Vol. XXXIX No. 10 TWO SHILLINGS October 1963

MOTOR SPORT

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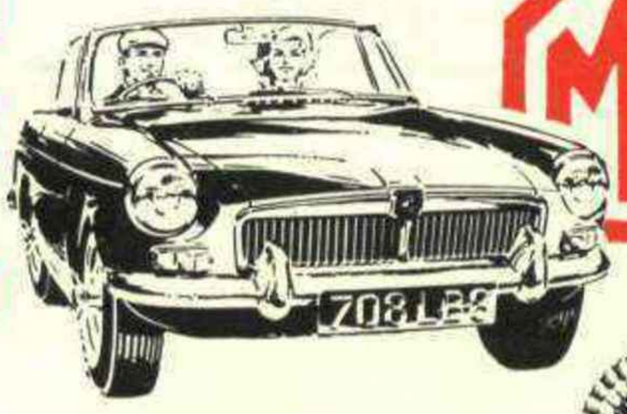
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Every rapid minute is a challenge. When a catapulted take-off thrusts you away at 170 m.p.h. in fifty paces, when sea and land soon whip by below at ten miles a minute, and a never-still, twenty-foot width of deck is your measure for touch-down—then this is flying that demands no ordinary skill and nerve. It is a constant challenge to your quickness of mind and eye, your steady hand . . . and you would have it no other way.

You can join the Fleet Air Arm as an officer, between 17 and 26, and you must have at least 5 passes in the G.C.E. at 'O' Level (English, Maths., and three others), or the equivalent. You are selected by the Admiralty Interview Board, and initially trained at the Britannia Royal Naval College, Dartmouth.

Basically, you have the choice of two kinds of service. Between 17 and 22, a pensionable engagement to 38; or a 12 year service if your entry age is between 22 and 26. Either service can be terminated at 5 (helicopter pilots only), 8, or 12 years: with gratuities of up to £4,000. In addition, you can be considered for transfer to a permanent commission. Good pay, too. For example: a Lieutenant, at 28, married, and with six years seniority, earns £1,815 a year.

For all other details about your life in the Fleet Air Arm, and for the illustrated booklet 'Fly in the Royal Navy', write to: **Captain G. C. Mitchell, R.N., Officer Entry Section MX/4/a Admiralty, London, S.W.1.**

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* The very latest tread rubber for good wet-or-dry road adhesion and extra mileage.

See Firestone on Stand 169 at the Motor Show Oct: 16-26

THE SERVICING

How AP helps your garage maintain your car's original BALANCED PERFORMANCE

What is this Revolution?

It is the system developed by Automotive Products to provide you with a factory-guaranteed service on all replacements—enabling you to enjoy a balanced performance equal to the original specification.

AP servicing techniques save time and money

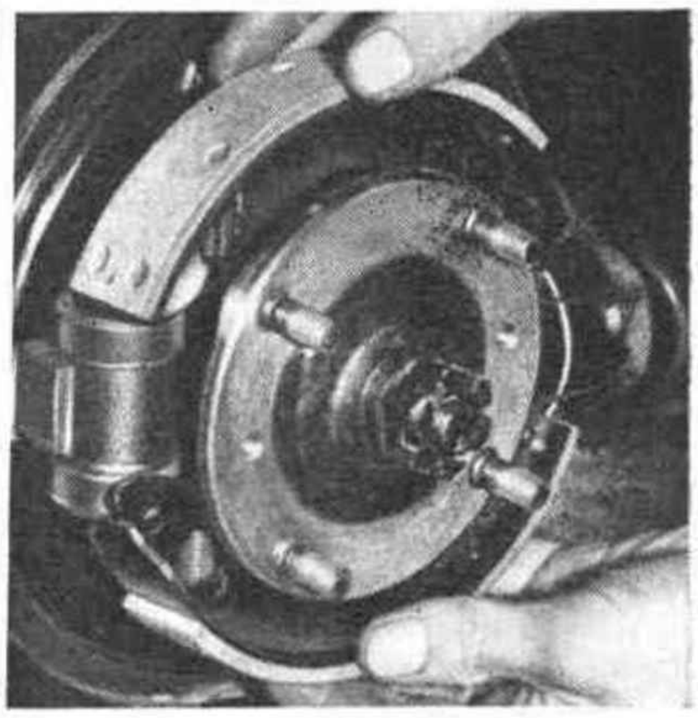
The business of having a worn part *repaired* is today as old-hat as horse-drawn transport. You cannot expect a repaired part to give the same performance as the original.

Once, it was the best your garage could offer. Now, they are able to fit genuine AP, factory-built replacement and exchange units; this is the 'packaged deal'. Each designed to match the original part in performance and balance.

Each guaranteed as new by AP. These units save you time and money.

Lockheed exchange units save you time and money

Instead of new brake *linings*—complete brake shoes. In the long run they cost no more and see what you get: *Your car back sooner*... your garage simply replaces old shoes with a set re-built by Lockheed. *Safety*... built to original factory standard. And, of course, Balanced Performance is built-in. For cars with Lockheed brakes—Lockheed replacement brake shoes.



Exchange units for master and wheel cylinders

Repairs to cylinders can be finicky, time-absorbing work. A Lockheed exchange unit speeds servicing and keeps brakes working the way we built them to work. Powerfully, smoothly, reliably. And in balance. Your garage will exchange cylinders unconditionally.



REVOLUTION



Genuine Lockheed brake fluid

You no doubt take your hydraulic brakes for granted. And rightly. But they work so well and so reliably for the same reason everything else works well. Their performance is properly in balance. Keep it this way. Always top up with the fluid actually *made by Lockheed* to suit Lockheed brakes.

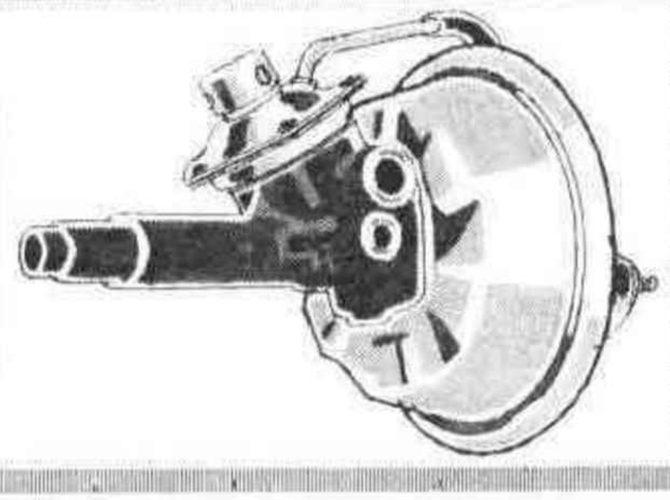
Purolator oil filters for every car

Check your oil filter regularly. Change it at least every oil change. It's all that stands between your engine and the ruinous assault of oil-borne grit and acid. Purolator traps particles down to .00004". Everything that could harm your engine.



Lockheed Power Braking

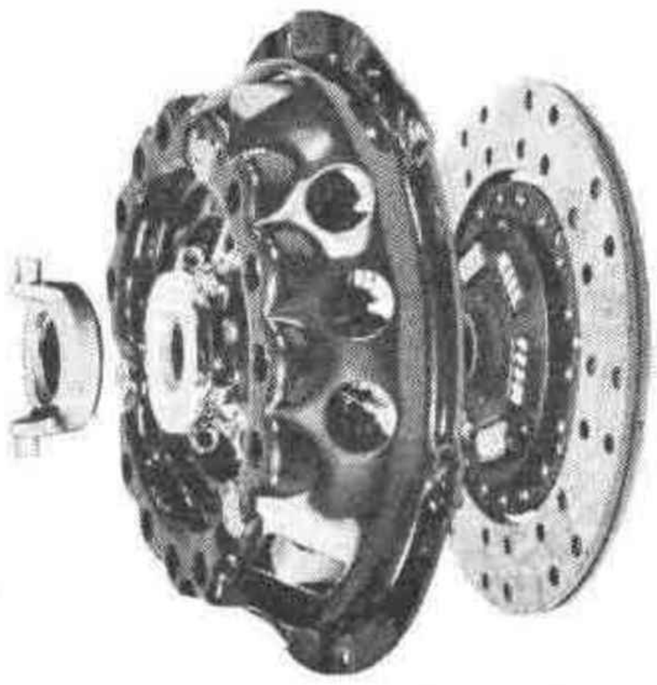
The most worthwhile extra you can ever buy for your car. Power braking unit costs £13, plus a fitting charge. And it gives you a valuable extra edge of speed control in traffic. It saves a lot of fatigue on long journeys. It brings in full braking power earlier than you could ever manage it on your own. Quickly fitted. Negligible servicing.



Borg & Beck 3-in-1 exchange service

Biggest single cost in clutch servicing—is the tricky job of getting at the old clutch.

That's what costs the money.

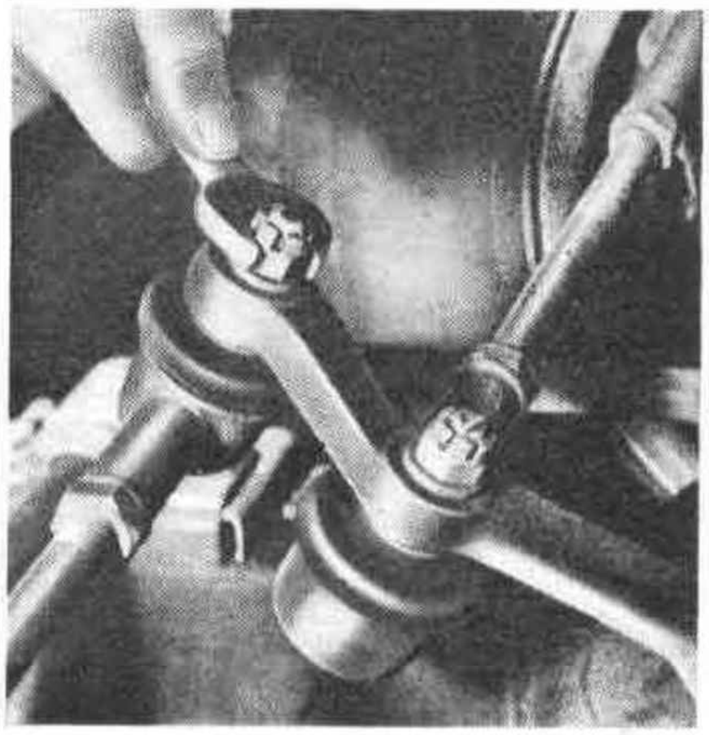


So when your car goes in for clutch servicing don't make do with having one clutch component repaired. Have the whole unit replaced. New driven plate, new release bearing and exchange assembly.

You'll save the cost of a second stripping job to replace a part that could have been replaced first time. And you'll get a perfectly balanced, reliable clutch.

Thompson steering joints—genuine replacements

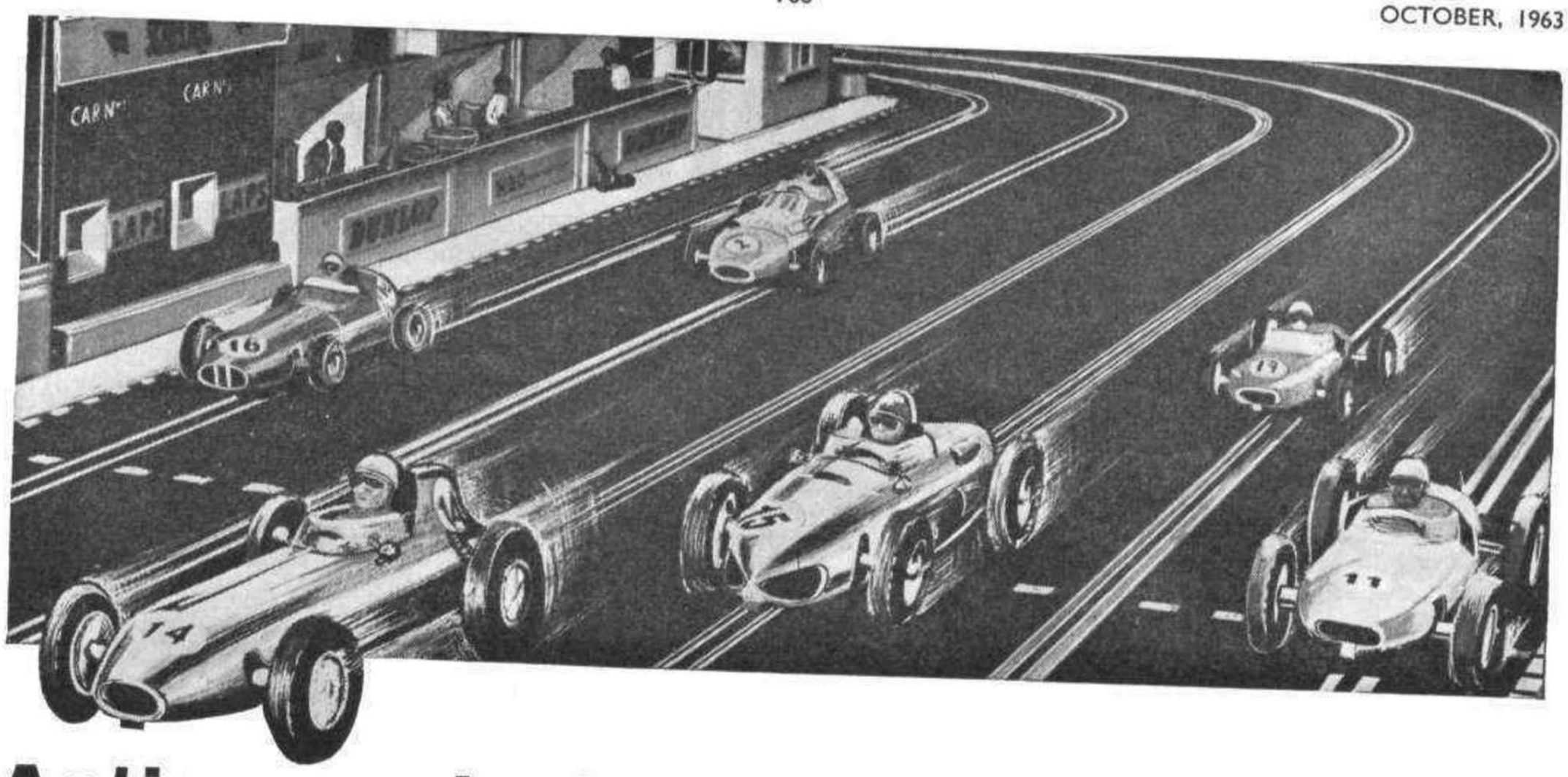
Steering joints are built to stand up to thousands of miles of gruelling work. But eventually they will show signs of wear. These won't be very noticeable at first, and you will automatically adapt your driving to suit changing conditions. At some point, if left, wear will reach the danger point—the steering will start to shimmy. So get your garage to check steering joints regularly. They stock the genuine Thompson replacement joints for your car.



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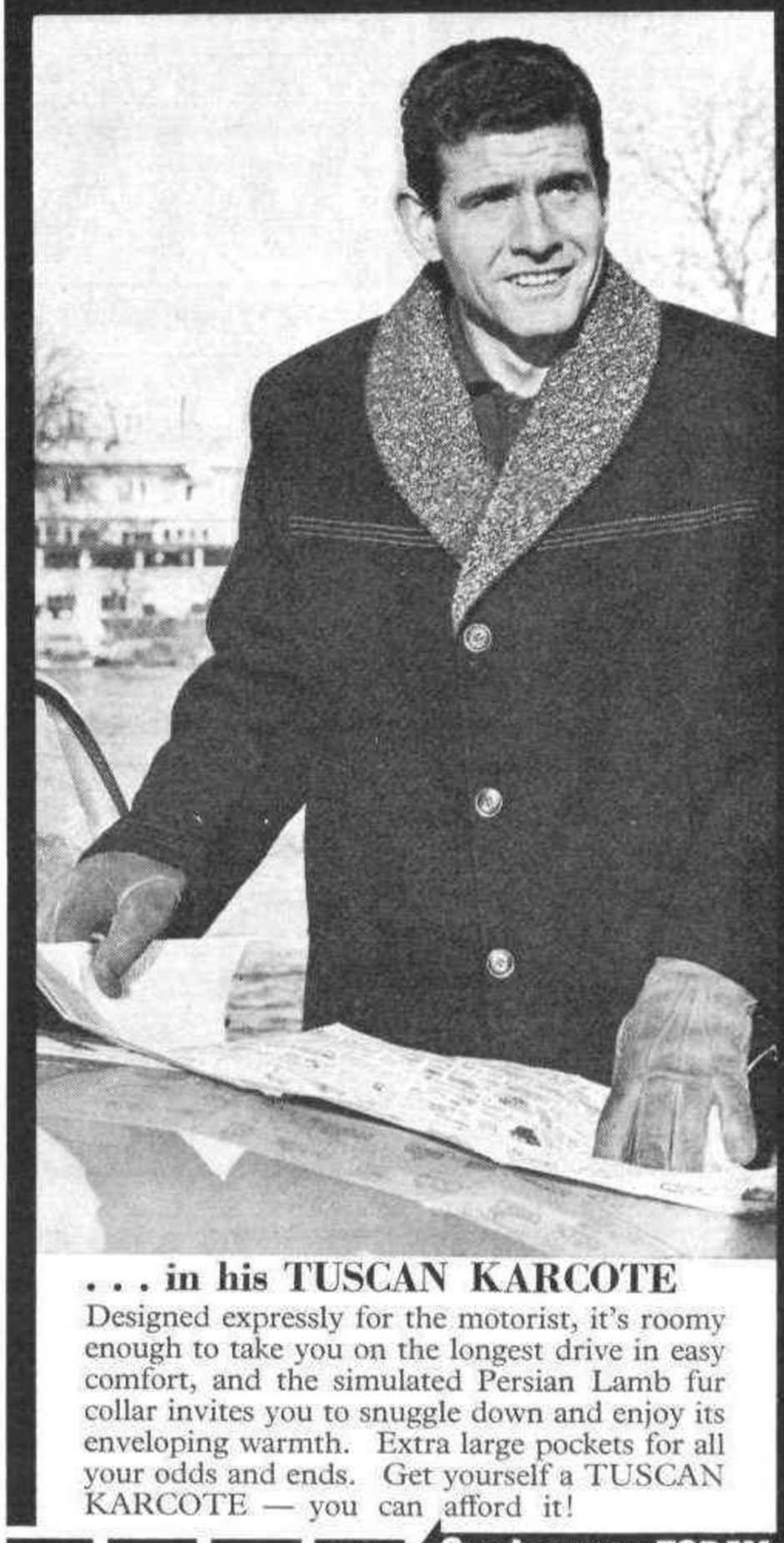
...the kind of grip that rally-tested MOTORWAY gloves give you. Cool, comfortable, yet amazingly sensitive. Regular drivers find MOTORWAY gloves cut out much of the fatigue of long journeys, making steering an effortless joy. Made of super-strong washable dingo leather, with ventilated knitted stretch backs, Fownes Motorway gloves are stocked and recommended by leading stores, outfitters, and garages everywhere. 35/-.

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Designed expressly for the motorist, it's roomy enough to take you on the longest drive in easy comfort, and the simulated Persian Lamb fur collar invites you to snuggle down and enjoy its enveloping warmth. Extra large pockets for all your odds and ends. Get yourself a TUSCAN KARCOTE — you can afford it!

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Undoubtedly fastest in its class. Top speed 80 plus. Over 70 in third. Beats comparable cars in all speed ranges. Four-speed all-synchromesh gearbox. High performance engine. Optional disc brakes.

Roll Control Suspension
Viva's suspension will amaze you. You get 'millionaire' smoothness even on very rough surfaces. Sports car cornering with none of the pitch-and-toss some light cars have. Unique 'roll control'.

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Carefully designed front-engine layout gives perfect handling and very easy access for service. Viva's steering effort is *lightest in its class.* Turning circle 29 ft., ideal for tight parking.

Carefully Designed Controls
All controls easy to reach. Headlamp dipper, flasher, horn and direction indicators controlled by one lever on steering column. Short gear-lever and handbrake fall perfectly to hand. Maximum all-round vision.

Enormous Boot
Viva first again on luggage room. Space for 10½ cu. ft. of hard suitcases. Lots more for soft baggage. The Viva's finish is meticulous. 5 gallons of paint protect the exterior. Complete underbody seal is standard.

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Vauxhall Viva, 4 cylinders, 1057 cc.
Saloon £527.7.11 (£436 + £91.7.11 p.t.)
De Luxe Saloon with heater, Screenclean, etc., £566.1.3
(£468 + £98.1.3 p.t.)

DESIGNED FOR OUT AND OUT RELIABILITY

See the Viva at your Vauxhall dealer's now!

VOL. XXXIX No. 10 TEST REPORTS ON NEW JAGUAR 'S' & VAUXHALL VIVA : See pages 771 & 775 OCTOBER 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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

MATTERS OF MOMENT

THE LIEGE

The most arduous of rallies, this year's Liége was described by Eric Carlsson as the toughest yet. It was won outright by Bohringer and Kaiser in a Mercedes-Benz 230SL. In 1962 the winners drove a Mercedes-Benz 220SE. Here is further significant endorsement, surely, of MOTOR SPORT's opinion that the best cars in the world today are made by Daimler-Benz? Only 20 out of 120 finished the 3,430-mile course. The successful were: Citroën DS five, Ford four, Mercedes-Benz two, Rover 3-litre two, Volvo two, and lone examples of Saab, Austin-Healey 3000, blown Allardette, D.A.F., and Skoda.

So the products of Stuttgart triumphed, self-levelling hydro-pneumatic suspension assisted Citroën to field the greatest number of finishers and win the Constructors' Cup: the class-winners were Saab, Skoda, twin-cam Ford Cortina, Volvo, Rover, Ford Anglia, Citroën, Austin-Healey and Mercedes-Benz. The joke is on those who proclaimed the belt-drive air-cooled flat-twin D.A.F., a joke, for any car that gets home in the Liége isn't to be despised. Nor was this astonishingly tough little car quite the last to finish. When the details of the 1963 Liége have been forgotten the first six makes to finish deserve to be remembered by the World's customers for cars. They were : 1st Mercedes-Benz; 2nd Saab; 3rd Citroën; 4th Ford Cortina; 5th Citroën; 6th Austin-Healey.

CONTENTS

	Page
MATTERS OF MOMENT	769
FIXTURES FOR OCTOBER	770
VAUXHALL VIVA ROAD TEST	771
STANDING-START QUARTER-MILE	774
NEW JAGUAR 3.8S	775
TOURING TOPICS	776
TOURIST TROPHY	780
1st AUSTRIAN GRAND PRIX	781
FORD ZEPHYR 4 AUTOMATIC ROAD TEST	784
MINIATURES NEWS	788
VETERAN—EDWARDIAN—VINTAGE	792
FRAGMENTS ON FORGOTTEN MAKES : No. 23—HUDSON-ESSEX	795
ITALIAN GRAND PRIX	798
NEW GRAND PRIX FERRARI	802
CONTINENTAL NOTES	803
NEW CARS	811
FLOATING ON FLUID FOR 10,000 MILES	815
GRAND PRIX DESIGN	820
LETTERS FROM READERS	821

Front Cover Picture : PIT STOP.—Graham Hill stands ready to get back into his T.T.-winning Ferrari as mechanics finish refuelling and topping up with water.

WORLD CHAMPION

This year's Drivers' World Championship, for what it is worth, goes to Jim Clark, *deservedly*. Clark is a polished and very fast G.P. driver; he has proved himself also to be a fearless and versatile racing motorist. His splendid second place at Indianapolis in the Lotus-Ford and subsequent victory at an American banked track endorse his all-round virtuosity. Here is a British World Champion of whom even Floyd Clymer should approve. Congratulations, too, to Lotus, winners of the 1963 Manufacturers' Championship, and Coventry-Climax for aiding Clark to clinch the Championship.

BRIGHTON

The Madeira Drive, over which the annual Brighton Speed Trials are held, was laid down in 1905 as a motor speed course. It is to be hoped sincerely that rumours about converting it into an ornamental garden have no foundation and that the very sad fatal accident at this year's event will not be used as an excuse for closing this fine and historic course. Nowhere is the long tradition of seaside sprinting better carried on, nowhere are spectators safer than at Brighton's kilometre. Where else could the numerous rallies that start or finish at Brighton be better accommodated?

This year the sling-shots were an added attraction, although the contest between Allard in his gentlemanly Chrysler-engined Allard, which threw a couple of rods, and Duce in his bullet-like Chevrolet-engined Revell Mooneyes was a fiasco because no timing over the ¼-mile was provided and they ran singly in the interests of safety. But just to see Duce's smoking take-off was worth the journey to Brighton Mickey Thompson arrived at the last moment with *his* Ford-engined Harvey aluminium sling-shot but, surprised that runs were not to be timed, he was asked to show the crowd some stunt take-offs on the back wheels only, which was no more applicable to serious motor racing than that two-wheeled Simca demonstration we saw at Silverstone. . . . Densham drove a neat 1½-litre blown Ford-engined Worden sling-shot with the racing cars, which poses the question, shouldn't sling-shots be confined to a category of their own?

Warm congratulations are due to George Brown on calmly and bravely breaking the course-record astride his supercharged Vincent Special motor-cycle "Super Nero" in 19.29 sec. (115.96 m.p.h.) and to K. Wilson for equally calmly and skilfully making fastest car time in his 2½-litre B.R.M. May the Brighton Speed Trials have a prosperous future ahead of them!

