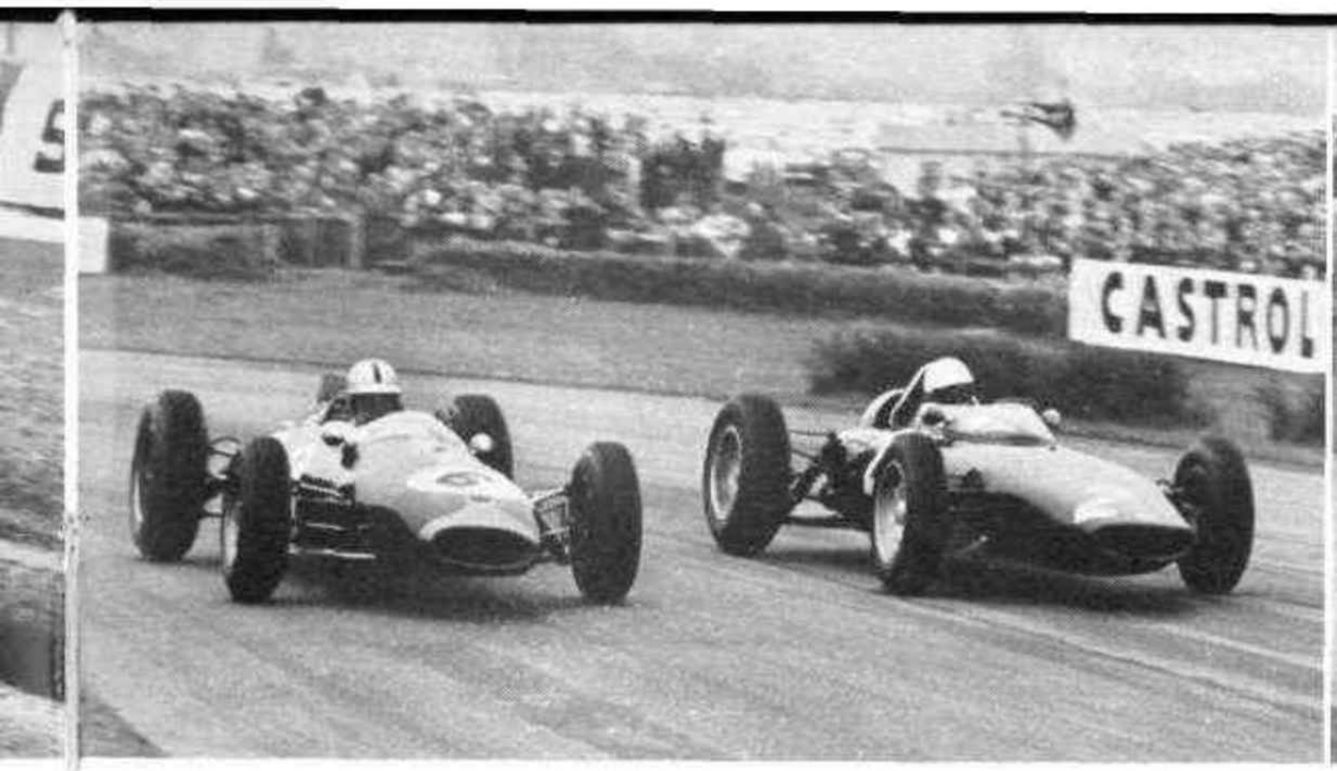
TEAM TOGETHERNESS.—Right from flag-fall the Lotus team, in tight formation, streaked away from the rest. Here, only seconds from the start, Trevor Taylor follows Jim Clark closely up the Ave. Leon Say climb at the commencement of their comfortable race.

STILL TOGETHER.—This particular lap it was Jim Clark's turn to lead for a bit and gain the benefit of a stone-free drive. The two cars are seen leaving the Parc Beaumont before dropping back down into the town.

UNLUCKY.—Joseph Siffert drove his Lotus-B.R.M. V8 very rapidly and engaged in the only real struggle of the race, with Jo Bonnier, until his brakes failed, causing him to collide with the straw bales at the Station Hairpin.







BOTH IN TROUBLE.—Before the Glover Trophy race at Goodwood on a miserable Easter Monday had ran its course the engine of Ginther's B.R.M. (No. 2) had blown up and Jack Brabham's race was spoilt when a lead became detached from the transistor ignition system of his B.R.O. Brabham Coventry-Climax (No. 6).



FERRARI COMING UP.—But always World Champion Hill in Coombs' new lightweight fuel-injection Jaguar E-type was able to hold off Parkes' 250GTO, to win the Goodwood Sussex Trophy Race at a speed of 96.62 m.p.h., with one lap at 97.74 m.p.h.

AL. REVIEW

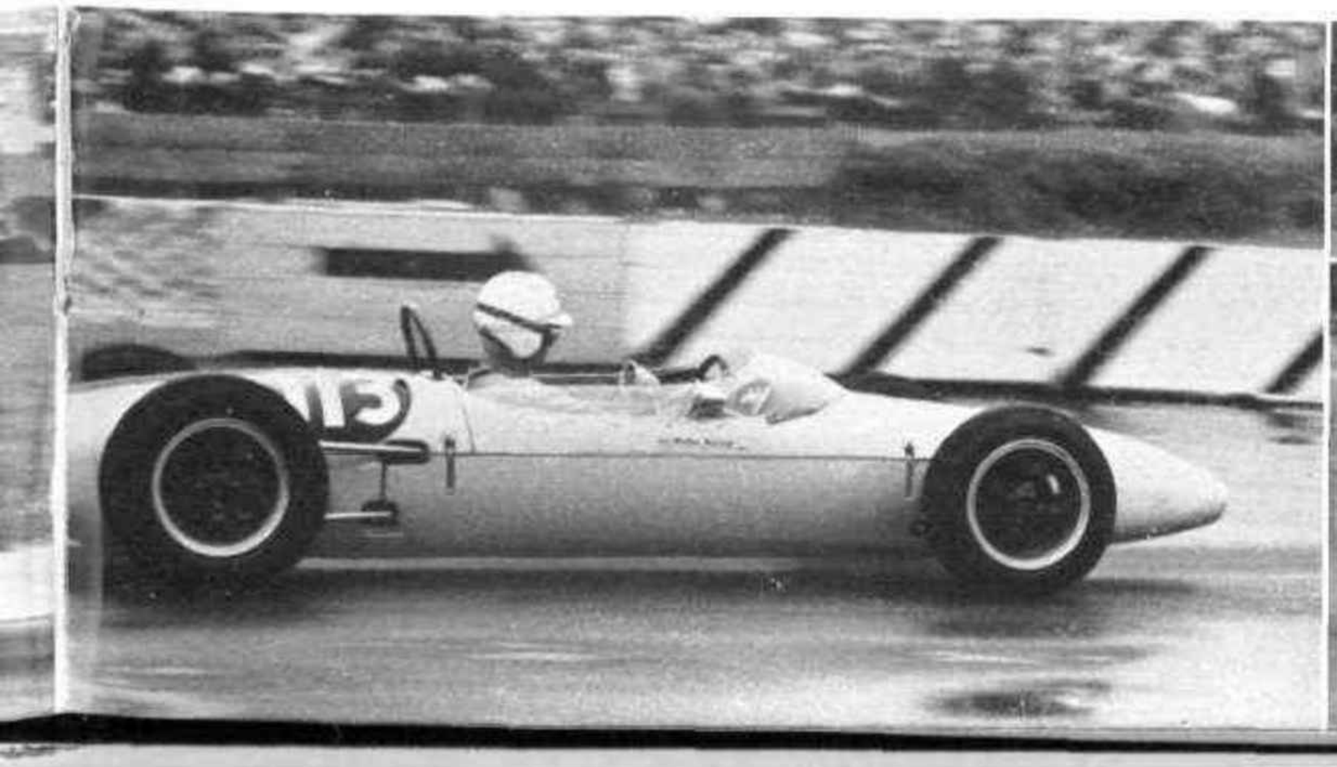
Easter Goodwood

UNDER NEW MANAGEMENT.—Innes Ireland goes on to win the 42-lap "International 100" Race for the Glover Trophy at Goodwood on Easter Monday in the B.R.P. Lotus-B.R.M., after Graham Hill's B.R.M. had stopped with fuel-feed trouble. Ireland averaged 102.44 m.p.h. and won by five seconds from McLaren's new Cooper-Coventry-Climax.



EASY VICTORY.—Gardner richly deserved his victory in the B.A.R.C. Easter Chichester Cup Race for F.J. and 1964 F.2 cars. He drove this Ian Walker Brabham-Ford at an average speed of 89.68 m.p.h. and set a fastest-lap of 93.51 m.p.h.

TIGHT FIT.—This Jaguar trio at the Goodwood chicane during the Easter Monday St. Mary's Trophy Race for saloon cars consists of the winner, World Champion Hill, in Coombs' 3.8, and Salvadori coming past Salmon, in the 3.8s that were respectively second and third.



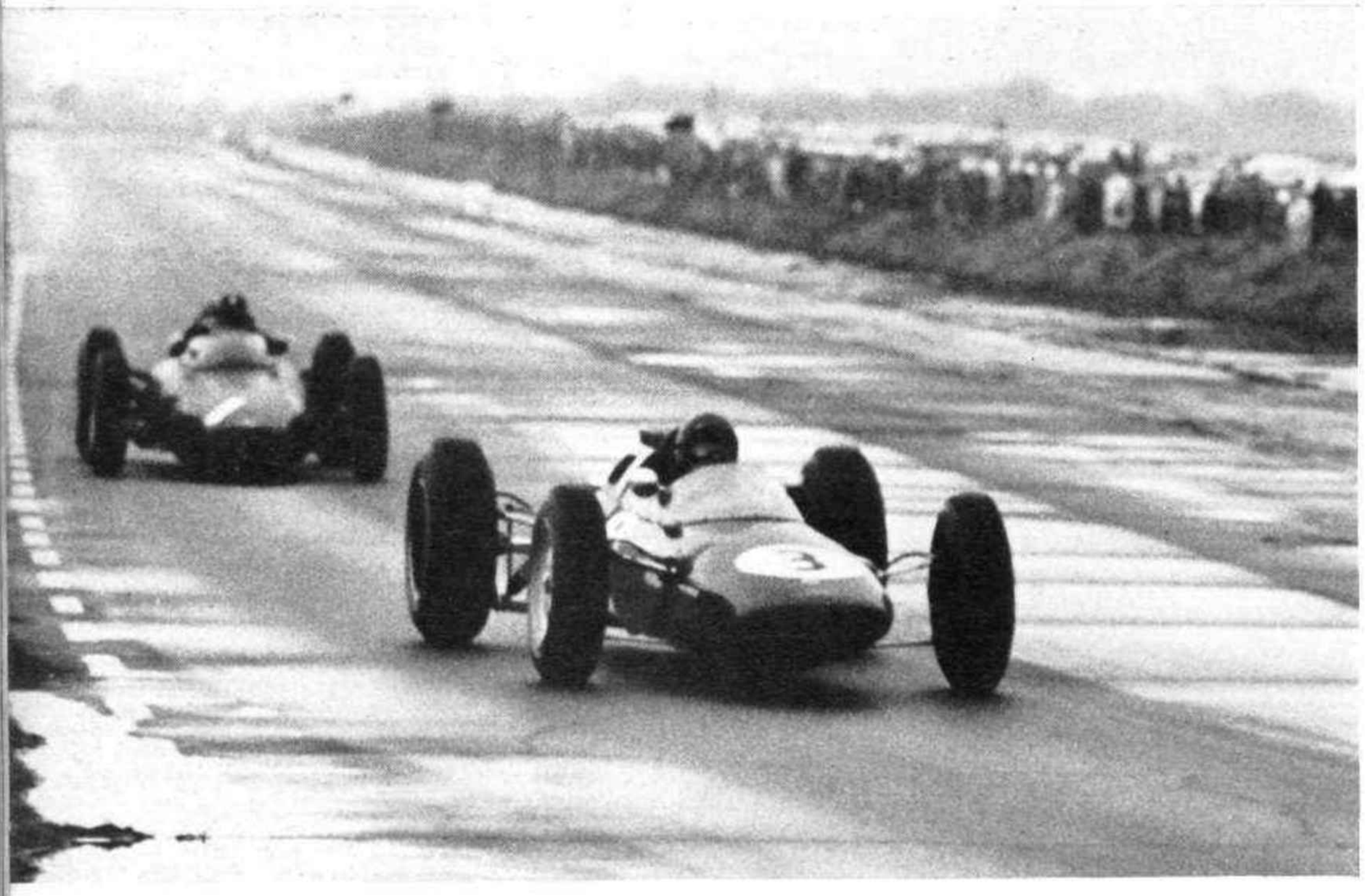




HAT-TRICK:—Rex and Rene Chappell, driving a Cannon-Ford, scored their third successive R.A.C. Trials Championship on March 23rd at Maidstone's Vintners Park, the first time this feat has been achieved since the Championship was instituted in 1948



SECOND to Chappell was the Canhi-Ford crewed by Peter and Dorothy Highwood. Rally driver, Eric Jackson (Cannon-Ford) and Charles Pollard (Cannon-Ford) took third and fourth places respectively.

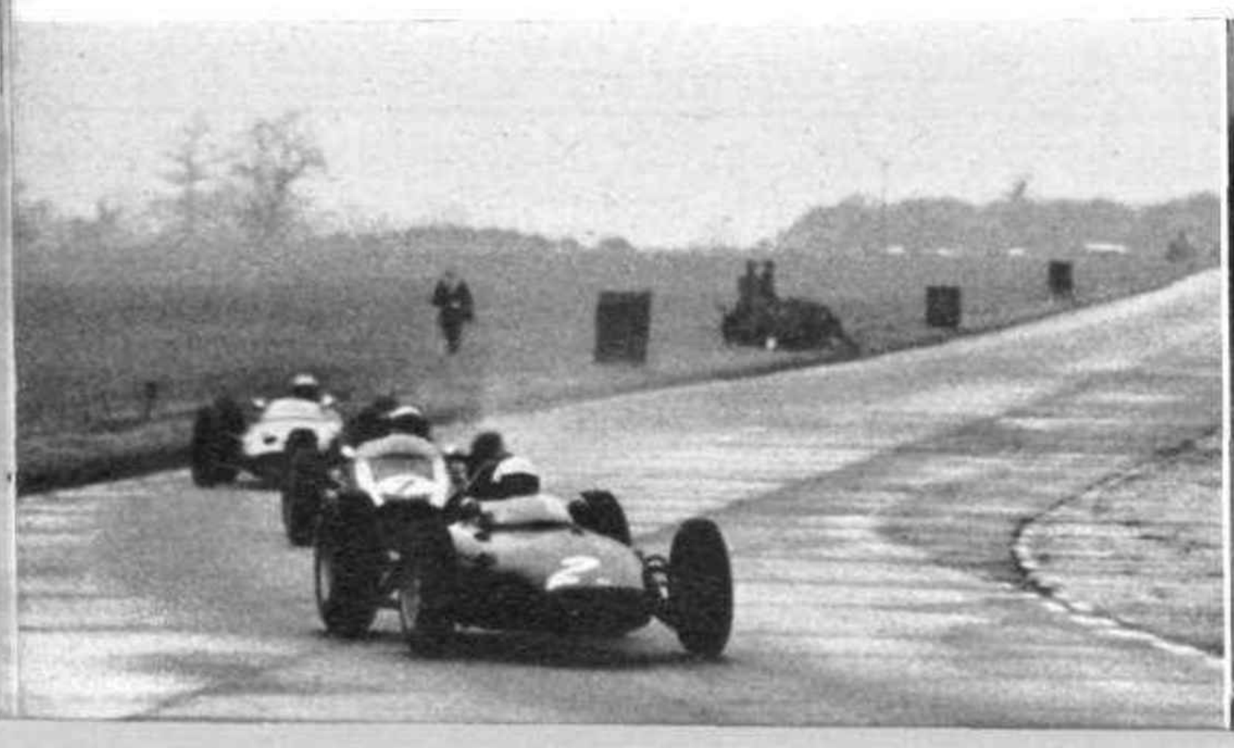


Snetterton and Trials Championship

JIM CLARK and Graham Hill were the only two in it as far as the Lombank Trophy was concerned, Clark being in a 1962 car and Hill in a 1962 B.R.M. with 1963 engine. Hill won quite easily after Clark had been troubled with grabbing brakes.

IN THE BATTLE for third place in the Lombank Trophy race at Snetterton Richie Ginther (B.R.M.), Bruce McLaren (Cooper) and Innes Ireland (Lotus-B.R.M.) all led at one time or another but Ireland eventually came through to take third place from McLaren.

FOR HIS first win of the day at Snetterton Graham Hill drove one of the new lightweight, fuel-injection E-types and beat a whole host of sport/racing cars in appalling conditions which caused several accidents at the hairpin.







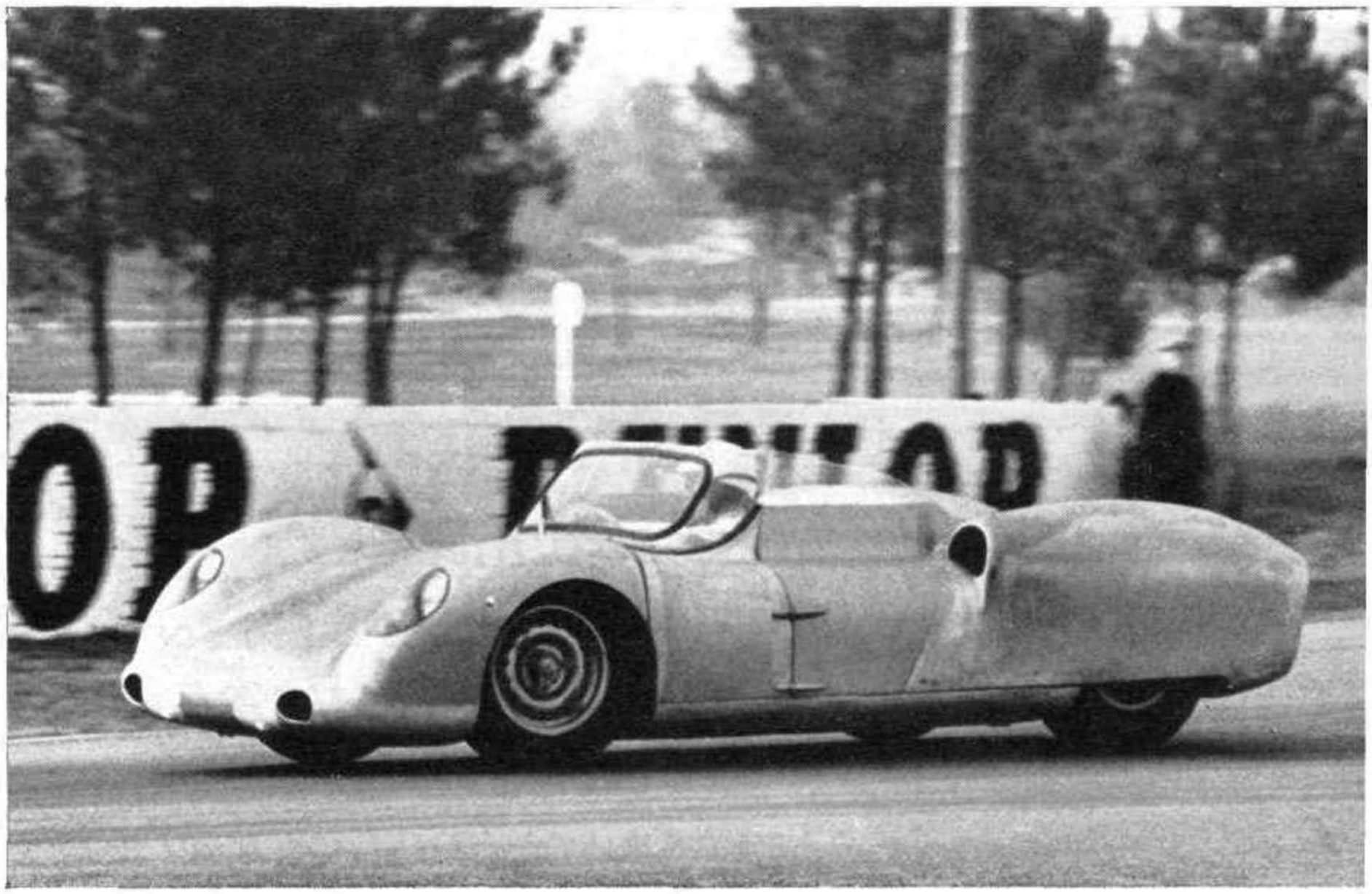
PRACTISING.—As usual, the Ferraris went very quickly at the Le Mans practice weekend, Surtees, Parkes (seen here at Mulsanne) and Mairesse putting up times of 3 min. 45.7 sec., 3 min. 47.1 sec., and 3 min. 50.4 sec. respectively in the 3-litre prototype which won at Sebring.



GRACEFUL.—Less aggressively-styled than the GTO, the 4-litre G.T. prototype driven by Parkes and Bandini (with Bandini here at Arnage) was the fastest car at Le Mans apart from the open rear-engined prototype Ferraris. Parkes' fastest lap was at 3 min. 51.4 sec. (209.419 k.p.h.)

Le Mans Test Day

NEW SIGHT AND NEW SOUND. The Rover-B.R.M. experimental gas-turbine engined car made its first appearance at Le Mans on practice day, both Graham Hill and Richie Ginther driving.



ROUNDING MULSANNE.—The special-bodied Lister-Jaguar G.T. prototype was driven by Peter Sargent and Peter Lumsden, Sargent making a best time of 4 min. 16.3 sec. (189.074 k.p.h.)

VERY FAST.—The prototype Aston Martin 212, this time driven by the New Zealander Bruce McLaren, went round in well under 4 min. —3 min. 52.5 sec.





IMPROVED

CASTROL WINS

IN

EAST AFRICAN SAFARI RALLY

CLASS 'C' (1000 to 1300 c.c.)

1ST Peter Hughes & Bill Young
FORD ANGLIA (1198 c.c.)
also 2nd OVERALL

CLASS 'G' (OVER 2500 c.c.)

1ST Bill Bengry & G. E. Goby
ROVER 3-Litre sal. Mk.II

(Subject to official confirmation)

Castrol
MOTOR OIL

WHAT ARE THE SMALL FIRMS DOING?

(Part 2)

Continuing our survey into the activities of some of Britain's smaller motor manufacturers. This month we deal with Deep Sanderson, Ginetta and Marcos.



A GENERAL view of the Ginetta shops showing several cars being constructed.

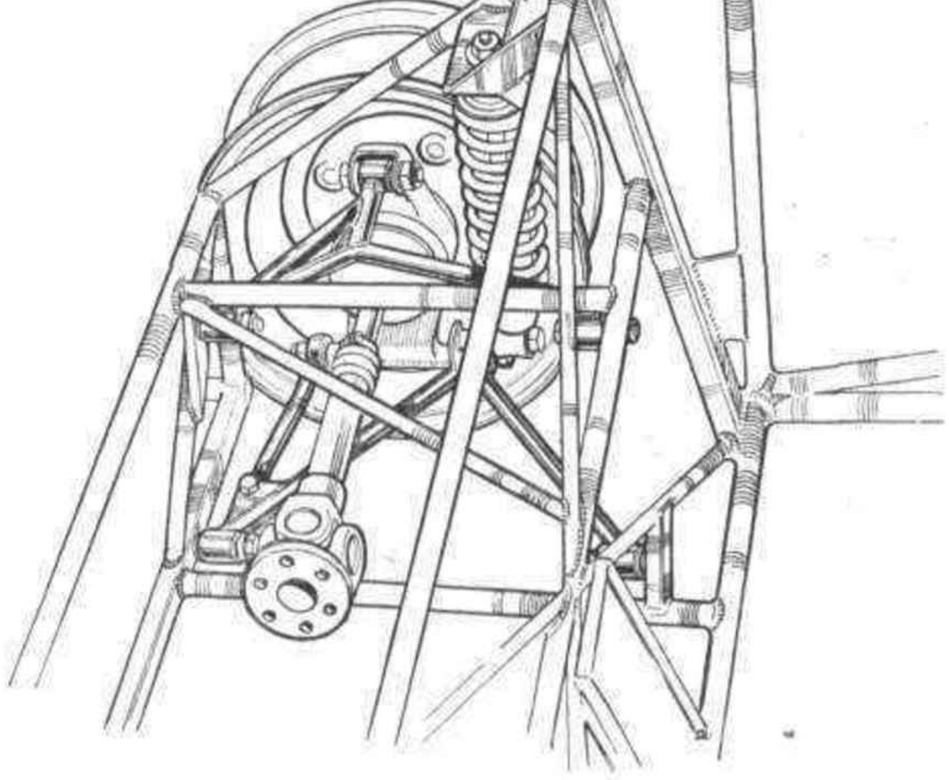
GINETTA

LAST year (September 1962 issue) we carried out a road test on the Ginetta G4 and found this little space-framed car to be very much to our liking, having Lotus Seven handling and acceleration together with a pretty full-width, weatherproof, glass-fibre body which makes it a better proposition than the Lotus for every-day motoring. That this complimentary report had had a beneficial effect on sales was evident when we recently re-visited the works of Ginetta Cars in the pleasant Essex town of Witham, near Chelmsford, for the workshops were full of cars in all stages of preparation, and in fact over 70 cars have left Witham, bound for all parts of the country.

The design of the Ginetta has not altered in its basic concept, retaining its multi-tubular frame with low side rails, wishbones and coil spring front suspension, and rigid rear axle located by trailing arms and an "A" bracket. However, various details have been cleaned up over the months to improve the car. The most important change has been to replace the Ford rear axle with the B.M.C. unit which is some 40 lb. lighter and has a far wider range of final drive ratios. This has enabled different spring rates to be used, resulting in a much improved ride. The facia panel has been modified slightly and A.C. instruments are now used instead of Smiths, which were previously used. The detachable rear body panel has recently been re-designed, deleting the Lotus XI-like tail fins which serve no practical purpose, giving the car a sleeker tail. The opportunity has also been taken to improve the boot capacity so that the luggage of the two occupants can be stowed in safety, although the fuel filler cap is still inside the boot.

When we tried the car the 1½-litre five-main-bearing Classic engine had only just been announced but now it is available for the Ginetta and is being chosen by quite a large proportion of buyers as it costs little more than the 105E engine and endows the car with a "long-legged" stride without employing tuning aids. Although the drum brakes have proved to be perfectly satisfactory front wheel discs are now available and can be incorporated into the specification at very little extra cost. This will be appreciated by owners who are entering competition. Several Ginetta owners have purchased cars with a view to taking part in racing and some of them have been supplied with thinner bodyshells although this is slightly frowned on by the Walklett brothers as the shell can easily be damaged if someone sits on it!

One car is being fitted with a 1½-litre Ford engine as a works experimental car which also incorporates one or two other modi-



PROTOTYPE.—This drawing shows the interesting rear suspension of a prototype Ginetta. Inboard disc brakes will be fitted.



SLEEK REAR of the latest Ginetta rear body panel is an improvement over the Lotus XI-like tail of the earlier models.

fications. On the front suspension, to reduce weight slightly, the long leading arm of the top wishbone has been shortened considerably, its mounting point being transferred to another frame tube which has enabled several tubes to be deleted. The coil spring has also been lengthened to give improved spring rates but it is not expected that this layout will be used on production cars as the front end of the car would not be so strong under impact.

A 1½-litre version of the standard car is being sent to an American who has never even seen a Ginetta! This one will be used for racing and as under American rules it has to have an roll-over bar this has been incorporated by cutting holes in the top of the rear body panel and bolting it to a plate inserted into the frame tubes.

Development work is continuing rapidly at Witham and Ivor Walklett who is mainly responsible for suspension design has come up with an independent rear suspension layout which will be fitted to another chassis for testing purposes. The layout has been designed so that it can be incorporated into the existing chassis without too much alteration and is of very ingenious double wishbone design. The hub carrier is fabricated from steel and the upper wishbone is offset so that the coil spring can be fitted into the layout as compactly as possible. The lower wishbone has three arms, two of them acting as normal wishbones with single inboard mounting point and the other giving a wide base to take braking and torque stresses. The suspension is fully adjustable for camber and toe-in. The disc brakes will be inboard mounted alongside the final drive unit and the drive shafts have double universal joints, the outboard ones being constant velocity joints.



A CLOSE-UP of a Ginetta. This particular model is destined for competition work in America.

This development looks promising but for homologation purposes the car will be standardised for competition purposes with the 105E engine and rigid axle, in which form the majority of cars have been produced by this small factory.

Ginetta do much of their own engine development including such items as camshafts and the modification of crankshaft main bearing caps as well as the more normal cylinder head and carburation work. Without a dynamometer it is difficult to tell what is being attained but a customer who is racing a Ginetta with a works modified engine is doing well enough to justify the belief that something over 75 b.h.p. is being achieved; and at a cost which would make a Cosworth customer envious!

Once again we were tremendously impressed with the careful work which goes into the making of a Ginetta, the standard of workmanship being of a very high order while the finished cars standing in the workshop would do credit to any manufacturer. A lot more will be heard of Ginetta in the years to come.

Details are available from Ginetta Cars Ltd., Witham, Essex.

MARCOS

Started by Frank Costin and Jem Marsh, from whose surnames the name of the car is derived, the all wooden Marcos has survived those terrible jokes such as " It's not rust you worry about with the Marcos but woodworm (or warping or dry-rot depending on your sense of humour) " and in the competition sphere has made its mark in no uncertain manner. Having designed and developed the car Frank Costin departed, leaving Marsh to carry on alone. Recently he has been joined by Commander Cavendish as a director and on the design side he has acquired the services of two brothers, Dennis and Peter Adams. Even more recently the company has acquired premises in the very pretty Wiltshire town of Bradford-on-Avon in a large factory which was previously used by Royal Enfield for the assembly of motorcycle engines.

The first Marcos was frankly an ugly car with is V-windscreen, cycle-type mudguards and gull wing doors. Improvements over the years have made the car better looking but not until the introduction of the latest Spyder model could the car be called attractive. Now, many people liken it to a smaller edition of the E-type Jaguar; at the moment the designers are not sure whether to be flattered or annoyed about this.

Marcos occupy three of the four available floors at present, the lower floor being used for the final assembly, trimming and painting of near-complete cars, the first-floor for all glass-fibre work and the second floor for the assembly of the chassis/body unit. Marcos occupy another building close by on the bank of the River Avon which is used for the manufacture of Catamarans, a contract which Commander Cavendish, being an ex-Naval man, looks after, although he professes to have much more interest in motor cars, being the owner at present of a supercharged Jensen, an E-type Jaguar and several pre-war Mercedes.

Marcos are still having to overcome a large degree of sales resistance to the idea of a wooden car and it has so far only sold in any quantity to the racing community who revel in its light weight and excellent handling properties, which makes it a formidable proposition in any company. The car has won the *Autosport* Trophy two years running as well as the team prize in this Championship and in the hands of John Sutton and Steve Minoprio has won many races outright, Minoprio holding seven lap records in the 1,000 c.c. G.T. class last season, while at the Brands Hatch Boxing Day meeting Tommy Webber lapped the short circuit in exactly a minute before crashing. Jem Marsh feels that this crash resulted in bad publicity for Marcos as several pictures were published, showing the car in various stages of disintegration. He pointed out to us that this particular car was undoubtedly repaired much more cheaply than a conventional metal car would have been in similar circumstances mainly because the wooden structure does not bend and crumple in a crash but breaks up in the area of the impact and does not transmit the shock right through the car. Therefore all that was needed was to glue (literally) a new front box section on and the car was as good as new. Several other cars have been involved in road accidents and have been repaired equally simply. One can imagine the surprise of a country Bobby on seeing a crashed car which is full of splinters rather than bent metal!

The Marcos chassis/body unit is built up on a low mounted table which is set absolutely level. On this table is laid the plywood undertray on which is marked out the positions for the various uprights. The majority of these are set at the vertical angle so it is merely necessary to check that they are at 90 deg. to the base plate. With the low mechanical strength of plywood, especially along the



THE PLYWOOD chassis unit of the Marcos is built up on flat tables, all parts being glued together.

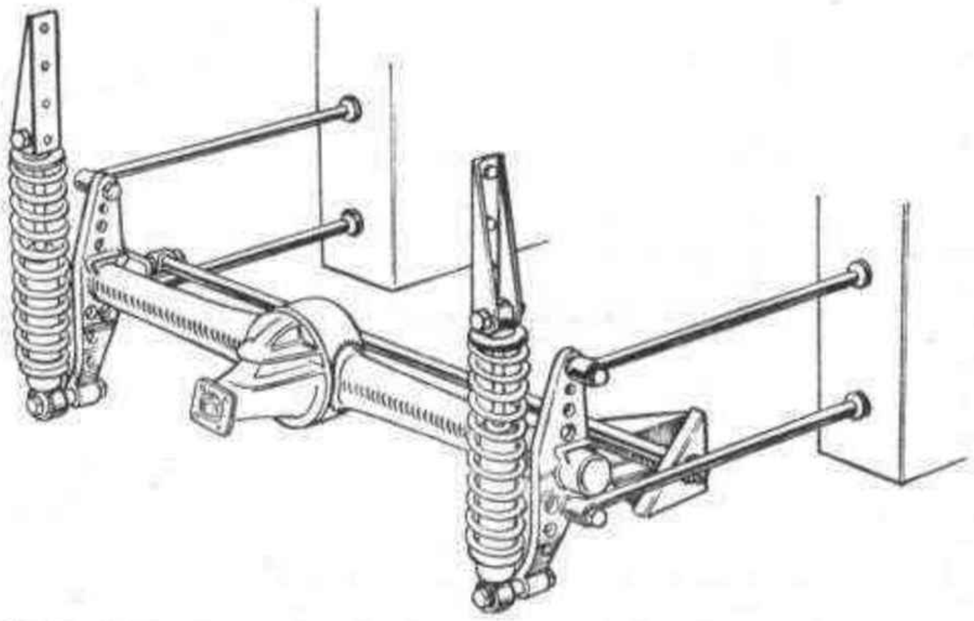


OUTSIDE the new Marcos factory the latest Spyder model poses with the gull-wing model which is being superseded by the hard-top model.

grain, it is necessary to have a quite complicated structure with very deep side boxes, similar to those used on the Lotus 25 monocoque car. The chassis is built up quickly by gluing parts together with "Aerolight" glue, the process being assisted by stapling joints together to ensure that the glue is in full contact all along the joint. There are several curved panels in the chassis but Marcos have found that the ply can be formed to shape easily either in a jig or *in situ* without recourse to steaming. Modifications have been made recently to stiffen the chassis even more at the front while it has been widened slightly to enable two identical foot boxes to be incorporated so that cars can be built up with left- or right-hand drive as desired, as well as giving the passenger more leg room. The facia panel is symmetrical, with a glove locker at each end so that no change is required for different steering layouts.

Originally the plywood chassis unit was also designed to form part of the body but it was discovered that with normal cellulosing the grain of the ply would begin to show through after a year or so and although this problem could be overcome with the use of a special and rather expensive paint it was felt desirable to make as much of the body as possible from glass-fibre. Therefore the complete bonnet section which hinges at the front is made of glass-fibre as is the rear body section complete with boot lid which fits snugly over the plywood chassis and is not stressed in any way. The gull wing model has now been discontinued due to various problems connected with the hinges and sealing against the weather and the car is now available in open form with a hood or with a new hard-top which looks very attractive. Both the hard-top and the small doors are made from glass-fibre. Marcos have developed a technique in which the primer coat is sprayed into the mould before the gell coat so that glass-fibre parts come out of the mould fully primed, ready for spraying.

Mechanically the Marcos uses a large proportion of Standard/Triumph parts. The front suspension utilises absolutely standard Herald wishbones, coil springs, brakes, rack and pinion and anti-roll bar. These are mounted on a triangular tubular steel frame which carries brackets to mate up with the normal Herald pick-up points. To avoid local stresses this frame is tied to the frame on the other side of the car by a steel tube. The rear suspension uses the Standard 10 axle with a 4.1 : 1 ratio, to which is welded large box section carriers at each end which provide mounting points for the coil spring/damper units and the long leading radius arms. At the chassis end they are mounted in the plywood hull with large rubber bushes. A full width Panhard rod takes care of lateral movement.



WELL LOCATED.—The Standard axle of the Marcos is located by long leading arms and a Panhard rod.

The car is homologated with the 105E Ford engine and drum brakes so that the purchaser who requires the car for National or International competition would have to have it in this form. With the 105E engine fitted with twin 1½ in. S.U. carburetters a kit of parts costs £750 for the open version including the hood or £799 for the G.T. version with the hard-top. This kit comes in a form which enables it to be completed very quickly and many people have done the job in a couple of days. The interior is very lavishly trimmed, in fact this aspect of the car is better than many production cars.

For the owner who is not interested in competition work or who requires the car only for Club use a set of disc brakes is included at no extra charge and alternative axle ratios cost £8 10s. each, close ratio gears £35 per set, light alloy oil cooler with nylon piping, £10 10s., Wooler remote control £9 2s. 6d., 5-speed Hewland gearbox £120, and so on. The 1½-litre Ford engine fitted with twin S.U. carburetters on a special manifold costs an extra £35, or tuned to give 100 b.h.p. by Cosworth a further £150.

At the time of our visit the works car was being prepared for the Easter Monday Goodwood meeting to be driven by Tommy Weber. This has been carefully prepared in every way, having the Hewland 5-speed gearbox (on which the rules permit only the top four to be used!) with lightened bell housing, large finned drum brakes and a Cosworth 105E engine giving 85 b.h.p. This new car should certainly uphold the tradition of the Marcos as a "Lotus Elite eater."

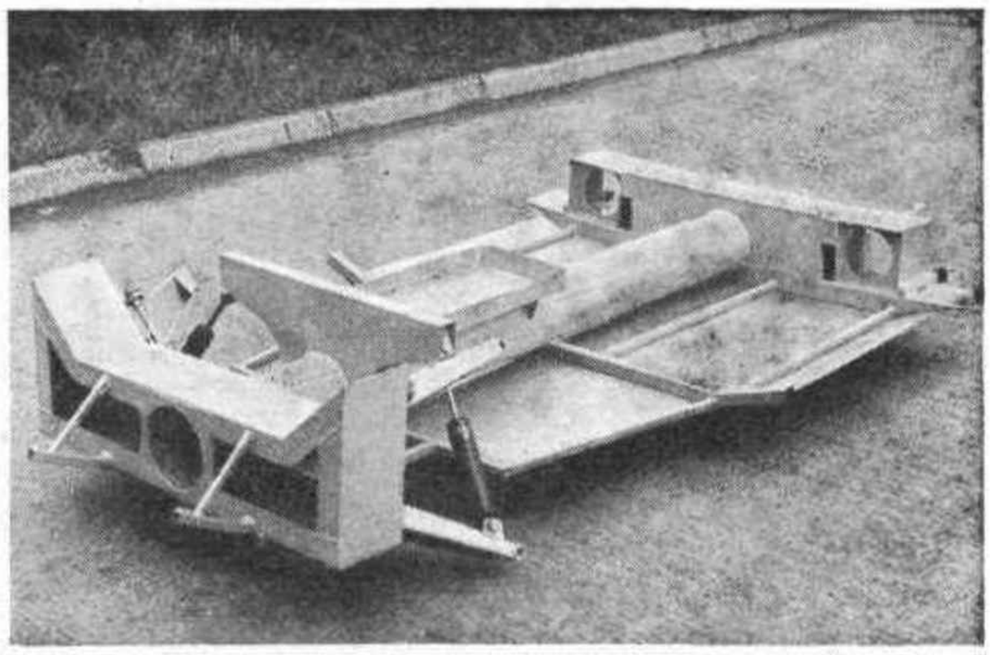
Independent rear suspension has been designed and tested but Marcos are loath to change over, for their rigid axle is well located and on the smooth tracks of Britain is well able to hold its own with all-independently sprung cars and Dennis Adams would prefer not to change from a good rigid axle layout to an inferior independent suspension as so many other firms have done.

Of future developments little can be disclosed at present but there is no intention of abandoning wooden construction and the next model from Marcos will undoubtedly utilise laminated plywood for its chassis unit, and having seen something of this new model we can say that it should make a sensational debut. However it will not replace the present model, a road test report of which will appear in a future issue. Details of the Marcos are available from Marcos Cars Ltd., Greenland Hills, Bradford-on-Avon, Wilts.

DEEP SANDERSON

Chris Lawrence, who is the proprietor of Lawrencetune Engines Ltd., has been connected with the speed equipment business for a number of years and after racing various different cars first came into prominence when he began tuning and racing Morgan cars. This was so successful that the Morgan Company asked him to tune Triumph engines for their Super Sports model and he still produces this engine in fair quantities. The latest project in this field is a new cylinder head which has inclined overhead valves in hemispherical combustion chambers operated by modified push-rods from the normal camshaft. He hopes to obtain power outputs up to 150 b.h.p. with this cylinder head.

When Formula Junior came into operation he designed the Deep Sanderson car based largely on VW parts but it had little success against the lightweight Lotus and the project was abandoned. Development of conversions for Ford, B.M.C. and Rootes cars took up a great deal of time but in 1961 the Deep Sanderson sports car was announced. This odd-looking machine had a Mini engine mounted at the rear and was not received very enthusiastically but it was raced by Lawrence and Len Bridge who works for him and a good deal was learned, especially during the Nurburgring 1,000-kilometre race. With suitable strengthening this chassis was utilised for the coupé version which was announced at the Racing Car Show this year and which attracted much favourable comment on its attractive shape.

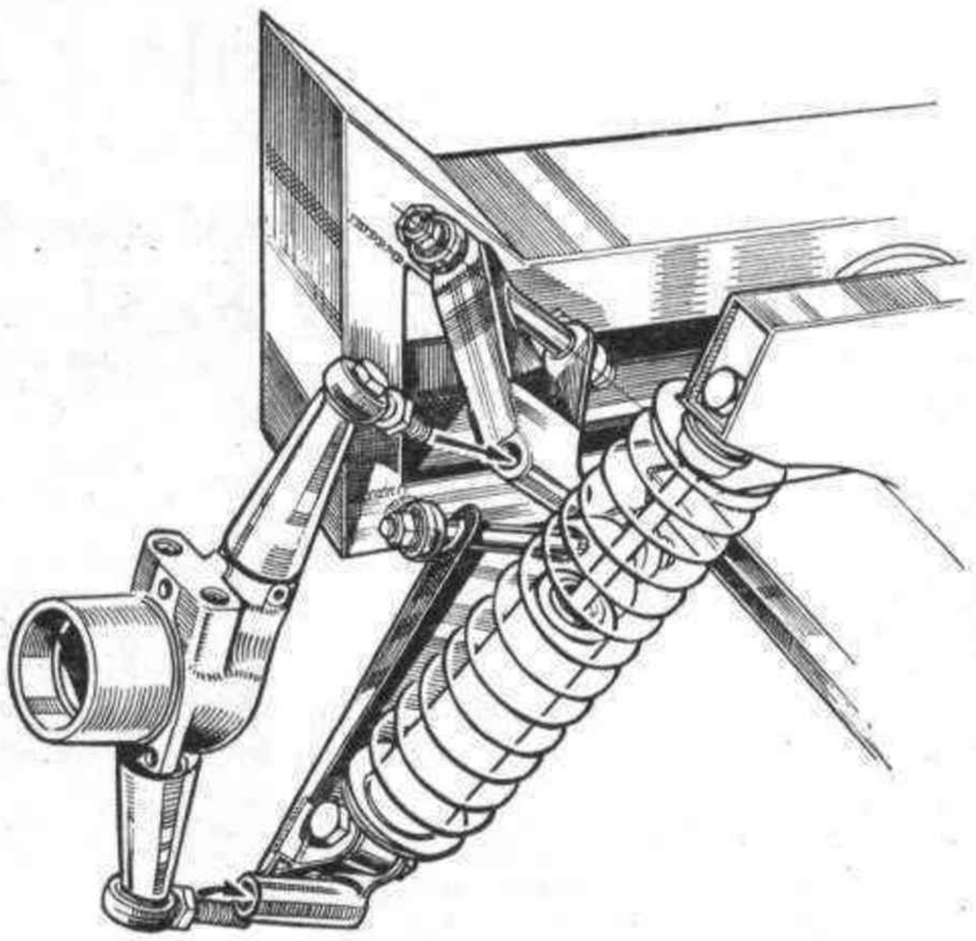


THE TUBULAR back-bone chassis of the Deep Sanderson, showing the holes for the Mini rubber units in the box member on the right.

The basis of the chassis of the Deep Sanderson is a large diameter steel tube running down the centre of the car to which is welded box section structures at each end for the mounting of the running gear and engine. A flat aluminium undertray is fitted, being supported by a light tubular steel frame. The front suspension is called Lawrence Link, each side comprising two fabricated steel arms trailing from the front box section member into which are incorporated the normal Mini wheels unit except that special screwed-in king posts are required. Coil spring/damper units are mounted on the lower arm of the suspension, the damper being of Koni manufacturer. The rear suspension uses single arms trailing from the rear box section which are located laterally by swinging links. Springing is by a Mini-type rubber cone which is located in a recess in the box section. A small threaded arm on the end of the trailing arm operates against the rubber spring and is easily altered to adjust the riding height of the car. Koni shock-absorbers are fitted towards the rear of the trailing arm.

At the moment normal Mini wheels and brakes are being used but a magnesium wheel with cast-in brake drum will shortly be available to reduce unsprung weight. The engine of the car will be the Mini-Cooper in standard form except for the fitting of a single 42DCOE8 Weber carburetter on a suitable manifold. The petrol tank is mounted under the bonnet along with the spare wheel, and a Bendix electric fuel pump is standard equipment, as is an oil cooler. Naturally various other engine conversions are available to order.

The body of the prototype was carried out in aluminium but a mould is being taken from this by Microplas of Mitcham and production bodies will be made from glass-fibre. The solution to the problem of access to the rear engine has been solved by splitting



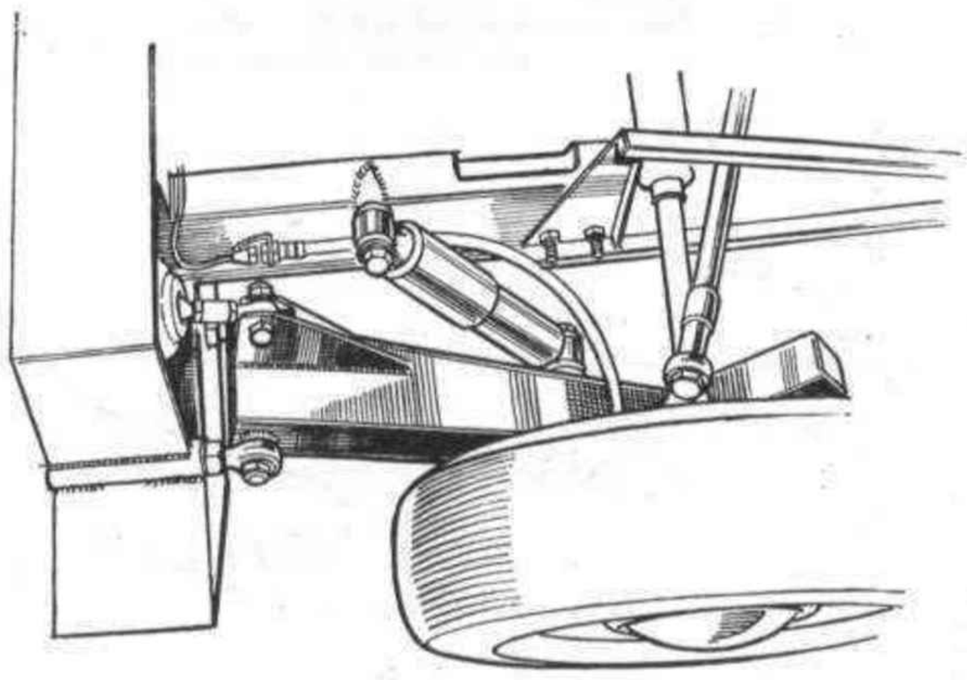
LAWRENCE LINK.—The trailing arm front suspension of the Deep Sanderson with modified Mini hubs.

the body behind the seats and hinging it from the rear so that it tilts back to reveal the complete rear end. Glass-fibre panels are bonded into the rear section to help deaden engine noise and to form useful luggage space. There is little luggage space in the front boot, although it is claimed that a total of 3 cu. ft. of luggage space is available in the car. An interesting innovation on production cars is the introduction of hydraulic operation for the gear lever which, it is claimed, dispenses with the uncertainties and complexities of the necessary long linkage to the gearbox.

Orders have been received for a number of Deep Sanderson coupés which has created a problem as the small works at Acton is already overcrowded with work on tuning and consequently the Deep Sandersons will be assembled at Staines, when bodies become available. Chris Lawrence has also purchased most of the remaining stocks of Peerless and Warwick cars and will assemble as many cars as possible under the supervision of ex-Peerless mechanic John Pearce, who is the proud owner of a Buick V8 engine which he hopes to install in a Peerless chassis.

Another interesting project in which Lawrencetune are involved

Continued on page 351



LAWRENCE LINK.—The fabricated arm of the Deep Sanderson rear suspension. The Mini rubber unit is placed inside the box member.

ANNOUNCING

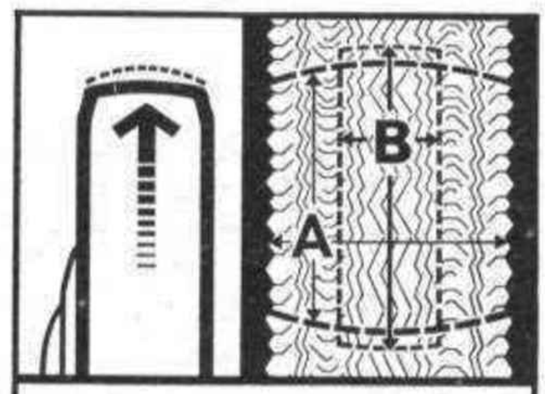
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EASTER GOODWOOD INTERNATIONAL 100 RACE

Won by Innes Ireland (Lotus-B.R.M.)

Supporting Races Won by Gardner (Brabham-Ford), Hill (Jaguar-E), Hill (Jaguar 3.8) and Salvadori (Cooper Monaco). Ford Cortina Wins Its Class. Rolls-Royce Special Retires

HELD in dismal weather conditions, with heavy rain falling during the last race, the Easter B.A.R.C. Goodwood Meeting was notable for interesting rather than consistently exciting racing.

The big event of the day was the F.1 "International 100" for the Glover Trophy. Alas, the only Continental entrant, Seifert (Lotus), failed to appear and the field comprised a mere ten cars—admittedly half-a-dozen more than those that started in the premier event at Brooklands on Easter Monday forty years ago, but poor by today's standards. These ten comprised the two "Snetterton" B.R.M.s for Hill and Ginther, McLaren in the new Cooper-Climax, Ireland and Hall in the British Racing Partnership Lotus-B.R.M.s, Brabham's Brabham, Raby with the Gilby-B.R.M. bought only five days earlier, Robinson's Lotus with 4-cylinder Climax engine and Amon and Maggs in Parnell's Lola and Lotus, respectively.

Naturally, Graham Hill was the favourite and he took the lead after four of the 42 laps, followed by team-mate Ginther, a determined McLaren and Brabham. Gradually Ginther fell back, to 4th place by lap 7, and then, as Brabham coasted down Lavant and all the way to his pit with a dead engine, a lead having become detached from the Lucas transistor ignition system, Ireland came into 4th place. By the twelfth lap Ireland had taken Ginther, while some way behind Maggs and Hall kept close company.

Amon was racing alone, with the rest nowhere. Hall passed Maggs on lap 18, but otherwise the race was processional, except that Maggs had reversed things with Amon by lap 22.

On the 29th lap Ginther came in to retire with the B.R.M.'s engine very sick. Everything now rested on the shoulders of the World Champion—the shoulders were willing but the Lucas fuel injection suffered from a blockage, and Hill stopped on Lavant straight on lap 37. He resumed the race, came to his pit, and went on, well off the leader board.

So Innes Ireland won at 102.44 m.p.h., five seconds ahead of McLaren in the new Cooper, Maggs finishing 3rd, a lap behind. Hall was 5th, Amon 6th, and Brabham 7th with only 40 laps completed. Hill set fastest lap, at 104.85 m.p.h., 0.4 sec. outside the Surtees/Moss lap record. Not a very auspicious race for the big crowd that had braved a wet and misty morning to come and watch, but excellent for novice lap-scorers! Moreover, Surtees was absent, testing Ferraris at Modena, Clark had gone to Pau, and the A. C. Cobra was a non-starter because H.M. Customs would not release its Ford engine and gearbox.

The first of the supporting races was The Chichester Cup, for F.J. and 1964 F.2 cars. It was a turn-up for the Brabham-Fords, Gardner driving very neatly to win by 1.4 sec., at 89.68 m.p.h. from Hulme in the B.R.D. Repco Brabham, Attwood's Lola-Ford taking 3rd place, ahead of Hawkins in another Ian Walker Brabham-Ford and a couple of Cooper-B.M.C.s, driven by Procter and Rhodes. As the course was still water-logged the hoped-for 100 m.p.h. F.J. lap was out of Gardner's reach, but he lapped at 93.51 m.p.h. It was significant that Peter Arundell in the Ron Harris Team Lotus was never in the picture. Cole went head-on into the bank when his Cooper failed to take Woodcote but he was unhurt. Bradley spun out of the chicane and his Lola smote the outside bank but continued.

Perhaps the racing the crowd liked best was provided by the St. Mary's Trophy, for saloon cars—stock-car racing come to Goodwood, for after a race-long ding-dong, which included running side by side down Lavant, between Whitmore and Fenning in their Cooper-Minis, Whitmore pushed Fenning into the chicane wall on the last lap. Fenning started from amongst the debris and pulled out in front of Miss Carlisle's Mini-Cooper, so that she rammed him in the boot and passed him to finish 2nd in the up-to-1,300 c.c. class. No official action was taken against the wicked Whitmore, but Fenning should certainly challenge him to a duel at a Stock Car Racing Stadium, which I shall be glad to umpire! This exciting and over-enthusiastic incident was, in fact, officially dismissed as "Fenning and Whitmore were in slight collision at the chicane on their 9th lap but both cars continued." Fenning set a new class saloon-car lap record of 79.56 m.p.h.

The race proper was dominated by Graham Hill in Coombs' 3.8 Jaguar, who was just out of reach (by 1.4 sec. at the finish) of Salvadori in Tommy Atkins' 3.8, both having disposed of Salmon's 3.8. Hill made fastest lap at 87.27 m.p.h. The 1,301-2,000 c.c. class was won convincingly by Jack Sears in a striking white and red Willment-tuned Ford Cortina, which cornered on a commendably level keel. This pleased those people who are anxious to see me eat my words over the Cortina and this one I gladly acknowledge as a goer! Indeed, Sears set a class saloon-car lap record of 81.82 m.p.h. and averaged 79.82 m.p.h. Another Cortina, this one the new G.T. model, driven by Blumer, was 2nd, 24 sec. behind, these Fords outclassing the Sunbeam Rapiers of Leston and Jopp, while the Vauxhall VX 4/90s were nowhere. Hutcheson's Riley 1.5 was nearly pushed into the chicane wall by Fenning on lap 3, and Dubler's Volvo PV544 looked very out-of-date but obligingly got on the grass to give passage into the chicane to the leading Jaguars.

In the Sussex Trophy Race for G.T. cars Graham Hill led all the way in Coombs' "Sebring" lightweight fuel-injection Jaguar E-type, but Parkes pursued him manfully in Marenello Concessionaires' Ferrari 250GTO, being 1.4 sec. behind after the 15 laps. Moreover, Salvadori, in Atkins' Jaguar-E of the same type was unable to catch the Ferrari, finishing 3rd, 4 sec. behind it. Protheroe, in his special Jaguar E-type coupé, deputising for the A.C. Cobra, was 4th, but a lap in arrears. Hill averaged 96.62 m.p.h. and made fastest lap at 97.74 m.p.h. The class winners were Hill, Hutcheson's M.G.-B, which vanquished a couple of A.C.-Bristols and Lawrence's Morgan Plus-Four, Whitmore's Lotus Elite which set a new class G.T. lap record of 89.07 m.p.h. and Hedges in a Jacobs' M.G. Midget. Banks drove his Turner splendidly, right on the open boot of Lucien Bianchi's Fiat Abarth until he spun at the chicane on the final lap. The Marcos lost a wheel. Piper's Ferrari non-started, Kerrison's ex Moss/Walker Ferrari Special "bread van" looked extremely fearsome but never got higher than 6th and retired on lap 6 but Salmon in the old 3.6-litre Aston Martin Zagato held 5th place.

The Lavant Cup Race was contested in heavy rain, Salvadori in Tommy Atkins' 2.7-litre Cooper Monaco Climax beating the previously invincible Lotus-Climax driven by Ireland. Rees (Lotus-Ford) was 2nd, Greene's Lotus-Ford 3rd. Salvadori averaged 84.14 m.p.h. but Ireland, who led for 12 of the 21 laps, made fastest lap, at 88.16 m.p.h. Rees took the 1,151-2,000 c.c. category in spite of a spin, Minoprio (Elva-Climax) the up-to-1,500 c.c. class. Interesting runners were Summers' 5,360 c.c. Cooper-Monaco-Chevrolet V8, which spun and retired, Turner's 3,475-c.c. Lotus-Buick V8, 2nd in the unlimited class but a lap behind Salvadori, and Blumer's 6,230-c.c. Andrews Special-Rolls-Royce V8, which retired on the 3rd lap.—W.B.

THE WILLMENT FORD CORTINA AT GOODWOOD

One of the features of the Saloon Car Race at Goodwood on Easter Monday was the speed and stability of the 1,498 c.c. Willment Ford Cortina driven so well by Jack Sears that it won the 1,301-2,000-c.c. class of the race at nearly 80 m.p.h., beating Jim Blumer's Ford Cortina GT by 24 sec. and setting up a new class lap-record of 81.82 m.p.h., bettering the previous record, held by Hutcheson's Riley 1.5, by 1.8 sec.

Prepared by John Willment Automobiles Ltd., this Cortina was virtually to G.T. specification, its engine carefully assembled and the compression ratio raised to 11½ to 1. Standard gear ratios were used, with the 4.1-to-1 axle ratio.

Having seen the level manner in which the Cortina took the *chicane*, I was interested to learn that the rear springs were flattened, lowering the car 1½ in., and the shock-absorbers were up on bumps but down on rebound by adjustment of the valves. The front suspension was standard, but with 150-lb. in place of 140-lb. springs and lowered by 1¼ in. The whole car was lightened by, perhaps, 50 lb., consumed Shell 100-octane fuel and was on Dunlop R6 tyres.—W. B.

MALLORY PARK (April 15th)

Despite running a Brands Hatch Meeting on the same day, the B.R. & S.C.C.'s National British Mallory Park race meeting produced a good entry with the exception of the Formula Junior race, which had only eight contestants. The main attraction of the nine-race programme was the 20-lap Formule Libre race, won by Tony Marsh's 2½-litre B.R.M. from John Taylor's 1½-litre Cooper-Ford and Brian Griffin's Lotus-Ford, Marsh completely dominating the race and winning at an average of 90.93 m.p.h. for the 1.35-mile circuit. Although there was a lot of varied machinery circulating at differing speeds, Malcolm Nunn's slim-line, S.U.-carburetted 4-cylinder Cooper-Climax was the only casualty, spinning off and retiring with a rather badly damaged rear suspension. In the over-1,000-c.c. saloon-car event, Rodney Embley's 1,132-c.c. Downton-modified Mini-Cooper beat John Young's 1,650-c.c. Ford Anglia, the latter leading initially until overtaken by Embley and the lurid A40 of Pat Middlehurst. The Guards Trophy Race for sports/racing cars produced a very close race between Tony Lanfranchi's primer-finished Mk. VII Elva-Ford (1,588 c.c.), Brian Hart's Lotus 23 and Roy Pierpoint's front-engined Attila-Climax, the decision going to Lanfranchi.

Wing-Commander K. W. Mackenzie's 1,650-c.c. managed to hold off Ken Baker's Weber-carburetted E-type Jaguar for two laps of the 10-lap G.T. race until succumbing to the sheer power of the gold and black Jaguar.

Winners of other races were as follows: Saloon cars up to 1,000 c.c.: W. Borrowman (Austin-Cooper); G.T. Handicap: D. Alderson (Lotus Elite); Saloon-car Handicap (unlimited capacity): P. Macnally (Mini-Cooper); Formula Junior: B. H. Griffin (Lotus-Ford).