NEW CARS

New cars are prolific this autumn, so the London Motor Show, at Earls Court, open from October 16th to 26th inclusive, Sundays excepted, will be of exceptional interest. MOTOR SPORT will welcome readers, on **Stand 27, Ground Floor.**

The new cars range from a jollied-up D.A.F. which any beginner can master, to the ultimate best car in the World in the form of the 6.3-litre V8 air-suspension, fuel injection Grosser Mercedes-Benz with its power steering, electronically-regulated heating system, automatic ventilation, optional air conditioning and hydraulic services. In this issue we publish test reports on the new S-series Jaguar and Vauxhall's price-cutting, high performance, new 1-litre saloon. There is increased power for the bigger Vauxhalls, a greaseless Singer, the exciting flat-six Porsche, the Aston Martin DB5, the Austin range of brilliant B.M.C. 1100s, the B.M.W. 1800, more powerful Lancias, and, at last, N.S.U.'s Wankel-engined car and the new 996-c.c. N.S.U. piston-engined saloon. And there are more new models on the way.

Everywhere the talk is of cars, whether between experts in bars or the ladies at their coffee-parties. There is exciting variety in the 1964 motoring scene, plenty to discuss and enjoy. See you at Earls Court. . . .?

Motoring Sport Events for October

★ **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*
Oct. 5th ..	M.C.C.	Coventry area	Coventry	9th Derbyshire Trial	2.00 a.m.
Oct. 5th ..	Chelmsford M.C.	Britvic Factory	Chelmsford	3rd Britvic Rally (*R.*)	8.00 p.m.
Oct. 5th ..	Furness & Dist. M.C. ..	Ings Filling Station	—	Rally (*C.*)	7.00 p.m.
Oct. 5th ..	Ulster A.C.	Knockagh	Belfast	Hill-Climb (*C.*)	2.30 p.m.
Oct. 5/6th ..	Evesham A.C.	Moreton in the Marsh	—	Montfort Rally (*R.*)	11.00 p.m.
Oct. 5/6th ..	Fylde M.S.G.	Ashton-in-Makerfield	Warrington	Shunpiker Rally (*R.*)	8.00 p.m.
Oct. 5/6th ..	C.S.M.A. (HQ)	Abingdon area	Abingdon	Civil Service Rally (*R.*)	11.00 p.m.
Oct 5/6th ..	E.M.I. M.C.	M. & W. Motors	Hayes	October Night Rally (*R.*)	9.00 p.m.
Oct. 5/6th ..	I. O. Sheppey M.C.	Tuck Inn Tea Rooms	Midway	Neptune Rally (*R.*)	8.30 p.m.
Oct. 5/6th ..	Hartlepools & Dist. M.C. ..	Hepples Garage	Croxdale	Cleveland Rally (*R.*)	10.00 p.m.
Oct. 5/6th ..	Torbay M.C.	White Hill Garage	Newton Abbot	Torbay Rally (*R.*)	11.01 p.m.
Oct. 6th ..	Northampton & Dist. C.C. ..	Cranford St. Jonn	Kettering	Derngate Trophy Trial (*R.*)*	12 noon
Oct. 6th ..	B.R. & S.C.C.	Brands Hatch	Fawkham	Anglo-Continental Trophy Meeting (*C.*)	2.00 p.m.
Oct. 6th ..	V.A. (Hurn) C.C.	Undercliffe Drive	Bournemouth	Driving Tests (*R.*)	**
Oct. 6th ..	S.O.D.C.	Woburn Park	Bedford	Sprint (*C.*)	2.00 p.m.
Oct. 6th ..	London M.C.	Blackbushe Airport	Blackbushe	London Slalom (*C.*)	11.30 a.m.
Oct. 6th ..	S.U.N.B.A.C.	Prestbury	Gloucester	Production Car Trial (*R.*)	11.00 a.m.
Oct. 6th ..	Southsea M.C.	Clarence Pier	Southsea	Driving Tests (*R.*)	12.15 p.m.
Oct. 6th ..	York M.C.	York	York	Sprint (*C.*)	1.00 p.m.
Oct. 6th ..	W. Essex C.C.	Stapleford	Saffron Walden	Hill-Climb (*N.B.*)	10.30 a.m.
Oct. 6th ..	Border M.R.C.	Charterhall	Berwicks	Race Meeting (*C.*)	2.00 p.m.
Oct. 6th ..	**S.C.C.A.**	**G.P. Circuit**	**Watkins Glen**	**U.S. Grand Prix** (*INT.*)	2.00 p.m.
Oct. 12th ..	Bugatti O.C.	Wellesbourne	Stratford-on-Avon	2nd Members' Sprint (*C.*)	11.00 a.m.
Oct. 12th ..	Shenstone & D.C.C.	Bulls Head Inn	Shenstone	Buxton Trophy Rally (*R.*)	8.00 a.m.
Oct. 12/13th	W. Hants & Dorset C.C. ..	Taunton area	Taunton	8th Bournemouth Rally (*N.B.*)	10.00 p.m.
Oct. 12/13th	Kemet M.C.	Central Garage	Towcester	Towcester Cup Rally (*R.*)	10.30 p.m.
Oct. 13th ..	B.R. & S.C.C.	Mallory Park	Hinckley	Race Meeting (*C.*)	1.45 p.m.
Oct. 13th ..	750 M.C.	Wiscombe Park	Honiton	Hill-Climb (*N.B.*)	11.30 a.m.
Oct. 13th ..	Hastings & St. Leonards C.C.	New House Farm	Bodiam	Hill-Climb (*C.*)	1.30 p.m.
Oct. 13th ..	B.A.R.C./E.Y.C.C./J.D.C. ..	Oliver's Mount	Scarborough	Hill-Climb (*C.*)	1.30 p.m.
Oct. 13th ..	Sussex C.C.	W.D. Land	Weaver's Down	Production Car Trial (*C.*)	11.30 a.m.
Oct. 13th ..	Maidstone & Mid-Kent M.C.	Mote Park	Maidstone	Bossom Trophy Trial (*R.*)*	10.30 a.m.
Oct. 20th ..	Preston A.C.	Town Centre	Preston	*Concours d'Elegance*	12 noon
Oct. 20th ..	Severn Valley M.C.	Loton Park	Shrewsbury	Hill-Climb (*N.B.*)	1.00 p.m.
Oct. 20th ..	Harrow C.C.	Knatts Valley	Sevenoaks	Production Car Trial (*C.*)	10.00 a.m.
Oct. 20th ..	Jaguar D.C.	Church Lawford	Rugby	Sprint (*R.*)	**
Oct. 20th ..	M.G.C.C.	Brands Hatch	Fawkham	Sprint (*R.*)	1.00 p.m.
Oct. 26/27th	London M.C.	Stockbridge, Hants.	—	Norwester Rally (*R.*)	8.00 p.m.
Oct. 26/27th	Tavern M.C. (Bristol) ..	Lulsgate Airport	Bristol	Rally (*C.*)	8.30 p.m.
Oct. 27th ..	C.U.A.C.	Snetterton	Thetford	Sprint (*R.*)	**

*Qualifies for R.A.C. Trials Championship
**At the time of going to press no time of start had been submitted but we recommend 12 noon in each case.

B.O.C. PRESCOTT (September 15th)

The second National Prescott of the year, held in brilliant sunshine on September 15th, saw Peter Boshier-Jones' supercharged 1.3-litre Lotus 22-Climax snatch first place from Peter Westbury's 2.6-litre Felday-Daimler; Westbury having the consolation of making fastest time of day in the class runs at 48.95 sec., just 0.27 of a second slower than Tony Marsh's outright course record set up at the first Championship meeting of the year with the 2.5-litre 4-cylinder B.R.M. Third place in the Championship class went to Ray Fielding's ex-Team Lotus, Lotus 21-Climax at 49.51 sec., from Jersey driver Mac Daghorn in the ex-David Boshier-Jones' 1,100-c.c. vee-twin Cooper-J.A.P. The other scorers in the Championship class were David Good (2.6 Cooper-Daimler) and Tony Griffiths (2.5 B.R.M.), in fifth and sixth place, respectively. Championship contender Tony Marsh suffered an acute loss of power with the 2-litre Marsh-Climax and could only manage ninth and last place in the Championship class but took second place to Westbury in the over 1½-litre racing-car class at 49.96 sec. Another driver in trouble was Brian Eccles with his 4.7-litre Cooper-Chevrolet which suffered transmission failure in the class runs.

The popular Bugatti Handicap had fewer entries this time but standard of driving and turnout was exceptionally good, with a close finish between Carmichael's 1½-litre Type 37A and Boulton's 3-litre Type 49. In the Historic Racing Car class the E.R.A.s were completely out of the picture and the winner on handicap was A. J. Gibson's 1936 supercharged 1½-litre Frazer Nash, from H. Clifford (1½-litre Alta, *circa* 1937) and J. Horton (1950 2-litre A Series Connaught). Warwick Banks' ex-Fergusson "Tatty Turner" made the biggest improvement on any class record by clocking 54.52 sec. in the 1,001-1,600-c.c. sports and G.T. class but unfortunately somebody noticed that he had brought the car on a trailer and protested, the class win therefore being passed on to second-placeman Bob Rose in his 1½-litre Lotus Elite, who made the original record at 56.76 sec. at the last meeting and made a new one at 55.66 sec. at this meeting.—E. W.

BRIGHTON SPEED TRIALS (September 14th)

Brighton in September, with the temperatures well into the 70s, a heat haze almost obscuring the bright sun at times and a sea so calm that the more daring types were out on water skis. That was the picture for this year's Brighton Speed Trials, where for the first time real American dragsters were down to run. However, a fatal accident to a woman competitor in the morning saw the organisers discreetly changing the Allard versus Dante Duce drag race into a demonstration of wheel spinning, tyre-burning get-aways and parachute stops, which adequately compensated the many shirt-sleeved spectators for the sudden change of plan. In addition to Sydney Allard's Chrysler-engined Slingshot and the mustachioed Dante Duce's Chevrolet-engined Mooneyes, Mickey Thompson turned up with the Harvey Aluminium Special Dragster complete with Ford engine reputed to turn out well over 500 b.h.p. Thompson also had a 1,000-b.h.p. engine on the stocks but decided the bumpy Madeira Drive was only safe for the de-tuned motor!

Highlight of the meeting was the record-breaking run by George Brown's supercharged Vincent-engined motorcycle "Nero," which clocked a best time of 19.29 sec.—an average of something like 115 m.p.h. for the standing kilometre.—E. W.

THE FASTEST TEN CARS

K. Wilson (2.5 B.R.M.), 23.10 sec.; M. F. Braby (Cooper-Ford F.J.), 23.34 sec.; M. R. G. Eyre (3.5 Cooper-Buick V8), 24.42 sec.; Mrs. P. Coundley (Jaguar D), 24.90 sec.; D. A. Beckett (Lister-Jaguar), 24.98 sec.; J. Randles (3.0 Cooper-Monaco-Maserati), 25.2 sec.; J. A. Playford (Lister-Jaguar), 25.27 sec.; D. Piper (Ferrari 250GTO), 25.27 sec.; Miss P. Burt (2.0 Cooper-Climax), 25.81 sec.; T. B. Gibson (Jaguar C), 25.85 sec.

ROAD TEST

The New 1,057 c.c. Vauxhall Viva

Luton's Smallest Model, Announced Five Days Ago, is Notable for Light Controls, a Delightful Gear-Change and Outstanding Performance for its Engine Size. No Greasing for 30,000 miles. De Luxe Saloon Sells for Only £566.



FIVE DAYS OLD, NEWSWISE.—Vauxhall's idea of a 1-litre family saloon seen on test by MOTOR SPORT *somewhere in wild wet Wales, while it was still on the secret-list.*

BECAUSE American automobiles are invariably enormous, small cars from the States, such as the vintage Overland Whippet and post-war Rambler compact, are long remembered. Almost as significant are Anglo-American inspired small cars, of which the Vauxhall Viva, first small Vauxhall since the famous 40 m.p.g. pre-war Ten, is the newest and most talked about.

Rumours of a Vauxhall baby had been current for some time before those journalists who were prepared to wait until the approved day were invited to inspect the Viva one evening, as a sort of unpaid overtime chore, at the Mayfair Hotel.

We listened to a high-pressure discourse of the Luton prodigy's superiority, until it seemed that dimension- and performance-wise, the only car to come anywhere near it is the Ford Cortina, with the VW 1200 nowhere. I came away feeling that if I wished to resign as Editor of MOTOR SPORT I was fully qualified to take a salesman's post at the local Vauxhall/Bedford dealers, so effective was the sales-course we had attended! However, proof of the pudding is in the eating and with their customary quiet efficiency Michael Marr and Mr. Goatman of Vauxhall Motors' Public Relations Department soon had us down at the comfortable and charmingly-located Abernant Lake Hotel at the pony-trekking centre of Llanwrtyd Wells to see for ourselves how the Viva gallops.

I was first able to try a drum-braked de-luxe saloon over some familiar Welsh mountain roads and then to conduct a week's pre-release-date road test of a disc-braked de luxe saloon, a facility Rootes had been unable to offer me in respect of that other recently-born British baby, the Hillman Imp.

The Series-HA Vauxhall Viva is a 1,057-c.c. 2-door saloon, made in type-HAS standard and type HAD de luxe versions. It is obviously based on the slightly smaller-engined Opel Kadet, which was much commended when it came out in Germany last year with revised styling and suspension. Backed by General Motors' proving ground testing and engineered to Vauxhall's concept of a modern small car, the Viva may be said to combine the latest engineering techniques of America, Germany and England.

The 74.3×61 mm. (1,057 c.c.) 4-cylinder engine, with a dry weight of 227 lb. including the clutch, has ingenious o.h. rocker gear in which pressed steel rockers are lubricated *via* the mounting studs from an oil gallery, these studs also providing for tappet adjustment. The c.r. of the wedge-shape combustion chambers is normally 8.5 to 1, reduced when required by a thinner gasket to 7.5 to 1. With the former c.r. 50 (gross) b.h.p. (44.2, net) is achieved at 5,200 r.p.m. The fan and pump cooling system holds 11¼ pints inclusive of the heater, the sump, which can only be dropped after the front suspension assembly has been removed, carries 6¼ pints of oil. The valves are inclined in one plane, at 22°.

In unit with the engine there is a 4-speed all-synchromesh gearbox. The drive goes *via* a 6½ in. Bowden-wire operated clutch and an open prop-shaft to a hypoid rear axle with alternative ratios of 3.89 or 4.12 to 1. Front suspension is by a three-leaf transverse spring and upper and lower suspension arm pressings, with telescopic dampers. The rigid semi-floating back-axle is on long, flat semi-elliptic springs having only two leaves each, the axle brackets being of trunnion-type, which give a rate at the wheels less than that of the actual spring rate. The rear axle pinion shaft extension pivots on a chassis cross-member, which to some extent locates the axle, which is otherwise the function of the telescopic dampers. This "unconventional-conventional" suspension is very closely allied to that of the 1962 Opel Kadet. I am assured that, although earlier this year Alec Issigonis was awarded the Viva Shield by the Carman's Company of the City of London, he is not responsible for this, on paper, seemingly archaic suspension system.

Steering is by rack-and-pinion, with a ratio of 18 to 1, and the Viva runs on 3.50B×12L wheels shod with 4-ply tubeless 5.50×12 tyres normally inflated 22/24 lb./sq. in., front/rear. A 12 volt 32 amp/hr. Lucas or Exide battery, a Lucas M35G-1 starter and a Lucas C40-1 dynamo giving 22 amp. maximum output at 2,480 r.p.m. figure in the electrical system.

This is the new small car, made only in 2-door saloon form, but for which Girling disc front brakes are optional to Girling drum brakes. Vauxhall Motors are gambling £20-million on it.

* * *

My first taste of Viva motoring was on a simple 7-mile fuel-consumption competition, in which I got nearly 49 m.p.g. and a Swiss journalist 51 m.p.g., so Sunday-afternoon dodderers should find the car thrifty. I then took the drum-braked car fast over the Devil's Bridge road from Rhayader towards Aberystwyth, finding it adept at taking a series of curves at speed, helped round by putting the power on in 3rd gear, the brakes entirely fade-free in this rally-emanation.

The full road-test was conducted with a disc-braked type HAD Viva.

Weighing-up the Viva

It did not take many miles for me to realise that the Vauxhall Viva is very lively, if rather noisy, has light controls and a very nice gearbox, is distinctly roomy if rather crudely-finished at the body structure seams, and possesses powerful brakes.

Cloth-upholstered separate front seats of better-than-average comfort, tip up, and stay put, to give access through decently wide doors to the wide back-seat, at the edges of which the rear-wheel arches intrude. The doors have external push-buttons and short facing-forward push-down interior plated handles. The latter are



Driving compartment of the Vauxhall Viva. There is no cubby-hole but an under-facia shelf is provided.

depressed, and allowed to rise again, to lock the door. The doors lack pockets or arm rests but have rigid metal " pulls," simple strip " keeps " and wide ¼-lights. The window winders call for three turns, to fully open the windows. The ¼-lights lack thief-resisting catches and gutters. The upholstery is gay and colour fast and even has a few buttons in the early vintage tradition, though I suspect they are plastic! At the back there are frameless windows opening as vents when simple toggle catches are operated. The metal facia carries two deeply recessed, rather flamboyant A.C. dials before the driver, the l.h. one a fuel gauge incorporating the ignition and oil warning lights, the other a 90 m.p.h. speedometer with odometer having decimal readings in white, and a full-beam indicator light. A thermometer is extra. To the right of the speedometer, differently situated from those of the little Opel, are three pushbutton switches, for wipers, headlamps and sidelamps. These big, symbol-labelled rocker-switches are interlocked so that the sidelamps come on automatically when the headlamps are selected and there is a guard between these lamps switches to help select them. However, I found them rather troublesome to reach for, and " fumbly " after dark. A rigid r.h. stalk combines the function of flashers control, headlamps flasher and lamps dipper, while depressing its extremity sounds a rather mediocre horn. The stalk is rather far below the wheel-rim, calling for full stretch of the fingers to find it, but is a convenient multi-purpose control nevertheless.

In the centre of the facia in a plated panel that will take a cigarette lighter, are two large-knobbed horizontal quadrant levers for the heater and ventilator, with a big drawer-style ash-tray below them. A single warning lamp between the main dials suffices for the turn indicators warning, knobs just below the facia cope with choke and washers, a tiny under-facia switch cuts out panel lighting and the ignition-key starts the engine. The 16-in. single-spoke, deeply-dished steering wheel is rather high-set. There is no rheostat control of panel lighting but the single roof lamp above the screen, switched on by pulling down its lens, has courtesy action and is very bright.

The rear-view mirror is a bit shallow and was stiff to adjust.

There is an air of economy about the interior of the Viva, for apart from the absence of door pockets there is no cubby-hole in the facia, although there is ample room to provide one. Interior stowage is provided on a deeply-lipped under-facia shelf, too shallow to take a Rolleiflex camera, however, bisected by the non-push-button Vauxhall radio (if fitted) and steering column. The rear shelf is sensibly-lipped but incorporates the radio speaker. There are side arm-rests only in the back compartment, incorporating ash-trays. Two buttons act as coat-hangers and there are " pulls " for the rear-seat occupants on the de luxe Viva. The very short, delightfully rigid and comfortable-to-hold central floor gear-lever is one of the highlights of this small Vauxhall, and behind it the central, horizontal hand-brake lever is very well located. An irritating feature is that the high and wide transmission hump prevents comfortable " parking " of the left foot beside the clutch pedal. On de luxe cars the facia is padded. Visibility over the wide, front-opening bonnet and, indeed, all round, is excellent, as the window area is generous (2,625 sq. in.).

The Viva's bonnet catch is external but the bonnet has to be hand-propped. The deep boot is extremely roomy (10.76 cu. ft.) but is of the well-type. Its lid stays open on over-centre hinges after being pushed up, when the lockable turn-catch is operated. The floor is lined with durable material and the spare wheel is carried vertically on the off-side, well out of the way. There are soft, swivelling vizors, but no vanity mirror. The mounting of the rear bumper is crude in the extreme and the seams of the pressed-on beading of the tail-fins, etc., likewise. The finish inside the body showed welding blemishes in places and there was " orange-peel " on the exterior paintwork but this was an early car. Self-tapping screws secure the ends of the rear bumper. It is to be hoped that production Vivas will be better finished. The bonnet falls sharply round its leading edge to enclose the grille, in which the Lucas 60-watt sealed-beam headlamps are recessed. The grille carries the name " Vauxhall " divided by a Wyvern badge, the name " Viva " appears in script on the body sides and the rear panel has "Vauxhall" and " de luxe " where appropriate. There is a very small, unsecured bayonet fuel filler cap on the n/s rear of the body. The heater is most efficient but does not discriminate between the " screen " and " car " settings.

The open bonnet reveals the o.h.v. engine with 3-branch exhaust manifold on the n/s and Solex B20 PSE1 22 mm. carburetter, the " bent-wire " dipstick slightly entangled with the wires from the coil, which, with its adjacent condenser, is bolted to the block on the n/s. The small battery is immediately accessible; there are four fuses. Ignition advance is 9° b.t.d.c. The crankshaft and camshaft run in three bearings and fuel feed is by an A.C. type YD pump. The fuel tank appears to be unbaffled, as fuel can be heard swishing around in it.

Viva Motoring

On the road the new Vauxhall Viva gives exceptionally lively motoring, as might be expected from a 13½ cwt. 50 b.h.p. car. The main aspects of this important bid for World small-car markets can be summarised as follows :—

Steering: This is very light, with useful castor-return action, geared 3½-turns lock-to-lock, and transmits mild tremors rather than kick-back. There is only a little lost-motion and the turning circle is a compact 27 ft. 4 in. It could be slightly higher geared with advantage.



The Viva from the rear. Note that the body has lost the Victor's " squashed banana " appearance. Curved window glasses, as on a Morris 1100, achieve the good interior/exterior width relationship of 51.1 in./58.3 in. The body is made only in 2-door form.

Road-holding and cornering: In spite of the claims for the unusual suspension system that it effectively combines supple springing with good axle control, the result is not 100% convincing. On certain bends, a series of opposite curves or a long gradual curve, the Viva corners very well at speed, but a sharp bend or long fast corner results in severe understeer followed, as roll sets in, by oversteer and a " lifty " feel. Bad surfaces produce mild axle tramp and hard acceleration will spin the inside rear wheel. The axle also sets up mild shocks through the body structure, and " bottoms " over bad bumps. The general effect is, however, an improvement over a completely unlocated axle.

Ride: This is pretty lively, for the rear springs are too flexible, but very rough roads do not unduly distress the Viva. As I have observed, bad surfaces displace the back axle to some extent. Vibration is transmitted mildly through the body shell, to the gear-lever.

Gear-change: Quite outstanding! The synchromesh is unbeatable and the little 6 in. lever moves, over a total area of only 4 sq. in., like oiled silk between 3rd and top gears, dropping neatly into position. It is slightly more " notchy " from 3rd to 2nd and on one car the lever would catch up unless pushed fully to the left across the gate. But this is mild criticism of a truly delightful gear-change, a notable feature of the Vauxhall Viva. The lever isn't spring-loaded, except when it needs lifting to engage reverse beyond the 1st gear position. It has light selector springs so that it can be rather easily pushed out of top gear, a help when effecting clutchless changes.

Clutch: Very light indeed, and the action is notably smooth, although the pedal engages only towards the end of its travels, making smooth getaway a little fraught. I disliked my left foot being unable to relax to the n/s; it can be rested only close to, or beneath, the pendant pedal. Pedal pressures: to depress, 19 lb., to hold down, 6 lb.

Brakes: The 8 in. Girling drum brakes are excellent in every way, light to apply, progressive and powerful; the servo-assisted discs more sensitive but equally fool-proof except for occasional very subdued squeaking.

Noise level: The eager engine makes a good deal of sound when accelerating but road-noise isn't excessive and the indirect gears are virtually silent apart from a slight " zizz." Once in top gear, the sound level is acceptable, by small-car standards.

The foregoing is a critical appraisal of an important new car, the outstanding features of which were endorsed by a learner-driver, who enthused over the gear-change, light steering and excellent " aim " provided by the edges of the bonnet, but found the disc brakes fierce and disliked the cornering compared to that of a Morris 1100.

There is no doubt that this Vauxhall Viva will have a very good reception, for to the foregoing good features can be added plenty of interior space, a sensible-size boot, extremely good acceleration, as the performance figures quoted below emphasise, and *virtually no lubrication chores*, for not until 30,000 miles (or 30 months) do four front suspension joints require greasing. Couple these factors to Vauxhall's reputation for dependability and the fact that *before the Viva was announced their dealers had been supplied with comprehensive servicing data and schedules*, and the Viva should be a trustworthy vehicle.

No troubles of any kind developed in the 835 miles I drove the Viva during the seven days of this pre-announcement test. At the end of the test not a drop of oil had been used. The test car had twin Butlers " Clearway " spotlamps, but they are mounted rather vulnerably and the glass of the n/s lamp became broken, presumably by flying stones. The flick-switches for these lamps are on the right of the facia, below the ignition switch.

On The Test Track

Using an electric speedometer we took figures which endorse the splendid performance of the Viva:—

0-30 m.p.h.: 5.2 sec. (5.1 sec.) 0-50 m.p.h.: 13.8 sec. (13.8 sec.)

0-40 m.p.h.: 8.2 sec. (8.1 sec.) 0-60 m.p.h.: 20.3 sec. (20.0 sec.)

s.s. ¼-mile: 21.3 sec. (21.2 sec.)

(*Average of several runs, two up. Best figures within brackets*)

These really are outstanding figures, bettering those of all the well-known family saloons up to 1,200 c.c. including the 1,198 c.c. Ford Cortina and Morris 1100 and very comfortably beating those of last year's Vauxhall Victor Super! They improve on the maker's claims, except for their 0-50 claim of 13.3 sec.

As to speed, the genuine maxima in the gears are 28, 44 and 70 m.p.h., after which sudden valve crash intrudes, and in top the Viva will reach 80 m.p.h. (the speedometer was 4 m.p.h. fast at 30 and 40, 6 m.p.h. optimistic at 50 and 60 m.p.h.) given a long run, although the normal road maximum is closer to 70 m.p.h. 60 m.p.h. is about the peak in 3rd for optimum pick-up; 70 took so long to come up that we didn't time acceleration to that speed. The odometer read less than 1% " fast." These are excellent speeds for a 1-litre saloon, again bettering those obtainable from most of the 1,200 c.c. saloons, except the Ford Anglia Super. The Vauxhall Viva restarted on a 1 in 3 gradient, two-up, and the handbrake held it on this gradient. Over severe pavé at 20 m.p.h. the ride was uncomfortable but it felt as if it intended to survive. Fuel consumption? For the entire test, using premium grade petrol, inclusive of performance testing, this averaged 37.1 m.p.g.

To sum-up, this General Motors' inspired Vauxhall Viva is quite the most notable conventional-layout rear-drive, strip-steel suspended small car to be announced for a very long time. It is by no means a mini-car; indeed in body width, seating space and luggage-boot size it will be acceptable to most families. It can out-perform all its competitors and undercuts them on purchase price. It is economical, needs very infrequent greasing, is modern yet unobtrusive in appearance and is, perhaps most important of all, light and pleasant to drive. Issigonis/Moulton-wise eyebrows can be raised over the suppleness of the suspension but clearly the Opel/Vauxhall engineers have sought to combine reasonable roll-resistance with all-round riding comfort in a leaf-spring layout. They have very nearly succeeded. The Viva has the well-known Vauxhall anti-corrosion treatment with full undersealing and is finished in acrylic paint, in five colours.

All I need add, I think, is that this Vauxhall small car of so many merits and very few shortcomings, which should be truly durable and is fully covered by comprehensive service facilities, sells for £566 1s. 3d. in de luxe form, inclusive of heater, screen-washers and twin sun-vizors. The standard model sells for only £527 7s. 11d., p.t. included. Viva, Vauxhall! — W. B.

THE SERIES HA VAUXHALL VIVA TYPE HAD SALOON



Engine: 4 cylinders, 74.3×61 mm. (1,057 c.c.). Push-rod-operated overhead valves. 8.5 to 1 compression ratio. 50 (gross) b.h.p. at 5,200 r.p.m.
Gear ratio: 1st, 15.51 to 1; 2nd, 9.12 to 1; 3rd, 6.15 to 1; top, 4.12 to 1.
Tyres: 5.50×12 Avon " H.M. New Safety " 4-ply tubeless on bolt-on steel disc wheels.
Weight: (Ready for the road, without occupants, but with approx. ½-gallon of fuel) 13 cwt. 2 gr. 21 lb.
Steering ratio: 3½-turns, lock-to-lock.
Fuel capacity: 7 gallons (Range: 262 miles).
Wheelbase: 7 ft. 7½ in.
Track: Front, 3 ft. 11⅝ in. Rear, 4 ft. 0⅛ in.
Dimensions: 12 ft. 11⅛ in. × 4 ft. 11½ in. × 4 ft. 5¼ in. (high).
Price: £468 (£566 1s. 3d. inclusive of p.t.) With extras as tested, £605 18s.
Makers: Vauxhall Motors Ltd., Luton, Bedfordshire, England.

VIVA PRICE COMPARISONS

Viva de luxe	£566	Viva standard	£527*
Austin Mini Super de luxe	£492	Austin Mini	£447*
Hillman Imp de luxe	£532	Renault 4L	£499
Ford Anglia de luxe	£538*	Hillman Imp	£508*
Skoda Octavia Super	£550	Ford Anglia	£514*
Triumph Herald 1200	£579*	Morris Minor 1000	£515*
Ford Consul Cortina de luxe	£597*	Skoda Octavia	£521
Austin A40 de luxe	£598	Austin A40	£556*
Ford Anglia Super	£598	Ford Consul Cortina	£573*
Austin 1100	£610*	Renault Dauphine	£579
Volkswagen de luxe	£625	Morris 1100	£592*
Renault R8 de luxe	£671	Simca 1000	£598

* *Heater extra*

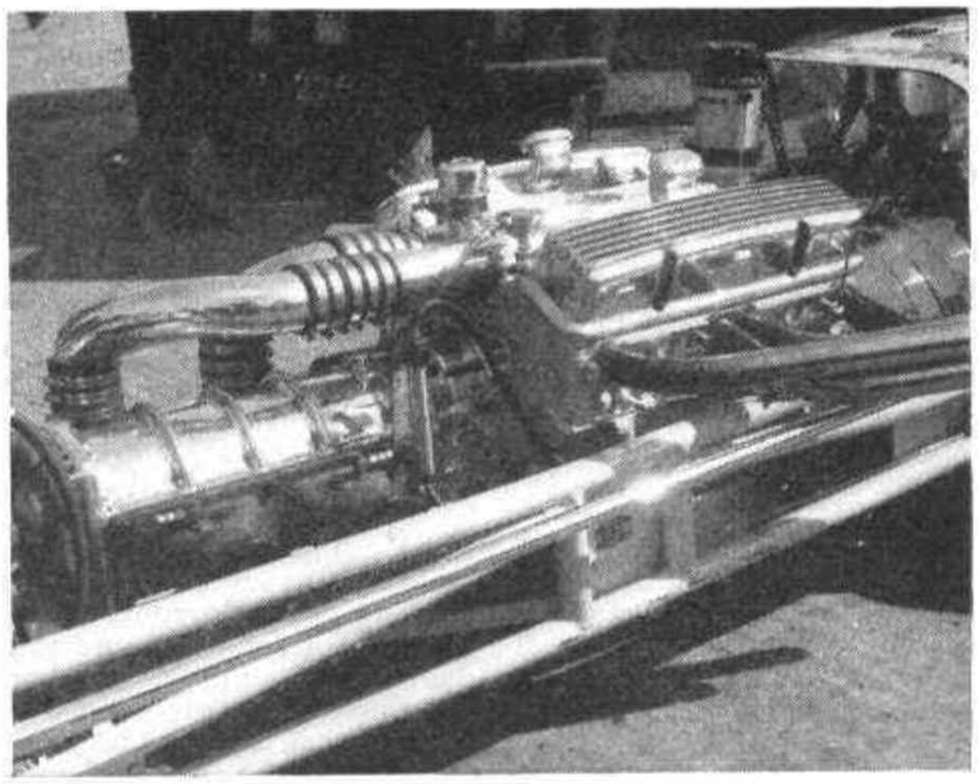
THE STANDING-START QUARTER-MILE

THE distance of a quarter of a mile, or 440 yards, is one that has a particular interest to motoring enthusiasts, for it is a standard distance used by most road-testers over which to time the acceleration potential of various cars. Naturally it is not the be-all and end-all of acceleration figures, but it is the easiest and most convenient way of offering comparisons. The time taken to cover a standing-start quarter-mile is one that gives a good idea of how a car will perform and is of particular interest to those of us who like to be first away from the traffic lights. Saloon cars in the family category that can cover the distance in 20 sec. are very lively ones, and sports cars and G.T. cars that can do 17 sec. are interesting to drive. A car that can beat 16 sec. is getting exciting, and today we have fully equipped G.T. cars that can better 15 sec. The ultimate in road cars as regards performance are things such as E-types, DB4GTs, 250GTs and these can show figures in the region of 14.5 sec. for the quarter-mile, and we all know how exciting these cars are to ride in, let alone drive. This gives us our sense of proportion and a yardstick for what is to follow.

This quarter-mile distance is one that is often used for Club sprints in which we can all enjoy proving that our car is better than our friend's, and throughout the season there is a lot of activity in quarter-mile sprints, but few people build special cars for the job. In America the situation grew in the reverse way, for enthusiasts built special cars and raced against each other on the open road in sprints, or " Drags " as the Californians called them. The sport got so out of hand that the Californian police nearly lost control, and the State realised that the easiest way to stop this sprint-racing on the public road was to channel it into special places, and as a result every encouragement was given to organise sprint-meetings on aerodromes and this soon developed into a gigantic sport and self-supporting industry with special sprint-tracks being built. Times for the quarter-mile were being set up that were hard to believe, and speeds at the end of the measured distance were becoming phenomenal to British ears, for we still had sports or racing cars as our only standards, no-one over here building a car especially for the job. There were occasional flashes of encouragement, such as Archie Butterworth's 4-W-D special which did the quarter in just over 12 sec., but American cars were approaching 10 sec. by this time. The first real shock came when some of these American sprint specialists broke International records for the kilometre and mile from standing starts, that had previously been held by Auto-Union, and after that the " Drag-boys " took just about every acceleration record on the International books.

While the car world in Europe showed little interest in sprints, the motorcycle world was getting more and more active, and the motorcyclists got together and formed the National Sprint Association, and put quarter-mile sprints on a sound footing and special motorcycles appeared thick and fast. Runs in under 11 sec. were frequently achieved on 1,000-c.c. motorcycles, the fastest ever was 10.02 sec. and the two-way record was set at 10.49 sec., but by this time American cars were well under 10 sec. The N.S.A. was open to all forms of wheeled sprint machines, which meant motor-cars, and two years ago Sydney Allard built an American styled " slingshot dragster," with a blown Chrysler engine. The N.S.A. had not only formulated standardised procedures for starting, timing and measuring, but from voluntary subscriptions among members had purchased a Hird-Brown Beam Timing apparatus and one-hundredth of a second time recorders. Allard's temperamental machine eventually did 10.48 sec. on its best run, and more than one motorcycle could approach this figure, but figures in the low nines, and even under 9 sec. were being recorded in America by supercharged 500-b.h.p. cars and many of us in the N.S.A. wanted to see this, because we knew just what effort was needed to do 10.5 sec. (I personally know the effort required to get a 500 c.c. motorcycle down to 13.5 sec.)

On September 10th, at Silverstone, on the Club circuit starting from Woodcote corner and heading towards Beckett's, members of the Press and a few guests were able to see a real no-nonsense American " dragster " powered by a supercharged Chevrolet V8 engine of about 5 litres, cover the quarter-mile in 9.48 sec., with a speed over the finishing line of 167 m.p.h. The demonstration was timed by the N.S.A. equipment and timekeepers, and I can personally vouch for it being a genuine standing start as I was on duty at the starting line assisting the judges. It was the most shattering and exciting thing that I have seen for quite a long time,

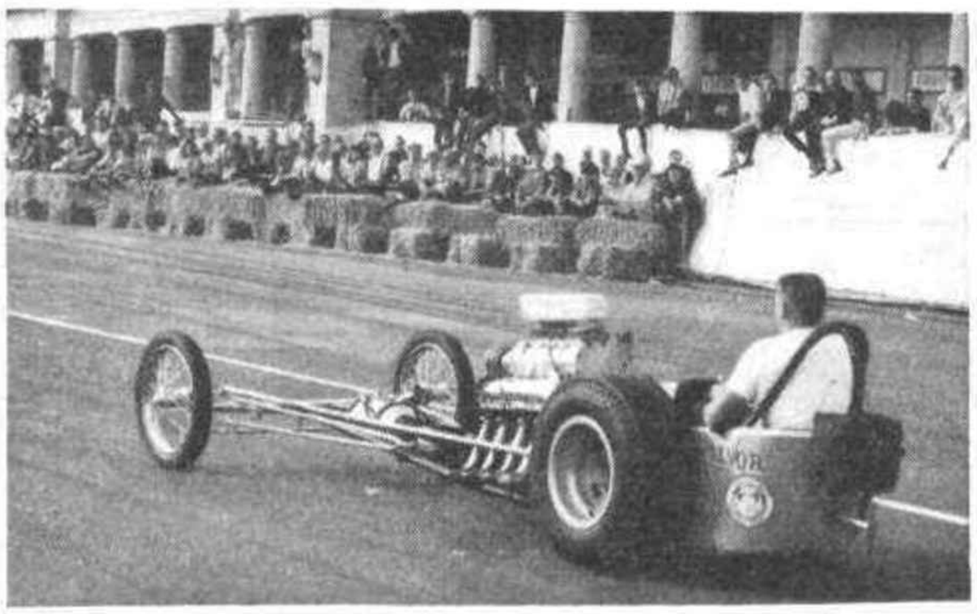


Would that it were an engine for a Grand Prix car! The supercharged V8 Chevrolet 5-litre engine in the Dragster that recorded 9.48 sec. for the standing-start quarter-mile at Silverstone. 500-600 b.h.p. on petrol is quoted, and the size of the blower would appear to make this possible.

the noise, and smoke from the tyres, being more than a whole Grand Prix field can put together at a start. The engine is coupled directly to the rear axle, the whole run being done in one gear, so that wheelspin is essential, and the black marks on the track ran for two-thirds of the measured quarter-mile.

To keep a sense of proportion, George Brown clocked 10.86 sec. and 141 m.p.h. over the finishing line, on a demonstration on the same course, riding his supercharged 1000 c.c. Vincent motorcycle, and it was one of his better runs.

This memorable day was organised by the Allard Motor Company and Revell (Great Britain) Ltd. The American parent company of Revell, who manufacture plastic model kits which feature everything from cars to period furniture, are the owners of the Dragster that did the demonstration, and it was operated by the designer and builder Dean Moon, and driven by Dante Duce, a fearless young man who is not afraid " to put his foot right in it " as they say. Naturally, a car with this performance costs many thousands of pounds to build, but to show how one can start in a much more modest way in the " art of sprinting," Allen Herridge did a run on his 8-cylinder Buick-engined special and Tony Densham ran his supercharged Classic engined " dragster," a scaled-down version of the real thing with which he clocked 14.66 sec. There are plenty of Clubs ready to organise events for out-and-out " drag machines " and it is hoped that this demonstration will encourage this form of sport on four wheels. As I said earlier, it needs no encouragement on two wheels, for it is already in a very healthy state, which is why some readers missed reports by me of races at Karlskoga and Enna. I was taking my summer holiday and riding my sprint-bike in two quarter-mile sprint meetings.—D. S. J.



Also in this country is Mickey Thompson with this Ford V8-powered Dragster. . . .

Released yesterday

THE JAGUAR 3·4 and 3·8S

An all-independently-sprung version of the Jaguar Mk. II range



THE Mk. II Jaguar series, which has been in production since 1959, has now been joined by two additional models to be known as the S-type. The Mk. II range will be continued in 2.4 and 3.4 forms but the 3.8 has been dropped and the S-types will be available only in 3.4 and 3.8-litre forms. No prices have been announced for the new cars as we go to press but they are expected to be more expensive than the equivalent 3.4 and 3.8 Mk. II versions.

At a quick glance the new car is little different in outward appearance from the Mk. II model but more detailed study shows numerous differences. The tail of the car is longer, having a similar shape to the Mk. 10, and the luggage boot capacity has been increased from 12 cu. ft. to 20 cu. ft. as well as having a much better shape for the stowage of cases. The roof line has been lengthened and flattened slightly and the front end styling has been subtly altered with small cowlings over the headlamps, differently shaped bumpers and overriders, and strip-type winkers instead of the separate round lights used on the Mk. II models.

The most important change on the S-type is the introduction of independent rear suspension. This is based on that of the E-type and Mk. 10 with certain changes to enable it to be adapted to the 3.8 bodyshell which has a narrower track. A good deal of additional stiffening has had to be incorporated into the rear end of the unit construction shell to take the Salisbury chassis-mounted differential, and this partly accounts for the fact that the S-type is slightly heavier than the normal 3.8, the dry weight being 3,440 lb. Apart from the normal benefits of i.r.s. this system has allowed the rear seat to be moved back approximately 3 in., giving more leg room. By virtue of the fixed drive line and chassis-mounted differential the rear seat has been lowered, allowing the roof line to be lowered also.

All the seats of the S-type are new, the front seats being separate bucket types with better shape, having adjustment for height and reach as well as reclining backrests. The rear seat is contoured for two passengers with a large central arm-rest, but three people can be carried if required. The facia is similar to the Mk. II but the space above the central tunnel is taken up with a new fresh-air heating and ventilation system similar to that of the Mk. 10 with a control for directing air to the rear compartment. The door locks have been modified to the much improved " zero-torque " type and quarter-lights now have thief-proof catches fitted.

The fuel system has been modified to that of the Mk. 10 with twin 7-gallon tanks in the rear wings with a facia-mounted change-over switch. The fuel gauge registers the contents of the tank in use at the time.

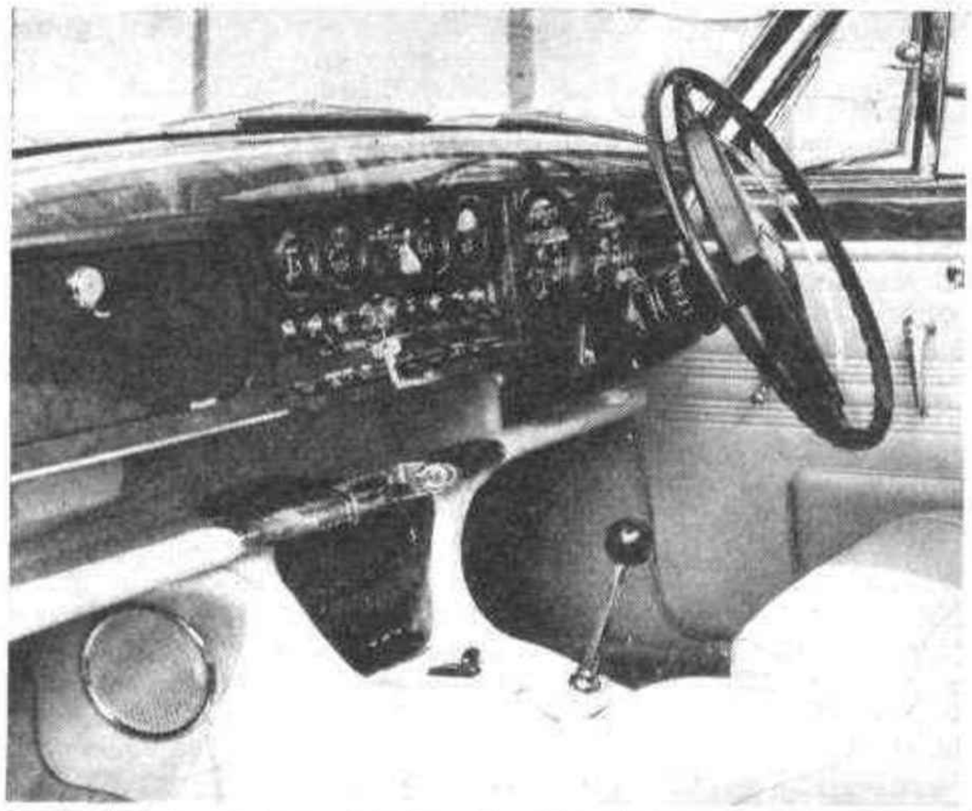
Dunlop self-adjusting disc brakes of the latest Mk. III type are fitted on all four wheels and the tyres fitted as standard are the Dunlop RS5. The usual Jaguar options are available for the S-types. It can be had with 4-speed gearbox, and overdrive if required, or with the Borg-Warner automatic transmission. Power steering is also optional, this being modified so that only 3.5 turns lock-to-lock are required against the 4.7 turns of the manual steering and 4.9 turns of the previous power steering.

We were recently able to spend a couple of days with the latest Jaguar, this particular car having the 4-speed gearbox with overdrive, which operates on top gear only. Power steering was also fitted. As the car was brand new and not fully run-in we were restricted to a rev. limit of 4,000 r.p.m. and were therefore unable to take any performance figures. However, as the car uses the same engine as the 3.8 Mk. II performance should be much the

Continued on page 776



DETAIL front end styling changes with hooded lamps and narrow bumpers characterise the S-type.



INTERIOR changes include the installation of a heating and ventilation system similar to that of the Mk. 10.

TOURING TOPICS

[To the joy of driving a good car is added the pleasure to be derived from motoring itself—getting about and seeing things. Although soon all towns will be alike and it will be difficult to decide whether you are passing through Barnet, East Cheam or Frimley, and country roads will before long be soul-less sodium-lit dual carriageways, we hope to show you that motoring still retains much fascination for the observant. Under this heading road notes will be published from time to time about unusual items or topics of touring interest gleaned while driving about the country in the course of business.—ED.]

It is illegal to leave a vehicle after dark facing the wrong way with its lights on. Yet in Charlmont Road, Tooting, London Transport 'buses park regularly on the right-hand side of the road, facing oncoming traffic. After dark the drivers naturally put the sidelamps on. Perhaps not actually dangerous, but one would have expected a Government transport organisation to set a good example, not break the law.

* * *

When driving from Denham to Slough, after leaving the main London-Oxford road behind, I used to be amused at a signpost to "Egypt." It made me feel more comfortable in chilly English weather. Since the road has become a dual carriageway there appears to be no way of getting to this hot-sounding village. The signposts now point only to Wexham. Where's Egypt got to?

* * *

For the most confusing of all one-way systems I recommend a visit to Kingston-on-Thames! This riverside town has become a very congested suburb of London, with cars thickly parked at the meters and in every other available space, especially on Saturday nights. At one time I associated Kingston with Brooklands' habitu'ees, many of whom resided there. Archie Frazer Nash still does, so does a pioneer racing driver who broke records at the Track in 1908 with a big Thames car, and only the other day I was taken into a small used-car emporium at the bottom of Kingston Hill and shown photographs of Powell's Alvis, Charles Follett's Lea-Francis, a Talbot and other cars, taken at Brooklands.

* * *

Beside a road that traverses the open commonland of N.E. Hampshire is a grave to a dog, kept bright with fresh flowers. The inscription explains that the pet buried there was killed by a road hog. While I sympathise very deeply, I am surprised that wording of this seemingly libellous nature is permitted beside a public thoroughfare. Farther along this road, which may be a military one but is open to considerable ordinary traffic, recently, two tight *chicanes*, *à la* Goodwood, had been erected, where horses are likely to cross. They don't seem to like motorists in this area, yet the road is used frequently by loitering learner-drivers in Army lorries.

* * *

About a mile east of New Radnor there is a lodge to an estate. Judging by the grass track where once the drive ran the estate is no more, yet the clock on the lodge wall still informs the passing traveller of the time of day.

* * *

Just before you get to Llanwrtyd Wells, which has been on the air and in MOTOR SPORT just lately, and which was used as a hide-out for Vauxhall's new small car, you come to the British Legion Caledonian Tweed Factory. Visitors are welcome, and an inspection is worthwhile, if only to admire the primitive belting that drives the looms. They sell some good cloth, too.

* * *

It is probably of more interest to railway than to motoring enthusiasts, but a blue "London, Midland & Scottish" sign is still discernible by the occasionally-used level crossing in Bath Road, W.4, although the adjacent signal-box is virtually derelict.

* * *

Unhospitable! If you drive the wrong way into the Municipal Car Park in Aldershot you don't have to wait until you appear in Court to discover what this will cost you. A big notice tells you that the penalty is £5. . . .

* * *

Hand-operated petrol pumps survive, as I discovered when I bought National Benzole in Staunton, Glos., recently.



A remarkable roadside sign seen in Surrey. Your guess is as good as ours!

A certain stretch of road is sometimes remembered for things other than its beauty or drabness. For instance, the ring-road round Gloucester, so sensibly marked at roundabouts with lanes for through or local traffic, although now subject to a 40 m.p.h. speed-limit where earlier this year it was de-restricted, I remember because an Austin A40 driven fast and skilfully by a girl, which had kept station with the Ford Zephyr 4 I was driving from shortly after Newbury, was finally lost, after we had remained together in a freak bit of congestion at the final roundabout, when she went straight on towards Ross and I turned right for Ledbury. At the junction where you can either turn right and descend the easier hill or go straight-on down old Birdlip Hill, the lady turned right. I went down the steeper hill, which I have climbed successfully in snow in a 1929 Standard 9 and fast in a 1913 Alfonso Hispano-Suiza; it is only about 1 in 10 and I wonder why any competent driver of a modern car goes the longer way round, like that A40 driver?

I paused to check the map at the foot of the hill and the A40 came by, preceded by a Saab driven by another attractive young lady. Both cars were driven skilfully through the thick tea-time traffic until we parted at the aforesaid junction. Incidentally, is this piece of road over the water bridge unduly slippery? I have encountered a couple of mild multi-car "shunts" thereon in recent months. I have also seen the heavy traffic from S. Wales inching into Gloucester, held up by—a herd of cows.—W. B.

JAGUAR—continued from page 775

same, although it will be interesting to see whether the theoretically improved traction of the i.r.s. will offset the greater weight. Jaguar claim a top speed of 123 m.p.h., 0-60 m.p.h. in 10.1 sec., and 0-100 m.p.h. in 29.4 sec., which are fairly similar to the figures obtained on the ordinary 3.8.

The i.r.s. definitely imparts a much smoother, softer ride to the Jaguar, although not as soft as that of the Mk. 10. This smooths out the bumps most impressively although they are still heard rather than felt. The car seems to roll slightly more than the rigid axle cars and more tyre squeal is heard during hard cornering, but we did have the tyres on their softest recommended settings. The power steering is commendably light without losing the feel of the road, and with 3½ turns gives much more controllability than previously. Jaguar owners will undoubtedly appreciate this feature as the car can be aimed much more precisely and cornered quicker. Understeer is quite prominent but this turns into roll oversteer as really high cornering speeds are reached, but with the i.r.s. bumpy bends provide no problems with the displacement of the rear end. The engine is the same familiar turbine-smooth unit and the gearbox is also regrettably the same unit, having poor synchromesh and requiring full depression of the clutch pedal. Fuel consumption is in the 16 to 18 m.p.g. region, which empties the 7-gallon tanks rather rapidly.