SILVERSTONE (April 15th)

The Nottingham Sports Car Club produced an entertaining day's sport with their first race event of the season, held at Silverstone on Easter Monday. The main event, for Formule Libre cars, won won by Mike Eyre in his recently completed Buick-engined ex-F.2 Cooper at an average speed of 83.61 m.p.h. Alan Eccles, also driving a Cooper, was the only person to give Eyre any opposition. The first event of the day was for Lotus and Terrier cars and was won by David Preston, driving a Lotus Super 7, at an average speed of 78.62 m.p.h. The most interesting race was for saloon cars and provided a great number of thrills for spectators, Frank Ward winning in his fast Jaguar Mk. II. Four other 12-lap races completed the programme, these being: for G.T. cars up to 1,150 c.c. and G.T. cars of 1,150 c.c. or over, F.J., sports/racing, sports cars, and a 7-lap event for Lotus and Terrier cars. The winners of these events were, respectively: D. Rees (Marcos G.T.), A. J. Lambert (E-type Jaguar), D. E. Fletcher (Lotus 20), P. H. Courage (Merlin Mk. 5A), M. Warner (Lotus 23), and J. Haynes (Lotus 7). We apologise to readers who were misled by the N.S.C.C. who originally informed us that the event was on the Saturday, and not Easter Monday.

BRANDS HATCH (April 15th)

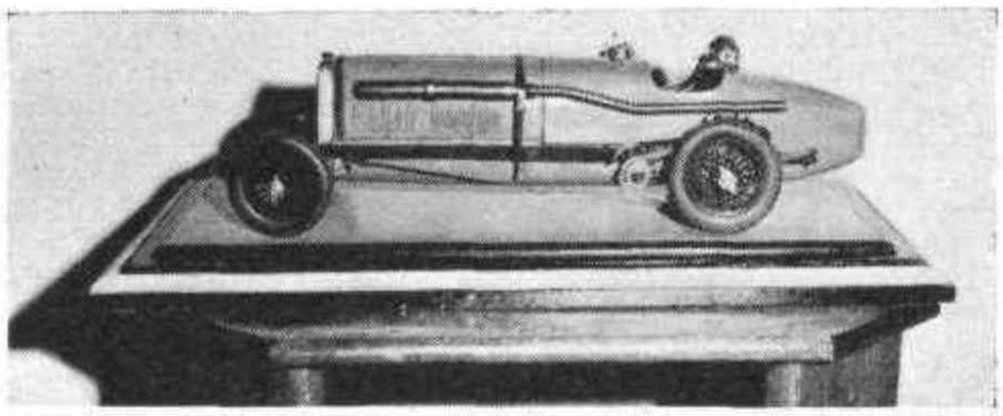
The B.R. & S.C.C.'s Easter Monday Closed Meeting provided Southern fans with an entertaining 13-race programme, covering sports cars, G.T., Formula Junior, and Historic Racing Cars. Undoubtedly one of the most entertaining races was the first of three Slip Molyslip races in which the 1,650-c.c. Anglias of Chris Craft and Alan Peer scrapped for second place behind Chris Airey's noisy A40, Craft getting the upper hand when Peer slid at Clearways. Terry Bone's Ecurie Freeze Lotus 23 had things virtually his own way in the Guards Trophy Race, leading Peter Gethin's similar car over the line, with Mike Keens, who drove his Lotus 23 exceedingly well, in third place despite a poor start. Fourteen cars competed in the Historic Racing Car event, the E.R.A.s of Sid Day and Dudley Gahagan taking first and second places from Bergel's Type 35 Bugatti. John Freeman's Aston Martin was penalised one minute for jumping the start flag. The second Slip Molyslip race, catering for Minis and the like, went to Terry Nicholl's Mini-Cooper, closely pursued by John Maas and John Ralph. The single-seater race was monopolised by Formula Junior cars, John Mew's Lotus-Ford emerging a comfortable winner from Dennis O'Sullivan's Lotus-Ford and the Malayan driver Hans Sing Lee in a Lotus 22. Doctor Goodwin's G.T. Lotus 7 won the G.T. Handicap race, just managing to use his 34-sec. advantage to hold off scratch-man Vic Downie (T.V.R.). Winners of other races were as follows: Slip Molyslip Trophy (3): J. Fitzpatrick (Austin-Mini); Sports-Car Handicap: R. A. H. White (Lotus-Climax); Saloon-Car Handicap: M. F. Cox (A.40).

MINIATURES NEWS

The Tiatsa Model Car Museum in Stratford-on-Avon was opened by Lord Montagu on April 11th. This museum contains over 3,000 model cars collected by Tiber Reich and his young sons, and shows the development of the motor car from a steam-driven French car of 1760 to modern vehicles. We intend to report on this museum in due course.

A reader at Potters Bar has made a fine model of the 1907 aero-engined Fiat " Mephistopheles " to a scale of 1 in. = 1 ft.—*see accompanying picture.*

Of new commercial models, Corgi have a Gift Set (No. 17) of a Mk. II Land-Rover towing a F.1 V6 Ferrari on a trailer, price 10s. 6d., a Corgi Kit making up into a Motel Chalet with great detail (price 3s. 11d.), and a Smith's " Mister Softee " Ice Cream van on a Commer chassis (No. 428—6s. 4d.). Dinky Toys have introduced a Cooper racing car (No. 240) with detachable engine cover revealing a replica Climax V8 engine, while Lesney's latest " Matchbox " miniature is a 2½-in.-long replica of a Ford Zephyr Six, priced at 1s. 9d.—W. B.



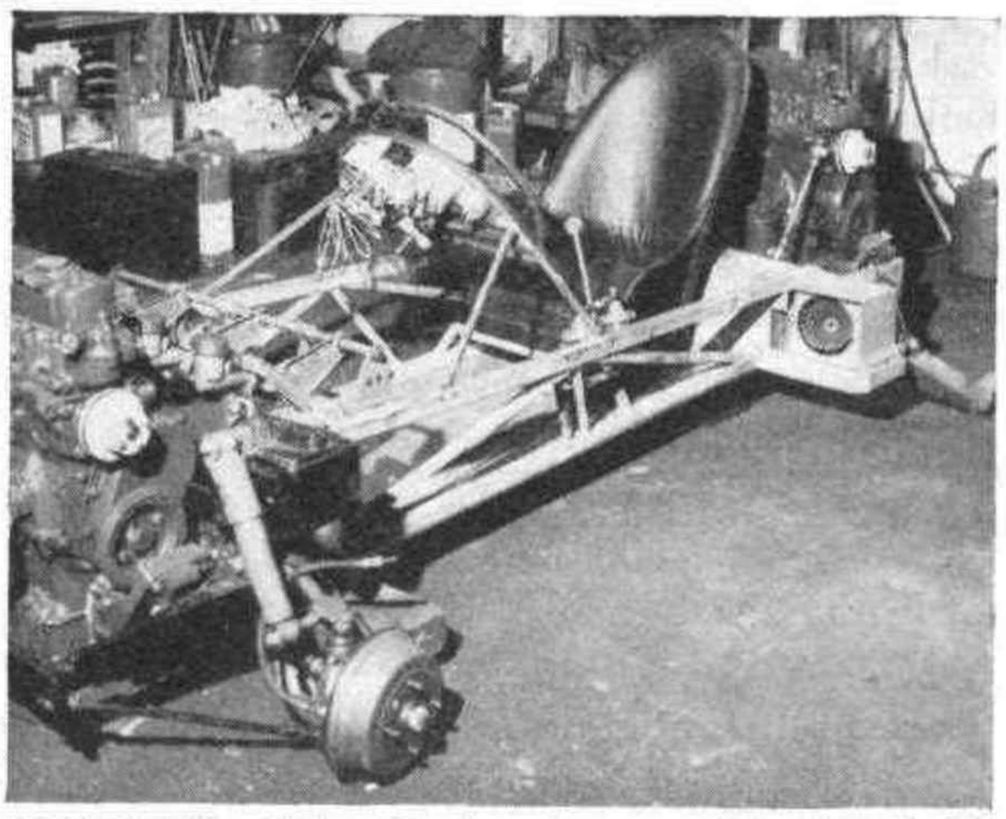
WHAT ARE THE SMALL FIRMS DOING?—

continued from page 348

is the construction of a hill-climb car for Reg Phillips who built the Fairley Special. This car features a simple multi-tubular frame with a Mini-Cooper engine at each end! The front engine is mounted in a normal Mini sub-frame complete with standard suspension and drive components while the rear engine is mounted in the frame with similar trailing arm suspension to the Deep Sanderson coupé. The hydraulic gear-change is used in conjuction with normal Mini-cooper gearboxes. Daniel Richmond of Downton has attended to the engines which give 100 b.h.p. each in 1,200 c.c. form. The seat is in the upright style favoured by Phillips which, combined with the height of the engines and the tiny wheels, will make this a peculiar looking car when the body is on.

Lawrence has had one car accepted for Le Mans and this will be a normal 310 coupé with a Mini-Cooper engine but naturally it will be fairly highly tuned and carefully assembled and it is hoped that the car will do well in the Index of Performance category.

Kits of parts for the 301 sell for £750 and details are available from Lawrencetune Engines Ltd., Avenue Road, Acton.



MINI-TWIN.—This version is a single-seater being built for Reg Phillips by Chris Lawrence.

LET-DOWN FOR THE LADIES

William Hickey, in his column in the *Daily Express* for March 25th, in an illustrated feature about 29-year-old Isobel Robinson who had finished 13th in a field of 14 at Brands Hatch the previous day, wrote: " She is the only girl in British motor racing history to have driven a single-seater against men in an official event. There have been other women racing drivers, of course, but they have all competed in saloon or sports car races."

It seems that for ever more Mr. Hickey should go in fear and trembling of girls like Kay Petre, Gwenda Hawkes, Doreen Evans (now Mrs. Phipps), Bill Wisdom, Pauline Brock, Joan Richmond, Margaret Allan (now Mrs. Jennings), and the G.P. driver de Filippis, etc., etc. We suggested that the least he could do would be to stand these ladies, who, respectively, drove Austin, E.R.A., Derby Miller, Maserati, Duesenberg, M.G., Cooper, Fuzzi, Frazer Nash and other single-seaters a dinner. Mr. Hickey did not respond to this suggestion.

CORTINA COMMENTS

I have in some quarters been accused of being unkind to the Cortina, latest small Ford from Dagenham. This model is selling in large numbers, as I predicted it would, for it is essentially a car for the people, as its display at the Geneva Show alongside a model-T symbolised. But I hoped that readers of MOTOR SPORT might prefer more advanced and exciting engineering, as exemplified by the Morris 1100 and M.G. 1100 cars. The Morris 1100 that I have on extended trial having settled down to be an extremely enjoyable, comfortable and safe form of transport, about which I intend to write in some detail when I have driven it 10,000 miles.

Some critics of my comments on the Cortina quote from an article in *The Guardian*, by J. R. L. Anderson, who seems to have had one of these 1,198 c.c. Fords for a six-month's test. He writes glowingly of his experiences, but he covered only 2,484 miles. I intend to approach Ford of Dagenham about an equally extended test of a Cortina, and would expect to go considerably further than this in a trial of similar duration. I note that this Cortina averaged only 27.9 m.p.g. and it does appear to be a thirsty car for its engine size—in the recent Mobil Economy Run the highest placed Cortina gave 39.17 m.p.g., whereas five cars in its class, comprising two Morris 1100, two M.G.s 1100 and a Wolseley 1500, all achieved figures of better than 41 m.p.g. the class-winning M.G. 1100 recording 44.61 m.p.g.

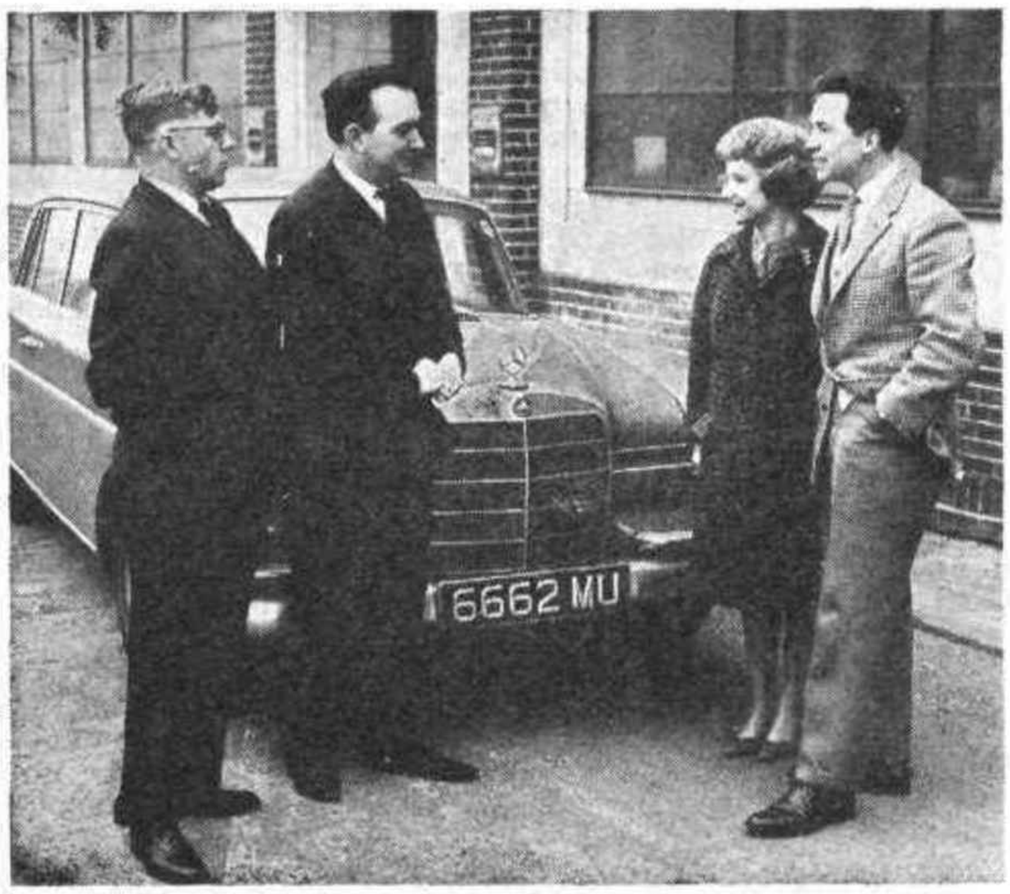
Strength is also lent to my contention that the Cortina 1200 is a good, saleable, but by no means outstanding car by some data, arranged pictorially, which *The Motor* included in its edition of April 3rd, when comparing five cars in the up-to-1,200 c.c. class. This showed that on maximum speed the order of merit was Renault R8, Morris 1100, Triumph Herald 1200, Ford Cortina and Volkswagen, on fuel consumption Morris 1100, R8, Herald, with Cortina and VW far inferior, on 0-50 m.p.h. acceleration R8, Herald, Morris 1100, with Cortina far behind, VW last, and on 20-40 m.p.h. top-gear acceleration Herald, Morris 1100, R8, with Cortina and VW a long way behind. Which seems to vindicate my views on Ford Consul Cortina *versus* Morris 1100, and I am glad to see that more and more of these advanced-design, all-independently-rubber-sprung f.w.d. cars, almost pugnaciously confident, are appearing on the road.—W. B.

CORTINAS FOR THE PEOPLE

Welbeck Motors (Minicabs) Ltd., have adopted Ford Cortinas for their London Minicab service. The first of these Cortina Minicabs went into service last March and in twelve months from now Welbeck expect to have 300 of them, operating a round-the-clock 365-days-a-year taxi service for the people of London.

WISCOMBE PARK (April 6/7th)

Opening the Wiscombe Park Hill-Climb on April 6/7th was a two-day event organised by the Aston Martin Owners' Club. The Saturday was devoted solely to Club members with pre-war Aston Martins opening the proceedings with a close battle for first place being waged between Tony Riseley (1932 International) and Derrick Edwards (1935 Ulster); the decision finally going to Edwards by a tenth of a second. A class for production models, up to and including DB3, followed, the ex-team DB3 of Alan Edwards being uncatchable with a climb in 56.15 sec. for the 1,000-yd. hill. The Cherry Price Trophy for sports/racing Aston Martins was convincingly won by her husband Nigel driving a DB3S in 50.82 sec. from Clive Aston's ex-Sgoninia car. The



TO THE WINNER HIS DESERTS.—Mr. Kreutz and his fiancee, Miss Marion Hoskins, about to leave the Brentford depot of Mercedes-Benz for London Airport, Mr. Kreutz having won a week-end as guest of the Mercedes-Benz Company in the MOTOR SPORT *competition of the Mercedes-Benz radiator recognition. With them are Mr. Erik Johnson, P.R.O. to Mercedes-Benz and Auto-Union in this country, and, extreme left, William Boddy, Editor of* MOTOR SPORT.

Racing-Car Class was rather poorly supported, competition for Patsy Burt's Cooper-Climax coming from the venerable 1.5-litre supercharged Alta shared by the Majors Lambton and Chichester, Miss Burt clocking 49.38 sec. to record f.t.d. Martin Morris (Frazer Nash Le Mans) took the " other makes " prize and Brian Hetreed (Aston Martin DB4GT) the class for current Aston Martins.

The following day was an invitation meeting in which many of the previous day's competitors took part. The honour of f.t.d. went to Peter Westbury's Felday-Daimler (2.5-litres, supercharged), making its first competition appearance with a time of 46.82 sec. Ian McLaughin's 1,100-c.c. Cooper-J.A.P. made second best time with 47.39 from David Good's 1.5-litre Cooper-Climax, which has now been supercharged. Tony Marsh non-started with his new Marsh Hill-Climb Special, having suffered transmission trouble at the B.O.C. Test day the previous afternoon. John Coundley's D-type Jaguar beat the Aston Martins in the sports/racing class, Nigel Price bending his DB3S rather badly in an attempt to get under the 50-sec. mark, fortunately without personal injury. The next Wiscombe Park Meeting is the R.A.C. Championship event on May 19th.

WEST ESSEX C.C. SPRINT–Debden Airfield (March 31st)

A standing-start half-mile sprint was organised for all types of Touring Cars, Sports Cars and Racing Cars, of which F.T.D. went to Ken Baker (Jaguar E-type) with 20.94 sec. This very hot E-type, with triple Weber carburetters, D-type head and fibre-glass engine cowling also ran in a special free-for-all class over a standing quarter-mile, and nearly pulled this off as well, his best time being 13.48 sec. However, Mike Eyre in his Cooper with 3½-litre Buick V8 alloy engine clocked 13.21 sec., to make F.T.D. on the ¼-mile, until some sprint motorcycles gave a demonstration and George Brown (Vincent 1,000 c.c.) clocked 11.13 sec., Ernie Woods (Norton-JAP 1,000) 12.20 sec. and Ian Ashwell (Vincent 1000) 12.28 sec.

Among the interesting cars taking part were A. E. Marsh's new Marsh Special, with supercharged 1½-litre Coventry-Climax 4-cylinder engine in a special frame of his own construction, Patsy Burt with her 2-litre Cooper-Climax, a B-type Connaught and a very fast Lister-Jaguar. Altogether a pleasant and well-run meeting, with everyone getting at least three runs.—D. S. J.



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

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

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

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

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

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

The TR4: facts and figures

ENGINE : 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, 18½ cwt.

BRAKES: Front discs, rear drums.

BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

PRICES: Soft top £906.16.3. Hard top £949.2.1. Inc. p.t.

STANDARD TRIUMPH

COVENTRY ENGLAND

A member of the Leyland Motor Corporation

LETTERS FROM READERS

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

GOOD OR BAD?

Sir,

A question which has been in the back of my mind for some considerable time, has been kindled afresh by an advert in the April edition of MOTOR SPORT.

The Instruction Manual of my Volkswagen emphatically states that no additives should be mixed with either engine or transmission oil, and yet, according to the "Molyslip" advert, we stand to gain so much from doing just what the makers say we must not.

Now they cannot both be right, and I for one would greatly appreciate the truth of the matter.

Gillingham. JOHN BASTABLE.

* * *

BIRMINGHAM DIPPED HEADLIGHTS CAMPAIGN

Sir,

With reference to the recent report in the *Birmingham Post*, I am very suspicious regarding the eventual outcome of this campaign. May I suggest that statistics regarding accidents at night in other large towns during this past winter be collated (on the basis that the frightful weather severely restricted the number of cars travelling, with a general substantial decline in the number and seriousness of accidents) so that when Birmingham issues its report, an authentic counter-blast may be available.

This Birmingham scheme was under the auspices of two Lord Mayors and the Police and it is therefore to be expected that such statistics as are disclosed will be those to justify the scheme.

Furthermore, why the study and collation of the facts could not have persisted during the winter, with a view to a prompt comprehensive report is not understood unless the projected disclosure in August is deliberate so that it could be used in support of a further campaign for the 1963/64 winter.

Smethwick. A. T. PAYNE.

* * *

TRIUMPH TR4 EXPERIENCES

Sir,

As a subscriber to your excellent magazine, having previously owned a TR3 and just completed a year's ownership of a TR4, I wonder if your readers would be interested in some of my observations on Triumph's latest addition to the TR range?

I have done 12,000 miles in my particular model, which is a fixed-head coupé, rear seat version. Other extras include overdrive, Goodyear "Motorway" tyres, radio and heater. The following points might be of interest :—

1. Fuel consumption is 30 m.p.g. on regular use, rising to 33 m.p.g. on long, fast runs. This is using overdrive extensively, of course.
2. I changed the plugs right away to Marchal (34HF) and these have been highly successful.
3. Roadholding is very good, though suspension is still on the harsh side, although as the manufacturers say, the ride is softer than that on the TR3.
4. Steering is first-class, a wonderful improvement from the TR3.
5. Brakes are excellent.
6. Tyre wear is almost unnoticeable after 12,000 miles. Wheels have not been changed round at any time.
7. The transmission is a joy to operate.
8. Interior comfort leaves nothing to be desired.
9. Acceleration has recently been slightly improved by the fitting of a "Snap" exhaust extractor.
10. Oil use is negligible.
11. Top speed well over 110 m.p.h.

On the debit side the following points are noted :—

1. Forward-hinging bonnet makes the fitting of a spot-light almost impossible and I have had to put aside a highly-valued Marchal "Fantastic."
2. Tappets are very noisy, but have been checked regularly and are "spot on." They were also noisy on the TR3—perhaps this is a fault of the *marque*.
3. Slight "whine" from rear axle observed.
4. Has occasionally jumped out of overdrive, but adjustment to switch should rectify matter.
5. Minor faults such as window, glove compartment and boot lock not functioning, noted and repaired.

I noticed that a previous correspondent complained about the difficulties involved in packing the front hubs with grease every 12,000 miles, viz. having to dismantle the front brake system. I note that the manufacturers say that this only needs to be done every 24,000 miles, unless the vehicle is used for competition work.

In conclusion, might I say that I am very satisfied with my TR4. I have had first-class service from the dealer the car was purchased from, and I am looking forward to many more thousands of happy miles.

Dalserf. J. L. M. COTTER.

* * *

THE COST OF BRAKE LININGS

Sir,

Four years ago I obtained brake linings for my (English) car from a well known firm in England. Actually I had similar quotes from two well known English makers. The set of linings cost £8, plus freight, plus duty, so that landed cost was approx £11.

Now I again require brake linings, and found that one of the above mentioned makers have agents in Cape Town. I got linings from them for 72s. (£3 12. 0d.) They are marked with the (famous) maker's name and "Made in Britain," and of course customs duty and freight had already been paid on them. One would think that these linings might well sell in England for about £3.

Why this amazing difference in price? Does some price ring operate in England which cannot extend to S. Africa because of foreign competition?

It seems that it would pay people in England to re-import British made linings from S. Africa. Am I right in thinking there is no purchase tax on this product?

Cape Town. L. A. HEATLIE.

* * *

THE LADIES' CHOICE?

Sir,

The arguments in your correspondence columns as to which is really the Best Car in the World are very interesting but everyone seems to have overlooked the most important criterion.

The Best Car in the World is the one which will most impress the lady in the life of its owner. The Mercedes-Benz, although an excellent car, will not be the ultimate carriage for, say, a thrifty wife—she will prefer a Citroën Bijou. Similarly, a thrifty wife who is also fond of children will prefer a VW Microbus.

To illustrate my point further, here is a list of female types together with the car which will please them most and which is therefore the Best Car in the World for the aspiring suitor :—

Outdoor, sporty type—Morgan Plus Four; sophisticated secretary—Citroën DS; pretty teenager—Austin-Healey Sprite; Art School Beatnik—pre-war London taxicab; vivacious redhead—Vintage 8-litre Bentley; ambitious, attractive blonde—Rolls-Royce; ambitious, plain blonde—Rover 3-litre; ambitious, ugly blonde—Ford Consul; and so on.

Why does the Editor choose Mercedes-Benz? Whom is he trying to impress?

Personally, I never miss a film in which Elizabeth Taylor stars and I am therefore in sore need of a Ferrari Berlinetta.

Yokohama, Japan. R. D. LANCASTER.

[I'm not trying to impress anyone, except to impress upon them that engineering leadership and high-performance should be combined in the World's Best Car.—ED.]

* * *

DE GAULLE *versus* OFFORD

Sir,

With reference to Mr. A. G. Tillman's letter in the April issue regarding spares and service for Renault owners who were customers of Offord & Sons Ltd., Gloucester Road, London, S.W.7, we can assure them that there are other excellent authorised dealers in the same area (whose names we will gladly pass on to those interested) capable of giving first-class service. In addition, we at Renault Limited, Western Avenue, London, W.3, operate a large customer service department where they, or any other Renault owner, can bring their car for service or repair.

It may be of interest to readers to learn that less than ten days after Offords sent their letter to President de Gaulle, they placed an order with us for a new Renault 4L Estate car.

London, W.3. A. DAKERS,
Public Relations Officer,
Renault Limited.

A UNIVERSAL EXPERIENCE

Sir,

I think it is a great pity that Mr. J. D. Sinclair of Dunlop Rubber Company should attempt to blame the failure of the Dunlop "Universal" of about 1950 as being due to its use on four wheeled vehicles, for which he claims it was quite unsuitable. To what, then, does Mr. Sinclair attribute the failure of the tyre on motor cycles when, in my opinion, the potential danger was far greater?

About that time I was riding a 350 c.c. Velocette which was not the fastest or the heaviest solo motor cycle available, but when the rear inner tube burst due to a 4 in. split in an almost new "Universal" cover, the resulting few moments were time I have no desire to live again! I exploited the Velo's really fine steering qualities to the full—and took all the road to do it in, too. You do right to tell us that we "really should fit the proper tyre for the job," Mr. Sinclair—I found the proper tyre in the Avon range.

Incidentally, I seem to remember that Nortons were at the top of the motor cycle road racing game at that time, and for some reason they dropped Dunlops in favour of Avons. Did Norton make a four wheeler in 1950, Mr. Sinclair? When my "Universal" failed I called it many things, but I never accused it of being a motor-cyclist's tyre.

Wakefield. HARVEY SMITH.

* * *

CARRYING SKIS

Sir,

As a Canadian, an ardent skier and an ex-owner of an M.G.-A in Canada, I was amused by the well-meaning advertisement you carried on page 69 of your February issue (magazines arrive late in this far-flung outpost of the Commonwealth).

Unless he is merely bluffing for the benefit of his stay-at-home neighbours, WHERE did the young man in the photo carry his skis?



Assuming that they are of an average length, about 6 ft. 6 in. to 7 ft., they are too wide to carry strapped across his luggage rack, which anyway seems to have been used for his suitcase, which is too large for the M.G.-A trunk; located on top of the suitcase, they would chafe lumps out of it on a long run—and it looks like an expensive piece of luggage at that.

Strapped in a vertical slope on his luggage rack, they would fail to clear the roof, running roughly in a line through the terribly vulnerable rear window.

The answer is, of course, to reverse the luggage rack, and let the skis form the hypotenuse from the base of the rack over the suitcase retaining bar, now at the TOP of the rack. In this position as three winters of application have shown, the skis clear the top nicely.

Perhaps, however, I am misjudging this young man's enthusiasm—perhaps for those 700 trouble-free miles from that little village in the Tyrol he drove with the top down, and the skis resting in the passenger's space (they cannot be accommodated in this way with the top up, believe me).

When you *do* find out, would you please let me know? I shall probably buy another M.G. on my return to Canada and I shall certainly continue to ski.

Perhaps, however, there is more room for skis in an M.G.-B.

Nairobi. CHARLES F. BACKHOUSE.

[Over to the publicity dept. of A. Schrader's Son!—ED.]

* * *

NO SUBSTITUTE FOR TORQUE

Sir,

I note in your March issue that our vociferous Mr. Ken Purdy has again seen fit to add his comments to the pages of another fine publication. Apparently he believes that Britons will accept his words as the "gospel according to Americans" in matters of motoring. I beg to disagree, and firmly believe that the following statements are more widely accepted among U.S. enthusiasts than his are, or ever shall be.

I would first comment that I have had my foot on over 350 horsepower (in one of our floating living-rooms) and was extremely happy to step down to 100 and now 85 (in my Triumph TR3 and Sunbeam Alpine). I beg to inform Mr. Purdy, who passes in America for an "expert," that titanic horsepower and 190 m.p.h. quarter-miles are NOT the only factors in sporting motoring. True, such performance would be relished all by itself among most teen-aged boys, but it alone is hardly the whole concept of grand touring, as it is known by ADULTS. I have found, in my uninitiated way, that 100 horsepower in a car such as the TR3 is infinitely more enjoyable and safe than the 350-plus that I had in my previous American monstrosity, which is one of those that presently masquerade as Gran Turismo automobiles. The Triumph, Alpine, and most other G.T. and sports machines are capable of adding to their horsepower spectacular performance in ALL areas; positive steering, fade-resistant braking, superb suspension, *and* four-speed transmissions.

In reference to the last mentioned, which Mr. Purdy now seems to dislike, let me quote his own words, written about the Porsche in *Playboy* magazine:

> ". . . . a thinking man's automobile. It makes no decisions for you, but it accepts YOUR decisions and translates them into action with blistering speed. No automatic transmission is as fast as the butter-smooth Porsche transmission—so FAST, and so rugged."

The above places some doubt as to the consistency of Mr. Purdy. But should he reply that they refer only to the Porsche gearbox, let me add the following facts.

Granted, the Porsche unit is exceptionally smooth and fast. But, just as automatic transmissions have improved recently, engineers have set out to improve the manual gearbox, with equally spectacular results. The Borg-Warner unit found in many sports cars is such an example. I can also point to the units in my Triumph and Sunbeam. While not up to this standard (and also not as costly), both offer very fast "translation" of one's own decisions, and do so with a synchromesh extremely hard to beat. The Triumph unit has seen further improvement in the new TR4, with the fitting of synchromesh in first gear.