Despite the fact that we had the feeling that this Jaguar is only an interim model until something really exciting is revealed, the S-type is obviously going to appeal to Jaguar enthusiasts who prefer the more compact dimensions of the 3.8 but crave the all-independence of the Mk. 10 We look forward to longer acquaintance on the road.—M. L. T.





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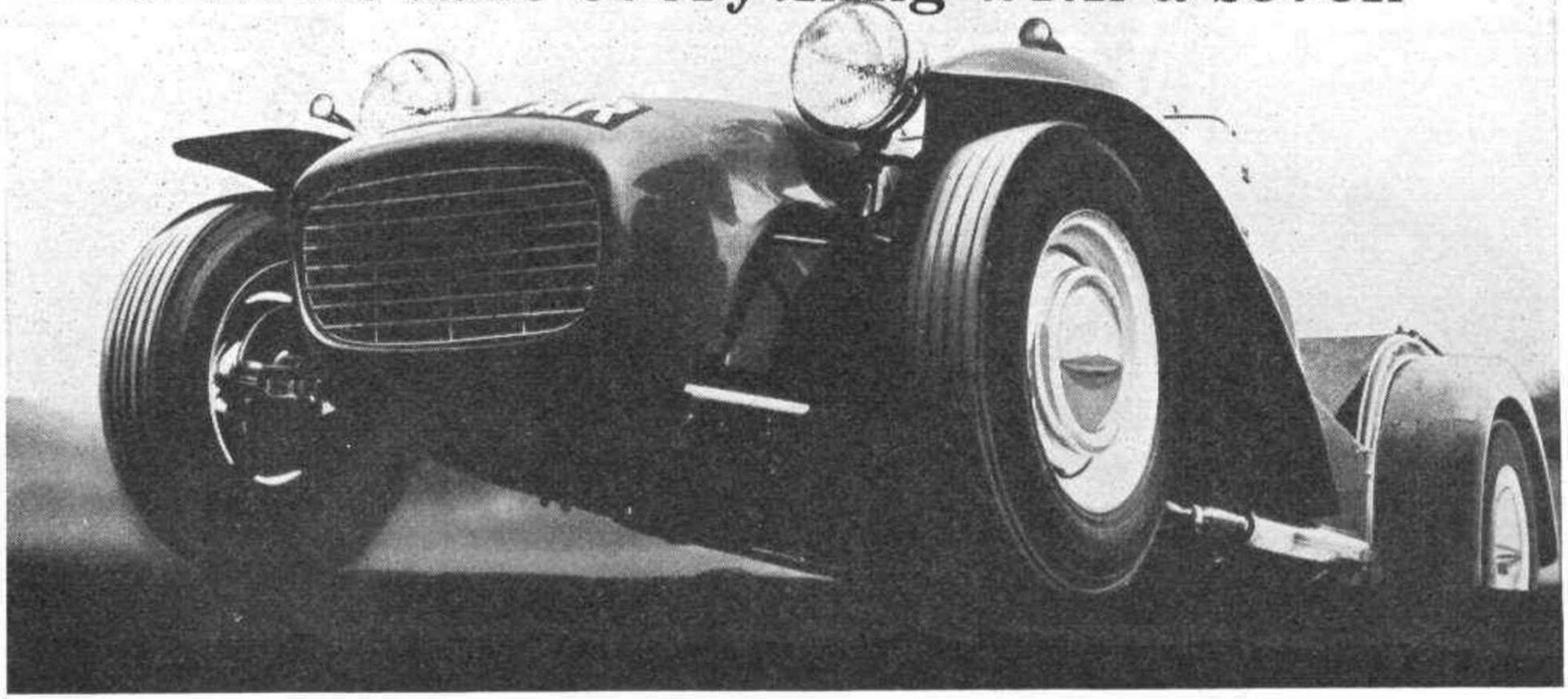
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TOURIST TROPHY

Ferrari's fourth successive victory

ENTRIES for the R.A.C.'s Tourist Trophy, organised by the B.A.R.C on the 2.4-mile (3.86-kilometre) Goodwood circuit, on Saturday, August 24th, were as well up to the expectations of a race that has now lost much of its colour and importance with the passing of time. Ferrari were represented by two 250 GTO cars for Mike Parkes and Graham Hill from the John Coombs/ Maranello Concessionaires combine; Parkes' car being the slightly older, off-white liveried machine, that he has used with considerable success throughout the season, whilst Hill's car was the later GTO which made its debut at Goodwood only a few months ago and bore the works' colours and insignia. Other Ferraris came from David Piper (GTO), the White Russian, Prince Zourab Tchkotoua, who entered a 250 GTO for the American Tony Hitchcock to drive, Roger Penske (250 LM) and Chris Kerrison's Drogo-bodied 250 GT Speciale. Aston Martin were represented by two David Brown entries for Bruce McLaren and Innes Ireland, with Bill Kimberley as the reserve driver. Both cars were the 3.8-litre DB4GT machines used at Le Mans; McLaren's reputed to be the one bent by Kimberley at the Brands Hatch race and still not handling as well as its stablemate. Four Jaguar E-types actually started with two other E-types entered by Peter Sutcliffe and the German pair, Lindner and Nocker, non-starting. The John Coombs' and Tommy Atkins' E-types were both fitted with the ZF 5-speed gearbox and were driven by Jack Sears and Roy Salvadori respectively. The remaining two E-types were Peter Lumsden's (reserve driver: Peter Sargent) and Dick Protheroe's fast-back model, "CUT 7." The two Willment-entered A.C. Cobras, for whom drivers were to be nominated fell foul of the R.A.C. scrutineers on the grounds of there being too little clearance between the steering arms and the wheels although Jack Sears did take out one of the Cobras during the Thursday practice session; recording a time of 1 min. 31 sec. The two Aston Martins also had scrutineer trouble and the statement released by their press agents a few days after the race is given in part form below:

> "When Dunlop introduced the new R6 racing tyre they advised Aston Martin that the width of the wheel rim must be increased. Accordingly all the wheels were rebuilt to the new specification and the cars were raced in this condition at Le Mans and at Brands Hatch. No difficulty arose in either case with the Scrutineers.
>
> At the scrutineering prior to the Tourist Trophy the same R.A.C. scrutineer, Mr. S. R. Proctor, who had been responsible for accepting the cars at Brands Hatch on August 6th ruled that the cars were now ineligible.
>
> It has been possible to fit wheels of the earlier pattern but the result of this is that the track of the car is reduced by four inches compared with the specification quoted on the form of homologation. The position therefore is that the Scrutineers have refused to accept an increase of one inch in the width of the wheel rim but were prepared to overlook a reduction of four inches in the track. It is necessary to stress that this is against the recommendations of Dunlop which were made in the interests of safety and progress."

However, Ireland practised with the large section wheels and Equalled Graham Hill's best time of 1 min. 27 sec., a speed of 99.31 m.p.h., but he was moved to the second row of the grid as a result of using these larger tyres; the first two rows of the grid therefore containing Graham Hill, Mike Parkes (1 min. 27.4 sec.), Bruce McLaren (1 min. 27.6 sec), Innes Ireland and Roy Salvadori (1 min. 29 sec).

Briefly, the up to 2,000 c.c. class consisted of the following cars and drivers: Lotus Elans: J. Whitmore, G. Warner and Frank Gardner. Lotus Elites: C. Hunt, M. Beckwith and J. Derisley. Morgan Plus Fours: C. J. Lawrence, P. H. Arnold, and A. Dence. M.G. Midgets: S. A. Fox and A. P. Hedges. Porsche Carrera 2-litre: J. R. Stoop. T.V.R.-M.G.: T. Entwistle. Turner-Ford GT: Wing Commander K. W. Mackenzie. In addition four reserves were allowed to start, these being the Lotus Elites of T. J. Threlfell, M. Johnson and R. Nathan and the Lotus Elan of C. A. C. Hodgson, thus making a field of 31 starters.

The 1.45 p.m. grid start lacked the excitement of the hustle and bustle of the Le Mans start, now banned by the R.A.C., but nevertheless the whine of the 12-cylinder Ferraris and the harsher blasts of the 6-cylinder Aston Martins and Jaguars mingling with the screams of the 4-cylinder cars augured for an exciting three hours of racing as the field streamed out into the countryside towards Fordwater and St. Mary's. In the lead was Graham Hill with Mike Parkes in close company but as soon as the cars appeared again Ireland's Aston Martin had split the two Ferraris and McLaren had moved up to complete the Ferrari-Aston-Ferrari-Aston sandwich. The two E types of Sears and Salvadori trailed a short distance behind whilst David Piper (GTO), Roger Penske (250 LM), Peter Lumsden (Jaguar E), Dick Protheroe (Jaguar E) and John Whitmore in Stirling Moss's Lotus Elan, fitted with an unusual-looking hard-top, followed through in tight formation. The position remained unaltered at the front until 10 laps had been completed and then Ireland, who was really in form with the Aston Martin, attempted to overtake Hill's Ferrari at Woodcote; the Aston Martin spun completely round several times, forcing Hill to motor several yards on the grass to miss the rotating Ireland. Whilst this was taking place Parkes, who had dropped back some 30 yards by this stage, came through to lead. Hill managed to regain the circuit without dropping any more places and Ireland was away again in third place but still as determined as ever that neither of the Ferraris should get away. The narrow section tyres were not helping very much and this early spin had worn flats on the Aston Martin's tyres, necessitating all four wheels being changed. Ireland's unscheduled pit-stop cost him 59 sec. and dropped him to 10th place. Somebody started the rumour that the wide section tyres had been replaced on Ireland's car and the flock of officials, scrutineers and nosey parkers had to be seen to be believed when Ireland made his next pit-stop!

Other visitors to the pits included Chris Kerrison's slow 250 GT Speciale which had one plug lead adrift and other ignition troubles which dogged Kerrison for much of the race. The one and only incident occurred at 2.15 p.m. when Tony Hitchcock's GTO Ferrari left the circuit at Madgwick and overturned, Hitchcock being removed to hospital although the badly damaged Ferrari remained embedded in the bank as a grisly reminder to other drivers. Pip Arnold's Morgan came into the pits at 2.07 p.m. and lost nearly 14 min. while a water leak was traced and repaired.

Ireland continued his rapid motoring with the Aston Martin and soon came upon Parkes' second-place Ferrari which had a lap up on Ireland. However, this did not stop Ireland from having a go at passing Parkes, thus getting back onto the same lap and the two cars were side by side into the *chicane* with Parkes trying to force Ireland off his line. The canny Scot was not putting up with this and kept his line, Ferrari and Aston Martin coming through together at so slow a pace that smaller cars, overtaken in the heat of the battle were left queuing at the entrance. It was Ireland who had the better of the dispute, coming out of the *chicane* just that little bit quicker to storm away down the straight. Ireland was really going motor racing and treated the spectators, of whom there were fewer than for several years, to some thrilling if not hairy motoring which produced two more spins at Woodcote before the Tourist Trophy finished. Leading the up to 2-litre class was Whitmore's Elan but his race ended when the car lost a front wheel at Madgwick and Graham Warner took up the 2-litre leadership, but his luck lasted little longer than Warner; the Elan expired in a cloud of smoke at Fordwater with a seized differential allowing Mike Beckwith to come through to lead in Chris Barber's Elite and eventually to win the class.

Hill brought his Ferrari into the pits on his 46th lap and took on 10 gallons of fuel and a large quantity of water, leaving after 1 min. 23 sec. in fifth place. Parkes made the shortest pit-stop of the race just before Hill's refuelling stop to replace a radiator cap in six seconds flat.

When the leading car had completed 50 laps the position was as follows: Parkes, Hill, McLaren, Sears, G. Hill, Penske, Piper, Ireland, Protheroe, Lumsden, etc., the first five drivers all being on the same lap. Joining the retired list were Chris Lawrence's Morgan Plus Four (bent exhaust valve and ignition trouble), Jon Derisley's Lotus Elite (lack of oil pressure) and Frank Gardner's Lotus Elan (rear axle).

At half distance the positions changed somewhat with all the leading cars making their scheduled pit-stops but still ahead was Parkes with some 30 sec. in hand from Graham Hill, then Salvadori, Sears, McLaren, Piper, Protheroe and Ireland. The slow 250 GT Speciale Ferrari of Kerrison had changed hands as a result of Kerrison receiving a burnt foot and was now circulating

Continued on page 788

1st Austrian Grand Prix

A Lucky Win For Brabham

ZELTWEG, AUSTRIA, *September 1st.*

MOTORING sport in Austria receives little or no government support or enthusiasm, and the various sporting clubs have to fight hard to maintain any sort of racing programme. It is only the enthusiasm of the Austrian sports people that causes any progress to be made at all, and this year their sport took a big stride forward with the holding of an International Formula One race, which took the title of the 1st Austrian Grand Prix. They have held International races for the past six years, so that the organisation of a Grand Prix caused them no worries, and the meeting went off very smoothly. With no permanent circuits in the country, and racing on the roads forbidden, their only outlet is to use aerodromes, and the Zeltweg one being operational means that they have to condense everything into the two days of Saturday and Sunday. Practice was provided on Saturday afternoon and Sunday morning, with the race starting in mid-afternoon on Sunday, and as the circuit, which is marked out by straw bales, is an easy one to learn, this was more than adequate.

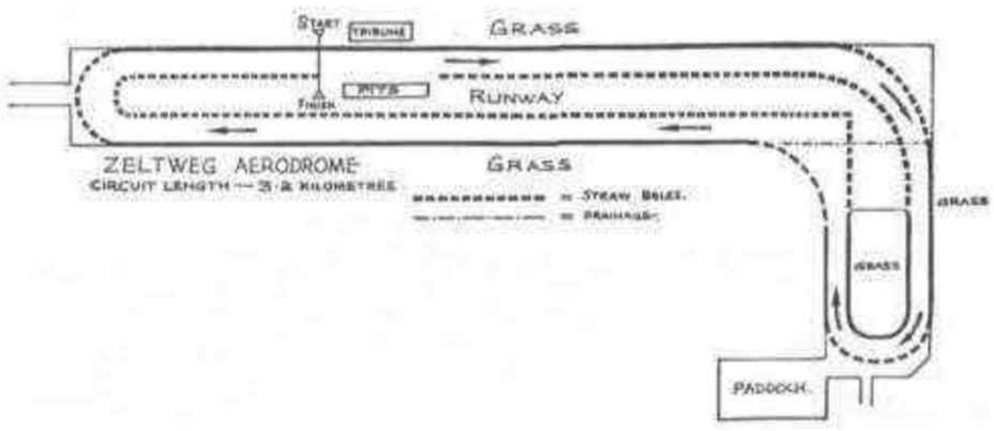
Naturally, this small race attracted all the usual private owners, but in addition Team Lotus, the B.R.P. team, the Scirocco-Powell team and the Reg Parnell team also entered, and with the Italian Grand Prix due the following Sunday it made a convenient round trip for them. Jack Brabham was there, almost in the guise of a private-owner, with the older car with which he won at Solitude in August, and Bonnier was driving Rob Walker's 1962 Cooper-Climax. The Team Lotus had entered Clark and Taylor, but the latter was still suffering from his crash in Sicily at the Enna Grand Prix, so Peter Arundell turned up instead. Unfortunately they had overlooked the fact that Arundell was contracted to the Ron Harris team for Formula Junior races, and was entered for Zandvoort on the same day. After a lot of argument and discussion, and telephone calls and telegrams, during which time Arundell got on with practice, it was finally decided that he could not start in the Formula One race. Being the number one driver for the Harris team it was not surprising that Ron Harris refused to release him from his Junior contract, and by the time the argument was finished it was too late for Arundell to get to Holland, so he did no racing at all that weekend. Clark had a brand new Lotus 25, fitted with a single-plane crankshaft Coventry-Climax V8 engine and attached to it was a 5-speed Hewland gearbox built around a Volkswagen casting, as used by the latest Brabhams. This new Lotus 25 was of the usual monocoque construction but had redesigned rear radius rods, with improved pick-up points on the chassis, a new layout of throttle control using an aircraft type of flexible control cable instead of the usual archaic Bowden cable, this new one giving much more delicate feel and response. The instrument panel had, in addition to the normal complement, an ammeter (more electrical complications—see September MOTOR SPORT) and an extra pressure gauge for main fuel-pump reading. The second Team Lotus car was the old hack Lotus 25 with the carburetter Climax V8 engine and ZF gearbox. Tucked away in the transporter was Clark's usual car, rebuilt and wrapped up in cotton-wool ready for the Italian Grand Prix. The British Racing Partnership entered their two Lotus-B.R.M. V8 cars for Ireland and Hall, but had their B.R.P. monocoque car, repaired after its Nurburgring damage, ready for Monza and used the Austrian practice to test it. Godin de Beaufort drove his usual orange Porsche, and lent his second car to Bardi-Barry, a local Formula Junior driver, while another Austrian Junior driver, Jochem Rindt, was using his own Junior Cooper with a 1,500-c.c. Ford engine fitted. Reg Parnell entered two Lola-Climax V8 cars, for Amon and Campbell-Jones, but actually only ran the first one, but both Scirocco-B.R.M.s were there, with Settember and Burgess. The remaining runners were Siffert (Lotus-B.R.M. V8), Collomb (Lotus-Climax V8), Seifert (Lotus-B.R.M. V8), Parnell (Lotus-B.R.M. V8), Prinoth (Lotus-Climax 4-cyl.), and Pilette (Lotus-Climax 4-cyl.).

When the Saturday practice began Clark started off by touring round quietly and doing some running-in on the brand new car, Brabham found his works had assembled his Colotti gearbox incorrectly, so had to re-do it behind the pits, B.R.P. were still awaiting Innes Ireland, who was at that moment driving like a maniac across Austria in a hired VW, and Siffert's mechanics had just finished installing his B.R.M. engine after one of them had driven non-stop from Bourne to Austria in a VW with the B.R.M. V8 engine on the back seat. (Strange how all the hire-firms use Volkswagens!) The Scirocco cars were both practising, as were the rest of the private owners, and with no Formula One cars having run at Zeltweg before no-one had any standards at which to aim. At least, not until Clark had finished his running-in, for then he began to do some serious practice and, whereas 1 min. 13 sec. had seemed good, he soon knocked this down to well under 1 min. 11 sec. The time-keeping was by electronic timers, operated by a photo-electric beam, so that times were given to a one-hundredth of a second, and Clark's best was 1 min. 10.20 sec., the next best being Brabham with 1 min. 11.44 sec., after he had got his gearbox assembled correctly. The time-keeping information was first class and in addition to giving lap times to a one-hundredth, also gave the number of laps each driver completed. Clark put in 48 laps altogether, the object of the exercise being to get in as much testing of the new Hewland gearbox as possible.

During this practice period the young Austrian driver Rindt had a TV camera bolted onto his Cooper, on an outrigger, but as soon as the organisers saw this they brought out the black-flag and gave him a rocket. They had wisely learnt from the experience of the Nurburgring incident, and full marks to them for their prompt action.

On Sunday morning there was not much need for great activity, the practice period being used by most people for a final check, though Clark tried out some different gear-ratios, but the B.R.P. team left their drivers to sleep-in and spent the time checking over the B.R.M. engines. Brabham did a few laps to see that all was in order, but Collomb had his radiator mountings break and had to enlist the help of the B.R.P. mechanics to weld some new ones on. Before practice finished Arundell went out and did some very quick laps, as he was still hoping to start, and he got down to 1 min. 11.80 sec., which was third fastest, and Clark was just beginning to put in some quick ones when an oil pipe split, but luckily he switched off as the oil pressure fell and avoided damage to the engine. Bonnier was still trying to improve his position, and had a terrific spin on the long bend after the pits, but came to no harm, so practice finished at 10.30 a.m. with four hours in which to make final preparation for the race, which was due to be run over 80 laps of the 3.2 kilometre circuit. The only complaints drivers seemed to have was about the apparent roughness of the circuit, but this was probably due to being on "hard" concrete, as against the "soft" tarmac of permanent circuits.

With Arundell a non-starter, the two B.R.P.-entered cars joined Clark and Brabham on the front row, and by now a warm sun was shining and the surrounding mountains and green fields took sway a lot of the usual drabness of aerodrome circuits. As the flag was raised Settember had the clutch operation of his Scirocco fail and as the clutch bit he switched off and raised his arm in distress, but by then the flag fell and everyone made a fairly quiet start, with very little smoke and wheelspin. Brabham led away, from Clark and the two pea-green Lotuses of Hall and Ireland, while Settember restarted and went off after the tail-enders with his clutch right home and no way of freeing it. Brabham set the pace,



FORD WIN GROUPS 1, 2 and 3 IN LIÈGE RALLY
CORTINA G.T. FIRST BRITISH CAR HOME!

GROUPS 1 & 2 (1301-1600 cc.)
1st CORTINA G.T. (P. Riley/H. Nash)
2nd CORTINA G.T. (G. Staepelaere/E. Meuwissen)

GROUP 3 (under 1000 cc.)
1st ANGLIA (Charlier/Mosbeux)

GROUP 4 (all classes)
3rd CORTINA G.T. (H. Taylor/B. Melia) Also 4th overall.

Results subject to official confirmation



Rally driving is like any other driving—only more so. More twists, more turns; more wear, more tear; more dust, more snow; and, above all, more speed. All this under conditions of ruthless competition. Top driver is pitted against top driver, and may the best car win. A big international rally is the ultimate test, measuring a car against the toughest yardstick of all — other cars. The outright winners of rallies are usually specialist cars, which is hardly surprising. What is surprising is when a low-price family car is also placed top of the list.

Yet Fords do this time and time again, proving their toughness and stamina against all comers.

FORDS WIN THE TOUGHEST TESTS!





Ford

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↑

2	1	5	4
Clark	Brabham	Hall	Ireland
(*Lotus-Climax V8*)	(*Brabham-Climax V8*)	(*Lotus-B.R.M. V8*)	(*Lotus-B.R.M. V8*)
1 min. 10.20 sec.	1 min. 11.44 sec.	1 min. 12.11 sec.	1 min. 12.69 sec.

8	9	14
Bonnier	Amon	Siffert
(*Cooper-Climax V8*)	(*Lola-Climax V8*)	(*Lotus-B.R.M. V8*)
1 min. 13.13 sec.	1 min. 13.14 sec.	1 min. 13.15 sec.

11	18	6	17
Settember	Prinoth	de Beaufort	Collomb
(*Scirocco-B.R.M. V8*)	(*Lotus-Climax 4*)	(*Porsche 4*)	(*Lotus-Climax V8*)
1 min. 16.12 sec.	1 min. 16.30 sec.	1 min. 16.39 sec.	1 min. 17.04 sec.

15	12	20
Rindt	Burgess	Seifert
(*Cooper-Ford*)	(*Scirocco-B.R.M. V8*)	(*Lotus-B.R.M. V8*)
1 min. 17.71 sec.	1 min. 18.30 sec.	1 min. 18.35 sec.

16	7	19
Pilette	Bardi-Barry	Parnell
(*Lotus-Climax 4*)	(*Porsche 4*)	(*Lotus-B.R.M. V8*)
1 min. 18.50 sec.	1 min. 19.12 sec.	1 min. 27.48 sec.

Non-starters : P. Arundell (Lotus-Climax V8), 1 min. 11.80 sec.
J. Campbell-Jones (Lola-Climax V8), no practice.

with Clark and Ireland right with him, and behind him Bonnier, Siffert and Amon were wheel to wheel. Almost before the race had begun Burgess coasted into the pits with a hole in the side of his B.R.M. engine, following a rather expensive blow-up, and Bardi-Barry withdrew as he was unable to make his borrowed Porsche go as fast as de Beaufort's own car, which did not say much for his driving, as previously Mitter had made it go a lot faster than the owners own car. On lap four Clark took the lead, and next time round Ireland took second place, but Brabham was so close to them that nothing was settled as yet. It was not until lap eight that Clark began to show signs of a gap opening up between his Lotus and that of Ireland, but as he finished lap nine there was a great cloud of smoke from the engine and he switched off and came to rest at the end of the pit area. Meanwhile Brabham had got in front of Ireland, for the rugged Scot had got into the father-and-mother of spins on the long bend after the pits. He said afterwards that each time he went round he could see Brabham with the brakes hard on wondering which way the Lotus was going to go next. Eventually it stopped spinning, pointing in the direction of the race as it stopped, by which time Brabham had dodged by, chuckling to himself, and thanks to good prior perception Ireland had kept the engine going throughout the maneouvre, selected a lower gear and charged off after Brabham, losing only a few seconds of time. With Clark out they were now first and second, and there followed a splendid wheel-to-wheel dice between the Brabham-Climax V8 driven by its designer-constructor, and the Lotus-B.R.M. V8 driven by an Innes Ireland who was in fine form. There was nobody else in a position to challenge them and they battled for lap after lap, swapping the lead continuously and each trying to make the other make a mistake. They were lapping at around 1 min. 12 sec. the whole time, and though Ireland led more frequently there was no knowing what Brabham was up to, for he had that " nut-brown Australian " look about him that gave him all those Cooper victories in the past.

As far as the rest of the field were concerned Amon had shown his superiority over Bonnier and Siffert and had left them fighting each other and gone off on his own into a firm third place, while young Rindt was going extremely well and leading all the others with his Cooper-Ford, being sixth overall. In spite of having no clutch Settember was going steadily in the Scirocco-B.R.M. V8 and had caught up the tail-enders and was dicing with de Beaufort and getting the better of the battle. After Rindt's Ford engine had blown up Collomb took over sixth place, only to have his clutch-control fluid reservoir break from its mounting and fall under the brake pedal. This not only gave him a nasty moment, but necessitated a pit-stop to wire it back in place, the stop dropping him to the back of the field, so that Settember now moved up into sixth place. Siffert had been leading Bonnier all the time, but had a spin at the same place as Ireland and this let the Swede get by, but after six laps Siffert was back in front again, and then Bonnier came into his pit with an obscure misfire which could not be traced. With only 30 laps gone there had been six retirements, and the order was Ireland, Brabham, Amon, Siffert, Settember, de Beaufort, and the rest, but then Siffert's fuel pump mounting broke and he was forced into the pits. Although it was wired in place and he went out again, it was soon dangling from its wires once more and he finally had to retire. Just before half-distance Clark re-appeared, his mechanics having repaired the broken oil-pipe which had caused all the smoke as he lost the lead. It looked as though he was going to do another " Solitude " but after only three laps he came in again as the oil-pressure was falling on the corners due to a low level in the tank as a result of the loss when the pipe split. Regulations forbidding the taking on of any more oil he had no option but to retire before the engine suffered damage.

At 50 laps the situation between Ireland and Brabham was unchanged, and it was still the same at 56 laps, but the lap after that Brabham was three seconds late in arriving, and was no longer looking happy. Next time round he was five seconds behind and each lap the gap became greater, so that he was obviously in trouble. What was happening was that the cockpit had been getting progressively hotter throughout the race, due to the heat from the oil and water pipes, and the hot air from the radiators, and he had reached the point where he could no longer keep his foot on the brake pedal. This heat was also being added to by the ambient temperature, for the sun was still pouring down, and the fuel tanks were too hot to touch, so that the engine began to cut-out due to vapourisation. By lap 63 Ireland looked all set for a win, with 15 seconds lead over Brabham, but next time round as he approached the timing line there was a puff of smoke from the engine, the oil-pressure needle fell and Ireland switched off and came to rest before any bits flew out of the side of the engine. This was a bitter blow after such a good drive, and he had to mop the sweat from his brow, for he had been really trying, and watch Brabham tour on to an easy win, for the next three cars were already a lap or more behind, the order being Amon, Settember, de Beaufort, Collomb, etc.

Brabham could now ease off, and cool off, and tour home to an easy win, but trouble still lurked behind him, for on lap 71 Amon stopped at the pits with no oil-pressure, so that Settember and de Beaufort moved up into second and third places, respectively. With the race now in its closing laps Amon set off very gently to complete one more lap, keeping the engine at tick-over and hoping that nothing would break. He waited by the finishing line until Brabham got the chequered flag and then completed the lap to gain fourth place.—D.S.J.

Results :
AUSTRIAN GRAND PRIX—Formula One—80 Laps—256 Kilometres Warm and Dry

1st : J. Brabham (Brabham-Climax V8) .. 1 hr. 39 min. 06.33 sec.—155.052 k.p.h.
2nd: T. Settember (Scirocco-B.R.M. V8) .. .. 5 laps behind
3rd: G. de Beaufort (Porsche 4-cyl.) .. .. .. 5 laps behind
4th: C. Amon (Lola-Climax V8) .. .. 9 laps behind
5th: B. Collomb (Lotus-Climax V8) .. .. .. 9 laps behind
6th: R. H. H. Parnell (Lotus-B.R.M. V8) .. .. 10 laps behind
7th: G. Seifert (Lotus-B.R.M. V8) .. .. .. 12 laps behind
8th: A. Pilette (Lotus-Climax 4-cyl.) .. .. .. 16 laps behind

Fastest lap : J. Brabham (Brabham-Climax V8) on lap 41 in 1 min. 11.39 sec.—161.350 k.p.h. (*record*).

Retired : I. Burgess (Scirocco-B.R.M. V8) lap 3, engine; J. Hall (Lotus-B.R.M. V8) lap 4, engine; K. Bardi-Barry (Porsche 4-cyl.) lap 4, driver; J. Clark (Lotus-Climax V8) lap 13, oil pipe; E. Prinoth (Lotus-Climax 4-cyl.) lap 14, broken suspension; J. Rindt (Cooper-Ford) lap 22, engine; J. Bonnier (Cooper-Climax V8) lap 26, misfiring; J. Siffert (Lotus-B.R.M. V8) lap 34, fuel pump mounting; I. Ireland (Lotus-B.R.M. V8) lap 65, engine.

17 *starters* — 8 *finishers*

* * *

AUSTRIAN AFTERTHOUGHTS

At the prize-giving Ireland was presented with a hard-luck prize, given by the Austrian Motor Journalists. It was a gold-plated hexagon-headed bolt mounted in a case.

* * *

Everyone was agreed that the Austrians have little to learn about organisation of motor races, the atmosphere being most friendly, efficient and pleasant. All they need now is for the Government to help them with a road-circuit.

* * *

The aerodrome is in the middle of three villages, Knittelfeld, Zeltweg and Juddenberg, and all the pubs were filled with the racers and the circus. There was a pleasant absence of " professionalism " and" high-pressure trade."

* * *

Pit marshals wore bright orange jerkins, which was an excellent idea, as you knew at a glance who was in charge. Although the pits were a long way from the paddock there were no difficulties, the organisation being intelligent and did not get fouled-up by being over-organised as in some countries.

* * *

Before the Grand Prix Hermann Lang did a number of laps in a 1939 Mercedes-Benz Grand Prix car and thoroughly enjoyed himself, it was going very fast down the straights.

Roomy and Economical

Some Notes on the Ford Zephyr 4 Automatic



A SENSIBLE CAR FROM DAGENHAM.—The Ford Zephyr 4 is more imposing than good-looking but is a thoroughly practical, economical 6-seater, modestly priced even in automatic-transmission form.

THE fact that I drove a smart red, 6.40×13 Goodyear Whitewall-shod Ford Zephyr 4—the 1,703 c.c. 4-cylinder Zephyr—with an automatic gearbox last August came about because, impressed by the smoothness of change of the "Torqueflite" transmission on the Chrysler Valiant V200, I wondered whether Britain offered an equally good automatic transmission. Ford of Dagenham offered me a Zephyr 4 with Borg-Warner torque converter in order to find out.

As to whether the Chrysler or the Ford has the better automation, I still find it hard to say. The 3-speed transmission of Chrysler's compact functions with commendable smoothness and it is possible to hold 1st and 2nd gear if required. Ford's box can only be held in "L" and does not function quite so sweetly, but then it is coupled to a 1.7-litre 4-cylinder engine, whereas the 6-cylinder Chrysler has a swept volume of 3,687 c.c.

Of the honesty and usefulness of this Zephyr, however, I am firmly convinced. It is in the character of the old Austin 20 of revered vintage memory, inasmuch as there are both 4- and 6-cylinder versions. The Zephyr 6 (in de luxe Zodiac III form) I dealt with in MOTOR SPORT in June 1962.

Whereas many English cars of this spaciousness come into the category of semi-luxury vehicles, with wood-veneering and leather upholstery, the rugged Ford Zephyr 4 is far more in the style of an average American automobile, intended to be useful rather than rank as a treasured possession, to be made to work for its keep instead of being cosseted, the kind of car you let the dog ride in, washing away the mud-marks afterwards rather than wash-and-polish twice daily and generally fuss over.

The two wide bench seats, comfortable enough but not luxurious, were upholstered in two-tone Vinyl (hide is available, however) and had no centre arm-rests. The lockable luggage boot is enormous (21¾ cu. ft.). The controls are simple but effective—l.h. lever for the L, D, N, R, P positions of the gremlin-box, r.h. stalk for indicators, with a headlamp-flasher knob (praise-be, Dagenham!) at its extremity. A treadle accelerator pedal, and a dummy ditto on which to rest the left foot which also acts as the lamps dipper. A single knob suffices for interior lamp (in the front compartment, which leaves the back-seat occupants a bit in the shade), rheostat instrument lighting and exterior lamps, which, a good point, also controls the gear-indicator illumination. Similar knobs control the variable-speed, very effective screen-wipers and choke. Two clearly marked eared knobs look after heat or cold air to screen and car interior, and on a lower deck as it were, are the heater-fan switch with warning light and ash-tray. A hooded, wide-arc 120 m.p.h. speedometer, rather vague to read, is flanked by a steady reading fuel gauge and temperature gauge. The total mileometer has a decimal reading. There is a rather dicey parking light switch that can cause you to drive on o/s lamp only if it is used while in motion, although the engine cannot be started with it on—a temporary foil to a novice car thief! Those, and the usual, non-dazzling, warning lights, a pull out from the facia handbrake, and a full horn-ring, are the main controls.

Although it wasn't leather-upholstered, this Zephyr 4 had imitation walnut stripping for facia and subsidiary control panel, but dark hued and narrow, therefore unobtrusive, as in a Mercedes-Benz.

Internal door handles beneath the arm-rests, out of the way of fidgets, but too stiff . . . a useful rear-view mirror (so essential in the Marples'Age), soft vizors (no mirror), and sill interior door locks are useful items of this practical, no-nonsense Ford.

The fuel filler is concealed behind the spring-loaded rear number plate. The screen pillars are rather thick but well raked, otherwise visibility is excellent. I have described the car in normal trim—there are lots of extras available, such as fog and spot-lamps, reversing lamp, folding centre arm-rest, roof rack, etc.

This is a big car, a decent 6-seater, in spite of the wide transmission hump, for the 1.7-litre 82.5×79.5 mm. engine to pull. Once in its stride, however, the 4-cylinder engine becomes pleasantly smooth and there is ample performance (0-60 m.p.h. in 23 sec., a s.s. ¼-mile in the same time) up to an easy cruising gait of 80 m.p.h. The accelerator kick-down is unduly heavy, but when used it postpones upward gear-changes to 40 and 65 m.p.h., (they otherwise occur at about 5 and 15 m.p.h.), while selecting "L between 5 m.p.h. and 60 m.p.h. engages 2nd gear and holds it. Kick-down below approx. 20 m.p.h. has the same effect on bottom gear, providing maximum engine braking on the over-run. Simple and effective! Inspite of all S. Moss and the late Mike Hawthorn have said in advocating fully-automatic transmission I prefer to be master of my gear-changes. But for traffic driving the saving in left leg wear and tear is well worthwhile and I maintain that any driver who claims he could have averted an incident had he been able to remain longer in a given gear than Mr. Borg-Warner permitted him, drives unduly close to the accident.

As to whether "things happening" beneath the floor use too much petrol, I can only remark that this big Ford gave an overall consumption of premium fuel equal to 27.4 m.p.g. That included every condition of normal motoring, including rush-hour London. The range from full to empty tank was a useful 360 miles. Being rather busy while I had this Ford I didn't open the bonnet until the last day, when, after 1,350 miles, the dip-stick proclaimed that the sump was still full of oil.

Starting from cold called for rather a lot of choke, yet there was too much choke with the knob locked out, and from cold stalling intruded—resulting in an embarrassing few moments, going from D to N to D and turning the ignition key, outside the Law Courts. Otherwise, not a complaint, unless that the thief-proof ¼-lights were stiff to close against their rubbers and their catches sharp to operate. In the several rainstorms of August only a few drops of water entered the interior by the scuttle, the heater is very powerful, the Ford radio clear of tone, the headlamp beam only average. The brakes, with vacuum servo actuated 9½ in. discs at the front, worked very well indeed.

The ride is a bit lively, nothing to enthuse over, but comfortable, with roll well controlled, but the back axle does try to lift or wag the Zephyr's tail. The steering is notably light, the lock

Continued on page 788



FIVE GREAT VICTORIES

BELGIAN GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

DUTCH GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

FRENCH GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

BRITISH GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

ITALIAN GRAND PRIX

1st Jim Clark LOTUS COVENTRY CLIMAX

Subject to official confirmation

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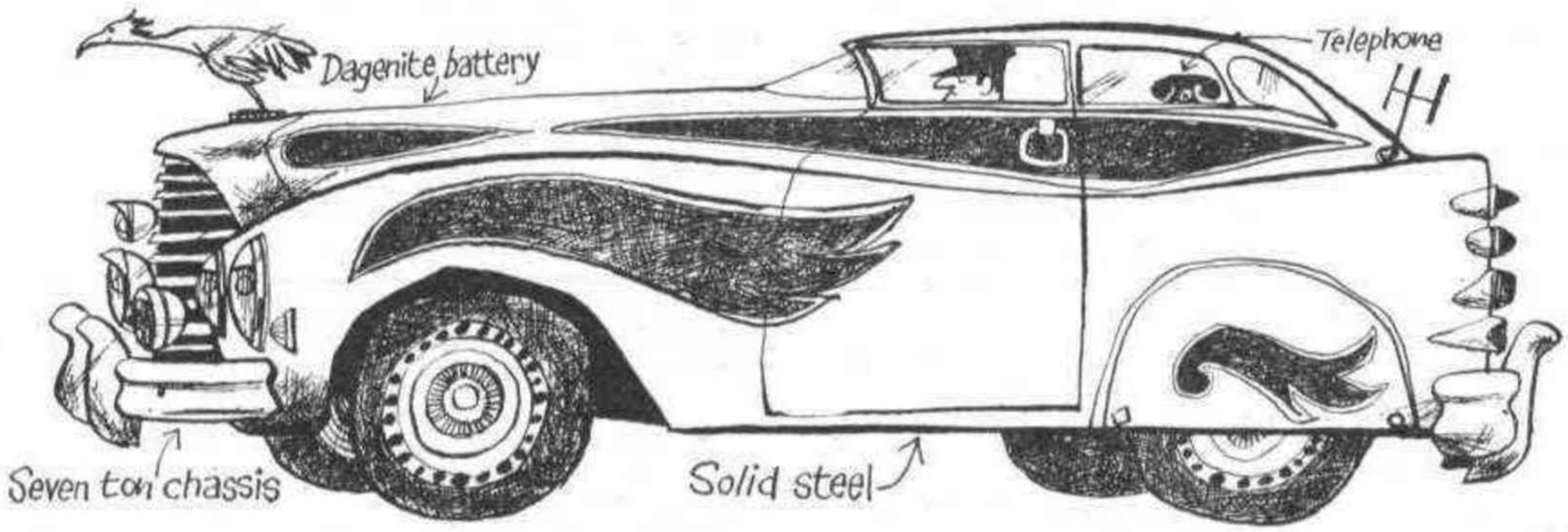
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P.G75B

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MINIATURES NEWS

Passing through Stratford-on-Avon, a town of beautiful river vistas, that ugly slab of Memorial Theatre, a small Picture Gallery and many Shakespearian mementoes (as a comparatively impecunious writer myself, I'll bet the Bard is earning more for his town than he ever saw himself), with parking problems and a dearth of public conveniences, typical torrential August rain drove me into the Tiatsa Model Car Museum in Ely Street.

The thing is a bit of a hotch-potch, the main displays set out in small illuminated showcases with appropriate backgrounds. These displays go from 1 to 72, depicting transport history, in models of course, from horses to ballistic missiles. In between come such displays as the "London-Brighton Rally"—which cannot mean the Veteran Car Run as the models in this case are of 1908 and 1911 Rolls-Royce, 1902 Cadillac, 1911 Clement-Bayard, 1907 Lanchester, and a fine 5-6-in. long model of a Citroën 5 c.v., rather optimistically labelled 1917. Similar "stunt" displays include "Early Racing in Italy" with those Itala, big Lancia, Isotta-Fraschini and similar models, plus something labelled a "Sizaire-Naudine"; "Italian Rally, 1899"; "Veterans at Campden Town, 1900" (shouldn't it be Camden Town?); "Cannes," with Facel Vega, G.P. Bugatti, etc., containing girl passengers in scanty swim-suits, looking more comfortable seated than dangling from the rear window of some suburban full-size saloon; and "Nice," displaying Peugeot and Simca models of 1952-62.

Berliet lorry models of 1944-60 depict "Normandy," "Paris" is used to show a big variety of Renault miniatures of 1907-62, and there is a big bunch of assorted-size Citroëns from 1920-62 under the label "Parisienne." The weakness lies, not in any lack of initiative, but in the use of proprietary miniatures and toys, so that scales vary in the same display. This is particularly noticeable in the showcase labelled "Stately Homes," in which sixteen Rolls-Royce miniatures are exhibited (do visitors to stately homes never use any other brand of motor car?), but the 1911 R.-R. and others seem to have either shrunk in the English rain or shrivelled up in the stately-home sun, or both. One Rolls-Royce has a loud-speaker on its roof. Why?

Fiat replicas, from a rare 509 saloon to a big model of the turbine coupé, represent "Rome," there is a scene in which a big ancient General Omnibus which has just shed its conductor under its back wheel is shown in the company of a blower-4½Bentley and the Lord Mayor's Coach—the penny has dropped, it's the Lord Mayor's Show—there are Monte Carlo Rally, farm and circus displays, and a ghastly road accident scene, all rather childish. Very crude but interesting Seat, Skoda and others provide the "Valencia, 1924-60" material and there is an impressive range of military vehicles and guns, proprietary models but well displayed. There are battle scenes, a large model of the 1894 Marcus petrol car, a smaller one of the inevitable Cugnot steam carriage. The showcases are offset by photographs of historic cars, supplied by Rolls-Royce, Rover, Austin, Mercedes-Benz and Armstrong Siddeley. The last model vehicle exhibit is a space car of 1970!

The real disappointment stems from the use of miniatures to depict stunt scenes, instead of displaying them for their own sake. Admittedly some fine proprietary Revell kit-models, as of the 4-engined Challenger Land Speed Record car, some fine American Ford and "hot-rod" models to a generous scale, not all accurately dated where the B-Fords are concerned, similar Buick and Pontiac models, etc., are on show, together with a dubious 1914 model-T Ford and a 1920 racing Duesenberg with very big wheels.

There are, however, no historic models like the tin-plate Hispano-Suiza tourer and 11.4 Citroën saloon that I have in my own amateur "museum," no clockwork P2 Alfa Romeo, not even a Meccano chassis, and not a single working model to enliven the place. I note that railway engines, rolling stock, car and club badges have already intruded. There is also a model of the "Spirit of St. Louis" monoplane and a very early biplane model. Otherwise, the display is one of modern fabrics. (But what does the Fiat Register know of the Edwardian Fiat brake, under a tarpaulin, that stands in the entrance to the Museum?) Those who are interested in the evolution of the model car are not catered for, and perhaps there is scope for a miniatures' museum on these lines somewhere else.

If you want to see which proprietary miniatures are missing from your own collection, or get out of the rain, the Tiatsa Museum (open 10 a.m. to 6 p.m.), at 2s. adults, 1s. children, is possibly worthwhile. But it is all rather amateur, if painstaking, and no catalogue is issued—if one is produced, Tibor Reich, who owns this collection of some 3,500 car models, should watch the spelling.—W. B.

◆◆◆



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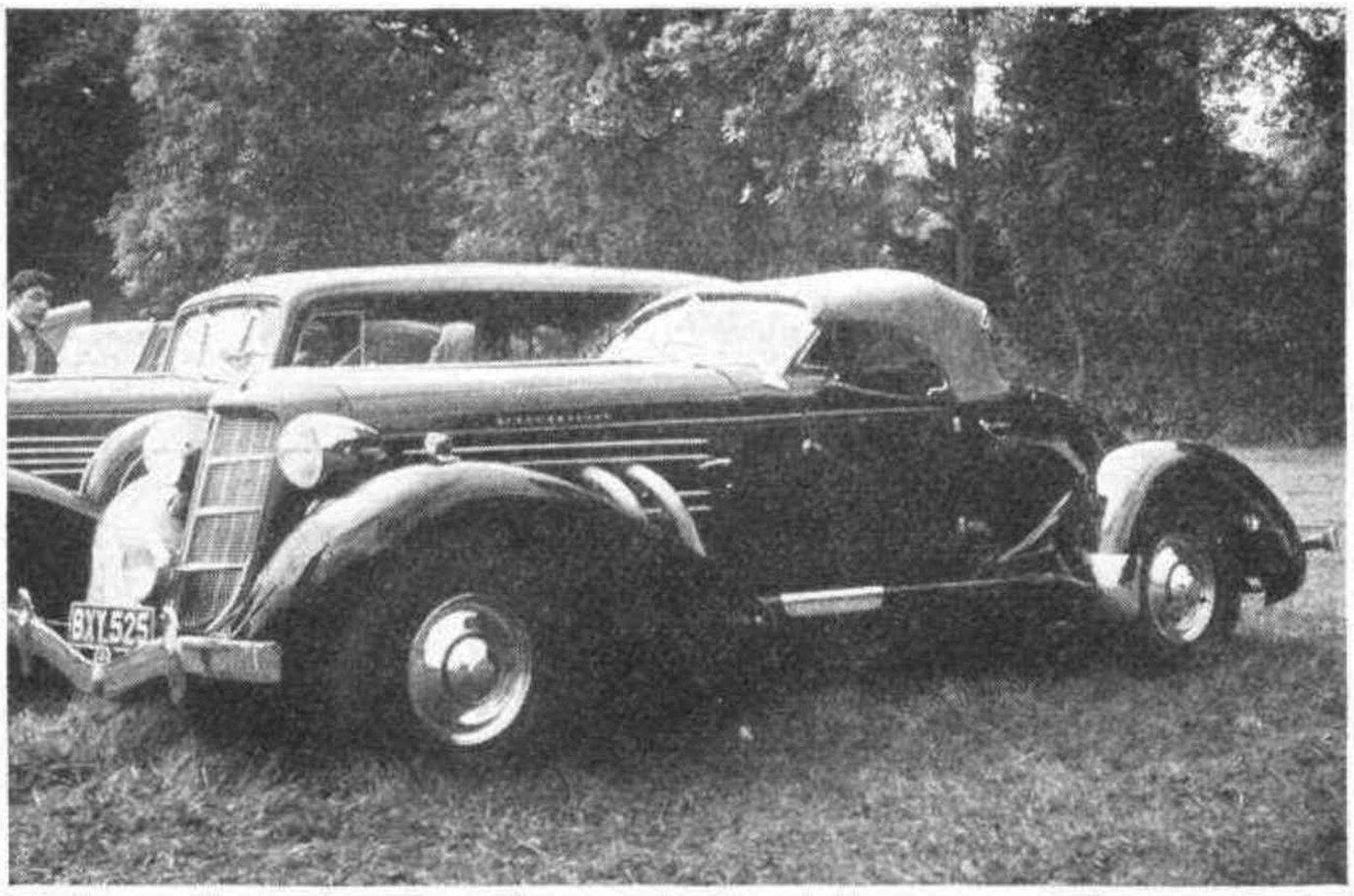
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AMERICAN SPORTS JOB.—Most exciting car at Lord Montagu's American Car Rally at Beaulieu was this 1935/6 supercharged Auburn Speedster, entered by P. Pollock.

THE AMERICAN CAR RALLY AT BEAULIEU
(September 8th)

OCCASIONALLY there are special attractions in the rally field adjacent to the Montagu Motor Museum, such as the "Lost Causes" assembly. This year Lord Montagu decided to call upon pre-1943 American and Anglo-American cars to prove that they are not extinct in England and that some of them are more individualistic than those Durants, Dorts, Dodges, Chevrolets and Fords of the early-twenties, which all bore such a close resemblance—although even these had points of individuality for the knowledgeable.

A wet Sunday morning did not deter most of the 65 entrants from congregating in the muddy, soggy field, although, as we ate our sandwiches and watched a "Seven Up" Karrier lorry bog itself down in front of us, perhaps jealous that it wasn't a Dodge or Reo or something, it all looked very dismal. Perhaps, we thought, it was as well that Ford's Public Affair's Department had been unable to find us a suitable Ford to enter and we had been obliged to come in the Morris 1100 ....

After lunch the sun came out and the very interesting cavalcade was seen to better advantage. Quite prodigious was the commentary by Michael Sedgwick, the Museum Curator, who talked non-stop for some 1½ hours, giving not only notes on individual entries but a concise history of the American Motor Industry. Even so, he was unable to talk about the Railtons before it was time to announce the results!

The judges were Kaye Don, famous racing driver, who naturally arrived in an eye catching Pontiac Parisienne (he is agent for the make), Harry Schell of the Classic C.C. of G.B., and M. Lambert, of the Amilcar Register, but an expert on Cord and other transatlantic automobiles.

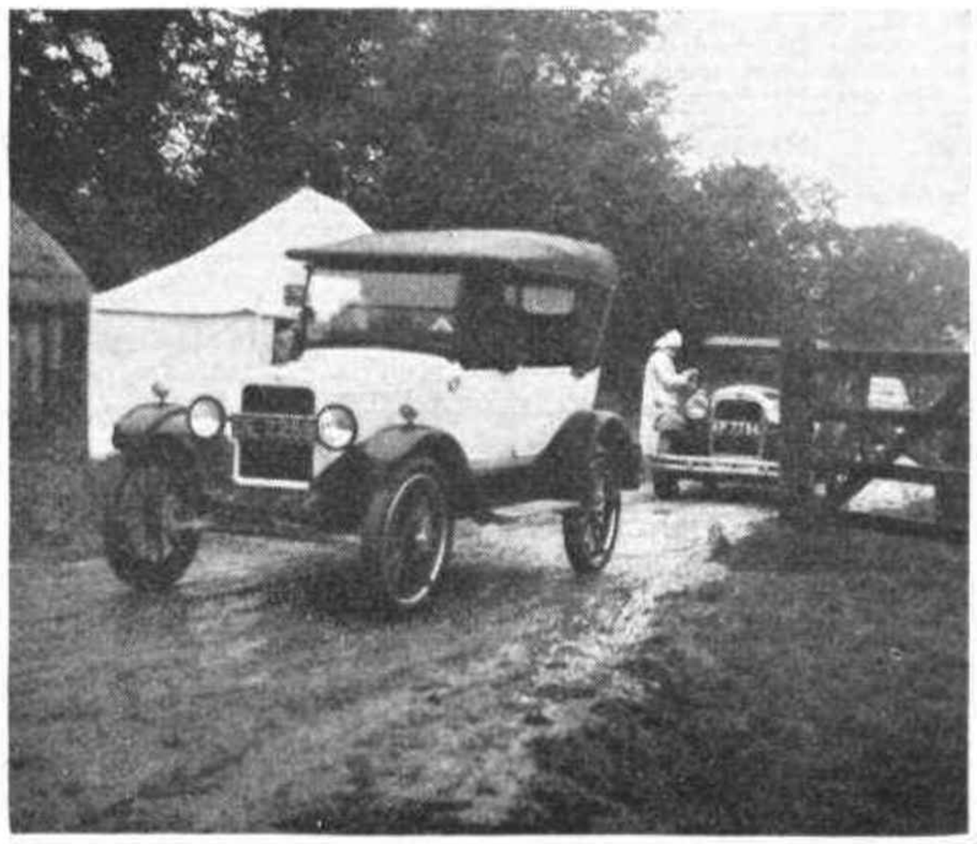
Not that there were any Cords present, but Vintage Car Services had their 1936 model-851 Auburn Speedster present, an exciting-looking Firestone-shod 2-seater in good order. Said to have been imported for Marlene Dietrich and then owned by an Air Commodore, it has four flexible outside exhaust pipes clamped onto the s.v. engine, a mediocre-looking centrifugal blower, 3-speed gearbox and a plate on the dash certifying that Ab Jenkins was timed in it at 100.6 m.p.h.