Mr. Purdy conveniently neglects to mention the thrill of driving with such a gearbox. It allows the driver to do what he will; to pick a line through a turn based on a gear which he chooses himself. The automatic, in contrast, may shift up or down by itself *after* one has picked a line, a questionable advantage. Of course, one may alter this possibility by selecting a different automatic position on his selector, but I should think that real driving requires a bit more than punching the right button.

While conceding the labour-saving aspects of the automatic, and acknowledging its value in city driving or convenience to the female pseudo-driver, I submit that there will always be a small minority who prefer the manual. This percentage will always be at least as large as the number of sports and G.T. cars on the roads, and whether or not the manual gearbox vanishes from the tracks is entirely irrelevant. We find in our stick-shifts (again in Mr. Purdy's own words), that "driving can be fun again." We find in all sports cars, as he did in the Porsche, that "you can, with small effort, believe that the seat of your pants is a part of the automobile." Should Mr. Purdy protest that only Porsche fits this description, he is not half the authority he so frequently claims to be.

In closing, I should express my hope that a future issue of MOTOR SPORT shall contain this letter. I think it is high time someone expressed disagreement to the ramblings of Mr. Purdy. His comments have probably helped spread the false rumour that all American drivers are a boorish lot. Alas, I too am young; perhaps Mr. Purdy will also discount the value of what I say. Yet I can't help thinking that I have a truer concept of sporting motorists than he, for all his years, can ever hope to have.

New York. RICHARD M. LANGWORTH.

SPEEDOMETER SERVICE

Sir,

The speedometer in my Morris 1000 seized up and then proceeded to wreck its eccentric gear. I requested a replacement gear from Smiths and received a reply to the effect that no spare parts service exists for " calibrated " instruments and that I should buy a factory rebuilt unit.

I then discovered that G. & E. Ingle of Nottingham would recondition and recalibrate my speedo for 30s., or for £3 10s. (Smiths rebuild price I believe) would also fit a $\frac{1}{10}$ recorder; this latter offer I considered to be excellent value for money.

It was posted on the 2nd March, Ingle's received it on the 6th and posted it back on the 7th and it reached me today, the 13th, the G.P.O. not being able to break it or lose it.

At last I have a speedometer that tells me how far I have done and the actual speed I am going.

Birmingham. J. W. ALLEN.

* * *

RILEY MODELS

Sir,

It seems that the literary consultants to today's vehicle manufacturers have not the originality and imagination of their colleagues in the styling departments.

Apparently the new Hillman baby is to be called the Imp. This is just pure bad taste, as the original car of this name was a sports car amply fulfilling the connotations of its name. This crib is yet another name taken from the range of " real Rileys " built from 1926-38. Falcon, Sprite, Victor, and Alpine are the ones which spring most readily to mind; Lynx and Sprite were also " rebodied " by Lea Francis, I believe: they also pinched our engine! Vauxhall even shamed themselves by using " Velox " on a car unworthy of its predecessor.

However, I do not think we will ever see a B.M.C. " Brooklands although the name of one Riley sports car is on every page of your journal, blatantly printed without acknowledgment—yes, the M.P.H.!

Perhaps this letter will succeed in getting the revered name of Riley on to your pages at last—an omission which many Register members deplore while still remaining faithful readers of MOTOR SPORT.

Nottingham. MARTIN R. JUBB.
(Riley Register)

[I should be very pleased to publish a full history of the Riley in one of our winter issues if the Riley Register will compile one sufficiently accurate and technically detailed—ED.]

* * *

LAYCOCK FOR GOOD SERVICE

Sir,

Overdrive unit on my Vitesse " playing up." Business appointment in Norwich the following day. Evening S.O.S. phone call to Laycocks London Service engineer.

Result ! At 6.30 following morning, service engineer arrives at my home !

In less than an hour overdrive working perfectly. Business appointment kept.

Such legendary service as this, one very, very, occasionally reads about in connection with Rolls-Royce.

Well done Laycocks and a big THANK YOU.

Broxbourne. A. C. BAXTED

* * *

ANOTHER CASE FOR ALUMINIUM

Sir,

I feel that I cannot let Mr. B. S. Kern's letter on corrosion pass without some comment. I have experienced similar corrosion on my Gazelle, affecting, not the headlamps, but the stainless steel trim strips.

Unlike Mr. Kern I was relieved that Rootes had had the foresight to fit aluminium rivets, for replacement was the matter of a few pence and a few minutes.

Had Rootes followed the practice of many other manufacturers and used rivets of other material the failure would have been not of the rivet but of the metalwork of the body surrounding the rivets in which case repair would have been difficult and costly

The electrochemical principles underlying this fact are surely known to all sixth form scientists, but alas are all too rarely employed by the major motor manufacturers. The result of this is the well known line of perforations behind the headlamps on many cars, and of course the more or less permanent loss of decorative metalwork.

Far be it from me to claim that Rootes cars are perfect in respect of corrosion resistance, but they are at least as good as any other comparably priced cars on the market, and their use of aluminium rivets shows, to me at any rate, that they are fully aware of the methods of minimising the more serious results of corrosion.

Salford. J. A. NOBLE, B.A., A.R.I.C.

* * *

MOTOR RACING FOR THE NORTH-EAST

Sir,

I was interested to read your "Matters of Moment" on the Croft Aerodrome episode.

Not only is this a " distressed area " as regards unemployment, but also as regards the lack of motor-racing facilities. Apart from a few rather mediocre race meetings, small club rallies, and speed hill-climbs, the northern enthusiast has nothing. (Except motor-cycle scrambling and speedway, perish the thought.)

Each time someone makes an effort to alleviate this situation, a lot of rather selfish people raise a lot of rather selfish objections, mainly on the grounds that there will be a lot of noise if a motor-racing circuit is opened near their homes.

Considering all the noises mentioned in your editorial, together with the " ton up " boys, and rush-hour traffic from Darlington, one would imagine that the distant exhaust music, occuring only on certain weekends and public holidays, would mean little, if any, extra difference. In fact, many people who are complaining about the noise, and who are objecting to the Croft scheme, would probably never hear the distant snarls and roars, because on bank-holidays and the like, they would be on their way to the coast in their Ford Populars, old vans, and pre-war Austins, with red-devils and nylon tigers dangling in the rear windows.

I am beginning to think that we will never see any decent motor-racing in the north-east, but I intend to see the British Grand Prix on July 20th, even if I have to walk all the way to Silverstone !

Incidentally, Mr. B. S. Kern may be interested to know that a friend's 1959 Sunbeam Rapier was found to have only one aluminium rivet left in its near-side headlamp, after the recent " salty " spell.

Middlesbrough. C. J. HEADLAM.

* * *

THE TYRE CONTROVERSY

Sir,

I had expected a " bromide " from the Dunlop Rubber Company, and this, I see, comes in the form of a letter from Mr. J. D. Sinclair, of that firm, his communication following your publication of my recent letter lambasting the present-day Dunlop tyre. I notice that Mr. Sinclair makes no apology—indeed no reference at all—to the standard Dunlop car tyres which I described as having burst (all four of 'em *and* the spare) over a relatively short period of use.

Mr. Sinclair does, however, take me to task for using motor-cycle tyres (the Dunlop " Universal ") on an Austin 7, and states all the respects in which these are unsuitable for use on a four-wheeled vehicle. Well now, Mr. Sinclair is presumably an expert, while I am only a layman in these matters ; and while I cannot see why a tyre which is supposed to withstand the thrust of a motor-cycle rear wheel at sixty or seventy m.p.h. will not do for any slow old buffer poodling along at 25 m.p.h. in an ancient Austin—especially as four tyres, and not one, take the thrust (if any) of these aged vehicles—nevertheless I feel it presumptuous for me to argue with a man in the trade.

In apologising, then, for using the Dunlop Universals on a *car*, I suppose I must also apologise to those other firms—Firestone, Michelin, Avon, etc.—whose motor-cycle tyres grace my various Austin 7s. The real point, however, is that these makes invariably give jolly good service, whether they are being wrongly used or not, while those provided by Mr. Sinclair's firm—as I stated in my last letter—burst in the wall with such depressing regularity that it is certain I shall never use them again, while I sweat constantly for all those speeding motor-cyclists whose machines may still be " Universally " shod.

Truro. JACK MARSHALL.

TAILPIECE



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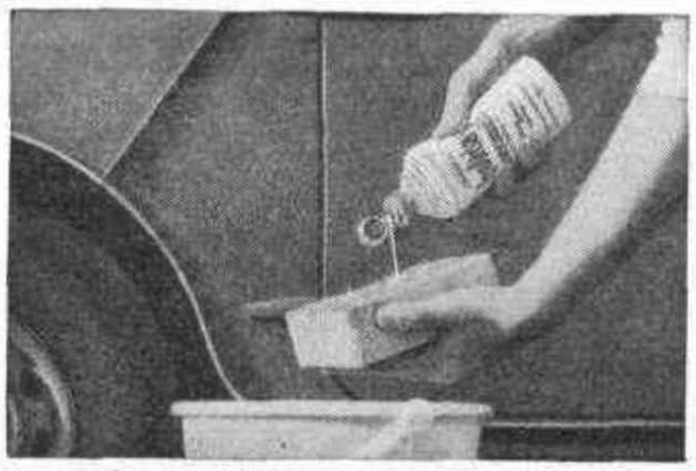
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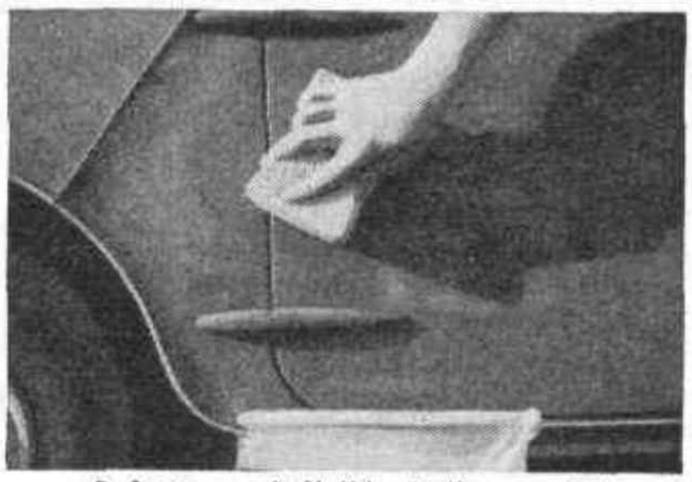
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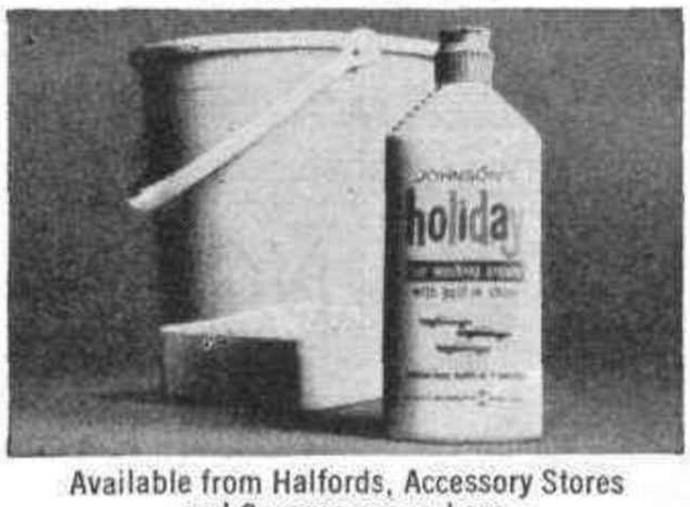
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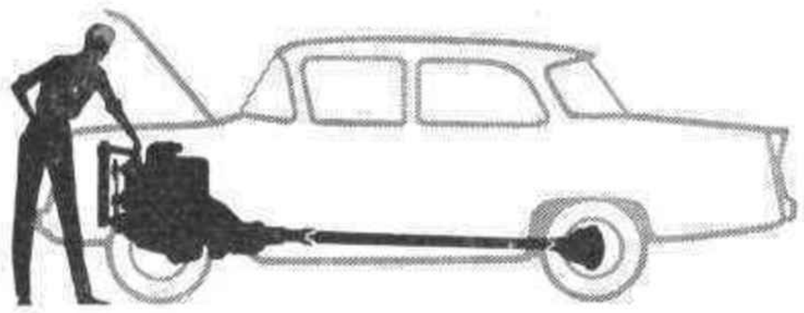


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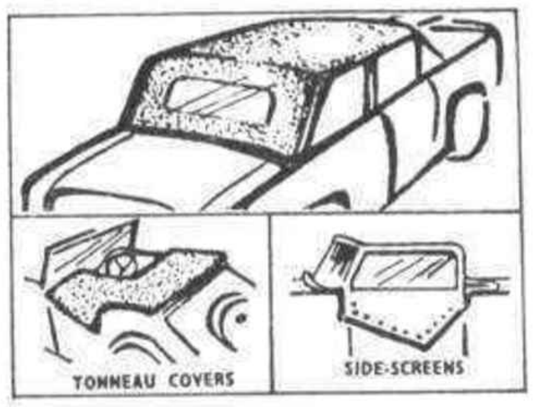
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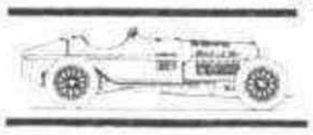
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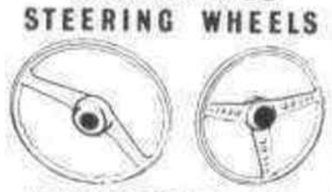


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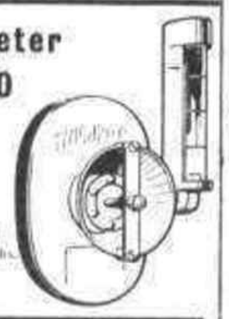
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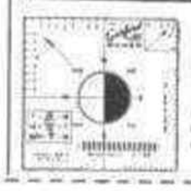
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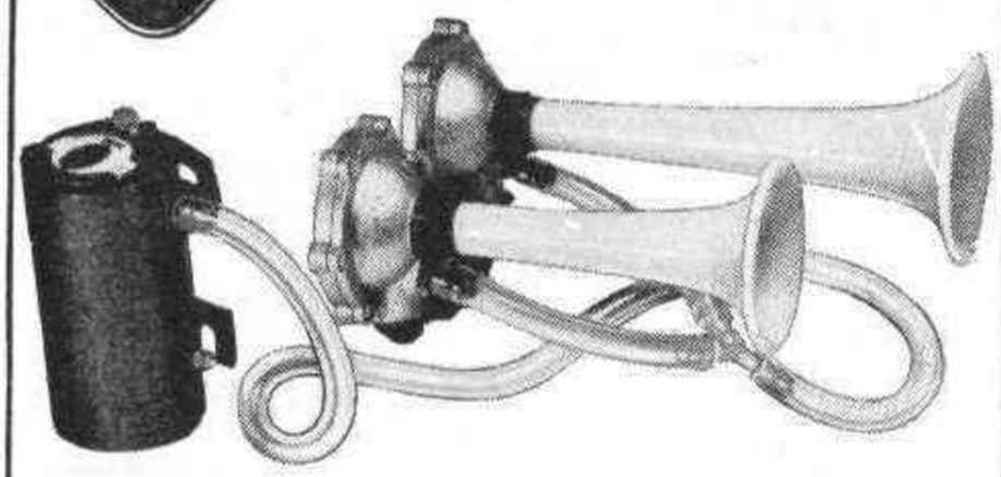
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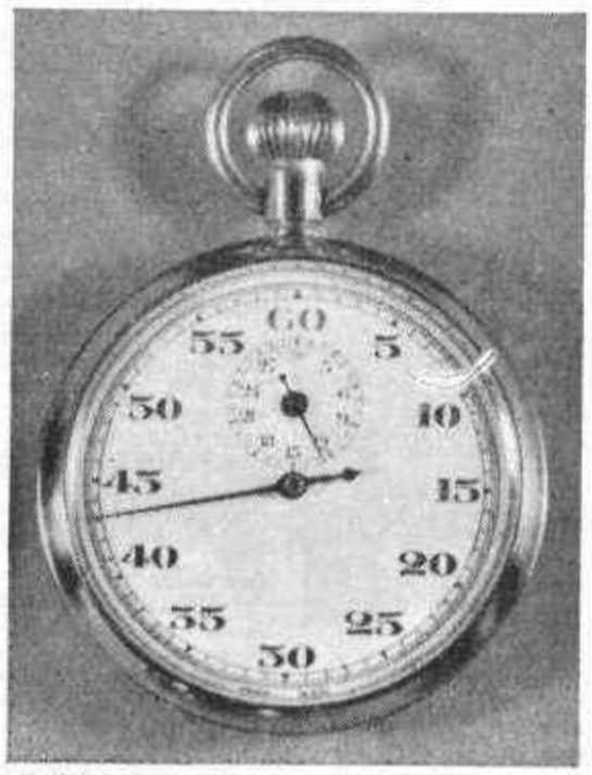
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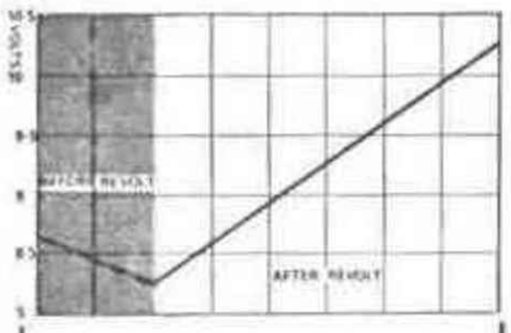
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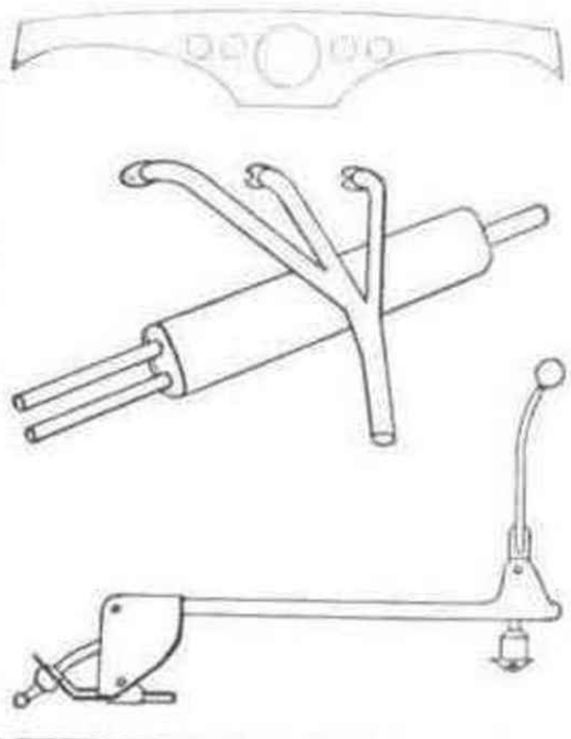
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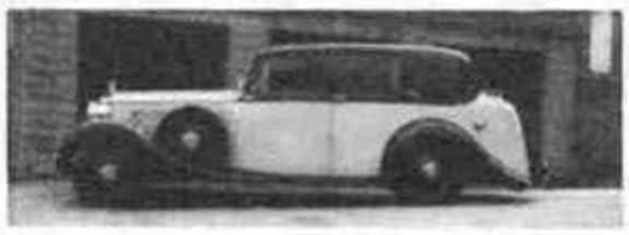
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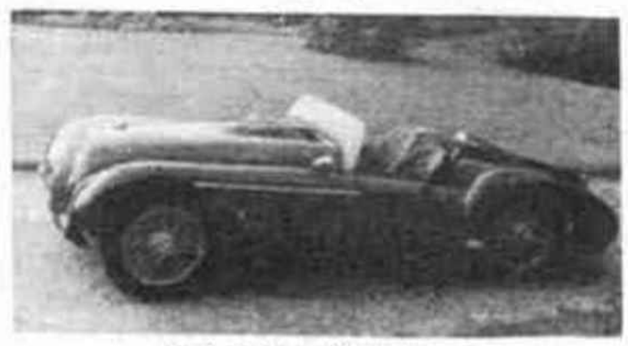
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£795 **1955 ASTON MARTIN DB3S,** 2-seater sports, 3-litre unit. This car is beautifully presented with bodywork in flame red, fitted with metal tonneau cover, etc.

£765 **1962 TORNADO Talisman,** 2-door 4-seater sports coupé. 12,000 miles only. Fitted with Cosworth 109E engine, disc brakes. Finished in blue with black interior. Fabulous performance. **(Photo 2)**

£675 **1961 TR3A.** One owner from new. Recorded mileage 13,000. Fitted with wire wheels, overdrive, heater, Lawrence head, branch manifolds, h/l. camshaft. Bodywork Olde English white, black trim.

£665 **1962 T.V.R. Grantura.** 12,000 miles. M.G. 1,622-c.c. engine. Wire wheels, disc brakes. Finished in B.R.G. with off-white interior.

£625 **1961 model SUNBEAM Alpine Mk. II.** One owner from new, finished in petrol blue with black detachable hard-top. Fitted with push-button radio, heater, etc.

£625 **1957 ALFA Romeo Giulietta Spyder** open 2-seater. L/h. drive. White with black trim. Excellent value.

£595 **1958 JAGUAR XK150** f.h.c. Finished in pearl grey with grey trim. Radio, heater, overdrive.

£595 **1958 JAGUAR XK150** f.h.c. A beautifully-kept example with automatic gearbox, radio, heater, etc. Finished in B.R.G. with grey interior.

£585 **1961 M.G.-A** roadster. Olde English white with red interior. A low-mileage car in excellent condition throughout.

£565 **1960 SUNBEAM Alpine,** finished in leaf green with black hard-top and interior. Fitted with wire wheels, heater, overdrive and soft-top, etc.

£545 **1955 PORSCHE Speedster 1500.** R/hand drive. Fitted with Halda Speed Pilot, Reutter seats, detachable hard-top. White with black trim.

£545 **Dec. 1960 T.V.R. Grantura.** Ford 105E engine. This low-mileage car is finished in pale blue with black interior and is in pristine condition throughout. Various extras. **(Photo 3)**

£495 **1960 M.G.-A** roadster. Finished in white with black interior.

£495 **1959 TRIUMPH TR3A.** Finished in indigo blue with contrasting interior. Overdrive, etc.

£495 **1962 model AUSTIN HEALEY Sprite Mk. II.** Primrose, black interior. Radio, heater, luggage rack, spot lights, reversing light. One owner. Another with similar specification.

£495 **1958 VOLKSWAGEN Karmann-Ghia,** l/hand drive, f.h.c. Finished in red with black roof. Seat covers, wheel trims, etc. **(Photo 4)**

£475 **1958 TR3A.** Two owners from new. A superb example in B.R.G., fitted with disc brakes, hard-top, roof light, etc.

£445 **1959 MORGAN Plus 4.** Two owners. Lawrence tuned engine. Heater, etc. Beige with black interior.

£435 **1960 AUSTIN HEALEY Sprite.** One owner from new, fitted with Ashley G.T. hard-top, Shorrock supercharger, wood-rim steering wheel, auxiliary facia. Finished in white with black interior. **(Photo 5)**

£425 **LOTUS X** aerodynamic sports 2-seater. Bristol 854 engine. Extremely rapid.

£425 **1957 TR3,** finished in B.R.G. with red interior. Fitted with wire wheels, overdrive, hard-top, twin spots, radio, heater, "X" tyres, wood-rim steering wheel.

£415 **1958 M.G.-A** f.h.c., finished in black with red roof. Recon. engine just fitted—not yet run-in.

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£395 **1961 MINI de luxe,** fitted with Stage 3 Speedwell mods., Microcell seat, special facia, racing wheels and tyres. Superb in powder blue. Bored out 932 c.c., h/c. head and pistons, lowered suspension. Koni shock-absorbers.

£395 **1960 AUSTIN HEALEY Sprite.** One owner. White, red interior. Heater, etc.

£375 **1957 TRIUMPH TR3.** Fitted with disc brakes, etc. Bodywork in Olde English white with black interior. Thoroughly recommended.

£365 **LANCIA AURELIA 2-litre** 4-seater d.h.c. (Reg. 1961). This car is the late property of Jonathan Routh and is in excellent condition throughout with bodywork in mid-blue. Motorola push-button radio, heater, etc. R/hand drive.

£365 **1960 LOTUS Seven,** Ford 105E engine. Full weather equipment.

£345 **1957 TRIUMPH TR3,** fitted with 3A front, heater, hard-top, radio. One owner from new. Finished in B.R.G.

£345 **1955 JAGUAR XK140** d.h.c. Bodywork in flame red with matching interior. Exceptional condition. Another in B.R.G.

£295 **1953 JAGUAR XK120** f.h.c., wire wheels. This one-owner car is finished in B.R.G. with contrasting upholstery. Excellent history.

£295 **1957 TR3.** Fitted with wire wheels, overdrive. Excellent mechanical condition, requires respray. Bodywork in maroon.

£265 **1952 JOWETT Jupiter.** This car is in truly fantastic condition having had over £200 spent on the vehicle in the past 18 months. Bodywork in powder blue. **(Photo 6)**

£255 **M.G. TD.** A very nice example in metallic green with beige trim.

£245 **1962 FORD Special** with Hamblin body. Full weather protection.

£235 **1954 SUNBEAM Alpine Mk. II.** An excellent example in polychromatic blue with red hide. New hood.

£235 **1951 M.G. TD,** reg. 1958. A much above average example in maroon with beige interior.

£225 **1935 HUMBER** Pullman landaulette. This fabulous vehicle has had one owner from new and has covered a total mileage of 70,500 miles.

£195 **1953 SUNBEAM-TALBOT 90** d.h.c. L/h. drive. Excellent in polychromatic blue with beige hide interior.

£195 **JAGUAR XK120.** Polychromatic blue with dark blue interior. Tonneau cover, etc.

£165 **1951 M.G. YB** saloon. Truly immaculate car finished in black with red interior. Engine overhaul just completed.

£145 **RILEY Roadster.** Special bodied. Finished in red.

£95 **1948 ALVIS** Tickford coupé. Fitted with radio, etc. Finished in black with contrasting interior.

£95 **1957 BERKELEY, 328 c.c.** Requires slight attention.

£85 **M.G. PA.** An above average example of this very popular motor car. Finished in green with contrasting interior.

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A.C. 2-litre SALOON, power brakes, heater, immaculate order throughout **£295**
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ASTON MARTIN D/B 2/4 Mk. 2, metallic green, radio, heater, extras **£995**
AUSTIN HEALEY 100/4, overdrive, wire wheels, radio, heater, B.R.G. **£265**
AUSTIN HEALEY 100/4, overdrive, heater, 1,800 genuine miles blue/black **£345**
AUSTIN HEALEY 100/4, 1956, wire wheels, tonneau cover, heater, extras **£395**
AUSTIN HEALEY 3000, 1960, 4-seater, overdrive, l/rack, t/cover, heater **£645**
AUSTIN HEALEY 3000, 1960, overdrive, heater, red, black weather eqpt ... **£575**
AUSTIN HEALEY 3000, 1961, 4-seater in cream with red leather, radio **£695**
AUSTIN HEALEY 3000, 1962, w/wheels, overdrive, heater, blue/ivory **£895**
AUSTIN HEALEY SPRITE, 1961, white, Mk. II, low mileage example, heater **£475**
AUSTIN HEALEY SPRITE, 1960, duo tone, red and white, rev. counter, extras ... **£395**
AUSTIN HEALEY, 1959, extensively modified, host of extras, brilliant **£445**
AUSTIN HEALEY SPRITE, hardtop, wood-wheel, l/rack, balanced engine, etc. ... **£345**
AUSTIN COOPER, 1962, nominal mileage, looks as new, fitted radio **£475**
BENTLEY, 1936, 4½-litre special Cockshoot body, 2-door, metallic grey **£295**
BENTLEY, 1938, 4½-litre Park Ward Razor Edged, fitted radio and heater **£395**
BENTLEY STANDARD STEEL, 1947, immaculate, black cellulose, tan interior ... **£395**
BENTLEY MARK SIX, 1950, Duo tone blue, radio, heater, superb condition **£495**
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JAGUAR 2.4, 1960, Mk. II, Webasto roof, automatic, white, blue leather **£995**
JAGUAR 3.4, 1957 October, automatic, heater, B.R.G., green leather, htr. **£545**
JAGUAR 3.4, 1959, white, overdrive, disc brakes, heater, superb cond. **£695**
JAGUAR 3.4, 1960, Mark II, overdrive, B.R.G., tan leather, heater, extras **£995**
JAGUAR 3.4, 1961, Mark II, overdrive, very low mileage, beautiful condition **£1,195**
JAGUAR 3.8, 1961, overdrive with heater, in grey with grey leather **£1,145**
JAGUAR XK 150, fixed head coupe, overdrive, radio, heater, blue/blue **£545**
JAGUAR XK 150, 1959, drophead coupe, immaculate, white, black hood, heater ... **£645**
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JAGUAR MK VII, 1952, black with red leather interior, heater, radio **£115**
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M.G.-A two seat sports, in white with red int., 1957 September **£345**
M.G.-A 1600, 1960, w/wheels, radio, heater, spots, mirrors, fixed head coupe ... **£525**
M.G.-A 1600, 1960 convertible, w/wheels, l/rack, heater, low mileage **£545**
MORGAN 4/4, immaculate, metallic blue aquaplane, superhead, exhaust **£395**
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T.V.R. GRANTURA, 1960, MGA 1600 engine, radio and heater, blue **£495**
VOLVO 122S, 1961, full Ruddspeed engine, disc brakes, all extras fitted **£895**

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M.G.-A TOURER. Good condition, heater, radio, £270. Russell, "Stoneyedge," Willow Bank Road, Alderton, Tewksbury, Gloucestershire. [4005
BENTLEY, 1925. 3-litre Red Label. 2/4-seater coupé, vertical mags. 4½ sump and starter. £300 o.n.o. Tel.: Tiptree 287. Morley Park Farm, Tolleshunt Knights, Essex. [4006
AUSTIN 750 SPECIAL. Cheap. Every modification; in parts or whole. 265, Brooklands Road, Manchester, 23. [4007
TR3A, 1960. Black, red leather. Overdrive, heater, wire wheels. One owner, very good condition. First £500. Protheroe, 12, Sudbury Court Drive, Harrow, Middlesex. Tel.: ARN 7042. [4008
CONSUL MK. II SPEED EQUIPMENT. Pair 1¼in. S.U.s on G.N. manifold, c/w filters and matching G.N. four-branch exhaust manifold. Two months use, £16 o.n.o. Also complete Lucas 2-speed wiper conversion. Four months use, £8 o.n.o. Restoring car to standard before selling. Briggs, 68, Ninian Road, Cardiff. [4009
M.G.-A, 1959. F.H. Disc brakes all wheels, new engine not reconditioned fitted ,3,000 miles. All new tyres, one owner, taxed. £425 o.n.o. Tel.: Rugby 3836. 22, Cawston Way, Bilton, Rugby. [4010
"MOTOR SPORT" 56 copies. 1954-1962. Excellent condition. Offers. Box No. K.011. [4011
ELVA COURIER COUPE. Green, disc brakes, seat belts, many modifications to make this a fast, yet versatile fun car. Easy 115 m.p.h. Well maintained. £650. Box No. K.012. [4012
1960 SP.250. Some Spec. B-mods. Heater, tonneau, etc. Green/tan. Genuine 30,000 miles. Virtually one owner. £735. R. Plommer. Tel.: Chatham 43490. [4013
AUSTIN-HEALEY, 1955. Red. This car is in superb condition maintained regardless of cost past 6 years, fitted with many extras. £350 o.n.o. 48, Gloucester Way, E.C.1. [4014
RILEY LYNX, 1936. 12/4 tourer. Bodywork structurally sound, lively performance. M.O.T. Condition as price—£125. Tel.: Burgh Heath 336 (Surrey). [4016
1935 RILEY 12/4 Falcon. Apply: Speak, Westfield, Cargate Hill, Aldershot, Hants. Tel.: 22078. [4018
SOMETHING DIFFERENT! Late 1960 Gazelle estate, Perkins diesel. Heater, radio; 80 m.p.h. 60 m.p.g. One owner, 24,000. £700, near? Small vehicle required. Granville Jones, 47, Edmondstown, Tonypandy, Glam. [4019
JAGUAR XK140, 1956, f.h., l/grey. Radio, heater, spots, "X"s, washers, etc. Generally good, few rust patches, chrome going. Needs bachelor enthusiast with spare time but little cash. What do you expect for £295? Walker, Tel.: Derby 42552 (day), Horsley 530 (after 6 p.m.). [4020
BENTLEY, 1939, 4¼ o/d. Thrupp & Maberly black saloon. Maint. accounts since 1949. Radio, heater. Exceptional car, £450. Tel.: London Wall 5005 (business hours). [4021
ASTON MARTIN 1½-LITRE, 1935, saloon, £225. Mechanically sound, in nice condition throughout. Hicks, 67, High Street, Old Woking, Surrey. Tel.: Woking 1725. [4022
TRIUMPH GLORIA Climax engine, completely rebuilt 500 miles, £10 10s.; also gearbox and other parts. Microcell seat No. 6, as new, £6 10s. Hicks, 67, High Street, Old Woking, Surrey. Tel.: Woking 1725. [4024
1932 LAGONDA 16/80 d.h.c. £100. Full details from Kent, 40, Nursery Road, Cheadle Hulme, Cheshire. [4025
M.G. PB. Breaking or sell complete. Several Wolseley Hornet Special spares, E93A Aquaplane mods., twin Amals, etc. Moore, 24, Douglas Road, Sutton Coldfield. [4027
ALVIS 3-LITRE, 1952, pillarless saloon. Good. Worthy lavish attention. Reasonable. Box No. K.028. [4028
WEBER DCD36 with manifold air-filter for Anglia Classic, new, £12. Wanted: Twin S.U.s and manifold for Ford 93A. Tel.: FLE 2282, ext. 30 (9 to 5). [4029
FOR SALE, PORSCHE 1500 Speedster, 1955. Finished in white with black trim, fitted with Michelin "X" tyres. In excellent condition with quantity of spares. Price £600 o.n.o. J. Sugg, "The Hollies," Potton, Beds. [4030
1949 2000 TRIUMPH Roadster, chariot red, complete respray 1962, undersealed, Michelin "X" tyres. £210 o.n.o. Cheadle, Cheshire. Tel.: Mercury 3150. [4031
HEALEY 2.4, 1947. Rear bodywork damaged. Mechanically perfect. Will break. Offers? Rhodes, 3, Aston Close, Wallingford, Berks. [4033
SUNBEAM RAPIER convertible, spotless condition, 1958, low mileage. £435. Consider Mini Traveller. 45, Shirehall Park, London, N.W.4. Tel.: Hendon 7755. [4035

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

FOR SALE—*continued*

T.V.R., 1959. Red 105E, many mods. W.W. Good condition. £395. Coupland, 57, High Street, Biggleswade. Tel.: 2245. [4036

RILEY 1½-LITRE, 1948. Brakes relined, engine reconditioned, 1,200 miles. New battery. Workshop manual included. £100. Also Riley, 1935, Kestrel. Five new tyres. Engine slightly damaged by frost. £20. 84, Thames Road, Blakenall, Walsall, Staffs. [4039

STAR TOURER, 2-seater and dickey. 1926, fitted with 1932 Humber engine. New hood and side-screens. First prize winner at Lewes 1958. Cup winner at Growle 1961. Also at Sheffield 1962. In first class order. Price £125. J. Hadfield, 51, Montgomery Terrace Road, Sheffield, 6. Tel.: 24824. [4041

BENTLEY 4¼-LITRE, 1937, Park Ward body with sliding roof, black with fawn upholstery. 25,000 miles since factory reconditioned engine; maintained in exceptional condition. Outstanding car for enthusiast. Gordon C. Macandrew & Co. Ltd., 86, Lothian Road, Edinburgh. Tel.: FOU 7257. [4042

DELLOW, 1953. V.G.C. Coil-springs rear, 4-branch, heater, extras. £195. Staines, 8, Fawters Close, Hutton, Brentwood, Essex. [4044

RILEY 2½-LITRE KESTREL. Body rebuilt. Mechanically excellent. M.O.T. Offers. Tel.: Camberley 5539. [4045

TR2, 1955. Blue. Wire wheels, overdrive, heater, tonneau. Very smart. £220. F/L. Rutherford, Officers' Mess, R.A.F., Scampton, Lincoln. [4046

F.N./B.M.W. 319/45 Reutter cabriolet. M.O.T.; used daily; very potent. Must sell, £45 o.n.o. Willett, Tel.: Egham 4523. [4047

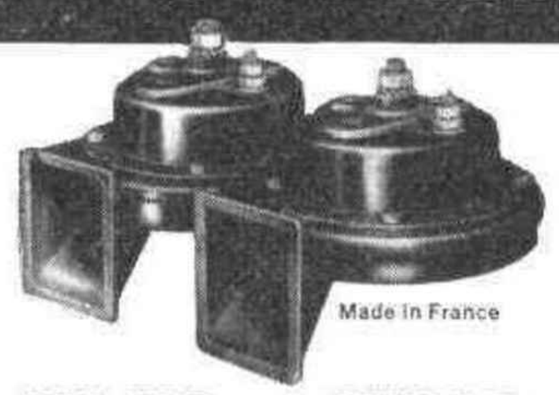
M.G. MAGNETTE ZB, 1957, 60,000 miles. Good condition. Reconditioned engine, close-ratio gearbox 10,000 miles. High-compression cross-flow head, large diameter exhaust. Motorvac brakes. Koni shock-absorbers. Full safety harness, wireless, four "X"s. £400 or near offer. Pasteur, Church Hall, Wormingford, Essex. Tel.: Bures 282. [4048

HALDA SPORTS SPECIAL, as new, £15. 7, Warren Road, Leigh-on-Sea. Tel.: Southend 558042. [4050

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105E D/L., 1960. Ann Hall rally car. Radio, heater; sound-proofed; many mods. Attention required to roof dents and paintwork. Insured, £240. £200 financed. 5, Foxley Close, Loughton, Essex. Tel.: Loughton 7093. [4053

RILEY 9-h.p., 1928, 2-seat tourer in beautiful condition. Recent rechrome, respray. New weather equipment, rewired and re-upholstered. Twin exhausts, twin 1¼ S.U.s, water pump, light flywheel, 2-brush electrics. £140 o.n.o. C. Black, 30, Lincoln Road, Oxford. [4056

BENTLEY, 1936, Mulliner sports saloon. 20 m.p.g. Machinery impeccable. Overhaul £200 (receipts). Brand new battery, well shod, taxed. Black/grey original paintwork, leather upholstery excellent. Interior shabby. Exceptional performance. Enthusiast owned (I.A.M.). Heater. £260. Would consider exchange equally exclusive small sports car. Adjustment either way. Turner, Little Hay, near Lichfield (Tel.: Weeford 251). [4057

1938 M.G. 1½-LITRE saloon. Completely overhauled. Ex. cond. mechanical/body. £140 o.n.o. Tel.: Leicester 36337. [4058

HOTCHKISS, 1936, 3½-LITRE, Henri Chapron d.h.c. In daily use. Bodywork needs attention. Some spares. M.O.T. to December 1963. £50 o.n.o. Tel.: Upper Warlingham 4155. [4059

ALVIS SPEED 25 d.h.c., 1939, black, fawn hood, brown leather upholstery. All-synch. box, mech. servo brakes, one-shot chassis lubrication. Expensively maintained and in far above average condition all round: bills for 12 years available. £215. Tel.: N. C. Brooks, Waterloo 2000 (day); Upminster 4555 (evenings), or write, 33, Claremont Gardens, Upminster, Essex. [4060

FOR FORD SPECIAL (1938 onwards): Four special 15-in. wheels, complete with tubes and new Michelin "X" tyres, £22. Milsom, 5, Oakdene, South Street, Cottingham, E. Yorks. [4061

1½-LITRE TRIUMPH engine and gearbox, in perfect condition, complete with carbs., manifolds, starter, dynamo, etc. Ready to run. High-compression head, double valve springs, etc., etc. Never run since rebuild. £27 10s.—the lot, or will split. Box No. K.062. [4062

8.9-h.p., 1933, SINGER Le Mans engine and gearbox. Engine completely overhauled. With carbs., etc. £20 o.n.o. Ready to run. Box No. K.063. [4063

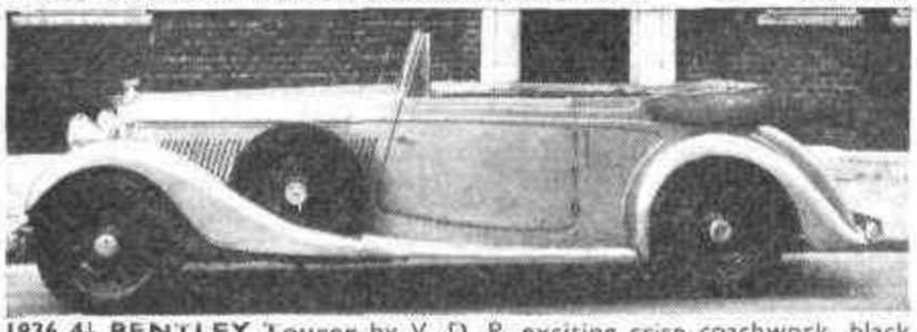
1927 ROLLS-ROYCE 20 with Replica sportsman's coupé body by Southern Motors (1939). Sound and very attractive. £225. Weston, Tel.: Macclesfield 3934. [4064

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1939 BENTLEY sports saloon by Park Ward, shell grey, recent works check, overdrive model, sun roof... ... ... **£495**

1935 ROLLS-ROYCE 25 h.p. Sports saloon by Gurney Nutting, well maintained, heater, all extras **£425**

1955 SILVER WRAITH Touring limousine by Park Ward, small mileage, automatic, grey and blue trim, fine example **£1,895**

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FOR SALE—*continued*

MORGAN PLUS FOUR, 1953, reconditioned engine, new hood, clutch, steering modified to 1963 specification. Resprayed white. Enthusiast maintained regardless of cost. Sacrifice £295 o.n.o. 116, Walpole Road, Tottenham, London, N.17. [4216

M.G. VA d.h.c., 1½-litre *classic*. Exceptional condition. Abundant spares. £150. Manchester, Tel.: Woodley 2329. [4219

DAIMLER EMPRESS 2½-LITRE sports saloon, 1952. Razor-edge body by Hooper in black/grey. Luxurious and economical. One previous owner. 30,000 on recon. DB18 sports engine. Recent extensive overhaul. Fluid *flywheel, preselector,* radio, heater, screen-wash, etc. In nice condition and daily use. £435. Seen Eastbourne. Tel.: Hampden Park 704 (evenings). [4220

1940 ROLLS-ROYCE 30-h.p. Wraith, limousine body by Park Ward. Very reliable and in good order. £275. Bilson, "Woodlyn," Chester Road, Bacons End, Coleshill. Tel.: 2191. [4221

RILEY LYNX 12/4, 1936. M.O.T. Unmodified. Offers. Mottram, 38, St. John's Road, Clifton. Tel.: Bristol 37944. [4222

FOUR T.V.R. CHASSIS body units with doors and bonnets. £30 each. Hughes, Backhouse Lane, Hambleton, Blackpool. [4223

MARRIAGE FORCES SALE of magnificent M.G.-A 1600, 1960. White with black trim, heater, good "X"s. Only 27,000 miles, never raced or rallied. Tel.: Exford 223 (Somerset). [4224

ELITE SPARES. The following unused Lotus spares available after rebuild: Pair front splined hub assys, c/w. stub axle, king post, races, etc., £17 10s. Pair front discs, £4 each. Radiator, £5. Radiator fan assy., £4. Windscreen wiper motor and cable, £4. Bonnet lock, 15s. 4.2 diff. nose piece, £12 10s. Clutch and brake master cylinders, 30s. each. Box No. K.226. [4226

FORD BUCKLER open sports, £135, first-class condition, 1958. Can exchange for saloon. Leith, 9, Russell Road, Mintlaw Station, Aberdeenshire. Tel.: Mintlaw Station 285. [4227

M.G. TF. £325 o.n.o. Excellent condition. 11A, Victoria Road, Romford, Essex. [4228

WHAT OFFERS? 1952 to 1962 copies of MOTOR SPORT. Buyer collects. Allen, 2, Cox Hill, Boxford, Colchester. [4229

M.G. TD II, 1953. Black. Body and mechanics excellent. Winkers, spot, Vynide hood. Must sell, will sacrifice at £255 o.n.o. Twibell, 71, Newlands Road, Woodford Green, Essex. Tel.: STA 1234 (daytime). [4241

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A/HEALEY 100/4 sports, 1954. O/drive, wire wheels! "X"s, htr., tonneau ... **£289**

S.S. JAGUAR sports, 1937. Very rare model, as S.S.100 but fitted 4-str. touring body. One owner till 1961. Fitted recon. 3½ eng., new tyres, hood, screens, brakes, etc. **£339**

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M.G. TC sports 2-strs., 1947. Choice two, from **£189**

M.G. TB sports 2-str., 1939. Fitted TC engine **£179**

J.A.G. sports 2-str., 1951. V8 engine, alloy body **£189**

FIAT 1100 cabriolet, 1951. New hood **£139**

S/TALBOT "90" sports saloons, choice two, from **£149**

A.40 convertible. Radio, htr., 1953 ... **£155**

FORD Pilot saloons, 1950/51, choice two, from **£75**

A.C. Petite 3-wheeler, 1953 ... ... **£49**

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DAIMLER CONSORT, 1951, *with radio and* heater.

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FORD "CHALLENGER" sports, January 1962, 5,000 miles. Attractive primrose body. £195. Everything new. Clare, Newmarket Hotel, Bridgwater. [4231

LANCIA AURELIA G.T. 2-litre, reg. 1962. Beautiful blue Farina alloy Nardi head, pair twin-choke, "X"s, s/belts. Taxed Dec. Exhilarating performance with 30 m.p.g. Offers over £290. Jarrams, 202, Queens Road, Wimbledon. [4232

M.G. TC, 1949. Specimen car, attractively finished in unblemished broken white. Reconditioned engine, 16-in. rears, almost new hood, tonneau, tyres, battery, wheel bearings and half-shafts, etc. M.O.T. One of the very best. £200 (available end May). Tel.: Nailsea 47 (day), Nailsea 3141 (evening). Hewett, High Street, Nailsea, Bristol. [4233

M.G. J1. E93A engine. Just rebuilt. M.O.T. Taxed. £75. 5, Foley Road, Stourbridge, *Worcestershire.* [4234

1923 ROLLS-ROYCE 20-h.p. Barker close-coupled saloon. New tyres. Artillery wheels. Bodywork, mechanics, sound. Horizontal slotted radiator. M.O.T. £175. Box No. K.236. [4236

M.G. TA. New clutch, gearbox, starter, dynamo, batteries, tonneau, tyres. Good engine, fog and spot, luggage grid. *Excellent condition.* £140. Tel.: BAL 0725 (evenings). [4238

LAGONDA, 1930, 2-LITRE tourer, black, excellent condition. £175. Pinehanger, Glebe Lane, Tilford, Surrey. Tel.: Frensham 2715. [4239

A.C. ENGINE and spares. Two E.N.V. gearboxes. Various other spares. Hart, 4, Manor Close South, Aveley. Tel.: Purfleet 5729. [4240

1927 DONNET ZEDEL, 2-seater, sports, very rare. 70 m.p.h., 30+ m.p.g. Good condition. M.O.T. Taxed. £100. Courage, Broyle Mill Farm, Ringmer, Sussex. Tel.: 373. [4242

1937 AUSTIN SEVEN Nippy. Excellent condition. Red. Offers. Begarnie, The Stables, Prestwick, Chiddingfold, Surrey. [4243

MORGAN 4-seater, 1958, TR3 engine. Remarkably fast and well maintained. £395. Tel.: HAM 9141. [4244

ALVIS TA14 saloon, 1948. Excellent condition. £160 o.n.o. Pritchett, 86, Clifford Gardens, London, N.W.10. Tel.: LAD 8556. [4245

LAGONDA, 1937, 3-4 saloon. *Superb specimen* over all. Used infrequently recent years. Approved M.O.T. and insurance engineer. Offers. Tel.: Kilmarnock 612. [4246

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TRIUMPH TR3, 1957. Disc brakes, tonneau cover, heater, "X"s, *superb example,* red **£395**

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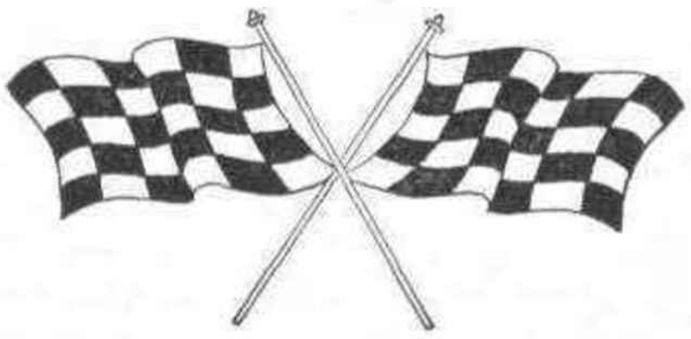
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M.G. TC, 1947. Good condition. Practical mods. 16-in. rears, twin spares, etc. Owner going abroad. £185. Moore, Fieldgate House, Fieldgate Lane, Kenilworth. [4066

BERKELEY 3-WHEELER, 1960. Carefully used, second car, 13,000 miles only. Excellent condition. Extras. £275. Pearson, 29 O.M.Q., R.A.F., South Cerney, Cirencester. [4067

M.G. TC, 1949. Resprayed metallic Silverstone blue. New hood, tyres, battery. Reconditioned engine. Indicators. Tested, taxed. £195 o.n.o. Wilkinson, 6, Bridgnorth Road, Stourton, Stourbridge, Worcs. Tel.: Kinver 2522. [4068

CITROEN 6-CYL., 1953. Very impressive appearance and performance. Scintilla, twin S.U.s, many spares. £200. Davis, 40, Firtree Road, Banstead. Tel.: BX5 2038. [4069

LAGONDA RAPIER COUPE, 1935. Rebuilt engine, clutch, dynamo and starter, 1,000 miles ago. New tyres and battery. Mechanically and bodily sound. Price £170 o.n.o. Myall, 18, Beaufort Road, Bristol, 8. [4070

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This month we feature THE FORD RANGE

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Here are the performance figures for Fords converted by Alexander.

105E

m.p.h.	Standard	Converted
0-30	6.6 secs.	5.0 secs.
0-40	10.9 secs.	7.4 secs.
0-50	17.8 secs.	12.2 secs.
0-60	29.4 secs.	15.6 secs.
0-70	51.5 secs.	23.7 secs.

CLASSIC 109E

m.p.h.	Standard	Converted
0-30	5.2 secs.	4.0 secs.
0-40	8.5 secs.	7.4 secs.
0-50	14.0 secs.	10.0 secs.
0-60	22.5 secs.	14.0 secs.
0-70	38.1 secs.	20.2 secs.

CONSUL Mk. II

m.p.h.	Standard	Converted
0-30	5.6 secs.	4.2 secs.
0-40	9.9 secs.	6.4 secs.
0-50	14.8 secs.	11.0 secs.
0-60	23.2 secs.	16.3 secs.
0-70	39.9 secs.	26.0 secs.

ZEPHYR AND ZODIAC MK. II

m.p.h.	Standard	Converted
0-30	4.6 secs.	3.15 secs.
0-40	7.4 secs.	4.75 secs.
0-50	11.3 secs.	8.00 secs.
0-60	17.1 secs.	10.75 secs.
0-70	24.3 secs.	14.8 secs.
0-80	37.8 secs.	22.5 secs.
0-90		29.2 secs.
Max Speed	87.9 m.p.h.	100.1 m.p.h.

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Just for your interest, here are some of the acceleration figures for other makes of car when given the Alexander treatment.

	m.p.h.	Standard	Converted
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Rapier III	0-60	16.5 secs.	14.1 secs.
Sprite/M.G.	0-50	13.8 secs.	9.2 secs.
Mini Cooper	0-70	27.5 secs.	17.7 secs.
Herald 1200	0-50	15.0 secs.	10.5 secs.
B.M.C. "B" Series	0-70	44.3 secs.	22.1 secs.

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2.6 LAGONDA SALOON, 1951. Recent respray. *Concours* condition. Used as second car at present. New tyres. £250 o.n.o. Cheshire. Box No. K.098. [4098

1928 AUSTIN. Excellent condition. New hood, side screens. Everything works well. Licensed. Spares. £60 o.n.o. Minchin, Rose Cottage, Tel.: Amberley 2250, Gloucestershire. [4099

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TRIUMPH HERALD COUPE, November, 1959. Green/white, heater, rear seat, new tyres, immaculate £360. G. Cox, 19, Teapot Lane, Aylesford, Maidstone, Kent. [4101

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DELLOW Mk. IIA, 1951. Excellent condition. New twin carbs, 4-branch exhaust. Complete with hood, tonneau. M.O.T. £115. Tel.: FREmantle 2359 (evenings). [4248

BREAKING M.G. J2. Most parts available including engine in excellent condition. S.A.E. for list. Box No. K.249. [4249

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LAGONDA 3-LITRE, 1954, 2-door Tickford. £100 just spent. Four new tyres, two spare wheels. Photo on request. Best offer around £500. Millwood, 4, Pinders Road, Hastings. [4252

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BRISTOL 400, 1949. Elegant sports saloon, v.g.c. B.R.G. Heater, radio. Reluctantly, £270. Keen. Tel.: Sunbury-on-Thames 2719. [4263

LANCIA AUGUSTA, £65. Good condition. Only 3,500 miles since complete mechanical overhaul. Spare car, non-runner but towable, included. Butcher, Tel.: Wimborne (Dorset) 4028. [4264

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ROLLS-ROYCE, 1934, 20/25 six-light saloon by Park Ward; two owners, original handbook and mascot. Excellent condition throughout. £295. Critow, 12, Rock Grove, Olton, Solihull, Warwicks. [4268

FOUR NEW MINI tyres, 5.20 × 10 tubeless. Original wrappings. 90s. each. Frith, 11, Fairlie View, Gatehead, Kilmarnock, Ayrshire. [4269

LANCIA ARDEA, 903 c.c., 4-door saloon. M.O.T. Leather. R.H.D. A few small jobs needed. £65. Clark, 40, Alloway Terrace, Dundee. [4270

LOTUS SEVEN, August 1961. 105E, flared wings, sidescreens, tonneau, wood wheel. Altrincham/Warrington. £365. Box No. K.271. [4271

RILEY NINE, 1935 Kestrel, Preselecta, Merlin engine, three new tyres, rewired; bodywork good. £75. Rowlinson, 17, Ash Court, Rugby, Warwicks. [4273

M.G. TC, black. Heater, 16-in. rears. Excellent condition. £145. 26, Hampden Road, Malvern Link, Worcs. [4274

1927 LAGONDA 14/60 saloon. Perfect original condition, four new tyres, reconditioned dynamo, magneto, water pump. £155. Cooper, 12, High Street, Upton-on-Severn, Worcs. Tel.: Cleobury Mortimer 219. [4275

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1937 ROLLS 25/30, black Hooper saloon. Coachwork, engine, leather upholstery—good order. Five good tyres. Offers near £250. Box No. K.282. [4282

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BRISTOL 400, B.R.G. respray, 8.5 engine 1957, present owner nine years, exchanging smaller car. £250 o.n.o. Tel.: Richmond (Surrey) 7684. [4285

MINI SHORROCK SUPERCHARGER, with all fittings; little used. Owner going abroad. £45. Tel.: St. Albans 52440. [4286

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M.G.-A TWIN-CAM. F/h. coupé. Immaculate throughout, mechanics recently overhauled. Extras include radio, heater, luggage rack. Marriage necessitates sale! £495. Box No. K.295. [4295

M.G. TD2, 1953. Works recon. engine. New hood. Extras. Exceptional condition. £325. Robinson, 210, Coniscliffe Road, Darlington. [4296

1948 TRIUMPH roadster. Black. Excellent running order. Hood and body very good. £100 o.n.o. Tel.: Bolsover 2226. [4297

SPRITE ENGINE. Rebored, Hi-speed bearings, gearbox, dynamo, starter, etc. £55. 1962 Mini alloy head, £22. Southfield House, Duddingston, Edinburgh. [4298

LOTUS SIX, E93A, 1957. In excellent condition. £230. Reasonable offers considered. 5, Imperial Road, Huddersfield. Tel.: 5459. [4299

IOWETT saloon, 1932, v.g.c.: one owner for 30 years. Many spares. Offers? G. W. Attock, 31, Moorside Road, Eccleshill, Bradford, Yorkshire. [4300

TRIUMPH ROADSTER 1800, converted to centre floor gear-change. Good condition. Offers. G. W. Attock, 31, Moorside Road, Eccleshill, Bradford, Yorkshire. [4301

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1937 12/4 RILEY Lynx, excellent condition. Engine, gearbox, clutch overhauled. New king-pins, brakes relined. Recent M.O.T. New hood (Vyanide), tonneau. Excellent body. £140. Roberts, 36, Clifton Road, Rugby. Tel.: 3616. [4306

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M.G.-A 1,600 c.c. Mk. II Coupe, 1962. One owner, 10,347 miles, white with red interior, radio, heater, chrome luggage carrier, as new condition ... **£695**

M.G.-A 1,600 c.c. fixed-head coupe, 1959/60, iris blue, black upholstery, seat belts, radio, htr. most attractive car **£545**

M.G.-A Roadster, 1956. Fitted wire wheels, radio, heater, brand new engine just fitted, no mileage since **£375**

TRIUMPH TR3A, 1958. Fitted o/drive, heater, s/wash, B.R. Green with red interior, excellent mechanical condition **£435**

TRIUMPH TR3, 1957. Fitted disc brakes, overdrive, heater, white with red interior, service history **£395**

TRIUMPH TR2, 1955. Red with beige interior trim 2/4-seater, excellent condition throughout ... **£295**

JAGUAR XK150 3.8-litre f.h. coupé, 1960, one owner, overdrive, wire wheels, mint condition **£795**

JAGUAR XK140 F.H. Coupe, 1956. Overdrive, seat belts, condition equal to many 3 year old cars **£395**

LEA FRANCIS Sports Roadster, 1949. Engine recently reconditioned at a cost of £94, very good all round condition **£145**

AUSTIN HEALEY Sprite, 1959. One owner from new, 14,000 miles, cherry red, extras include, htr., rev.-counter, spot lights, very genuine car **£325**

Always 80 cars in stock. Three months' Guarantee. Purchasers' Fares Refunded.

Maximum H.P. Facilities. Any Vehicle taken in Part Exchange.