The oldest but one competing car was F. Smith's 1904 tiller-steered curved-dash Oldsmobile which arrived on its trailer to win the Pioneer Class, surely the easiest win ever, for it only ran a few yards. The only opposition came from R. G. J. Nash's 1901 Columbia Electric phaeton, and that came only from the adjacent Montagu Motor Museum.

The next class went to Friarcliff Motors' very smart 1918 Ford model-T 7 cwt van, which arrived boiling faintly and emitting smoke clouds. These cars had a class to themselves, and opposition came from S. J. Baker's 1919 tourer and Finch's very scruffy 1923 "boy's racer."

The model-A Ford Class was won justifiably by D. C. Thomas very clean and original AF 2-seater, which has those brass strips between distributor and plugs. Two drop-heads and a 2-door 1931-AF saloon represented cars for which a separate Register now exists—it has already issued two bulletins and reckons £40 enough to pay for a good-working model-A. More strength to it!

The Class for all vintage Yanks bar Ford had a better entry. P. E. Macey brought three very nice Essex Super Sixes, two 4-door, 4-light "coaches," one with wire, the other with wooden wheels, and a wooden-wheeled drop-head, all of 1929 vintage. Very notable was C. A. Piggott's 1928 white Buick tourer with blue mudguards, curtain-style side screens, wire wheels, bulb horn and contracting front-brakes. The 1920 Stanley steamer came from the Museum, there were a Big Six and a Mulliner fabric saloon Graham-Paiges, a very clean and typically-American 1929 Stutz Black Hawk saloon with external sun vizor and side-mounted spare wheels as favoured in the States, and a 1929 straight-eight Marmon Roosevelt straight-eight Town Sedan with a V.S.C.C. and an A.A.C. of A. flanking its A.A. badge. The bulkhead was done in aluminium paint and this was in evidence on some engines but as American machinery is nothing to look at compared to British and European vintage cars, perhaps it doesn't matter. Extremely impressive was a Cord-styled s. v. straight-eight Chrysler Imperial saloon with large rear luggage platform, bearing Amilcar Register, C.C.C. of A., V.S.C.C. and Auburn/Cord/Duesenberg badges, etc., but its engine was dirty. The Stutz took first place.



ARRIVING FOR THE AMERICAN CAR RALLY.—C. T. Allcorn brings his interesting Overland into the muddy arena.

Model B and V8 Fords had a class to themselves, in which J. E. Mallett's narrow-nosed 1939/40 Mercury with Ford de-luxe convertible coupé body scored over the V8, two of which had very ugly bodies, and two model-Bs.

The best-supported class was that for Classic and Special Interest Americans, Fords again excepted. Although 1942 was the end-date, nothing later than 1939 appeared. The entry in this category comprised the aforesaid Auburn Speedster, eight Buicks, seven Packards, two V12 Lincoln Zephyrs, three Chryslers and a Plymouth, two Hudsons and an Essex, and lone examples of Pontiac and Studebaker but, curiously, not a single Cadillac. None of the Buicks was the actual Mrs. Simpson car, about which Sedgwick quoted a schoolboy verse, but we understand this is being restored for exhibition in the Brighton Motor Museum. Three, however, were of similar type, all o.h.v. straight-eights, W. Nuttall's 35 h.p., 5-litre limousine, series NA (implying " knee-action " or i.f.s.) with racing-style top water pipe. R. T. Barritt had a 1935 Buick series NA Type 50 Viceroy sedan, B. W. Redgrave a 1936 Roadmaster 7-passenger sedan, while L. Mersh brought a white 1936 series DA phaeton with what the commentator described as " vertical waterfall " front styling. N. Roscoe's 1938 Buick was a short-wheelbase Century convertible coupé. Several of the Buicks were Canadian-built McLaughtan models, the 1936 version with square instruments, but the Century having arc-type speedometer dial in a square frame but a circular clock. P. Cox's 1935 Buick was a Type 50 drophead.

P. Beardall's scruffy 1933 Chrysler had a Plymouth engine, Cripps' 1934 4.2-litre s.v. straight-eight i.f.s. Hudson was announced as the big sister of the Terraplane and is in regular use, all the Packards were Super Eights, no Type 120s being present, of which Page's 1937 limousine had a circle-type roof radio aerial, Hydes' 1937 touring sedan, badge and lamp laden, was outstandingly smart, and all the Packards were extremely regal looking vehicles, less flamboyant than most of the big Americans.

K. C. Stone's 1939 Buick sedan, on Trade Plates, had a jockey riding a horse on its scuttle and some of the Packards had birds as radiator mascots, with beaks conveniently curved round to overcome the legal point about no sharp protruding points facing forward. C. Brown's 1938 Studebaker Commander Six sported curious Whiteway headlamps recessed between radiator and wings. B. Muckle had the hood of his vast 1937 Chrysler in the coupe de ville position. E. Sutton's 1934/5 Plymouth had a Airglide convertible body. Out of this diverse and imposing assembly first prize went to a Packard that wasn't in the programme.

One class remained, that for Anglo-American Custom-bodied cars. Seven Railtons contested it, of which P. Barker's 1934 sports-tourer was the only open car, against a rough but rare 1938 Brough Superior Alpine sports model. The prize went to J. H. Nunn's 1934 Railton sport sedan. The prizes, when they could be found, were presented by the American Consul in Southampton.

This unique gathering of American cars ranging from 1901 to 1940 seemed to appeal to the onlookers, and will undoubtedly arouse interest in such cars. It could also inflate the prices of what have, up to now, been comparatively neglected and therefore inexpensive pre-war cars, *unless purchasers are sensible and refuse to pay fancy sums.*—W. B.



How NOT to go rallying. F. Smith's 1904 Oldsmobile came on a trailer but won its class nevertheless.

AMERICAN RALLY ASIDES

The commentator compared the 6-cylinder Stutz Black Hawk with the contemporary Wolverhampton Sunbeams.

* * *

The Marmon Roosevelt was described as probably the first straight-eight to sell for under 1,000 dollars.

* * *

Perhaps the smartest Ford V8 was P. Tucker's 1934 drophead coupé, a V8-40, with Whitewall tyres. Ugliest was W. Pearman's 1933 V8-40 with old touring body.

* * *

M. Anderson's 1932 model BF Ford cabriolet bore a plaque inscribed " The Annie Tate. " Why?

* * *

R. M. Hoare's 1930 La Salle roadster, nearest to a Cadillac on the field, was a fearsome shade of blue and carried a searchlight on each side. It was once owned by a Maharajah and used for big game hunting but was found in Devon.

* * *

M.G.s have octagon badges; Essex Super Sixes have hexagons!

* * *

Very nice was the sole Overland tourer present, with single lower leaves below its splayed transverse front springing, and high-set magneto.

* * *

In the car park were a 1928 Little Marmon straight-eight saloon, a 1930/31 Essex Challenger " coach " and a fine Packard Super Eight. Asked what a Packard has that a Rolls-Royce hasn't, the driver of the last-named replied without hesitation: " Better suspension, less direct steering and more acceleration," adding, " I should know, I've had five R.-R.s."

* * *

Both Graham-Paiges had the " twin-top " gearbox.



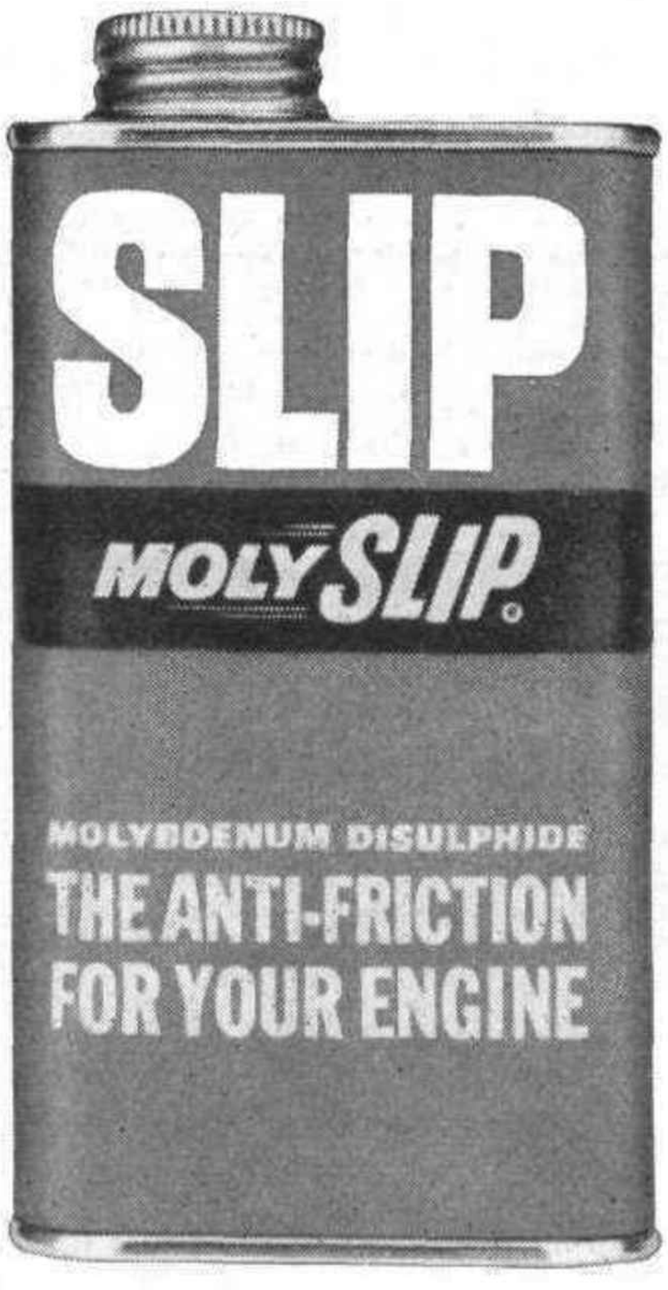
Frieze.—(Left) An imposing late entry for the Beaulieu American Car Rally was this Chrysler Imperial saloon. (Centre) Winner of the class for Model-A Fords, D. C. Thomas' very original 1929 AF 2-seater. (Right) Believed to be the only Marmon Roosevelt straight-8 in this country, A. T. N. Booth's 1929 Town Sedan, the first eight to sell for less than 1,000 dollars, is caught by the camera at Beaulieu.

330 FREE MILES IN A TIN OF MOLYSLIP

As part of a wide test programme, Loughborough College of Technology recently tested MOLYSLIP Anti-Friction.

In the mileage test, an Austin A40 showed a m.p.g. increase of 6.6% with MolySlip. Since a tin of MolySlip lasts 5,000 miles — right through oil changes—that means 330 free miles from a single tin.

MolySlip is a revolutionary concept in engineering—an *anti-friction* that reduces friction in the working parts of a car engine. Result: more m.p.g., more power, faster acceleration — as the Loughborough tests showed. Add MolySlip Anti-Friction to the oil in *your* engine.



MOLY SLIP®

THE ANTI-FRICTION FOR YOUR ENGINE 10oz. 15/-



Also use

MOLY SLIP 'G'

The Anti-Friction for Gearbox, Back Axle and Steering 10oz. flask 15/-

from your garage, Halfords or motor accessory shop.

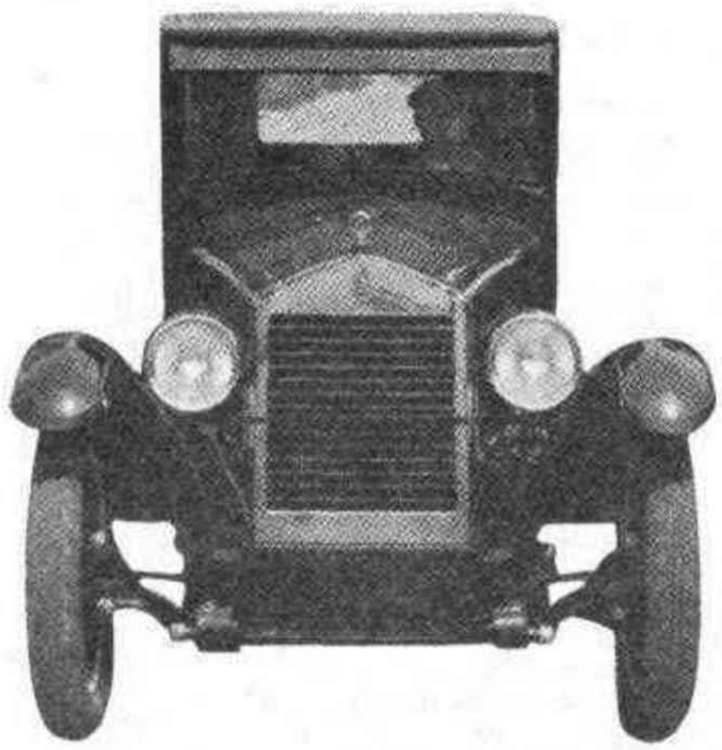
Manufactured by the

SLIP Group of Companies, Hatfield Road, St. Albans, Herts.

S17

FRAGMENTS ON FORGOTTEN MAKES

No. 23 Hudson-Essex



The car that established the fame of the Essex in England—the i.o.e. 4-cylinder "coach." Two examples were raced at Brooklands.

THE Hudson Motor Co. was founded in 1909 by Roscoe B. Jackson, R. D. Chapin and others, financial backing having come from Joseph L. Hudson of the great J. L. Hudson Company of America, Mr. Hudson being uncle of Mr. Jackson's wife. Hence the name Hudson for some of the U.S.A.'s most successful cars. The first model was the 4-cylinder Twenty and Hudsons were introduced to the U.K. in 1911. Between 1914 and 1918 Hudson was the biggest producer of 6-cylinder cars in the World. The 38-h.p. six of 1911 was followed into the U.K. by a 25-h.p. model, shown at Olympia in 1913. No shipments were possible during the War but as soon as the Armistice was signed exports commenced in earnest.

The English sales were handled by Mr. Williams, an American-Welshman, who took over a couple of shops in Barnes from a baker, and with Mr. J. S. Cauldrey on the engineering side and Mr. Sawyer looking after accounts, started a business which was to expand rapidly. The side valve six-cylinder semi-luxury Hudson was joined by the remarkable 4-cylinder i.o.e. Essex, which offered surprisingly good performance for a distinctly modest price. Moreover, a "square-back" coach, or 2-door saloon, was available nearly as inexpensively as the touring Essex.

It has been rumoured that two Frenchmen sold the Essex design to Hudson in America, but I have been unable to confirm this. Whoever designed it, the Essex was a clever car, which became very popular here, in spite of the McKenna duties introduced to protect sales of home products.

It was assisted on its way by Brooklands' successes achieved by a 4-seater entered by Mr. Shaw of Shaw & Kilburn, who sold Essex cars as well as 30/98 Vauxhalls, the driver being Mr. Lee and, in 1922, by more Brooklands and hill-climb victories by a rather angular 2-seater racing Essex entered by Capt. Glentworth and driven by J. S. Cauldrey (best lap speed, 85.57 m.p.h.) I understand that this was prepared for racing in the States. That was in 1922, when sales were under 400, sold through ten concessionaires. However, that year Hudson-Essex Motors of Gt. Britain was formed, with new premises, rented from C. A. Vandervell, in Detroit Road, Acton. Over 100 agents were appointed and the post-war motoring boom helped to sell some 2,000 cars in the next 12 months.

By 1926 the 6-cylinder Essex coach had appeared, selling for a mere £425, and offering smooth-running unrivalled by British cars costing considerably more. Moreover, sales successes enabled the price to be still further reduced and in 1926 it was obvious that an entirely new factory must be built. It was put up in 4½-acres of ground, the first factory to be erected on the Great West Road. Opened the following year, the chassis were entirely assembled there, even to the frame rivets, but the bodies were imported as complete units from the parent company. A chain-type assembly-line was employed, surely one of the first in an English factory? At the end there was a turntable on which the completed cars were swung round and driven off. This No. 1 shop is still to be seen, beside the Chiswick Flyover, being today the premises of the Nash-Kelvinator refrigerator company.

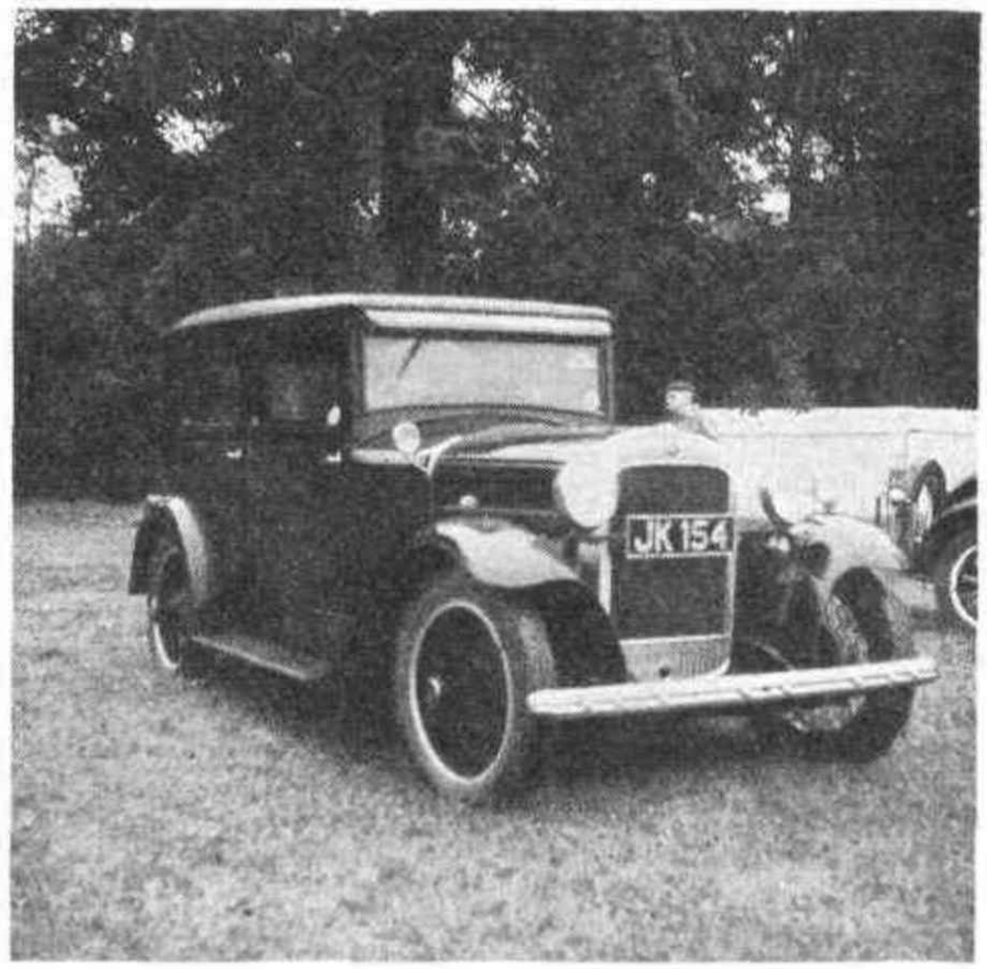
In 1928 the new factory was joined by a three-storey building which constituted a completely self-contained service department. The minor tasks were undertaken on the bottom floor, day-jobs like decarbonising, etc. were relegated to the first floor, and body repairs were done on the top floor, Hudson-Essex doing their own panel beating, trimming, etc. Service personnel numbered around 100, and the full works force over 250—Essex "Coaches" and Hudson luxury cars were obviously selling strongly, to require an English factory and service depot of this magnitude. It was even found necessary to have 12 testers on the staff.

Because of the Hudson-Essex factory the Chiswick junction became known as Hudson's Corner, helped by the presence of a Hudson set high up on a ramp in the forecourt for publicity purposes. Even today, with the Chiswick Flyover dominating the scene and Mr. Marples new Motor-road about to branch off here, the name persists. (Incidentally, it is amusing that the new road is likely to pass over the premises of Mercedes-Benz and Lincoln cars, whereas Rambler, whose spares, service and new-car depot is situated in what was once this Hudson-Essex service building, expect it to pass on a level, so that Ramblers stored on the flat roof will achieve useful publicity!)

Later, around 1932, the bodies came over in sections, for assembly at Chiswick, a fine paint shop being erected, and English trim, leather upholstery, etc. being put in as required. Before this some cars had been fitted with English Hoyle fabric bodies.

The Essex "Coach" and Hudson Six were straightforward cars, so that the older members of the present Rambler Motors (A.M.C.) Ltd. do not recall any servicing or mechanical idiosyncrasies. The engines were splash-lubricated and it is interesting that this simple system persisted even after World War Two, for the Commodore sixes and eights, the 1954 Hudson Hornet representing the changeover to pressure feed. The side valve engine was also a Hudson speciality, in spite of the impetus which the i.o.e. power unit gave to the first 4-cylinder Essex and until this year a few side valve Ramblers were still being built in the States, surely the last make to eschew o.h. valve gear?

Readers of long-standing may recall an Essex "Coach" which impaled itself on some railings, one of which penetrated the length of the car down the centre without injuring any of the occupants—this happened in Manchester, where the railings protect the canal at the end of Deansgate.



The 6-cylinder side-valve Essex Super Six coach—this one was photographed last month at the American Car Rally at Beaulieu.

In those days separate stands were taken for Essex and Hudson cars at the Olympia Show; but soon only one stand was required and in 1934 the firm was re-named Hudson Motors Ltd.

In 1929 Hudson sold 300,962 cars and ranked as the third largest production American make. Thereafter the slump spoilt this fine record but Hudson survived, largely because the sensationally high-performance Terraplane, christened by American air-woman Amelia Earhart, was announced in 1932, in which year the name Essex was dropped.

In spite of a side-valve, splash-lubricated engine the Terraplane was a most exciting car. Reid Railton used first the 28-.8h.p. straight-eight and later the 6-cylinder 16.9-h.p and 21-h.p. Terraplane chassis as the basis of the Railton, chassis being driven from Chiswick to the Railton works at the Fairmile, Cobham. Not many modifications were deemed necessary, as members of the Railton O.C. know, the full story being neatly told in Lord Montagu's book " Lost Causes." The Brough-Superior car was also based on the Terraplane chassis. Lord Cholmondeley was a keen Terraplane owner.

English-designed and built bodies frequently graced this quick American chassis and to advertise its excellent performance staff from the English concessionaires entered for current competitions. They were also driven in the Monte Carlo Rally by H. E. Symons, Norman Black, H. S. Linfield and others. In the 1931 Scottish Rally, Service Manager A. H. Pring and Chief Engineer J. S. Cauldrey took first place in a comparatively small Hudson Pacemaker and Jack Hirst, the Sales Manager, was 7th in a Pacemaker in the 1932 Torquay Rally. The Team Award was won by two Terraplanes tourers and a Terraplane saloon in the 1933 Scottish Rally.

Inevitably, specials were evolved from this light, powerful formula. Bob Spikins, the Twickenham agent, built his famous Spikins Special, using a chassis shortened by 8 in., twin blowers and a body weighing only about 1 cwt. Bobby Strang of Shaw & Kilburn brought out an open-bodied version sold as the Century, as it would reach 100 m.p.h. Sir Guy Domville challenged a 4½-litre Bentley to a duel over the s.s. ½-mile at Brooklands and after the Chiswick works had replaced the 16.9-h.p. Terraplane engine with a 20.6-h.p. unit it won easily, clocking 32.4 sec., whereas previously its time had been 39 sec. A Railton, however, beat both cars. Later a Centric blower, giving about 6 lb./sq. in. boost, was fitted and this car, which is still in existence, exceeded 100 m.p.h.

In compiling these " Fragments " I rely on meeting personnel from the firms concerned and it is significant that when I went to the Rambler premises (as the old Hudson-Essex factory has now become), the Sales Manager, Mr. W. P. Clarke, was able to introduce me to Mr. A. H. Pring, the Service Manager, who joined Hudson-Essex in 1927, and to Mr. G. Cook, Service Manager, who has been there since 1925. Mr. J. P. Hurst, the Managing Director, was away in America—he also went to Hudson-Essex in 1925, while Mr. J. R. Baker, the Company Secretary, has been there from 1927 onwards. Mr. Pring well remembers some Railton back axle trouble on a Scottish Rally, whereupon he set out from London by train with a spare Terraplane axle at midday, got to Kingussie, changed the axles over, and was back at the firm's party at the " Star & Garter " the next evening—which speaks well of our railway system in pre-Nationalisation days!