OPEN UNTIL 7 p.m. ANY NIGHT

FOR SALE—*continued*

YER TIZ! For £325 o.v.n.o. a neat 1956 red TR3 with new hood, windscreen and sidescreens. Engine uses no oil. V. Orchard, 2, Vicarage Gate, Onslow Village, Guildford, Surrey. [4304

4½ INVICTA, high chassis. New engine, to be run-in, completely rebuilt, new hood. Spare engine. Rewired. £200. Dence, Abbey Cottage, Woolpit, Bury St. Edmunds, Suffolk. [4305

SPRITE, 1960, G.T. hard-top, Sprinzel bonnet, heater. Complete respray. Immaculate. 20,800 miles. £385. Tel.: TED 2071 (evenings/weekends). [4307

MY UNIQUE M.G. will have to go. There is a big surprise hiding in TA body, chassis. Details too numerous to describe. Cost £230 to rebuild, will sell for £165 o.n.o. Must be seen to be believed. 100+ m.p.h. Enthusiasts only please. Scales, 519, Kenton Lane, Harrow Weald, Middlesex. [4308

1960 SPRITE. Red. One owner, 27,000 miles. Heater, rev.-counter, tonneau cover, etc. Immaculate. £355. Tel.: Frensham 3249. [4309

SINGER LE MANS. Perfect. Reconditioned engine 500 miles. Fully equipped. M.O.T. Taxed. Spare gearbox. Nearest £90. Surrey. Box No. K.311. [4311

1958 CONSUL, Derwent grey/ivory, with heater, new battery, new clutch, new silencer and tail-pipe, three new remoulds. £299. Also 1954 Jaguar XK120 fixed-head, B.R.G. Very good condition but needs new silencer. £275. Rice, 6, Wells Road, Bristol, 4. [4312

PLUS FOUR, 1956, recon. TR3 engine. New tyres, hood; resprayed; heater, washers, rad. blind. £300 o.n.o. Heaven, 42, Kings Road, Chingford, E.4. [4313

1934 M.G. NA. Good condition. New battery, dynamo, gearbox, hood. £70 o.n.o. Tel.: Ashton-under-Hill (Worcs) 206. [4314

LANCIA AURELIA G.T. coupé, 1957. Very good condition. Michelin "X," radio, heater. Try £725. Tel.: Orpington 29070. [4316

SUNDAY TIMES "VINTAGE" recommended. 1954 Sunbeam-Talbot Mk. III. £195. Archer, Knowle Lodge, Lichfield. [4317

JAGUAR XK140 f.h.c. Excellent condition, carefully used, one owner. Michelin "X"s. Genuine 24 m.p.g. Extras. £335 o.n.o. Tel.: Chiswick 4070 (evenings, weekends). [4319

M.G. TD, 1952. Undergoing overhaul—respray (Imperial maroon). Available end May. Decoked early April. Reconditioned engine. New hood, sidescreens, wiper, starter motors. Fog, reverse lights, washers, flashers, aerial, badge bar, wing mirrors. Bodywork, interior, chrome, all excellent. H.P. available. R. V. Saxton, 2, Connaught Avenue, Grays, Essex. [4320

Chiltern Cars

11a Water Lane, LEIGHTON BUZZARD

BEDS. TEL: LEIGHTON BUZZARD 2060



1954 ALVIS Grey Lady Tickford drop-head coupé. Black with fawn leather upholstery and fawn vynide folding head. Radio, heater, etc. **£375**

1950 ALVIS TA14 sports roadster. A very rare model in well above average condition. Radio, seat belts, etc. Red with grey interior **£195.**

1933 FORD Model BF 15 h.p. saloon, in excellent condition. Complete with original registration book and handbook, **£98.**

1953 HEALEY Tickford sports saloon powered by the rugged Riley 2½-litre engine giving 100 m.p.h. performance. Radio, heater, **£175.**

1959 SUNBEAM RAPIER. Blue and grey. Overdrive, radio, heater, washers, twin spots, reversing light, "X" tyres. Genuine moderate mileage. Exceptional, **£495.**

1926 WOLSELEY 11/22 4-seater tourer. A delightful small Vintage car in fine original order. Handbook and considerable data. **£165.**

IMMEDIATE HIRE PURCHASE AND INSURANCE

EXCHANGES WELCOMED



1956 JENSEN 541. Fitted with the 4-litre 120 b.h.p. Austin Princess engine and high ratio axle. Attractively finished in metallic blue with fawn leather interior. Very competitively offered in excellent order at **£495.**

1954 AUSTIN-HEALEY 100/4 BN1. Heater, good tyres, excellent order. A very potent example, **£265.**

1955 JAGUAR XK140 fixed-head coupé. Fawn, with green interior. Overdrive, twin exhausts, radio, heater, luggage carrier, twin spots, **£315.**

1955 JAGUAR XK140 fixed-head coupé. One owner from new. Genuine 30,000 miles. Overdrive, pale blue with blue interior. In immaculate and completely unmarked condition, **£395.**

1948 M.G. TC. 2-seater. Green. Heater, screenwashers, twin spots. All good tyres. Very sound order, **£165.**

1960 TRIUMPH TR3A. One owner. Overdrive, heater, "X"s, luggage carrier, etc. Low mileage, **£545.**

ANY MAKE OF NEW CAR SUPPLIED

SPORTS AND VINTAGE CARS URGENTLY REQUIRED

FOR SALE—*continued*

ROLLS-ROYCE, 1936, 25/30 Hooper saloon. Excellent throughout. Handbook, tools, mascot. Family heirloom. £265 o.n.o. Tel.: Copthorne 2685. [4109

1950 SILVER WRAITH, Park Ward O.D. saloon. Heater, radio, washers, pass lights, mirrors, etc. As new, perfect condition. £600. Lymer, 85, Dartmouth Avenue, Newcastle, Staffordshire. Tel.: 64398. [4110

LAGONDA SUPERCHARGED 2-litre, 4-seater tourer. £175. Tel.: BAY 9301. Basement, 2, Lansdown Crescent, W.11. [4111

1930/31 2-LITRE LAGONDA, low chassis speed model tourer, formerly supercharged, original condition and equipment and in very good order. Executor's sale price £225. Can be viewed by appointment with Mr. G. Lloyd Roberts at Wyn Croft, 16, Moss Grove, Kingswinford, Staffs. [4112

1938 FRAZER NASH, B.M.W. 328 engine. Rebored and crank reground. Triple Solex carburettors. M.G. gearbox. Fitted into 326 B.M.W. tubular chassis, i.f.s. in fibreglass body with curved detachable windscreen and new hood. Knock-on wheels. Taxed. M.O.T. £200 P.X. considered. Tel.: Britton. Manchester, CHOrlton 1840. [4113

RILEY 1½-LITRE, 1954. Black. Immac. condition. Radio, heater, screen-washers, Mich. "X." Fitted with Marshall supercharger, new hood, recon. engine 1,000 miles. Engineer maintained. An enthusiast's car. £350, or exchange good VW. No rubbish. Apply evenings or weekend, 156, Woodside Road, Amersham, Bucks. [4115

PROSIT TIBI. Potent Riley Falcon. Reliable. Sunroof, grey, extras. £39. Also Minx. Basically 1936 but recent excellent modified engine, good tyres, bodywork, extras, spares galore. £35. o.n.o.'s. Ashton. Tel.: Harrow 6984. City 5030 daytime. [4116

H.R.G., 1948. 1,100 c.c. Singer, taxed, tested. £100. View by appointment. Tel.: ASH 2257. Thompson 14, Ashford Drive, Walmley, Warks. [4117

REGRETTABLY MUST SELL my beautiful red Sprite 1960. Runs and looks as new. Far above average condition. Below average price at £410. 4, Belgrave Road, Eastwood, Essex. Off Southend Arterial Road. [4119

COVENTRY CLIMAX F.W.E., 80 b.h.p. engine, superb performance, suitable Herald, Spitfire, £200. 14, West End, Wormley, Broxbourne, Herts. Tel.: Hoddesdon 4703. [4120

ALFA ROMEO 6C/2660, 1952 open 2-seater, i.f.s., i.r.s., dry sump, 3 twin choke Solex Farina body. "X" tyres. Engine completely reconditioned. £425 o.n.o. "Carslea," Brocks Drive, Fairlands, Guildford. Tel.: Worplesdon 2295. [4121

ASTON MARTIN, 1937, 2-litre, short chassis, 2 seater, excellent condition. Original throughout. £250. "Carslea," Brocks Drive, Fairlands, Guildford. Tel.: Worplesdon 2295. [4122

A40 d/l, 1961, Speedwell conversion, 18,000 m., one owner, s/straps, u/sealed, radiator blind, temperature gauge, ammeter, w/washers, w/mirrors, fog and spot lamps, wheels balanced. £445. 33, Weymouth Court, Grange Road, Sutton, Surrey. Tel.: MELville 2800. [4123

FASTEST? 1958 FORD Squire Estate. Modified suspension and braking. Supercharged balanced engine with overdrive all gears. Modified professionally adhering makers specification where possible with view complete reliability, reasonable economy. Very many extras. H.P. available. Offers, £270. Detailed spec. on application. Tel.: POLlards 5701 (after 6 p.m.). [4124

1937 PHANTOM 3 Rolls-Royce Park Ward owner driven saloon, total mileage 76,000, overhauled 1952. £750. Apply Stride & Son, Tel.: Chichester 2626. [4125

THREAT OF EVICTION unless I sell my 750 special bits and pieces including Heron body with hard-top, Speedex I.F.S., Armstrong shockers, etc., etc., etc. Offers. Brown, 7, Roker Terrace, Stockton-on-Tees, Co. Durham. Tel.: 67679. [4126

1939 M.G. 2-litre Salmson d/h coupé, very good condition. Black, brown leather interior. Good mechanically, excellent tyres. Taxed, M.O.T. £75. Manchester. Tel.: CHOrlton 1840. [4127

LANCIA AURELIA, 1953, 4-seater, Continental sports saloon (L.H.D.). Registered 1959. Fastidiously maintained in exceptional condition, Nardi manifold, recent bills for £300—include complete overhaul of transmission and braking system. New Michelins. £285—H.P. available. Evans, Stable Cottage, Wormley West End, Broxbourne, Herts. [4128

1962 TRIUMPH HERALD coupé, yellow/white, heater, rear seat, other extras, works maintained, seen Midlands or West Country. £475. Smith, 24, Henleaze Avenue, Bristol. Tel.: 627206. [4129

DISMANTLING TWO THOROUGHBREDS. 1938 Armstrong Siddeley 15, 1939 Lanchester 14, all parts. 2, Lower Clark Street, Scarborough. [4130

M.G. TD 1953. Unmarked metallic blue, 11,000 m. Wife expecting. £295 o.n.o. RA2 6688 [4133

FOR SALE—*continued*

M.G. TA, 1937. Recent overhaul. M.O.T. Rewired. New electrics, lamps, batteries, re-upholstered. Repainted. Cycle mudguards. O/size wheels. £125. 7, Hill Top, Sutton, Surrey. [4134

SOFT-TOP, tonneau cover for Austin-Healey 100/6 2/4-seater, unused, £20 o.n.o. Neville, 3, Old Road, Billingham-on-Tees, Co. Durham. [4135

1927 M.G. 14/28 HP salonette. Unique. Servo brakes. Completely rebuilt, photographs available. M.O.T. £110. Bick, 13, Rotunda Terrace, Cheltenham. [4136

H.R.G. 1100, 1947. Excellent condition. Stork forces sale. £180. Tel.: Stourbridge 5758. [4137

RILEY 1½-LITRE, 1952. Good condition, safety harnesses. £180 o.n.o. Cowell, East Dene, Longfield, Kent. [4138

DAIMLER CONQUEST 3-seater, d/h coupé, 1957. £390. Seen Maresfield Garage, Uckfield. [4139

BENTLEY 31 2-LITRE Freestone & Webb sports saloon, 1935. £135. Spicer, Cooper's Farm, Chiddingly, Nr. Lewes, Sussex. Tel.: Chiddingly 237. [4140

AUSTIN MINI de luxe, 1961. Speedwell blue, 15,000 miles. Heater. Perfect condition. £360. Flack, 54, Blakes Avenue, New Malden, Surrey. [4141

STORK FORCES SALE. Very hairy S.S. 90 2-seater special. Recently rebuilt. £119 o.n.o. Box No. K.142. [4142

FRAZER NASH Le Mans Replica Mark II, 1953. Mechanically perfect and immaculate in British Racing Green, this famous car, among other successes, was placed third at Monaco 1953. £650 o.n.o. Tel.: Mulcrone, WORdsworth 1503. [4143

A35, 1958, white. B.M.C. recon. engine, 1962, S.Us., 38 m.p.g., v.g. tyres, heater, etc., regularly serviced. £315. Tel.: Tiverton (Devon) 2322. [4144

1951 RILEY 2½. M.O.T. Good condition, new silencer, battery, diff. bearing, fuel pump. Two new tyres within last year. £140 o.n.o. 9, Lower Chapel Lane, Frampton, Cotterell, Glos. [4145

M.G. TA, 1938. Suitable rebuild or spares. New clutch, tyres and brakes. Engine rough but running. £35. For further details S.A.E. (Mr. Winterbottom), Aerodrome Hotel, Purley Way, Croydon. [4146

BENTLEY, 1938, 4¼ Park Ward sports saloon, black, M.O.T., taxed, heater, oil cleaner, excellent condition all round, £235 o.n.o. Holmes, Fairleigh, Swan Bottom, Great Missenden, Bucks. Tel.: The Lee 371. [4147

M.G. TC, 1949. New g/box, back axle, king-pins, good engine. Washers, flashers, tonneau, etc. Body exceptional. Hideaway, Camden Place, Bourne End, Bucks. Tel.: 1799. [4148

1931 AUSTIN ULSTER. Original. Unused since rebuilt. £135 Layard, Crest Cottage, Crowborough. Tel.: 3038. [4149

OVERSEAS POSTING FORCES sale of my lovely 203 Peugeot gently nurtured since birth July 1958. All usual Peugeot extras plus fitted seat covers, radio, spotlight, Michelin "X"s. Resprayed original green, re-undersealed 1961, beautiful condition. Available June/July. £300. Hickey, "Beauly," Redhill Road, Four Marks, Alton, Hants. Tel.: Medstead 3302. [4151

RILEY MERLIN 9-h.p., 1937. One owner, 81,000 miles genuine. Excellent and original condition throughout. Photographs on request. £160 o.n.o. Bollans, 15, Manor Avenue, Old Fletton, Peterborough. [4152

1960 SPRITE, green, "X"s, one owner, immaculate. £355. 119, Hawley Road, Dartford, Kent. [4153

PEUGEOT 403, 1958. Exceptional condition. Radio, heater, stainless steel bumpers and trim. Full sychromesh overdrive. "X" tyres. Genuine 45,000 miles. £400. Bought DS19. York, 14, Chesham Road, Kingston, Surrey. Tel.: Kingston 0834. [4154

ROLLS-ROYCE 25/30 Barker sports saloon. Excellent condition. Washers, flashers, heater. Black and grey. Say £495. Pyke, 2, Beach Green, Shoreham, Sussex. Tel.: 3311. [4155

SPEEDY SPECIAL—A.C. Ace chassis, M.G. Downton tuned engine, discs all round, R5's, rack and pinion steering, all components brand new, ideal sprint car. Tel.: RO 62680, Mr. Reagle. [4157

EX TOMEI *M.G. TD 1500. Fitted 90-b.h.p. TF* engine which has recently been completely stripped and rebuilt with new crank for this season. Prepared for racing and maintained by Dick Jacobs, but complete with full road equipment. Genuine 100 m.p.h. car. It is in impeccable condition and ideal for sprints, hill-climbs or as potent, but tractable road car, M.O.T. tested. Bargain £350. Carlton, 38, Lawrence Gardens, Mill Hill, London, N.W.7. [4158

TURNER 950, July 1960, hard-top, heater, tonneau, wire wheels, 24,000 miles, £370. Foster, 52, Athertone Road, Luton. [4159

LAGONDA 2.6-LITRE chassis, no engine. Excellent condition. £145. Various engine spares. Rolls PIII and Hooper spares. Letters: 2, Wentworth Court, St. Marks Hill, Surbiton. [4160

FOR SALE—*continued*

1958 VOLKSWAGEN (registered Nov. 1952). Glacier blue. Belts. £340. 11, Gordano Gardens, Easton-in-Gordano, near Bristol. [4161

ALPINE, SERIES 1 (reg. Feb., 61). Heater, radio, hard-top, new tyres and battery. Many extras. condition as new. Offers? Possible exchange for good TD and cash. Taylor, 80, Downton Avenue, S.W.2. Tel.: TUL 4752. [4162

1500 H.R.G., 1950, tonneau, "X"s, excellent condition, original £315 or v.n.o. Historic racing car, 1950, H.W.M., superb condition. Green, £400 (no offers). Young, Headland Road, Newquay, Cornwall. [4163

DISMANTLING M.G. TA with Morris engine-gearbox, also TC engine parts and wheels available. S.A.E. 24, Loughborough Road, Bunny, Nottingham. [4164

1929 MORRIS COWLEY, taxed, 1928 Austin 7 fabric saloon, 1933 B Ford, 1935 Morris 10-4. All in good condition. Randall, "Robin Bank," Dittons Road, Polegate, Sussex. Tel.: Polegate 92. [4165

ROLLS-ROYCE, 1935 20/25 saloon, immac. cond., heater, spotlight, reversing light. A magnificent car for £300. Fraser, 30, Arundel Road, Cheam, Surrey. Tel.: Vigilant 3258. [4167

M.G. TF, 1954. Recent overhaul, body and mechanics both in excellent condition. £345. Davidson. Tel.: FLAxman 3810 evenings. [4168

BENTLEY 4¼, 1938, drop-head coupé by Vanden Plas, 4-door body in excellent order. £600. Tel.: Lechlade (Glos.) 351. [4170

11.9 LAGONDA, 1922. One owner. 25,000 miles. Superb *Concours* condition. Believed only de-luxe model left. £300. Tel.: Lechlade 351. [4171

FORD SPECIAL, Racing-Green fibreglass, twin carbs, four-branch exhaust, 70 m.p.h., 40 m.p.g. A giveaway for £50. Taylor, 241, Pennymead Tower, Harlow. [4172

1929 AUSTIN CHUMMY. Completely rebuilt, hydraulic brakes. 1932 Morris Minor 2-seater, good condition, offers please. Harmer, "Jesmondene," Herstmonceux, Sussex. [4173

WOOD RIMMED STEERING WHEEL with centre boss, for Jaguar Mk. II 2.4, 3.4, 3.8, as new £4 15s. Tel.: Birmingham Midland 5348. [4174

1934 S.S.1 TOURER, good condition, recently fitted 3½-litre S.S.100 engine and transmission. £150 o.n.o. Many S.S.1 and S.S.100 spares available. E. D. Angus, 31, Vernon Street, Lincoln. [4175

ASTON MARTIN DB2, *1952 works maintained.* New Vantage engine. Re-spray, re-chrome, new brake drums and linings. King-pins, steering box, etc. Michelin "X" tyres, wireless, etc. Two careful owners. In first-class condition. 109, Raikes Road, Skipton. Tel.: 3443. [4176

SHORROCK MINI Supercharger, with all fittings, 9,000 miles. £40. Vernon, Overdale, Colwich, Staffs. [4177

ALLARD, 1949. 4-seater tourer. M.O.T., taxed July. Good cond. Utterly reliable, oil 1,500 m.p.g. Any trial. £90—offers? Bardolph, Tel.: Guildford. 3230 *9 p.m. Mon-Fri.* [4178

M.G. TD, 1953. TF engine. Gearbox, excellent condition. Many extras £295. Walker, 71, Lewsey Road, Luton, Beds. Or view London. [4179

M.G. RACING M, 1930-31. Rebuild by vintage firm cost £1,000. Offers invited. Box No. K.181. [4181

LAGONDA M45 RAPIDE. Regarded by many as the best restored example of the *marque* and winner of countless *Concours.* £625. Box No. K.182. [4182

LANCIA ARDEA, 1953 Series, 903 c.c. 5-speed gearbox. Photographs supplied, but this car which is in Lancia enthusiasts condition should be seen—£240. Tattersall, Lea Brae, Peaslake, Nr. Guildford, Surrey. Tel.: Abinger 194. [4184

M.G. TC, 1949. Stage 2 tuned. Red. good condition. £200. 5, Brentmead Gardens, West-Twyford, N.W.10. Tel.: Elgar 8025. [4185

AUSTIN 750 SPECIAL, registered September 1958. Reinforced chassis, lowered suspension, Girling Bowdenex brakes, telescopic shockers, complete engine rebuild, lightened flywheel, racing clutch, modified camshaft, 1937 head, downdraught carburetter, Scintilla distributor, belt driven Ford dynamo. All chassis parts renewed, polished alloy body, hand beaten alloy wings, 10-gallon slab tank. £145. Gates, 1, Ladycroft Cubbinton, Leamington Spa, Tel.: 23029. [4186

VERY RARE VINTAGE 4-cylinder motorcycles:—4-cylinder F.N., 1923 o.h.v. (push rod), shaft-drive, in good running order. Offers over £100. 4-cylinder Henderson, 1930, sports-racing camshaft, Cromard linered back to standard. Original transfers, paintwork, etc. reputed to be the only one of this model in the world in original condition. Good running order. Offers over £100. 4-cylinder Indian, 1931. Magneto faulty, otherwise in good running order. Good though non-original paintwork. Offers over £35. D. H. Lister, A.Inst. P.I., Old House, Connor Downs, Hayle, Cornwall. [4188

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

FOR SALE—*continued*

1927 AUSTIN SEVEN Chummy, *Concours* condition, completely rebuilt. New: hood, curtains dynamo, magneto, battery, upholstery, tyres, Girling brakes, V.A.R. registered. £125 o.v.n.o. Tel.: Southend 558513 (evenings). [4189

1962 NOVEMBER. Austin-Cooper. Exchange Peerless-Aceca, Lotus, etc. W.H.Y.? Roberts, 4, Millfield Manor, Whitstable, Kent. [4190

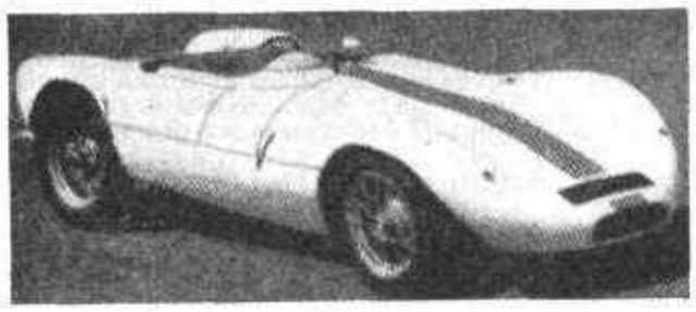
M.G. TC. Red. Maintained in really outstanding *condition throughout* by M.G. *enthusiast*. Many extras. Start haggling at £185. Don't be frightened by the address—the Stork wasn't! 17, Ludlow Close, Llanyravon, Cwmbran, Near Newport, Mon. [4191

M.G. TC. Overhauled and carefully maintained, only £165. Clay, Meadow Cottage, Vantorts Road, Sawbridgeworth, Herts. Tel.: 3304. [4193

3½ TON YACHT. Full 4-berth. 21 footer. Full inventory plus dinghy. Worth about £800, take vintage sports car in exchange or sell. Kennedy, 50/52, Stuart Street, Luton, Beds. Tel.: 6392—office hours. [4195

BENTLEY 3½, 1934. coupé M.O.T. Not 100%. Suit restorer/enthusiast. Cheap. Full details. Box No. K.196. [4196

2-LITRE ASTON MARTIN, 2-seater. British Racing Green. Green trim. In excellent order throughout. New tyres. 1939. £145. 2, Barton Road, Streatley, Luton. Tel.: Icknield 640. [4197



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FOR SALE—*continued*

M.G. TC. Excellent condition. British Racing Green. A little gem. 2 Barton Road, Streatley, Luton. Tel.: Icknield 640. [4198

1949 BRISTOL 400. Heater, radio, good "X"s, resprayed, engine overhauled. £275 offers. Emigrating but part exchange considered. Vinten, 214, London Road, Hadleigh, Essex. [4199

ROLLS-ROYCE, 1933, 20/25 saloon. Coachwork and paintwork in very good condition. Mechanically the lady is perfect and has new M.O.T. issued by R.-R. engineer. Has mascot. Has grace. Has beauty. Has a reasonable price of £385. View almost any time Manchester. Tel.: CEN 1074 9 a.m. to 6 p.m. [4202

VINTAGE SPORTS/Racing car, 1930 Austin Ulster. *Immaculate throughout with highly tuned* Jack French engine. Successful in V.S.C.C. and other events. Can be seen Snetterton May 5th. £155 o.n.o. Complete with trailer and all spares. Cook, 31, Broadway Grove, Worcester. [4203

VOLKSWAGEN, 1960. Mileage 24,000 as new condition throughout. Owner going abroad. £445. Tel.: Ravensbourne 9670. [4204

BARGAIN—OWNER GOING ABROAD, 1172 Ford Special nearly completed. "Super Two" body and chassis, high compression head, V8 valves, twin 1¼ S.U.'s, close ratio Buckler D-type gearbox, only electrics and fittings to be completed. £125 o.n.o. Tel.: Berend, London Reliance 3111 (day). [4205

THIS LOT U.S.? Definitely not! Regret must sell Lotus XI Series I. Built and registered Nov. 1962, less than 1,000 miles since completion. Numerous spares, finished in dark blue. Offers. Walters *Tel.: KNI 7811 (day) ELGar 2658 (evenings).* [4206

ROLLS-ROYCE '34. P.II Hooper 7-pass. limousine, black, royal blue, M.O.T. taxed in daily use. Another P.II, good body, chassis, driveable, parts missing. £450. The pair or will separate, offers. Spooner, 31, Percy Road. Greet, Birmingham. Tel.: VIC 5155 (evenings). [4207

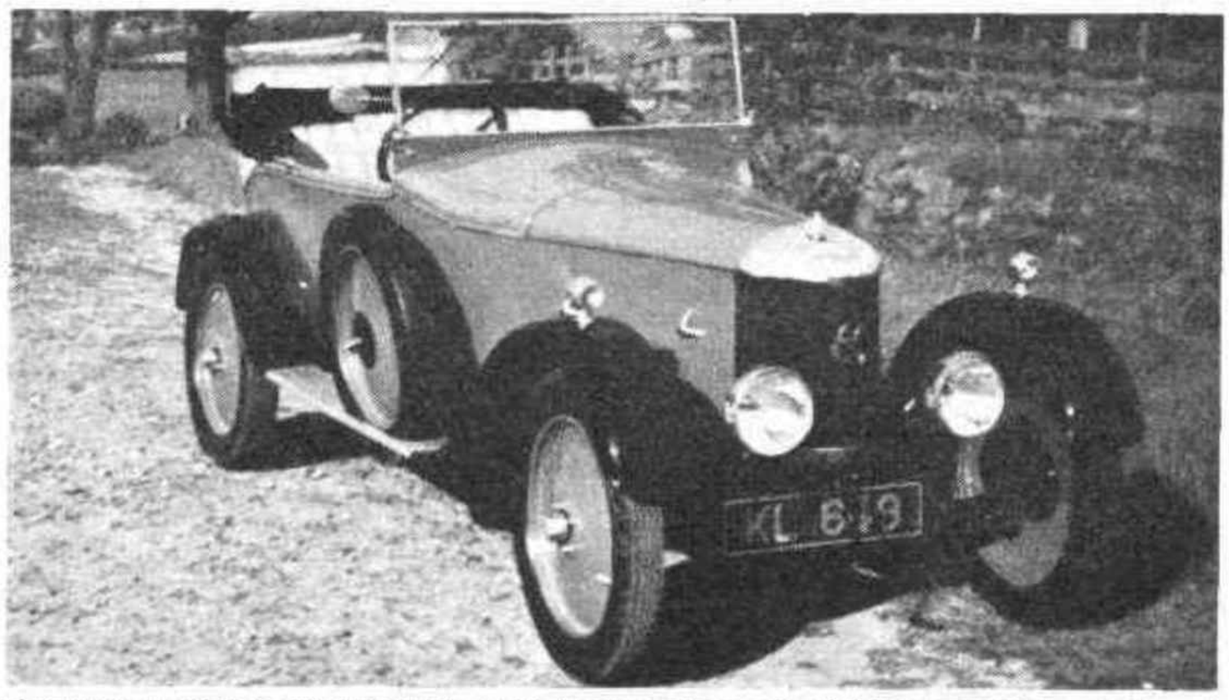
RARE 1950 M.G. TD. Sports, excellent condition throughout. Reconditioned engine 10,000 miles. Extras: winkers, heater, screenwash, Perspex windows, fog spot, and reversing lights. £220. Hammond, Haddon Court, Hatfield, Herts. [4209

A.C. ACE, 1955. 1958 engine. New "X"s. Red. £400 o.n.o. Tel.: FIN 5592. Benstead, 87, Finchley Court, London, N.3. [4211

AUSTIN 7 CAMBRIDGE Special. Ulster engine, hydraulics Alfin drums, widened track, 15 in. wire wheels. Spare engine, both reconditioned. £50. Palmer, 61, Review Road, Dagenham, Essex. [4213

PAD 2731 **PAD 2731**

Vintage Autos Ltd.



England's finest selection of **immaculate** *thoroughbred cars*

• • • • • • • • • • •

A.C., 1924, open 2/4 seater. One of two of this model left in the country. One owner from new till 1960. Recent COMPLETE REBUILD. Winner of many concours and without a *doubt the finest* specimen of its type and condition now as new.

By the time you read this advertisement we hope to have the following cars in stock and many more that are not advertised in this issue.

EVERYONE IN IMMACULATE CONDITION:

MERCEDES 1939 540K d.h. coupé, low mileage.
INVICTA 1931 4½, 100 m.p.h., low chassis, fixed-head coupé.
BENTLEY 1930 4½ open 4-seater by Corsica.
BENTLEY 1938 4½ *sports saloon by Thrupp.*
BENTLEY 1937 4½ sports saloon by Nipps and Parkyn.
BENTLEY 1935 3½ fixed-head coupé by Barker.
BENTLEY 1935 3½ d.h. coupé by Vanden Plas.
ROLLS 1935 20/25 sports saloon by Freestone and Webb.
ROLLS 1938 20/30 Sedanca de Ville by Barker.
ROLLS 1930 20 replica sports saloon by Southern.
B.M.W. 1937 328 open 2-seater.
FRAZER NASH 1931 open 4-seater.
BENTLEY 1948 Mk. VI S.S. sports saloon.
TALBOT 105 1933 4-seater fixed-head coupé.

HOURS OF OPENING, 9-6; SATURDAYS, 9-4; OR ANY TIME BY APPOINTMENT. (CLOSED SUNDAYS.)

OLD NUMBER ONE BENTLEY TEAM CAR. It is not and never has been our policy to advertise misleading statements. The brief history of this car is that after it crashed at Brooklands in 1932 (as an 8-litre) it was rebuilt for Woolf Barnato as a Brooklands 8-litre with modified chassis and eventually was fitted with drop-head coupé coachwork. This car was found in a barn in 1956 and was later rebuilt with a replica open 2-seater coachwork as near to the original as when it crashed in 1932. It has also been stated that *Old Number One* raced at Le Mans in 4½-litre and 6½-litre form. We would like to state that Old Number One never raced at Le Mans in 4½-litre form but was raced at Le Mans in 1929 and 1930 as a 6½-litre (when it won both races). The Registration Numbers are MT 3464 (the original number plates we believe now belong to the Bentley Drivers' Club), chassis number LB 2332, engine number YH 5127. We must apologise for the very bad photo in last month's issue. The condition of this car has to be seen to be believed.