Eventually Nash and Hudson merged and these names persisted until 1957. Thereafter the American Motors Corporation concentrated on the Rambler, about the history of which I expect to have something to say when I road-test one of the current models.

W. B.



Where Hudson and Essex cars were assembled in England in 1927, and the first factory adjacent to the Great West Road, these premises are now occupied by Kelvinator Refrigerators.

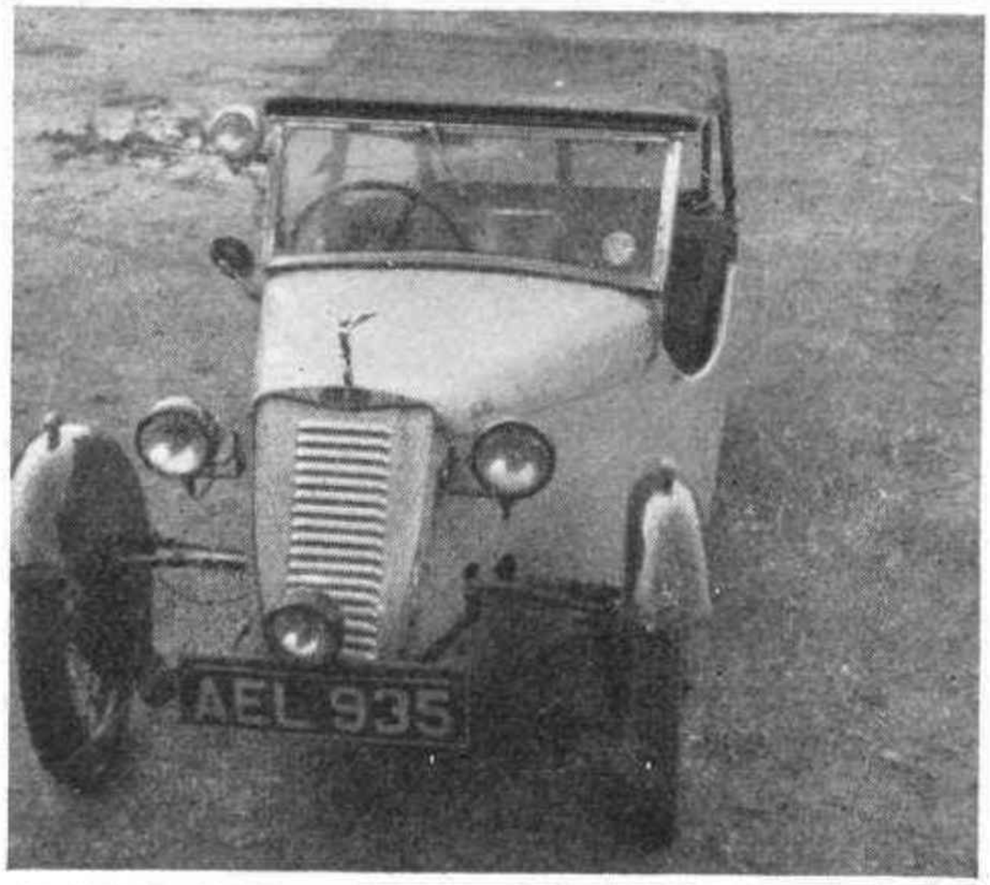
VINTAGE POSTBAG

More About the J.M.B.

Sir,

Further to the letter from Donald A. E. Cross regarding J.M.B.s, I enclose a photograph of the car I owned for 18 months.

The main modification I made was to the chain-driven steering. The whole of the mechanism from the steering wheel to the track rod and ends is completely interchangeable with a Ford 8/10 arrangement. This conversion is a must to all J.M.B. owners with regard to M.O.T.



Regarding the " mowing machine " J.A.P. engine, this was replaced by a 500-c.c. o.h.v. J.A.P., together with a 4-speed Burman box; mods being needed when laying a vertical engine horizontal.

Barrow-in-Furness. R. H. WILLIAMSON.

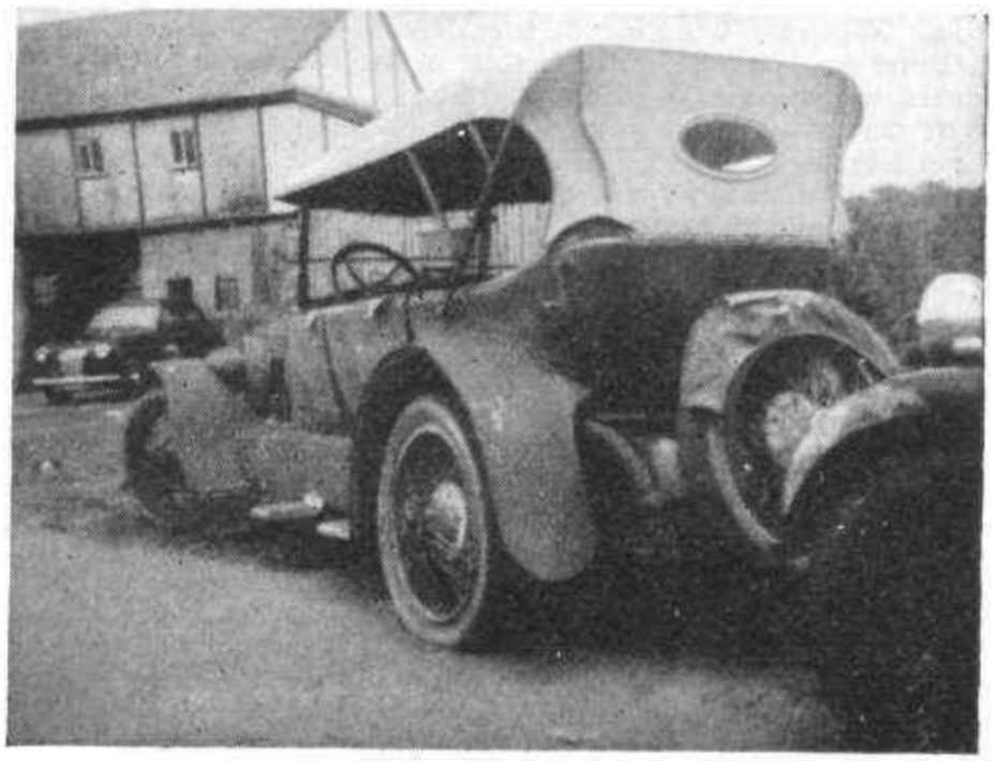
* * *

That Roamer

Sir,

What a coincidence! I photographed your September issue " White Elephant " in a yard in Newcastle Emlyn, Carmarthenshire in the summer of 1956 whilst holidaying with my wife. I always meant to send in the photos and never did so.

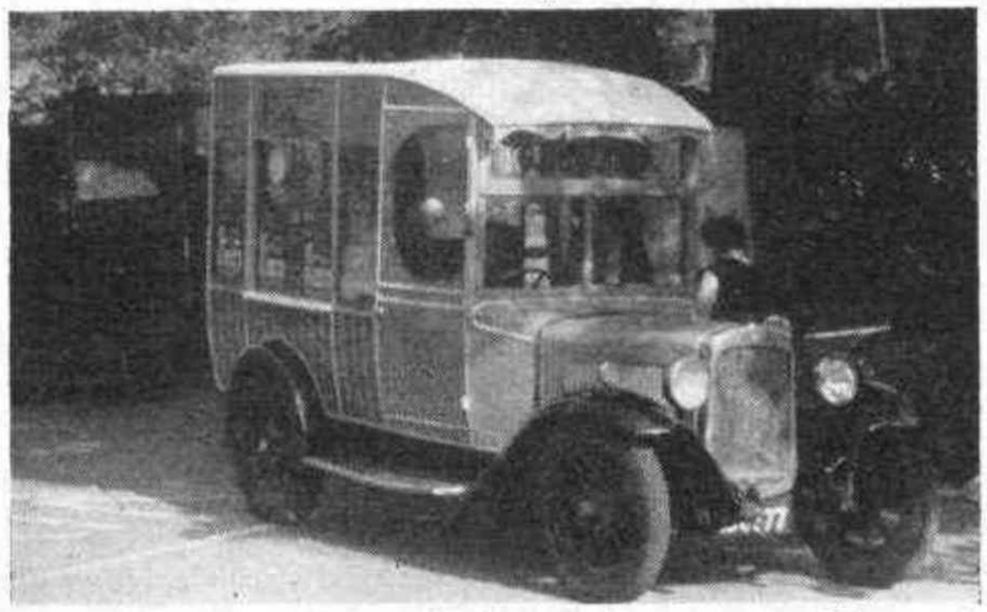
Edinburgh. C. H. MCLEAN.



An Austin Still in Service

Sir,

The enclosed photograph taken recently in Tunbridge Wells may be of interest. The vehicle is resplendent in blue and yellow



livery and is in regular use all through the summer. The year is doubtful, but I would hazard a guess at 1931-32. Perhaps one of your more knowledgeable readers can be more accurate.

Surbiton. GAVIN STIELL.

* * *

Dunlop and " Old Crocks "

Sir,

We apologise to owners of old cars for referring to their cars as " old crocks," as you pointed out in your August issue; we intended no disrespect.

As the owner of a vintage motor-car myself, a Phantom II coupé, I appreciate how they feel, but one cannot deny that the public at large still affectionately refer to some of these splendid vehicles as " old crocks."

Vintage and Veteran cars on the road today have to be in good condition, and so you may be interested to know that our range of wired-on tyres for these vehicles are now made with the new advanced Hi-Mu rubbers that are used in our present day car tyres. So, although the tread design of our vintage tyres is in keeping with the character of the vehicles, the materials used in the tyres are comparable with those of modern production.

Birmingham. C. J. BELL,
Press Officer—Tyre Division,
Dunlop Rubber Co., Ltd.

* * *

Tough Treatment

Sir,

I enjoyed reading Jack Marshall's letter about George Clark's variety act using an Austin Seven in the mid-twenties. The highlight of this show was the playing of a medley of popular tunes of the day on the gearbox; this was done by partially holding out the clutch and moving the gear lever; the tunes could be easily recognised too! It was said at the time that he used the same car for normal motoring to and from the theatres at which he put on this remarkable performance and that cotton wool soaked in petrol supplied the mixture as the safety precautions for stage acts did not allow a quantity of petrol to be used in the tank; it is difficult to believe that even an Austin Seven could have been quite so economical on fuel.

Some four or five years ago I bought an early Austin Seven for only £10, it was used every day for 18 months including a trip to France, it never faltered and was finally sold at a loss of only £2 on the purchase price.

I have read MOTOR SPORT regularly since 1926.

Pembury. BOB BURGESS.

* * *

Information Wanted

Sir,

I am writing a book on the delivery, in 1907-8, of a Wolseley car by Messrs. Bede J. F. Bentley and Reginald G. Wells to the Emperor of Ethiopia. I would be glad to hear from readers who know of sources of information and photographs, who can put me in touch with these gentlemen or their heirs and descendants, or who have any information concerning them. Apart from Clifford Hallé's chronicle of the journey and a few reports in the Press, nothing seems to have survived.

London, N.W.11. T. R. NICHOLSON.

Italy to France by Baby Peugeot

Sir,

The following is an account of a drive from Aviano (Udine) Italy to Nancy, France on the weekend of July 26th, 27th in my Peugeot " Baby Sport " model 172BS, that was conducted under ideal (though hot) weather conditions.

This 39-year-old " youngster " departed Pordenone (Udine) Italy, at 0400 hrs. on July 26th in the company of a more recent 1957 Ford that acted as a luggage carrier and safety vehicle. At 0645 we entered the *autostrada* at Mestre (Venice) and stopped for gasoline and a belated breakfast between Verona and Brescia. During this leg the only mechanical adjustment during the entire trip was performed on the " Baby Sport " and this consisted of adjusting the ignition advance on the magneto. The timing had been adjusted for city driving and on the *autostrada* on long descents the engine would run rough due to the increased r.p.m. versus the ignition setting. The leg from Brescia to Milano was used to test the " Baby " for maximum sustained speed, and on a five mile (8 km.) measured flat section of the *autostrada* an average speed of 132 km. was attained. Exit from the *autostrada* at Milano was at 1140 and exit at Como was at 1225.

A delay of approximately 30 min. was experienced at the frontier at Chiasso due to traffic and a lunch period of one hour in the vicinity of Mt. Ceneri and excessively heavy 'bus and truck traffic between Biasca and Airolo contributed to our arrival at Airolo at 1730. The heavy vehicle traffic that continued towards the St. Gotthard pass made it necessary to put the " Baby Sport " on the vehicle train at Airolo and at 1800 we arrived at Göschenen in a cold, grey, misty, drizzling rain. The Ford had elected to proceed over the St. Gotthard Pass and took over 2 hrs. to reach Göschenen so it was 2010 before our trip was resumed again. Actually the cold misty rain and wet roads had one beneficial effect on our next stretch of road down to Altdorf and that was to cool the rear wheel brake drums that tended to heat up under continuous braking made necessary by the steep descent.

Rest for the day was finally called at 2130 at Brunnen and after 15½ hrs. behind the wheel. Needless to say no medication was necessary to induce sleep that evening. At 0520 on July 27th our " Baby Sport " roared to life at the first turn of the starter crank and a smooth, uneventful trip was made to Bale where entry into France was made at 1000 much to the amazement and delight of the Douane officials.

The trip to Colmar was smooth and fast as we arrived in Colmar at 1145 and the decision to pass over the Vosges Mountains at the Col de Ste. Marie was made at that time because it appeared to be a lower pass than the Col du Bonhomme. At 1400 arrival on the Col de Ste. Marie heralded time for lunch and photo taking (see photo). After lunch the final leg of our journey took us through St. Die, Luneville and almost through St. Nicholas de Port where the baby ran out of gas 2 km. from a gas station. A triumphal entry was made into Nancy at 1645, 885 km. from our departure point in Pordenone in 25 hrs. and 30 min. driving time. I hope that this account of our trip with the Peugeot " Baby Sport " will be of interest to you and perhaps to your readers. I am very



proud of the manner in which this car performed, especially in the mountains where it passed many of the modern automobiles that were suffering from overheated engines and other mechanical breakdowns.

U.S.A.F. EDWARD J. KOMYATI (MAJOR).

34th ITALIAN GRAND PRIX

Lotus-Climax Win on Reliability

MONZA, ITALY, *Sept. 8th.*

THE Italian Grand Prix being the last Grande Epreuve of the European season everyone was out for a win, although some teams had misgivings as the Automobile Club of Milan planned to use the full 10-kilometre Monza circuit, which includes the banked concrete track as well as the road circuit. After the breakages experienced at Nurburgring some of the teams were naturally wondering how their light and fragile cars were going to stand up to the high-speed hammering and centrifugal forces sustained on the bankings. Although practice did not begin until the Friday before the race, there was a great deal of activity at the track during the days before and B.R.M. and Ferrari, in particular, were doing extensive testing.

With Willy Mairesse still on the sick list the Ferrari team co-opted Bandini to support Surtees, which meant that the Centro-Sud team lost their star runner, so their red B.R.M. was loaned to Trintignant. Team Lotus were also in driver trouble, as Taylor was still not completely fit, and as Arundell was entered for a Junior race at Albi the second of the Team Lotus Junior drivers, Michael Spence, was brought into the team to be number two to Clark. The B.R.M. team of Graham Hill and Ginther were on form, as were Phil Hill and Baghetti for A.T.S., McLaren and Maggs for Cooper, Brabham and Gurney for Brabham Racing, Ireland and Hall for B.R.P., and Settember and Burgess for Scirocco-Powell. Parnell entered Amon and Hailwood, and Tim Parnell entered Masten Gregory, while de Beaufort entered himself and Mitter on his old Porsches, and Walker entered Bonnier. The Centro-Sud entered Cabral with their new Cooper-Climax V8 and Brambilla with an old Cooper-Maserati, and private-owners Siffert, Anderson, Raby, Pilette, Lippi, Abate, Starrabba and Seifert were all entered, making a total of 33 entries. Of these the fastest 30 were due to take part in the race, practice times deciding the final list, always providing that all the 30 fastest were within 10% of the second fastest time. By this method the A.C.M. were ensuring that the overall quality of the starting grid was high, while at the same time making room for everyone who was worth while.

Before practice began those drivers new to the banked track had to do some qualifying laps at pre-determined speeds in order to get the feel of driving on the high-speed banking, and though some were heard to grumble they should have realised the wisdom of this ruling, which even Fangio and Moss had to abide by in the past. The combined road and track circuit was open at 3.30 p.m. on Friday afternoon for official practice and almost immediately Graham Hill was lapping at very high speed in the 1963 stressed-skin B.R.M., it now having external water and oil pipes between the engine and the radiators, while the electrical gear previously between the driver's knees was now mounted in the bulkhead behind his head. Ginther was also lapping fast in the older car, with 1963 gearbox, and going very high on the bankings, as was Bandini with the latest version of the 1962/3 Ferrari V6 as raced by Surtees at Nurburgring, that is, with bolt-on wheels in place of the old-fashioned knock-off. As the new 6-cylinder car was not ready, Surtees was out in one of the older ones, and gradually most people began practising, Ireland with the stressed-skin B.R.P. car, Clark with the new Lotus 25 that he had raced at Zeltweg, though Spence missed his test-laps so could not practise.

Clark's number one car was having different springs fitted to it, and Phil Hill was out in Baghetti's A.T.S. as his own had not yet arrived. The Bolognese cars were looking a lot tidier and clearly the design is becoming settled and parts are being made in a more permanent manner. Carburetters are still used although experiments have been carried out with Lucas fuel injection, and the rubber-ring universals in the drive shafts were replaced by normal Hardy Spicer joints. Bonnier was driving Walker's 1963 Cooper, and while settling down to the banking Ireland went by him underneath, going very fast but low down on the banking. McLaren's Cooper had been fitted with new experimental rear hub-carriers and before long one of the bearings broke up and caused him some anxious moments while going round the banking, and Ireland and Gregory found that the front ends of their cars were sagging as the " rocker arm " top Lotus wishbones had bent due to the suspension bottoming on the bumps on the banking. One or two people were grumbling about having to race on the banked track, but Ferrari and B.R.M. were getting on with the job and doing very well, Hill and Surtees being the fastest at this point. Then Anderson had his left rear stub-axle shear and the wheel came off while on the south banking and he spun to rest shaken but unhurt, admitting freely that it was the safest accident he could have wished to have, for the guard-rail on the top of the banking kept him going the right way and as the speed dissipated itself he slid down the banking to the soft area at the bottom. However, this caused the organisers to think deeply, being already aware of opposition to the banking from one or two lesser drivers, and there was a pause in practice while the Police made a tour of inspection. They decided that the organisers had not provided sufficient spectator protection around the insides of the bankings and therefore pronounced that they would not sanction further use of the bankings for racing. Why they had not looked at the safety fences before practice began was not explained, but the Automobile Club of Milan apologised to everyone and said that the race would now take place on the road circuit only. While this inspection had been taking place some of the drivers and entrants had been stirring up a petition in the paddock to refuse to race unless the banking was eliminated, but before it could be presented the organisers delivered the Police findings, so everyone was happy and everyones' faces were saved.

Practice now began all over again, this time on the road circuit only, but there was not much of the afternoon left so it did not amount to a very serious session. However, there were some clear indications, Surtees, Clark and Hill all turning laps in 1 min. 39 sec. and a fraction. The timekeepers were normally recording readings to tenths of a second, but where two drivers made equal times they analysed their results more closely and came up with figures to two decimal places. Consequently, Surtees with the 1962/3 Ferrari V6 did 1 min. 39.58 sec., Clark with his usual Lotus-Climax V8 did 1 min. 39.68 sec., and Graham Hill with the 1963 B.R.M. did 1 min. 39.75 sec., while Bandini was not far out of the running with 1 min. 40.1 sec. Spence did not get any practice as while Clark had been using the new Lotus a piece broke off the gear mechanism in the Hewland box and bits got into a ball race, which then became chewed up. Cooper's had fitted some long thin radius rods from the tops of the rear hub-carriers to the chassis frame by the cockpit, and had tried them in unofficial practice, but removed them by the time official practice began, and after McLaren's new hub carrier had collapsed they spent the road circuit practice period putting the cars back to standard. The Scirocco team were reduced to only one car, Burgess's engine not having been rebuilt, and B.R.P. were still lacking a new engine for Hall's car, after the breakage at Zeltweg the week before. Altogether the Friday was a bit of a shambles as far as serious practice was concerned, except that the three fastest runners indicated an advance over last year's practice times, when nobody got below 1 min. 40 sec.

Darkness and torrential rain heralded the end of practice, and next morning cloudbursts were still happening, but by lunch-time it was all over and the sun came out and dried everything very quickly. After the previous day's disastrous practice period the Saturday session was started an hour earlier than scheduled, running from 2.30 p.m. to 6.30 p.m., and this time Surtees had the brand new 6-cylinder Ferrari out, with the stressed-skin chassis, as described elsewhere in this issue, Bandini having one of the earlier cars. Of the 33 entries all but five turned out for Saturday afternoon, the absentees being Burgess, still without an engine for his Scirocco-B.R.M., Mitter, Seifert, Abate and Starrabba, but now that the road circuit was being used for the race the starting grid had been reduced from 30 to 20, so the tail-enders were going to have to scratch a bit to qualify. Spence had taken over the old hack Lotus 25, with the carburetter engine, and Bonnier had both of Rob Walker's Coopers out in front of the new pits, while Graham Hill went out in his 1962/3 car first of all to set himself a standard before going out in the new B.R.M.

Although not completely finished, the new pits were in use, having been rebuilt in concrete, some 20 feet farther back from the track than before, with a concrete wall between them and the track, a long gentle sweep into the area from the south turn, and a sharp exit controlled by a traffic light. Altogether a sound and sensible layout, with each pit having a tall chair fixed to the wall so that lap-scorers could see over everything taking place in the pit area.

Settember came in with a very hot " transistor box " on his Scirocco-B.R.M. and firemen were immediately sniffing around



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the car, but all was well, while the new Ferrari was wheeled away for adjustments after lapping at 1 min. 42 sec. Clark lapped at 1 min. 40.2 sec., but Hill improved this to 1 min. 39.8 sec. with the old training B.R.M. Spence was starting his first serious Grand Prix extremely well with laps in 1 min. 44.4 sec., a time which Phil Hill was equalling with the A.T.S. Nearly an hour had gone by before Gurney turned out in the latest Brabham with single-plane Climax V8 and Hewland-VW gearbox, and shortly afterwards Surtees set off again in the new Ferrari and Graham Hill began practising with the new B.R.M. Bandini was down to 1 min. 40.6 sec. and almost at once Surtees was under 1 min. 40 sec., closely followed by Graham Hill, but meanwhile Clark's car was being worked on as it was lacking a number of r.p.m. and was not fast enough on the straights. Graham Hill got the new B.R.M. round in 1 min. 39.0 sec., to which Surtees replied with 1 min. 38.5 sec., and the heat was really on. Phil Hill had got the A.T.S. down to 1 min. 42.7 sec., a time equal to Brabham's best, the Australian driving the earlier car that he had used at Zeltweg, with the Colotti 6-speed gearbox. Spence was making excellent progress with the old Lotus and was down to 1 min. 41.8 sec., well ahead of both works Coopers and the B.R.P. cars.

Just before 4 p.m. Amon was beginning to have a go in the Lola-Climax V8 of the Parnell team, when he "lost it" on the second corner at Lesmo and spun off the road, damaging himself rather badly and wrecking the car. Meanwhile Graham Hill, Brabham and Ginther were lapping in close company, and then Clark's car re-appeared at the pits after having been taken away in the search for the missing r.p.m. It was not a Clark/Lotus day, for the Scotsman still had to break 1 min. 40 sec. on this afternoon, and now Ginther was down to 1 min. 39.19 sec., thanks to some "towing" by his team-mate. Having done this Hill went ahead on his own and did 1 min. 38.7 sec., followed by 1 min. 38.6 sec., so that Surtees began to sit up and take notice. Brabham was down to 1 min. 40.4 sec. and Clark was working away but not getting in the running, his best time being 1 min. 39.5 sec., the Climax V8 still being down on power as it was not pulling maximum r.p.m. on the straights.

By 4.30 p.m. the position was Surtees, G. Hill, Ginther and Clark, but Gurney was now in his stride and approaching this select under-1 min.-40 sec. group. While the fast boys were battling for the front row of the grid, the private-owners were driving equally hard to get on the back of the grid, and the faster the leaders went the faster the tail-enders had to go in order to stay within the 10% of the second man. Phil Hill had got his A.T.S. well in amongst the professional teams, such as B.R.P. and Parnell, but Baghetti was way behind and did not look like qualifying for a start. Gregory was making Parnell's Lotus-B.R.M. V8 go like it had never gone before, and Hailwood was going as quick as Jim Hall, while Ireland had got down to 1 min. 41.6 sec., but Spence had gone even quicker in a praiseworthy 1 min. 40.9 sec. in the old works Lotus. After 5 p.m. the cool of the evening began to make itself felt and G. Hill, McLaren, Clark, Maggs and Surtees were all out and going fast. Surtees knocked his time down to 1 min. 38.0 sec., which was greeted by loud cheers from the packed grandstand, and these changed to screams of wild delight when Surtees went round in 1 min. 37.3 sec., a time that nobody could hope to approach. Graham Hill got the new B.R.M. round in 1 min. 38.5 sec. but that was his lot, and everyone was looking a bit sideways at Surtees and the new Ferrari V6, especially bearing in mind that they still had 8-cylinder and 12-cylinder engines on the way for the same chassis. Clark was getting nowhere, it seeming that the Coventry-Climax V8 just was not a match for the B.R.M. or Ferrari engines on sheer power output. He took an opportunity to tuck-in behind Hill on one lap, but the B.R.M. driver was not to be caught, and immediately came into the pits, leaving Clark out in his own draught and going no quicker. Gurney had now joined the leaders with a brilliant 1 min. 39.9 sec., followed by 1 min. 39.2 sec., but Clark had managed to pull out a 1 min. 39.0 sec., so the order was Surtees, Hill, Clark, Ginther and Gurney, and just to show that he was confident Surtees went out and did another lap in 1 min. 38.0 sec.; not as good as his best but still faster than anyone else. Team Lotus were not giving in and had Hassan of Coventry-Climax helping them to find missing r.p.m. and Clark was in and out continually, right up to the end of practice, but he finally had to settle for third best time, nearly 2 sec. slower than Surtees with the Ferrari, which was an incredible gap for present-day racing. With Graham Hill over a second slower than Surtees, it was obvious that Ferrari were on to something with their new car. The first twenty times went down to Trintignant with 1 min. 44.4 sec. in the Centro-Sud B.R.M. V8, but with Amon in hospital the tail-enders all moved up one and Cabral took the last place on the grid with 1 min. 44.8 sec., minimum qualifying time being 1 min. 47.2 sec. Last year the minimum was 1 min. 50 sec., which gives a good idea of the progress being made in Grand Prix racing.