TELEGRAPHIC ADDRESS : CONCOURCAR, LONDON, W.2

20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

FOR SALE—*continued*

ALFA ROMEO 1750, supercharged, chassis ex-Campari 1930 T.T. Special lightweight 2-seater body. Engine extensively worked on, including new cylinder block. Rebuilt for racing and requires painting and finishing to complete. Included with car pattern for block, spare chassis, numerous spares, tools and testing instruments. Performance, 100 plus m.p.h. Reason for sale moving to Canada. Price £650. Box No. K.322. [4322

PHANTOM II RADIATOR and mascot. Not separate. £50, no offers. Box No. K.325. [4325

1929 BENTLEY 4½ Mulliner saloon. Excellent mechanics (bills available). Fabric, carpets, renewed. Good upholstery, chrome, paint, rebuilt wheels. £375 o.n.o. Barlow, 2, Kenwood Gardens, George Lane, E.18. Tel.: WANstead 5457. [4326

MANY BOUND and unbound volumes of motor-racing magazines for sale—any offers? Miss Platt, 2, Granville Avenue, Newcastle, Staffs. [4327

M.G. PB. Resprayed red, re-upholstered, rebored. M.O.T. and taxed. £125. Tel.: Farnham Common 1332. [4328

ALFA ROMEO, 1931, 2.3 8C. Engine rebuilt 1,500 miles and body resprayed. Details and photographs on request. Box No. K.329. [4329

ONE UP ON TINWARE! Lagonda 2½, 1952, Vantage-engined saloon, floor gearshift, radio, heater, washers, etc. Ex-Director's, beautiful condition. £275. Also Jaguar Mk. 7, 1954, above average, B.R.G., extras. £185. Rosedene, Chesterfield Road, Brimington, Nr. Chesterfield, Derbyshire. (Opposite crematorium.) [4330

FOR CONNOISSEUR, D1 Delage. Engine rebuilt. £135. 29, Kerfield Place, London, S.E.5. [4331

ASTON MARTIN, 1934, Mk. II, s/c. Excellent condition, unmarked and original. Further particulars and photos on request. £350. Roberts, 9, Quarry Road, Totley, Sheffield. [4332

BENTLEY 3½-LITRE, 1935, drophead coupé. Special coachwork by Park Ward. Mechanical history last 10 years. Excellent condition. Black with black hood. £250. Holloway, 4, Birdhurst Court, Woodcote Avenue, Wallington. Tel.: Franklin 2353. [4333

TOJEIRO SPORTS/RACING, ally body with head fairing, Elektron wheels, 15-in. racing Dunlops, oil cooler, Leaf-Turner, 1496 twin-plug racing engine, space-frame, de Dion axle, wishbone front. Reg. 1956, had very little use. £385. Photo. Foster, 16, Manor Road, Sealand, Chester. [4334

CARIBBEAN FALCON II. One of the best built. Spotless white body, black hard-top, chrome. All new components fitted; 1172 engine, gearbox, boxed frame, "X"s, 15-in. wheels, comprehensively trimmed, instrumented, locking boot, bucket seats. 45 m.p.g. 100% mechanical condition. Cost over £550. Require £250 o.n.o. Tel.: Putney 4389 (evenings, weekends). [4336

RILEY GAMECOCK, very good condition. M.O.T. Modern electrics. Must sell, marriage imminent. £65. 13, Abbots Close, Monkmoor, Shrewsbury. [4337

ALVIS SPEED 25 Charlesworth aluminium sports saloon. Exceptional throughout. Works maintained from new. Details, s.a.e. £325 o.n.o. Wild, 11, Elmfield Road, Shrewsbury. [4338

DELLOW, 1951, Mk. I. Sound condition throughout. Hood, sidescreens, etc. Several extras. £125. J. Parker, Walton Hall Stables, Walton-le-Dale, Preston. Tel.: Preston 3521. [4340

M.G. VA. Remarkably well-preserved specimen, in daily use. New hood. Recently overhauled. New tyres fitted. B.R.G. Twin spots with stoneguards. M.O.T. tested. £125 o.n.o. Dunning, Leyton Holt, Chelford, Cheshire. [4342

V12-CYLINDER, 1938, LAGONDA by Mulliner. 30,000 miles (guaranteed). Two owners. Lincoln green aluminium rustless body. Grey West of England upholstery, front seats green leather. Car is in perfect and original condition, stately rather than sporting appearance but does 90 m.p.h. Decoke and new exhaust valves and heater added 1962. Division, occasional seats, fitting trunks, internal telephone, automatic chassis lubrication. Built-in jacking. Hard/soft ride. Photo. Any test. £700. Tidmarsh, Furzefield, West End Lane, Haslemere, Surrey. [4343

ASTON MARTIN DB2/4. Reg. No. PXL 6, earned fame winning the Aston-Martini Trophy. Since modified to DB3S engine specification. Three d/c. Webers. *Receipted bills to show £2,000 spent* over last two years. Completely rewired and plus new shockers March this year at works. 0-100 m.p.h. 21 sec. Max. 130 m.p.h. Road-holding utopian. Owner will quaff ale and discuss price of £750 with interested gentlemen. Tel.: Potters Bar 58359. [4344

M.G. TD2. Private. Unusually fine example. Inspection invited. £300. Tel.: Atherstone 2240 (Warwicks) (evenings/weekends). [4345

TICKFORD DROPHEAD Super Snipe, 1950 model, good mechanically. Offers. Location, Southend-on-Sea. Box No. K.346. [4346

MORGAN SUPER SPORTS, 1934, w/c. 1,100-c.c. J.A.P. Completely restored to *concours* condition by enthusiast. £200. A. D. Haddrell, Woodborough, Pewsey, Wilts. Tel.: Woodborough 223. [4347

WILL YOU REBUILD my Morris Ten (1935). Awaiting to be reassembled after complete cleaning and painting or replacing of all parts. I unfortunately do not have the time to finish what will be a very reliable car. May consider selling parts. Stanley, 56, Hayhurst Road, Luton, Beds. [4349

FOR SALE—*continued*

1934 ASTON MARTIN Mk. II short-chassis. Very good condition in B.R.G. Unused since overhaul. Weather equipment, tonneau cover, etc., etc. £295, offers. Box No. K.348. [4348

M.G. TF, 1,250 c.c. Countless money spent to make this what must be one of the most outstanding specimens of its year, thus price of £395 asked to ensure of appreciative owner. H.P. available. Sheppard, 9, Battledown Close, Cheltenham, Gloucestershire. [4350

FRAZER NASH 319. Daily use. Bodywork fair. Spares. Offers. Curtis, Old Farm, Hasfield, Nr. Gloucester. [4351

1959 AUSTIN HEALEY 3000, fitted with competition clutch, side exhaust system. New, tonneau cover and hood and wire wheels. This magnificent animal has just had a complete bottom overhaul and Turbo-Speed tyres fitted. Plus radio, heater, two spots. Taxed. H.P. available. P.X. considered. First £545. Tel.: BRO (Salford) 2766. [4352

ROLLS-ROYCE, 1934, 20/25 Park Ward sports saloon. Green and black. 20 m.p.g. 100,000 miles from new. Excellent condition. All tools. £200. Letters only. Gardner, Coniston, Wellfield Road, Stockport. [4353

ROLLS-ROYCE 20/25, 1935, Vanden Plas sports saloon, with sliding roof. V.G. condition. 24,000 miles since major overhaul by Comptons. £195. 159, Leicester Road, Broughton Astley. Tel.: Sutton Elms 291. [4354

QUALITY CAR at low price—Sunbeam-Talbot 90 II. £180 o.n.o. 8, Birch Avenue, Tilehurst, Reading. [4355

1939 BENTLEY 4½ MX overdrive Park Ward sports saloon, *in splendid condition.* £550. Tel.: Victoria 3800, ext. 702 Hawkins House. [4356

SUPERB 1959 TR3A. Overdrive, radio, heater, etc. £460, H.P. arranged. Want Mini, Herald, Anglia. 19, Pytchley Way, New Duston, Northampton. Tel.: West Haddon 251. [4357

ROLLS-ROYCE PHANTOM III, 1938; elegant sand and black Hooper limousine; solid tappets. £650. Box No. K.358. [4358

1925 VAUXHALL 14/40, 2-seater, dickey—v.g.c. £165. Warne, Rowbarns Grange, East Horsley, Surrey. Tel.: 3368. [4359

SUNBEAM, 16 h.p., 1929, saloon. M.O.T. Sound running order. About £55. Bevis, 15, Stanmore Road, Birmingham, 16. [4360

A.C. BUCKLAND tourer, 1952. Finished in metallic maroon. Sound hood, good tyres and mechanics. £150. Searle, 16, Napier Gardens, Thundersley, Essex. [4361

M.G. TD. Reconditioned engine (still running-in). Resprayed black. New sidescreens. £235. Warren, 19, Meteor Road, Westcliff-on-Sea, Essex. [4363

SHORROCKS SUPERCHARGER, almost new, for Herald 1200. £55. E. Palfrey, 32, Manor Park Gardens, Edgware, Middlesex. [4365

BENTLEY 4½, 1940 model, MX overdrive gearbox series. Sliding-head sports saloon by Park Ward. Perfect dark green paintwork. Interior renovated including new carpets and headlining. Bills available for complete engine overhaul. Fittings include new tyres, ride control, push-button radio, heater, screen-washers, spot-light and special Marchal horns. Superb condition. £545. Mercer, 79, The Highway, Stanmore, Middlesex. Tel.: Grimsdyke 3964. [4366

AUSTIN ASHLEY SPECIAL. Reconditioned engine, gearbox. Hydraulic brakes, i.f.s., twin carburetters, 15-in. wheels. £100 o.n.o. Tel.: SEV 4931 (Essex). [4367

M.G. TA: Good, new hood, tonneau, but broken crank. With spare engine. £50. *Tel.: Solihull* (Warwicks) 4238. [4368

ALVIS 12/70 saloon. V.G.C. Fast. New big-ends, pistons, battery. £75. Tel.: Solihull 4238. [4369

B.M.W. SPARES. Cyl. heads, blocks, cranks, rods, pistons. ZF gearbox prop.-shaft, complete engines suit all models. Also many Bristol spares. I. McArthur, 80, Grove Road, Hounslow, Middlesex. [4370

M.G. VA 1½-LITRE, 1938, d.h.c. Mechanically excellent. Engine 13,500 since recond. Recent brakes relined, king-pins, starter motor. Tyres hood, lights good. M.O.T. to March 1964. £55 o.n.o. Sussex. Box No. K.371. [4371

BLACK M.G. TA. Beautifuly kept car in perfect condition. M.O.T. Jan. 1964. Photo on request. New business and engagement ring force sale. £190. 47, Cornfield Street, Milnrow, Rochdale, Lancs. [4372

SHORROCK SUPERCHARGER. Fit B.M.C. "A." Tel.: Elmbridge 3412. 283, Raeburn Avenue, Surbiton, Surrey. [4373

1950 2-LITRE A.C., good order throughout. Grey/red leather. £100. Tel.: St. Albans 52440. [4374

LANCIA AUGUSTA, 1936, immaculate. Michelins. Exchange Fiat 600/Minor 1000 van, or sell. Tel.: St. Albans 52440. [4375

COLLECTOR'S PIECE—Abbot-bodied d.h.c. Healey, 1952. Rebuilt on F-type chassis using mostly new parts. Works replacement engine. New hood. Resprayed B.R.G., rechromed, etc. Probably best in existence. £285. Tel.: POPesgrove 3721. [4376

DB2 DROPHEAD, 1953. Reconditioned Vantage. New hood; resprayed. 23 m.p.g., 100 m.p.h. £495, no offers. Sightseers: 112, Croham Valley Road, S. Croydon. Tel.: SAN 1921. [4382

FOR SALE—*continued*

1958 SPECIAL open 2-seater, 1,172 c.c. £150. Tel.: Anson Avenue 2763 or Horley 564 (after 7 p.m.). 34, Albert Road. [4380

1172 TORNADO. Excellent condition. £200. Little Heath, Sandhurst, Camberley, Surrey—after May 10th. Tel.: Crowthorne 2631. [4381

1938 RILEY 16-h.p. coachbuilt tourer. Rare specimen in excellent condition throughout. Overdrive, twin spots, good tyres, large boot. M.O.T. to 1964. Also Adelphi saloon, same age, h.p. and condition. Offers for either or both or exchange for good Rolls limousine. Tel.: Maidenhead 22518 (evenings). [4383

M.G. TD2, 1952. Cream, in almost faultless condition throughout. Most expensively and sensibly equipped. Should be seen to be appreciated. £280. Davies, Glendour, Esher Close, Esher, Surrey. Tel.: Esher 4365. [4384

GINETTA. New reconditioned 1172 Ford engine. Twin S.U. carburetters. Excellent acceleration, top speed 80 to 90 miles per hour. Detachable hard-top. Cost £700, will sell for £350. Photo sent on request. Tel.: VIGilant 2211. [4385

MERCEDES 170SK, 1939. Not immaculate but above average. Fitted overdrive, blower, radio, five good tyres. Photograph. £275. Shambrook, 163, Mount Pleasant Lane, Bricket Wood, Herts. Tel.: Garston 4967. [4386

RAPIER CONVERTIBLE, 1960. Moonstone/brown. Overdrive, rev.-counter, full tonneau, etc. Been supplied unexciting company car. £500. Young, "Hazelwood," Langbank, Renfrewshire. Tel.: Langbank 202. [4387

H.R.G. 1100, 1947. Excellent specimen of rare model. Recent major engine overhaul, resprayed, relined brakes and clutch, rewired, re-upholstered. 5.50 × 16.0 rear. £300. Stella Maris, Waverley Road, Bagshot, Surrey. Tel.: Camberley 22883. [4388

ASTON MARTIN, 1939, 1½-litre 2-seater. New hood, sidescreens. Engine, exhaust system overhauled; good tyres, battery. In every-day use, £180 o.n.o. C. Fookes, Milton Abbas (Tel.: 205). Blandford, Dorset. [4389

JAGUAR MK. 5, 1951. In very good all-round condition and well maintained. Offers to Price, Court House, Mountfields, Shrewsbury. Tel.: 2208. [4390

EXCELLENT 1933 WOLSELEY Hornet Trinity Special, 4-seater. M.O.T. Classical sports lines. £110 o.n.o. Fieldhouse, 22, Laburnum Drive, Cherry Willingham, Lincoln. [4393

PAIR S.P.s. 5.50 × 12, 100 road miles only. £10. 28, Weymouth Road, Frome. [4394

HAVE CAR. Will haggle. Healey Abbott drophead. Very sound. About £125. 451, Walsall Road, Landywood, Walsall, Staffs. [4395

NO SPACE FOR Carrycot. It's therefore wife/child or Lotus. No offers for former but will accept £525 for excellent 1962 Super Seven. S/screens, t/cover, etc. Not raced, 6,000 miles only. Collins, 235, Leahurst Road, S.E.13. [4396

M.G.-A, 1956. New Cinturas and front shockers. Brakes relined. £320. Owner buying Lotus. George Zell, 284, East Park Drive, Blackpool. [4397

VINTAGE STANDARD AVON (1930). Reconditioned engine, good general condition. New M.O.T. 2-seater. £50 o.n.o. King, 7, Wheatley Crescent, Taunton. [4398

A.C. 2-LITRE saloon. Blue. Excellent condition, 35,000 miles. M.O.T. Needs only seeing. £220 o.n.o. Cohan, 25, "The Deane," Halton, Leeds. [4399

1952 MERCEDES 170Vb, registered 1960. L.H.D. I.R.S., heater. Recon. engine 4,000 miles. Cruises 70 all day at 3,800 revs. Well shod, mechanically excellent. Offers. For inspection, write Myall, 1, Hawthorne Cotts., Hookwood, Surrey. [4400

LAGONDA LG45, S3, superficially tatty, pillarless saloon. Undropped doors. Fisher, 97, Stanford Avenue, Brighton. [4401

A.C. 4-seat d.h.c., 1935. Needs some maintenance. M.O.T. Nov. £35. Fisher, 97, Stanford Avenue, Brighton. [4402

1959 ROCHDALE G.T. Special. Ford 933 c.c., twin carbs., 12-volt electrics, S.U. pump. New tyres. Many extras. Exceptional condition. £145. Tredgett, 146, Northampton Road, Broughton, Kettering. Tel.: Broughton 383. [4403

BENTLEY DIESEL—1931 4-litre saloon—converted to Perkins 6. Has heater, spots, 5-speed box—giving 30+ m.p.g. and over 70 m.p.h. £170. Proctor, Ripley Court, Ripley, Surrey. [4404

1958 LOTUS ELEVEN. Highly tuned Ford Ten engine. Ford insurance. £250. Proctor, Ripley Court, Ripley, Surrey. [4405

1935 ROLLS-ROYCE 20/25 Mulliner o/d. saloon, good condition. Mascot, radio, handbook. A.A. inspection invited. £275 for quick sale. Tel.: Bexhill 169 (Sussex). [4406

S.S.100, 1938, 2½, metallic grey. Engine rebuilt, rewired, new battery, tyres, wheels respoked; just re-upholstered in hide, and thick pile carpet. Lovely condition throughout. £430 o.v.n.o. Pike, 113, Warwick Road, Olton, Warwickshire. [4407

1951 M.G. TD. Recent works engine. New hood "X" tyres, twin fogs. Recellulosed red, A.1 condition. £245 o.n.o. 1952 Mercedes-Benz 180. L.H.D. Radio and heater. Finished beige. Very sound car. £135, H.P., or exchange. Further details: Tel.: Saltfleetby 278 (J. E. Handley, Lansdowne, Saltfleetby, Louth, Lincs). [4408

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

FOR SALE—*continued*

LANCIA APRILIA, 1939. Farina body—drophead. New hood, new battery. M.O.T. £80. Tel.: Burgh Heath 336. [4409

TR3, 1956, silver. £300. Two owners since new. Engine overhauled 1962. Mich. "X" heater, occasional seats. Red hard-top available. Tel.: WANstead 5056. [4410

ALPINE SPORTS SPECIAL, 1954. George Hartwell, 96 b.h.p. 2¼-litre. O/d., radio, heater, twin flamethrowers; new hood, tonneau. 100+ m.p.h. Recon. engine, new battery. In B.R.G., red upholstery. Best offer over £275. Hacienda, Bracklesham Lane, Bracklesham, Sussex. [4413

VOLVO GEARBOX, used, all synchromesh, £30, good condition. Reed, Tel.: Beaconsfield 2020 (day), 1418 (evening). [4415

TR3 HOOD FRAME, £3 10s. Cracked high-port head, repairable, £4. Dixson, 48, Tudor Drive, Watford. [4416

£300's WORTH of car for £150. Ford Special, registered April 1962. Halifax chassis, E.B. occasional-four body. 12v. electrics. The poor man's M.G.-A. Excellent reason for selling. Cash wanted. Morgan, 64, St. Mary's Avenue, Barnoldswick, Colne, Lancs. [4417

M.G. ZA. Radio, heater. Excellent condition. M.O.T. Taxed end June. £295 o.n.o. 142, Heath Row, Bishop's Stortford. Tel.: 2488. [4418

M.G. TD, 1952. Black. Excellent condition; many extras. Any test. £295. Tel.: Bristol 37727 (evenings). [4419

1960 VW. Sun-roof. Indigo blue. Excellent condition. Extras. H.P. arranged. £440. D. R. Andrews, 29, Elers Road, Ealing, W.13. Tel.: EAL 6268. [4420

FABULOUS FORD SPECIAL. Ginetta body, hard-top, independent front suspension, Buckler gears, 4.7 axle, 15-in. "X"s. £150 or offers. Robertson, 108, Broad Lane South, Wednesfield, Staffs. [4421

F.N.-B.M.W. 319 saloon. Reconditioned radiator, spare diff., etc. Owned by B.M.W. C.C. member and used every day. £35. Tel.: Bramdean 234. T. Airey, New Cheriton Cross Roads, Nr. Alresford, Hants. [4422

ASTON MARTIN DB2/4 Mk. II, 1956. Exceptional order throughout. Genuine inquiries only please. £925. Tel.: Ruislip 7262. [4423

M.G. TC, 1949. Red. M.O.T. Engine reconditioned Dec. 1962. Brakes reshod, new Vynide hood, fog/flashers. Owner emigrating. £210 o.n.o. Salter, Folly House, Hambledon, Portsmouth, Hampshire. [4434

1939 BENTLEY, MR Series, chassis B118, overdrive, fitted with H. J. Mulliner high-vision, semi-razor-edge saloon body. Recent extensive mechanical overhaul. Condition throughout is quite superb. Price £595. Acland & Tabor Ltd., Welwyn By-Pass, Herts. [4435

OWING TO LACK of funds—Marendaz, 1932, 13/70 open tourer. Nearest £120 secures. Original, every-day use, reliable, taxed and tested. Bowles, 83, High Street, Repton, Derbys. [4436

THE YETI. *Exciting engineer-built, one-owner* Fairthorpe Electron Minor. White with red hood. Twin S.U. £195 o.n.o. Tel.: Knaresborough 3102. [4437

MORGAN +4, 1956 model. Registered 1958. Immaculate appearance, sound mechanically. Wilen head, rev.-counter. £300 or P.E. recent Anglia or Popular. Tel.: Crayford 21228 (Kent). [4438

1933 HUMBER SNIPE-80, 24 h.p. Gearbox wanted. Gearbox from some models between 1930 and 1933 will fit. Morgan, 8, Hammersmith Terrace, W.6. [4439

FLAVOUR BLURR? Then try my Bristol 401. Resprayed, new tyres, silencer, chrome, carpets, etc. etc. Engine/gearbox just overhauled. £375 o.v.n.o., or exchange 4½ Bentley. 31, Brunswick Gardens, W.8. Tel.: BAYswater 6910. [4441

M.G. TD. Beautiful example, B.R.G. Everything first-class order. Twin spots, tonneau, flashers. £300 o.n.o. Tel.: Epping 2974 (after 6 p.m.). [4443

1935 SINGER Le Mans saloon. Good condition. Must sell, garage space required. Offers. Box No. K.444. [4444

TR2, Nov. 1955, white, excellent condition. Heater, grille, tonneau. M.O.T. Never raced or rallied. £290. Tel.: POPesgrove 1605. [4445

1933 AUSTIN SEVEN saloon, Bowdenexed. £40 o.n.o. Write: 34, Catherine Street, Coventry. [4447

M.G. TD 1500, Stage III head, racing camshaft, bottom end polished and balanced, comp. clutch and brake linings, 8/39 rear axle, anti-roll bar, tonneau, side-curtains, new hood. Excellent condition throughout. Laystall Lucas head and other spares. £345 o.n.o. Tel.: Bethersden 291 (Kent). [4448

M.G.-A 1500 ENGINE. Not gold reconditioned. 1622 head. 5,000 miles. Tel.: Speedwell 0328. [4449

SHORROCK SUPERCHARGER for Herald, as new. £35. 115, Grosvenor Avenue, Hayes, Middlesex. Tel.: VIK 4061. [4450

MERCEDES-BENZ SPARES. Type 300 engine. Automatic gearbox for 300c. All chassis parts, instruments, etc. Accept reasonable offer. Tel.: Aintree 2361 (during day). [4451

SUNBEAM TOURER, 1926, one owner 32 years, 16.9 h.p. £100. Taylor, 85, Gorsty Hill, Halesowen, Birmingham. Tel.: Blackheath 1389. [4452

FOR SALE—*continued*

VW, 1948. Exceptional condition. 1,192-c.c. engine. New tyres, twin-tones, spot, fog. Mechanically and bodily excellent. Snip, £110. Kneller, 322, Lunsford Lane, Larkfield, Maidstone, Kent. [4446

1959 (Jan.) JAGUAR 3.4 saloon, overdrive, disc brakes, safety belts, etc. £595. Executors' sale. N.P. Bank, Trustee Branch, 117 St. Mary Street, Cardiff. Tel.: 30552. [4453

1958 FAIRTHORPE MINOR, sound heart, body tatty. Any offer considered. Sutcliffe, "Windrush," High Street, Sandhurst, Camberley. Tel.: Yateley 2317. [4454

ASTON MARTIN Le Mans, 1½-litre short-chassis 2/4-seater, 1933. High-lift camshaft, balanced crankshaft. £345. Hunter, 78, Redford Loan, Edinburgh. [4455

RILEY MONACO, 1933. Big crank engine 3,000 since resleeved, newly decoked. All helical, remote, manual box. Good tyres, two spare wheels. M.O.T. New batteries, spare engine. Running larger car regretfully. £45. Manchester. Box No. K.456. [4456

BERKELEY 328 4-wheeler, red. Discs, spot, washers. First reg. Sept. 1961, 12,500 miles. Excellent condition throughout. £250 o.n.o. Whitaker, 9, Cornwall Road, R.A.F., Wyton, Hunts. [4457

3½ JAGUAR, 1947—breaking—most mechanics. All inquiries acknowledged. Campbell, 11, St. Stephen's Road, Hounslow, Middlesex. Tel.: 0353. [4458

WHO WANTS my 1953 Jowett Javelin. M.O.T. cert. Runner. Requires slight attention. Ideal for enthusiast. Jones, 23, Reginald Street, Port Talbot. [4459

VINTAGE LAGONDA 2-LITRE low-chassis *Speed Model, 1930. Outstandingly reliable* machine in very sound all round condition. Fabric body, P.100s, Klaxon. M.O.T. until Dec. First £175 secures. Aceca wanted. Huntley, 3, Kymin Terrace, Penarth, Glam. [4460

1958 (Regd.) LAGONDA 2.6 coupé. Excellent mechanically, good bodywork, but needs front tyres. £190 or near. Tel.: Betchworth (Surrey) 3033. [4463

BUCKLER 90. Little used. All-enveloping aluminium body, 1,172-c.c. Ford, twin S.U.s, Aquaplane manifolds, 12v. electrics, close-ratio gears and 4.7 c.w.p. £95. Box No. K.464. [4464

PEERLESS G.T. 2, 1958. Heater, overdrive, discs. Excellent condition. £390. Also Halda Speedpilot (k.p.h.), perfect, £7 10s. 19, Heathcote Court, Heathcote Avenue, Ilford. [4465

M.G. J2, 1932. M.O.T. Taxed. Original. £65. Rolls-Royce 20 vintage saloon, M.O.T. Complete history. £95. Morris Minor saloon, 1930, o.h.c., good order, £30. Triumph Dolomite 1½-litre saloon, M.O.T., good performance, £35. No room, must reduce collection. 30, Tangier Way, Tadworth, Surrey. Tel.: Burgh Heath 5624. [4466

1932 2-LITRE CONTINENTAL Lagonda, in excellent condition. All weather equipment. M.O.T certificate. £225. MacGregor, Tel.: Hamble 3098. [4467

ALVIS SPEED 25 tourer, professionally fitted *circa* 1930 4-seat Alfa Romeo body. Everything immaculate, nothing requires any attention whatsoever; absolutely reliable, very pretty, and quite quick. Full weather equipment, etc. £300; would consider part ex. for modern tin. C. Hoskins, 109, Weelsby Road, Grimsby. Tel.: 78517. [4468

VOLKSWAGEN, 1962. Best offer. Company tinware arrived. Buck, 197, Newport Road, Cardiff. [4469

RILEY KESTREL 14-h.p. 6-cylinder (1934). Four good tyres, spare cylinder head. M.O.T. £50 or offers. Rampton, 31, Melton Road, West Bridgford, Nottingham. [4470

XK120SE super sports, 1954. Ferrari red, silver w/wheels, "X"s. Black trim. Resprayed, rechromed. Three owners. Genuine 56,000. Mint condition throughout. Inspection invited. Heartbreaking sale. Genuine reason. No dealers, time-wasters. Good home essential. £375 o.v.n.o. Robinson, 6, Castle Street, Astwood Bank, Worcs. [4471

M.G. TC. Tuned Stage One. Crankshaft, bearings, pistons 2,000 miles old. New tyres, new battery. Well cared for. £200 o.n.o. London, Tel.: POPesgrove 3880 (weekends). [4472

100-B.H.P. 1.5 all alloy competition Lea-Francis engine and c/r. box. Stored. 3,000 miles only, mostly road. £140. Mini gearbox final drive unit complete. Cracked case. £15. Tel.: Letchworth 2661, Chelmsford 71016 (weekends). [4473

120 M.P.H.—35 M.P.G.! 1959 Fairthorpe Electron. Stage 3 1100 Climax. Standing ¼-mile, 16½ sec. Just completely overhauled after two years' storage. Extras include wire wheels, D9s, disc brakes, tonneau, hard-top, etc. Sprayed primrose yellow/white. Never raced or rallied. Price, inclusive of tax and comprehensive insurance, £400. 412, London Road, High Wycombe. Tel.: 3382. [4474

4½ BLOWER BENTLEY. A *Hughes* original drawing. 17s. 6d. See under Miscellaneous. [4527

S.S.1, 1934. Excellent body, XK140 engine. £120. View at Manor Garage, Caddington, Beds. [4476

M.G. MAGNETTE, 1956. Immaculate condition, 10,000 miles on replacement engine. £320 o.n.o. Tel.: TOT 7451, evenings PAL 7432. [4560

FOR SALE—*continued*

AUSTIN HEALEY 100 Le Mans, 1954, blue/white. Engine and gearbox recently replaced, brakes just overhauled. Wire wheels, overdrive, radio, heater. £275. Smith, 27, Alma Avenue, Highams Park, London, E.4. [4478

IMMACULATE LAGONDA 2.6, twin o.h.c., 1950, R. & H. 4-wheel independent suspension, maroon alloy Tickford coachwork. 70,000 miles. Cosseted by one elderly owner since 1952, ill-health now forces sale. Bodily and mechanically like new; undoubtedly the finest anywhere. Cost the equivalent of £4,000, will be bought by the first person who sees it. £350. Tel.: Byfleet 45595. [4479

HOTCHKISS "BIARRITZ" 2-door, 4/5-seater, removable aluminium hard-top, first registered November 1938. In good running order before being bonked in back whilst parked—readily repairable, only right rear of body suffered. Now offered to best bidder. Tel.: Berkswell 2201 (Coventry). [4557

DELAHAYE 2-DOOR, 4/5-seater, soft-top (new) coupé available for only £150. First registered November 1948, beautiful flowing lines, large boot, fitted for boat towing. Cotal gearbox, heater, some gearbox and engine spares. Wire wheels, fine car. Christensen, Mount Pleasant, Berkswell, Coventry. [4558

VALE SPECIAL, 1936. Loss of garage forces sale of this beauty. This very rare and interesting 8-h.p. 2-seater sports is in immaculate condition and has completed 400 miles only since rebore, new clutch, new king-pins. 40 m.p.g. A host of spares go with the car. £165. J. Strelitz, 251, Barking Road, East Ham, London, E.6. [4490

WANTED

URGENTLY REQUIRED—XK120 "sports" roadster in good condition, sensibly priced. Please send full details to Box No. K.183. [4183

FRAZER NASH REQUIRED. Any condition 3/4-seater or long-chassis model suitable new body to accommodate growing family. Owens, Cheyney Cottage, Townsend, Almondsbury, Glos. [4192

ROLLS-ROYCE, saloon, tourer or coupé, pre-war or vintage, urgently required, cash paid on the spot. Distance to collect no object. Tel.: Studley 564. Write Quill, Cherry Tree Farm, Mappleborough Green, Studley, Warwicks. [3880

SET HEALEY SPRITE welded wheels (13 in.). Morgan, 102, Oxendon Way, Biey, Coventry. [4087

WRITE OFF MINI, Triumph Herald A40, Sprite or any sports saloon, complete, for rebuilding, state reasonable price. Clay, 9A, Central Park Ave., Mutley, Plymouth, Devon. [3579

CYLINDER HEAD, BENTLEY, 3½-litre. 1935/6 "EJ." Greenwood, "Sunnybrae," Cottingley Bridge, Bingley, Yorks. [3925

FIAT 600 urgently required. Must be in good, clean condition and absolutely reliable. Cash up to £200. Box No. (Dorset) K.927. [3927

"MOTOR SPORT," January, 1960 to June, 1962, inclusive. Please reply airmail. Buchanan, 16, Ryrie Street, Campbell, A.C.T., Australia. [3949

GEARBOX suitable for post war Hotchkiss, manual or electrie. Keen, 383, Church Road, Bristol, 5. [3950

WANTED: set of wire wheels with hubs for SP.250. Plommer, 157, Maidstone Road, Chatham. Tel.: Chatham 43490. [3969

WANTED: USED DAF. Particulars to: West, 1, Winster Avenue, West Didsbury, Manchester, 20. [3970

RILEY 2½ D.H., post war, any type. Box No. K.972. [3972

***1935-39* BENTLEY DROPHEAD** wanted, coachwork must be structurally sound, with pleasing lines, mechancial condition unimportant if coachwork exceptional. Wilcock, Swandean Cottage, Arundel Road, Worthing. [3978

ZAGATO ALFA ROMEO circa 1930, average condition. Box No. K.984. [3984

REGISTRATION NUMBER PD, JD, D, plus low number or any other distinctive number. Good price paid. Details to Box No. K.986. [3986

FORD 1,500-c.c. CARB. Zenith C.1802. Letters first please. 12, Ruskin Walk, Herne Hill, London, S.E.24. [3988

1953 XK120 ROADSTER. Good condition essential. London area. Tel.: Weybridge 46046. [3989

SINGER JUNIOR radiator cowl. Gauden, 5, Park Road West, Wollaston, Stourbridge, Worcs. [4002

BADGES. COLLECTOR SEEKS car club badges. Good prices. Details to: Robert Movat, 823, Ridgefield Road, Wilton, Connecticut, U.S.A. [4017

ORIGINAL LITERATURE for M.G. L-type Magna, L2 in particular. Gothard, 2, Lydgate Road, Batley, Yorkshire. [4025

BROOKLANDS RILEY 9 or any interesting road equipped racing car suitable for V.S.C.C. events. Hennings, Corithia, Buckleigh, Bideford, N. Devon. [4032

WANTED: BERKELEY "BANDIT," 997-c.c. Ford engined car. State condition, price, etc. Box No. K.034. [4034

URGENTLY REQUIRED. Rolls-Royce 20 coupé, any condition from scrap to *concours.* Cash. Box No. K.037. [4037

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

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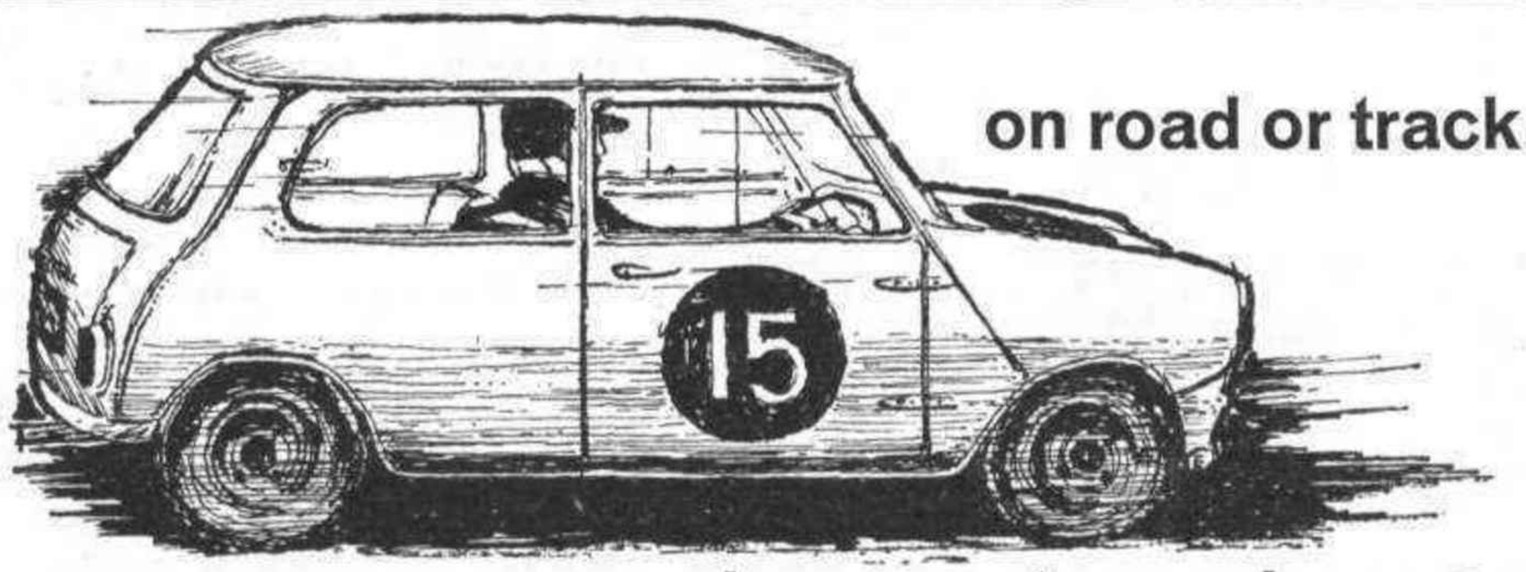


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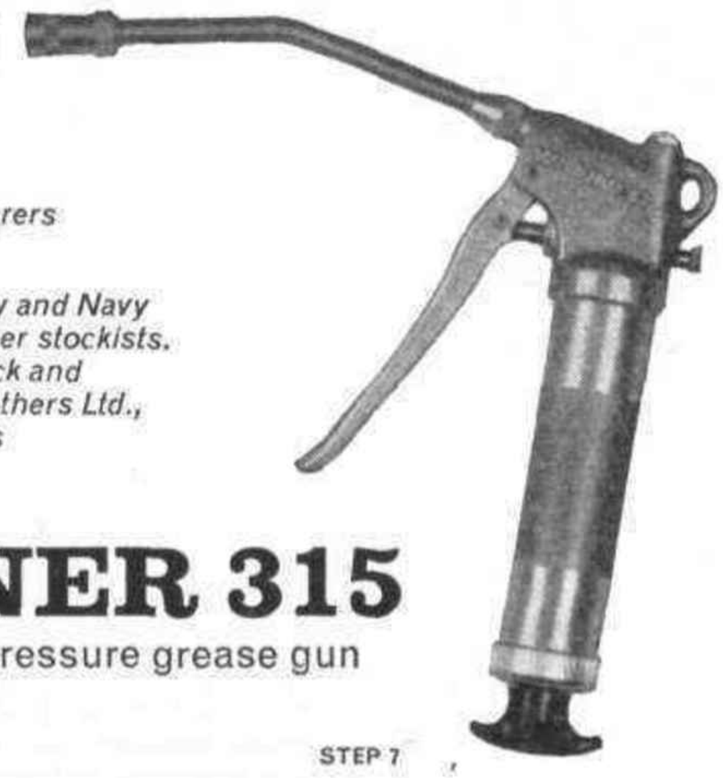
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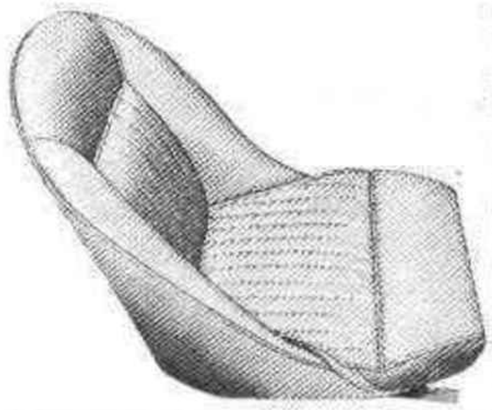
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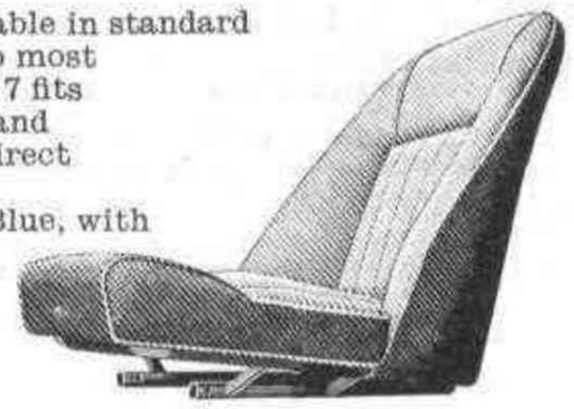
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WANTED—*continued*

TR2 HARD-TOP WANTED. State price, Dawson, "Greytree," Third Avenue, Billacombe, Plymstock, Plymouth. [4038

TOURER WANTED, preferably four seater, pre-war, Lagonda, Rapier, Wolseley, Hornet, etc. Must be perfect. All letters answered and photos returned, Furmston, 72, College Road, Maidstone, Kent. [4040

AUSTIN "NIPPY" or "ULSTER," must be near original specification and in reasonable condition. Particulars to: Fuller, 42, Benden House, Hither Green Lane, London, S.E.13. [4049

SPECIMEN SPEED SIX BENTLEY or 45 Hispano open 4 or 2 seater. Details to: Galloway, Batchelors Hall, Hundon, Sudbury, Suffolk. [4054

M.G. F-TYPE MAGNA, 1932. Good bodywork condition essential. Send details and photo and state haggle price. Box No. K.073. [4073

BUGATTI Member B.O.C. desirous of buying car, complete and at least suitable for restoration. Interested in type 37 or type 57 Ventroux, although not limited. Box. No. K.080. [4080

BERKELEY 4 WHEELER BODY, good, but engine immaterial. Morton, 12 Stuart Street, Millport, Buteshire. [4082

XK140 FIXED-HEAD bodywork, windows, woodwork, etc. State price, etc., 113A, Nottingham Road, Stapleford, Notts. [4091

APRILIA WANTED, must be in first-class condition. H. G. Conway, 10, Clarendon Mews, London, W.2. [4092

WANTED: VINTAGE BERLIET, any capacity or condition provided basically original. Write: The New Inn, Farm Road, Maidenhead. Tel.: Maidenhead 23504. [4093

LOTUS ELITE or Mini Cooper. Selling Minor 1000. Details please to: Watson, 8, Queens Court, Queens Ride, S.W.13. [4094

DEPENDABLE PRE-WAR Daimler, Armstrong, Riley, Humber, Talbot Ten or B.S.A. w/c 3-wheeler. M.O.T. essential. Box No. K.114. [4114

WANTED: ASHLEY BODY for Morris E. Welfare, Green Farm, Monewden, Woodbridge, Suffolk. [4118

HEALTHY, HAIRY, light fifteen, post 1950, details, price, to cash type enthusiast. Box No. K.132. [4132

TR2/3 HOOD, SIDESCREENS, hard-top, tonneau, seat covers, carpets and other interior trims. Box No. K.150. [4150

3½ BENTLEY SALOON, late series, sound mechanical order. Freeston Webb preferred. 4, Calverley Park Gardens, Tunbridge Wells. Tel.: 27921. [4156

WANTED: O.H.I.V. CONVERSION for Ford E93A, good condition, also DCOE Weber. Write: B. Goddard, 288, Spring Road, Sholing, Southampton. [4166

SINGER LE MANS, 1935, G, 2 bearing crankshaft, Palmer, "Struan," Currie, Midlothian. [4169

CAN SOME A.C. LOVER assist? Sound engine wanted urgently to restore 1949 2-litre to its former glory. Will collect. Mouat Engineering, Bangor. Tel.: 3127. [4180

WANTED—BENTLEY, BUGATTI, Alfa, S.S.100, or any other exotic motor car. Write with full details to: Kennedy, 50/52, Stuart Street, Luton, Beds. Tel.: Luton 6392 (office hours). [4194

BUGATTI 55 or other sports model. Please write details and price, enclosing photo. Box No. K.200. [4200

MERCEDES SSK or similar. Kindly send particulars and photo, mentioning price. Box No. K.201. [4201

MERCEDES 180, undamaged, no body rot. Prefer R.H.D., accept L.H.D.; must be good. About £300, will collect. One needing rebore unacceptable. Mr. Gallanders, c/o Sgts.' Mess, R.A.F., Digby, Lincoln. [4208

BROUGH SUPERIOR ALPINE sports car wanted regardless condition. Must be complete, however, although anything considered. All letters answered immediately. Box No. K.215. [4215

O.M. 15/60 BLOCK and any other spares. Knight, Stoke Abbott, Beaminster, Dorset. [4218

WANTED, SPRITE Mk. I bonnet, iris blue if possible. No rubbish please. Collect anywhere. Clark, "Bayleek," Hambledon Road, Denmead, Portsmouth. [4225

WANTED, GEARBOX with overdrive from Rapier-Alpine, 1960 onwards. Price, condition to Box No. K.237. [4237

BRISTOL 401, Healey Elliot, similar. Buy, part exchange Triumph 2000 roadster or sell Triumph, £85. 28, Burnside Avenue, Skipton, Yorks. [4272

TUNING M.G. TC. Interested any tuning equipment, 16-in. rear wheels, Laystall head, blowers. All letters answered. Box No. K.279. [4279

HARD-TOP and sliding sidescreens for Austin Healey Sprite Mk. I. Dobson, Sundown, Heversham, Nr. Milinthorpe, Westmorland. [4280

BRISTOL 401 workshop manual required. Carr, 14, Alpine Walk, Stanmore, Middlesex. [4281

M.G. J2 WINDSCREEN, 2-in. clock, black dial, as fitted to 1933/4 Midgets, Magnettes. Coles, 26, Bounds Oak Way, Southborough, Kent. [4310

WANTED: TWIN CARBS. and other tuning parts for E93A. Sale, reconditioned Ford Eight engine. Tel.: Romsey (Hants) 2134. [4315

M.G. MAGNETTE ZB, 1958. Bodywork must be good. 36, Woodlands Road, Witney, Oxon. [4318

WANTED: FAN for Riley Imp or 12/4. 49, Colgrove Road, Loughborough, Leics. [4364

WANTED—*continued*

AUSTIN SEVEN tourer, not later than 1935. First-class order throughout essential. Required to view w/c May 13th. Longhurst, Little Orchard, Headley Down, Hants. Tel.: 2172. [4321

MURRAY OVERDRIVE and tuning equipment for 100E. 30, Hitchin Lane, Clifton, Bedfordshire. [4323

WANTED: M.G. PB engine, head and block must be good. Renwick, Yew Tree House, Chipstead, Sevenoaks, Kent. Tel.: Sevenoaks 53540. [4335

ALVIS TA14 or 12/70 wanted. Must be d.h. or tourer in excellent condition. High price offered for suitable car. Taylor, 44A, Stafford Street, Market Drayton. Tel.: 3354. [4339

TRIUMPH TR ENGINE, gearbox, complete, low mileage. Williams, 117, Snowden Avenue, Flixton, Manchester. [4341

RILEY 2½-LITRE saloon, preferably 1952 or 1953 model. Must be in excellent condition. Would consider car with good coachwork needing mechanical attention. Box No. K.362. [4362

FULL ALEXANDER or Raymond Mays conversion set for Ford Zephyr Mk. II. Edleston, 16, Park Drive, Littleover, Derby. [4377

URGENTLY WANTED: HEALEY Silverstone body parts. Please write, Baylem, 33, Bradfield Road, Stretford, Manchester. [4392

B.M.C. A SERIES 948-c.c. engine/gearbox for Morris 1000. Oil cooler. 9, Dyrham Close, Westbury, Bristol. [4428

£500 CASH AVAILABLE for damaged racing machinery. Anything considered. Box No. K.429. [4429

A.C. ACECA WANTED, 1955/6. By private buyer for immediate cash. Good condition essential. Huntley, 3, Kymin Terrace, Penarth, Glam. [4461

OVERDRIVE UNIT, rev.-counter, S.U. carbs., manifolds, etc., for Rapier II. 13, Mabey Avenue, Ensbury Park, Bournemouth. [4462

ZEPHYR I, must be in good condition, rust free. Acton, 38, Newberries Avenue, Radlett, Herts. [4484

1939/40 DAIMLER "RITZ" or "Fifteen" DB18 saloon in moderate or good condition (can't afford perfect). Please give details and price to Box No. K.507. [4507

WANTED: HARD-TOP, also overdrive unit, for 1955 TR2. Reasonable condition. Preece, Whittingtree, Dymock, Glos. Tel.: Dymock 207 (evenings). [4538

WANTED: CRASHED or dilapidated Citroën ID, DS19. State details and price. Box No. K.543. [4543

MISCELLANEOUS

PERSONAL ACCIDENT INSURANCE for passengers, also sports car insurance for mature drivers with good records. P. G. & Co., Ltd., 34, Cator Road, S.E.26. Tel.: SYD 2695. [3981

S.S. AND JAGUAR CARS: Wanted, technical and sales publications of all types, covering 1932-40. Send full description, condition and price. Richard Trenk, Technical Editor, Classic Jaguar Association, 1450 Boeger Ave., Westchester, Illinois, U.S.A. [3973

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3.50 × 19 NEW TYRE, 70s., cost 102s. Wanted: A55 10-cwt. pick-up truck, also vintage racing motorcycle. Box No. K.982. [3982

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THREE HARPER "ROAD" books, *circa* 1900. Brighton, Exeter, Newmarket, excellent condition. £7 10s. Lewis, 17, The Avenue, Rayners Lane, Pinner. Tel.: Pinner 8693. [4016

ELVA OVERHEAD inlet valve conversion for Ford 100E complete. £25, offers. 15, Tennyson, Scarborough. [4023

AUSTIN-HEALEY CLUB, Austin-Healey and Healey owners please write for membership particulars, free copy of local Centre news sheet and Club Magazine. Regional Centres organising extensive social and competitive programmes. Healey Register for owners of pre-B.M.C. Healeys. General Secretary, Peter Browning, 47, Brampton Grove, Hendon, London, N.W.4. [4043

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RAILTON OWNERS' CLUB membership invited and extended to Brough Superior and Hudson owners. Annual subscription 30s. Spares pool and service technical advice. Monthly meetings and monthly bulletin. Annual *concours*, etc., and awards. President, Reed Railton. Information from membership secretary, M. C. Ryan, 158, Wood Lane, Osterley, Middlesex. [4187

N.S.U. PRINZ OWNERS' CLUB welcomes new members. Please write to: Hon. Sec., 101, Pinner Road, Harrow, Middlesex. [4212

TR—ROLL BAR, workshop manual, disc pads, £6. Worley, Tel.: Winchester 2642 (daytime). [4258

MISCELLANEOUS—*continued*

TWO SEATS AVAILABLE party of six for Monaco G.P. weekend. Age group 20s. Estimated basic £11 each. Box No. K.391. [4391

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WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury. 3s. and s.a.e. [4432

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [4433

RESPRAYING? Equipment for hire from £3/wk. Advice free, paint extra. 16A, Osten Mews, Emperors' Gate, S.W.7. Tel.: Fremantle 9323 (hours), Bayswater 6910. [4440

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V8 SIMCA VEDETTE de luxe, 1959 model saloon, literally as new, 21,000 miles only. Finished in dove grey and ivory. Over £100 worth extras. Cost over £1,600. A truly perfect car. R.A.C. inspection welcomed. Radio, heater. Taxed. Will exchange with cash for Facel Vega or Mercedes, or what? Box No. K.977. [3977

MERCEDES-BENZ 190, late 1957, R.H.D. saloon, £530. Household's third car, seldom used. Would consider part-exchange for car suitable lady, *e.g.*, Magnette or small estate car. Write: Burstall Hall, Nr. Ipswich. [4090

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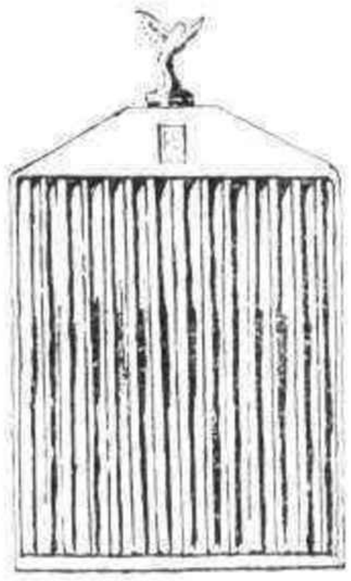
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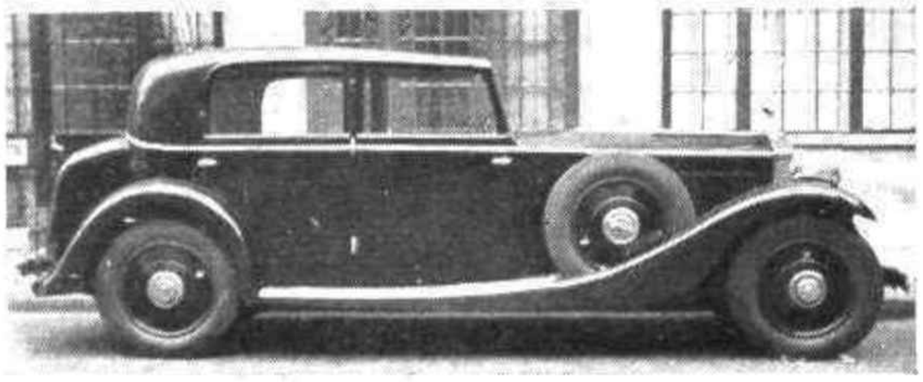
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Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

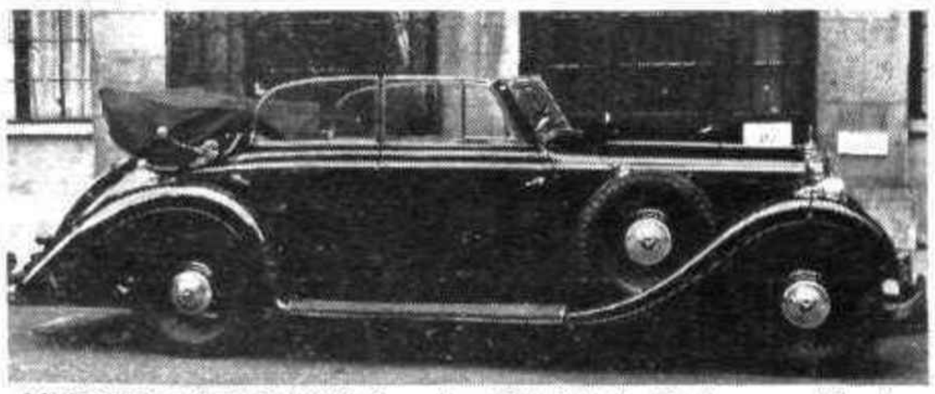


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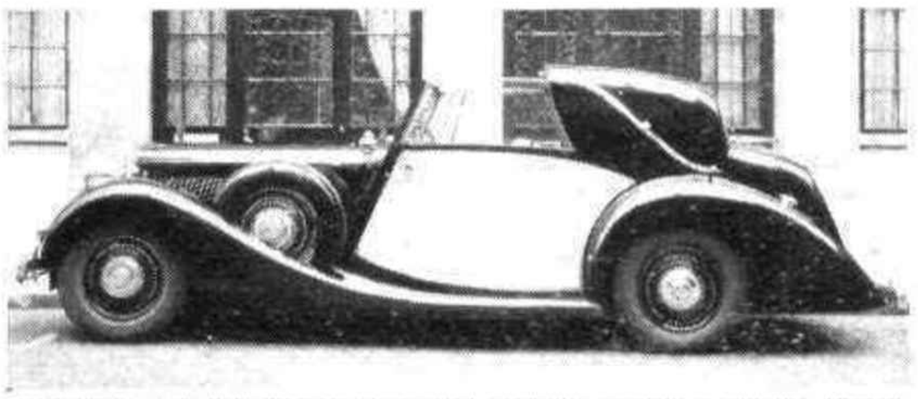
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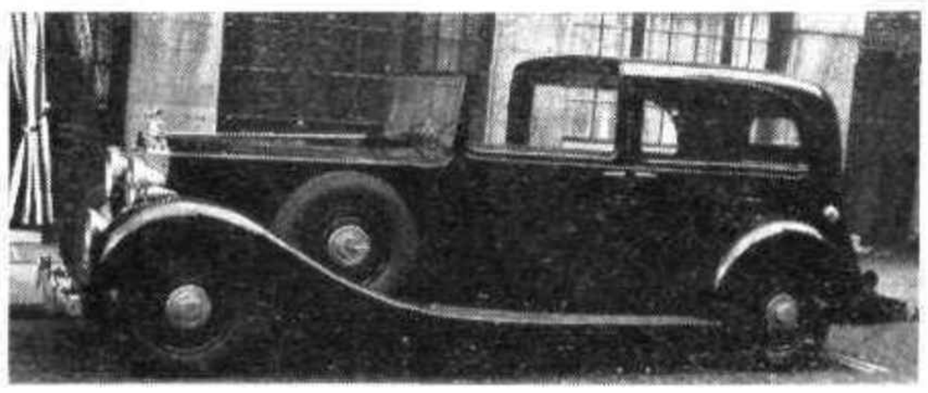
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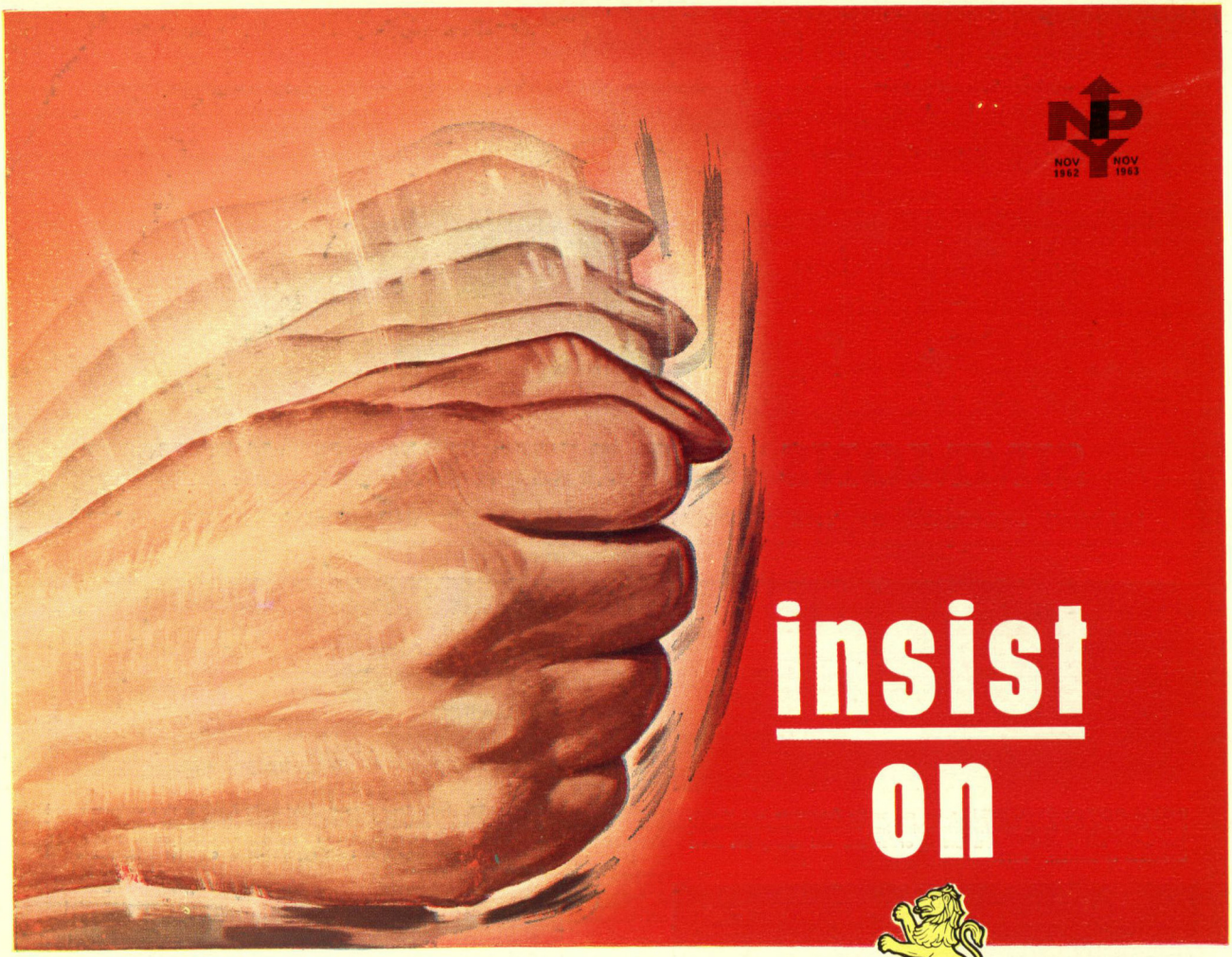
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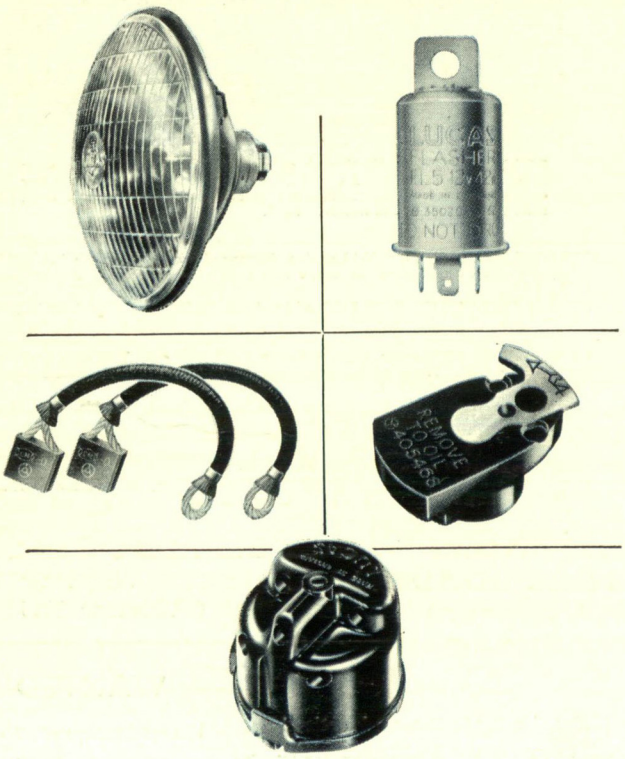


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