PRACTICE TIMES

No.	Driver	Car	Friday	Saturday
2	L. Bandini	Ferrari V6	1. 40.1	1. 40.1
4	J. Surtees	Ferrari V6	1. 39.58	1. 37.3
6	M. Spence	Lotus-Climax V8	—	1. 40.9
8	J. Clark	Lotus-Climax V8	1. 39.68	1. 39.0
10	R. Ginther	B.R.M. V8	1. 41.2	1. 39.19
12	G. Hill	B.R.M. V8	1. 39.75	1. 38.5
14	G. Baghetti	A.T.S. V8	1. 54.9	1. 46.8
16	P. Hill	A.T.S. V8	1. 48.5	1. 42.7
18	B. McLaren	Cooper-Climax V8	—	1. 40.5
20	A. Maggs	Cooper-Climax V8	—	1. 42.2
22	J. Brabham	Brabham-Climax V8	3. 25.4	1. 40.4
24	D. Gurney	Brabham-Climax V8	1. 44.2	1. 39.25
26	G. Mitter	Porsche 4	—	—
28	G. de Beaufort	Porsche 4	—	1. 46.4
30	J. Hall	Lotus-B.R.M. V8	—	1. 43.8
32	I. Ireland	B.R.P.-B.R.M. V8	—	1. 41.6
34	T. Settember	Scirocco-B.R.M. V8	—	1. 45.9
36	I. Burgess	Scirocco-B.R.M. V8	—	—
38	C. Amon	Lola-Climax V8	—	1. 42.9
40	M. Hailwood	Lola-Climax V8	1. 46.2	1. 43.9
42	M. Gregory	Lotus-B.R.M. V8	—	1. 42 1
44	R. Lippi	de Tomaso-Ferrari V6	2. 03.9	2. 03.9
46	A. Pilette	Lotus-Climax 4	1. 58.7	1. 53.7
48	R. Anderson	Lola-Climax V8	—	1. 44.2
50	I. Raby	Gilby-B.R.M. V8	—	1. 451.
52	G. Seifert	Lotus-B.R.M. V8	—	—
54	J. Siffert	Lotus-B.R.M. V8	2. 35.9	1. 43.3
56	C. Abate	Porsche 4	—	—
58	J. Bonnier	Cooper-Climax V8	—	1. 41.9
60	G. Starrabba	Lotus-Maserati 4	—	—
62	E. Brambilla	Cooper-Maserati 4	2. 00.1	1. 50.3
64	M. Cabral	Cooper-Climax V8	1. 55.0	1. 44.8
66	M. Trintignant	B.R.M. V8	—	1. 44.4

The lack of r.p.m. in Clark's engine being untraceable the Team Lotus mechanics put in some overtime and fitted a new engine to the car, B.R.M. were pretty content with their new car and Ferrari were highly delighted with theirs, while Brabham was not exactly unhappy with Gurney's performance. The time-keepers had split their tenths and given Ginther fourth place with 1 min. 39.19 sec. and Gurney fifth place with 1 min. 39.25 sec., but as Ginther had done his time with a tow, Gurney was pretty satisfied.

Sunday morning was occupied by two G.T. races run over periods of three hours, the first starting at 7 a.m, and a vast crowd poured into the Autodromo, no doubt encouraged by the performance put up by Surtees in practice. An estimated 100,000

↑

4 Surtees (*Ferrari V6*) 1 min. 37.3 sec.

12 G. Hill (*B.R.M. V8*) 1 min. 38.5 sec.

8 Clark (*Lotus-Climax V8*) 1 min. 39.0 sec.

10 Ginther (*B.R.M. V8*) 1 min. 39.19 sec.

24 Gurney (*Brabham-Climax V8*) 1 min. 39.25 sec.

2 Bandini (*Ferrari V6*) 1 min. 40.1 sec.

22 Brabham (*Brabham-Climax V8*) 1 min. 40.4 sec.

18 McLaren (*Cooper-Climax V8*) 1 min. 40.5 sec.

6 Spence (*Lotus-Climax V8*) 1 min. 40.9 sec.

32 Ireland (*B.R.P.-B.R.M. V8*) 1 min. 41.6 sec.

58 Bonnier (*Cooper-Climax V8*) 1 min. 41.9 sec.

42 Gregory (*Lotus-B.R.M. V8*) 1 min. 42.1 sec.

20 Maggs (*Cooper-Climax V8*) 1 min. 42.2 sec.

16 P. Hill (*A.T.S. V8*) 1 min. 42.7 sec.

54 Siffert (*Lotus-B.R.M. V8*) 1 min. 43.3 sec.

30 Hall (*Lotus-B.R.M. V8*) 1 min. 43.8 sec.

40 Hailwood (*Lola-Climax V8*) 1 min. 43.9 sec.

48 Anderson (*Lola-Climax V8*) 1 min. 44.2 sec.

66 Trintignant (*B.R.M. V8*) 1 min. 44.4 sec.

14 Baghetti (*A.T.S. V8*) 1 min. 46.8 sec.

people was quoted, and the circuit was packed by midday, the crowd having to watch a Ferrari defeat in the big G.T. race when Salvadori drove a terrific race with a works Aston Martin DB4GT to beat up Parkes in a GTO Ferrari, after battling wheel-to-wheel for the last 1½ hours of the race.

The Grand Prix was due to start at 3.30 p.m. and to be held over 86 laps of the road circuit, a distance of 494.500 kilometres, which made lots of teams squeeze the last drop of petrol into the tanks and some fit extra scuttle tanks. The twenty starters were lined up in pairs, stretching for a long way behind the starting line, and a very popular John Surtees was in pole position in the new V6 Ferrari, with Graham Hill alongside him in the new B.R.M. Last place on the grid was taken not by Cabral as practice times decreed, but by Baghetti with the second A.T.S. It seems that a certain amount of " arranging " had been done and Cabral Raby, Settember and de Beaufort had all been encouraged not to start so that Baghetti, who was next on the list, could take the 20th position and uphold the honour of Italian racing! During the morning Chapman was working on Clark's car, fitting a slightly higher windscreen in place of the usual " air-stream " one.

Most engines were started at the 3-min. signal, so that the last few seconds before flag-fall seemed never ending, and Surtees began to gesticulate to the starter, and, in consequence, when the start was given he was caught slightly on the wrong foot and made a hesitant start. In the second row, Jim Clark was really keyed up for he knew that unless he could get in behind the Ferrari or the B.R.M. he was going to get left behind, and Surtees' slight hesitation was just what he wanted, and the green Lotus did a quick ess round the Ferrari and up alongside Hill's B.R.M. Surtees soon got his wheelspin under control and the three cars headed for the Curva Grande in a tight bunch, followed by the rest of the field, who had all got away well. It was the new B.R.M. that was leading at the end of the first lap, with everyone in a tight bunch right behind, and on lap two Surtees got the new Ferrari in the lead for a moment at Lesmo, but was back in second place at the end of the lap, but only by a matter of inches. On the third lap the B.R.M. and Ferrari were side-by-side, with the green car a few inches ahead, followed by Clark (Lotus), Gurney (Brabham) and Bandini (Ferrari), all nose-to-tail.

By the next lap Clark had got into second position and on lap five he had the Lotus so close to the Ferrari tail that he was almost touching. This was Clark's only chance to get away from the rest of the pack, for Surtees was pulling out a lead but taking the Lotus with him. Gurney and Hill were side-by-side, and Ginther had passed Bandini. Then came Brabham, McLaren and Bonnier, followed by Ireland making up ground for a slow start, and Maggs in the second works Cooper. Gregory in Parnell's Lotus-B.R.M. was leading the remainder of the field and Hailwood was bringing up the rear, a long way behind, having been in difficulties. Surtees was using all his old motorcycle tricks to try and get rid of the tenacious Clark, swerving from side to side along the straights, but all the time the green Lotus was right in his slip-stream. Try as he would he could not get rid of the Scotsman, who must have been concentrating really hard on the tail of the red car in front of him, for the slightest deviation from the natural path by the Ferrari and the Lotus was right there. These two were opening up a small gap between themselves and Hill and Gurney, not measurable in time but certainly visible, and any one of the four were in a position to lead the race. They were all lapping at around 1 min. 40 sec. and were running away from the rest of the field, that Ginther was still leading, with Bandini hounding him all the while. Ireland was really steaming along in the B.R.P.-B.R.M. and had gone through the Brabham, McLaren, Bonnier trio with little trouble, and was now about to mix it with Ginther and Bandini. Now and then Clark would get alongside the Ferrari, but he could not get by and Surtees was continually trying to get rid of him and for sixteen laps the battle was fast and furious, with Surtees getting all the encouragement from the huge crowd. Already Hailwood, Baghetti and Anderson had been lapped by the leading quartet, and on lap 17 Clark appeared out of the south turn on his own, and the grandstands groaned, for the Ferrari had blown up. Hill and Gurney went by and then the red car could be seen coasting into the pits, with white vapour coming from the exhaust, a valve having broken and holed a piston. There was no need for the Ferrari pit to inspect the car, they just sadly wheeled it away, and Surtees had to sit and watch the rest of the race, his only consolation being that he had had all the opposition on the run while he was out there racing. This left Clark with 2 sec. lead, but without the tow from the Ferrari he began to lose ground and it needed only five laps for Hill and Gurney to catch him, and the three of them then raced in very close company. Ireland had got his pale green car between the B.R.M. of Ginther and the Ferrari of Bandini and there he met his match, a three-cornered dice ensuing that was as fierce as the three out in front, for Hill had no intention of letting Clark have his own way, and Gurney will race against anyone given the opportunity.

On lap 21 Trintignant was just leading Hall (Lotus), P. Hill (A.T.S.) and Siffert (Lotus), the four of them being line-ahead along the straights, and then the leading trio lapped them, and there were cars all over the place, passing taking place on all sides, and in the ensuing mêlée Gurney took the lead and Trintignant shook off the remainder of his group. Graham Hill was just in the lead on the next lap, with Gurney and Clark right alongside, and some way back Ginther was being surrounded by Ireland and Bandini, and they had Brabham, McLaren and Bonnier right behind them. Apart from Surtees retiring there had not been a pit stop up to this point, and on lap 26 Baghetti spoilt the situation when he took his A.T.S. into the pits for attention. Phil Hill in the other A.T.S., which had been fitted with wheel discs in a vain attempt at streamlining, had been racing successfully with Siffert and Jim Hall, but now began to lose ground to them, and Hailwood had been lapped again, by the leaders, who were still circulating in 1 min. 40 sec. Gurney would lead, then Hill would get in front, then Gurney again, and then Hill, and once or twice Clark would be in front, but at any given moment any of the three cars could be leading, and more often than not they were side by side. No driver seemed to have any advantage over the other, so it was truly a battle of cars, and they were so evenly matched that the outcome was clearly going to be one of reliability. Already the Ferrari had succumbed, and it was now a matter of seeing if B.R.M., Brabham-Climax, or Lotus-Climax was going to show a weakness. The drivers showed no sign of weakening and from lap 21 to 42 this three-cornered fight continued unabated. The battle for fourth place was even more fierce, for Brabham shook himself loose from the two Coopers and joined in with Ginther, Ireland and Bandini. Sometimes they would be in line-ahead, and then they would be alongside each other; sometimes Ginther would lead, sometimes Bandini, and so it went on, with the two Coopers of McLaren and Bonnier always just behind them. Ireland suddenly lost some ground on lap 36 when the gear-change of his B.R.P. gave trouble, but he was able to keep with the group, though no longer challenging for the lead, and then two laps later Bandini was missing, his Ferrari gearbox having broken, and he coasted into the pits to retire. It was hard for the Ferrari team that the two things they normally never have trouble with had let them down in this race, Surtees with the normally reliable V6 engine and Bandini with the old proven design of 6-speed gearbox that has never given trouble.

At half-distance, which was 43 laps, Clark led from Gurney and Hill, but there was still little to choose between them, and then came Ginther, followed by Brabham, and then Ireland, McLaren and Bonnier in very close company. A lap behind was Spence, doing very well on his first works drive and leading Maggs, and farther back came Trintignant with the Centro-Sud B.R.M. leading Hall in the B.R.P. Lotus, the remainder having been lapped twice or more, Phil Hill having fallen way behind due to a pit stop for taking on fuel, during which a great deal was slopped into the cockpit. The A.T.S. had a scuttle tank, connected to the side tanks, and the filler is at the back of the scuttle tank, under the Perspex windscreen, there being a detachable panel in the screen for access to the filler. The other A.T.S. had been in the pits for a long while with electrical trouble, but at least they were both still running, whereas the other red Italian team cars were both in the dead-car park. One lap after half-distance and Gurney was leading once more but Hill had fallen back and lost contact with the other two, and it looked as though the B.R.M. was in trouble. Sure enough, next time round he had lost more ground and it was clear that the clutch was slipping. Hill struggled on for a few more laps but it got progressively worse and on lap 50 he went into the pits to see if anything could be done, but all hopes of a win were now gone. Clark led, and Gurney led, then Clark again, then Gurney, and they were still lapping at 1 min. 40 sec., giving no quarter, and with the challenging Ferrari having broken, and now the challenging B.R.M. in trouble, it was proving to be a true race of mechanical endurance. Ginther was now second, but not very secure, for Brabham was still hounding him, and Ireland, Bonnier and McLaren were still within striking distance. The two leaders were about to lap this group and for a lap or two there was some

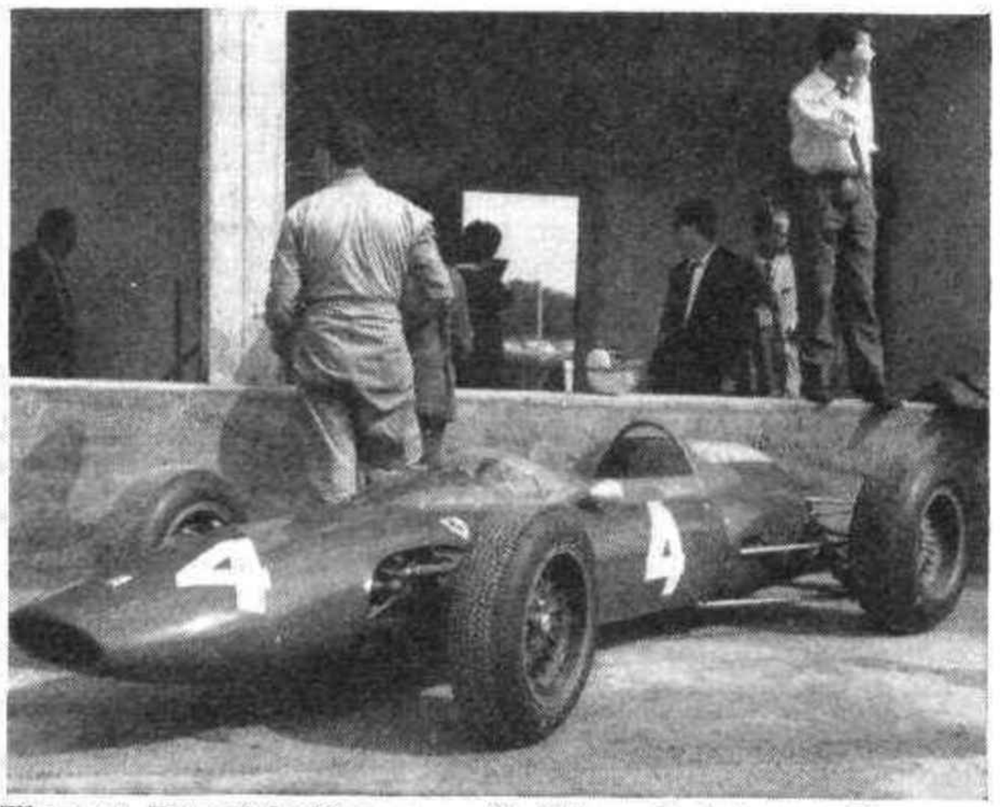
Continued on page 819

The New Grand Prix Ferrari

WHERE engines and gearboxes are concerned the Ferrari factory have invariably led the field in Grand Prix racing, but they have lagged in respect of chassis design, especially compared with people like Chapman and Broadley. However, last year there were signs that the Maranello engineers were beginning to see the light, and they threw away their " iron " chassis frames and designed comparatively light ones, at the same time taking a look at the Lotus 25 rear suspension. Unfortunately the look was not good enough and the new design did not handle too well, so it did not appear at Monza in 1962 as had been intended. This particular 1962 car was intended as a stepping-stone for better things, in particular the design of 8-cylinder and 12-cylinder engines and new transmissions, to form the basis of entirely new cars for 1963. The autumn delay, added to a severe winter which curtailed testing of Prototype G.T. cars, built up, and the 1963 season began with Ferrari being a long way behind in his racing programme. As his racing team contest all the Prototype G.T. races as well as the Grand Prix races, the first part of 1963 was spent on building and testing for the long-distance races which were all crowded into the early part of the season, between March and July. His drivers did not help things, for they contrived to have an incredible number of crashes, and as fast as new 3-litre Prototype G.T. cars were built they were crashed, and in consequence the Grand Prix programme was delayed.

With John Surtees joining the team for 1963 it was natural that he took with him much of the know-how acquired from Lotus and Lola, and straight away the 1962 cars began to take on the shape of British Grand Prix cars in such matters as driving positions, weight-saving, frontal area and suspension, while numerous detail design features were tried out on these " interim " cars that were intended for the brand new design which was to have been the 1963 car. Time kept slipping by and a target date for the new car was Nurburgring at the beginning of August, but that went by, and then it was hoped to take it to Enna at the end of August, but that date went by, and it was not until the week before the Italian Grand Prix that the 1963 car first went out on test. There was insufficient time to test it thoroughly for the Monza race, so another " interim " model was hastily contrived and the all-new car was considered the 1964 model, but again only an " interim 1964 " model, for it was the 8-cylinder version, the ultimate new model being a 12-cylinder car. If all goes well the 1964 season should see the Ferrari team starting with their brand new design complete and ready.

The car that appeared on test in early September was an entirely new approach to racing-car design, being a combination



The new Ferrari looking as small, light and sleek as a Lotus 25. When this car has the V8 or V12 engine installed it should be formidable.

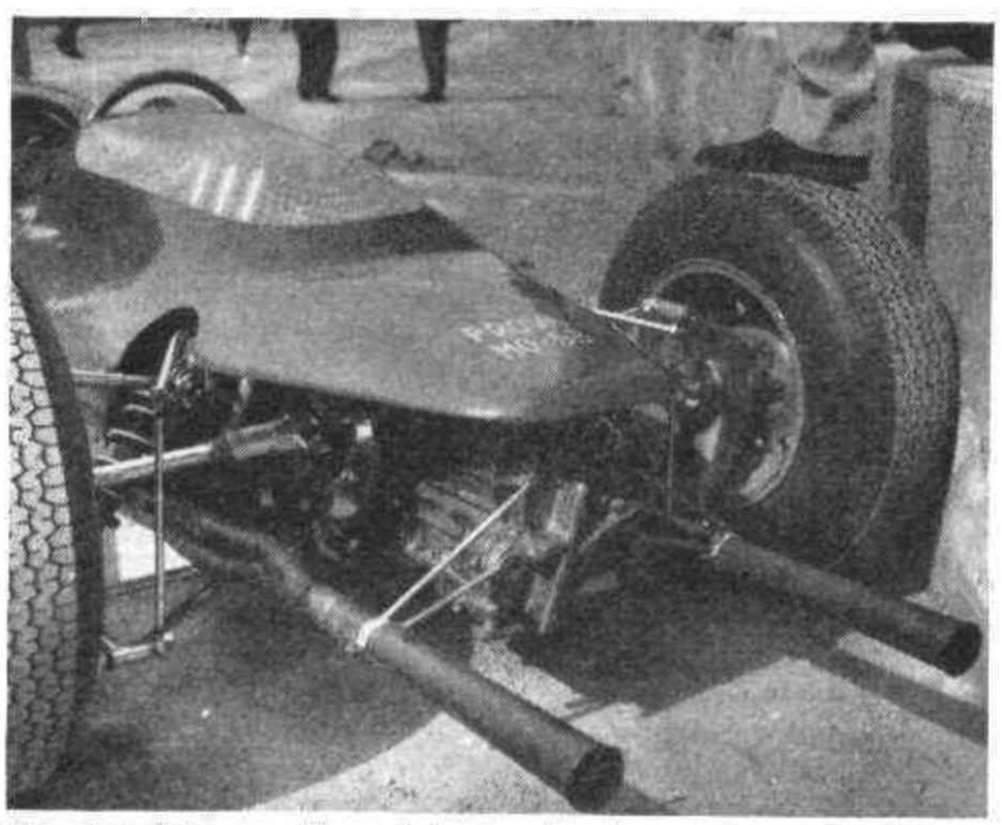
of ideas used by the 1963 B.R.M. and the 1962 Lotus 25. As in the Lotus 25 the new Ferrari chassis is formed from two pontoons which are the fuel tanks, and these run from the front suspension to the rear of the cockpit. At each end they are riveted to bulkheads, there being another one halfway along this length which forms the instrument panel and steering-column support. At the front of the bulkhead is in effect a double one, a few inches apart, and between these two are concealed the inboard coil-spring/damper units, for the front suspension is almost identical to the Lotus 25, having " rocker arm " top wishbones, the inner ends of which press down on the coil-spring units. Whereas the Lotus " rocker arm " is fabricated from sheet steel, the Ferrari uses a forging; the lower wishbone is tubular and on a wide base, to take braking torque. Ahead of the suspension is a rack-and-pinion steering mechanism, the brake and clutch operating fluid reservoirs, and the radiator.

Whereas the Lotus 25 relies solely on the strength of the riveted pontoons the Ferrari has four tubes inside the pontoons, to give added strength. From the bulkhead behind the driving seat rearwards, the design leaves Lotus and becomes pure Ferrari, with a principle used by B.R.M. on their 1963 car, but an improvement on it. The Lotus 25 stressed-skin chassis runs right to the

Continued on page 804



The new Ferrari that appeared at Monza was more like a Lotus than a Lotus. The view of the front suspension shows the clean layout, with the coil springs mounted inboard and operated by the top rocker-arm wishbones.



The rear of the new Ferrari showing the absence of any chassis frame at the back, so that exhaust pipes are braced to the gearbox. Also, the external flywheel and clutch used on previous cars is now mounted between the engine and gearbox.

CONTINENTAL NOTES

WHILE in Modena recently I took a trip out to Maranello to call on Valerio Colotti in his new factory, not far from the Ferrari factory. Gear Speed Developments, or G.S.D. for short, is a project started between Colotti and Alf Francis, for the design and manufacture of gearboxes, geardrives, and transmissions in general, and naturally most of their work has been in connection with gearboxes for racing cars. With limited financial resources they had to start in a small way and get the parts for their gearboxes manufactured by outside firms, and also the assembly was done by outside people. These two factors caused a lot of bother in the early days, for they had little control over the manufacture of parts, but now they are building up a machine shop where they can make everything themselves and inspect everything before delivery or assembly. Many teams who use Colotti boxes are content to collect a set of bits and assemble them in their own workshops, and some of the horrible tales that Colotti had to tell about ham-fisted workmanship in assembly were heart-breaking. His opinion of some so-called racing mechanics is that they should not even be allowed to work on tractors, their ability to work to fine clearances seemingly being negligible. He admits freely that G.S.D. have made mistakes, and will probably do so in the future, but he pointed out that when a Colotti gearbox fails the press make a big hoo-haa about it, but when a car using a G.S.D. gearbox wins a race nothing is said. He instanced Lotus 19 sports cars that win continuously, or Brabham's recent victories at Solitude and Zeltweg, both of which were accomplished with a Colotti gearbox.

Another interesting item that came to light during our conversation was the failure of two well-known cars at Spa in which his drop-gears were blamed. These drop-gears are the pair of gears in the back of the normal Colotti box which are used for quick ratio-changes. On these particular cars the layout was such that the gearbox was mounted between the engine and final drive, instead of behind it so that the box was turned round through 180-degrees. He was not consulted on this arrangement and what the designer overlooked was the fact that the drop-gears are fed by oil from two jets pointing rearwards in the normal layout. Turning the gearbox through 180-degrees meant that the oil jets pointed forward and under acceleration there was a shortage of oil to the natural detriment of the gears! This little trouble has now been corrected, but not before G.S.D. had suffered some bad publicity. He received gearboxes back from another well-known team and when he stripped them down he was horrified to find that most of the essential shims between the gears had been left out, and trouble was being experienced with getting two gears together! That there is not much wrong with the basic design work of G.S.D. was shown by the Type 37 gearbox especially designed for the Indianapolis Lotus-Ford V8, which stood up to the b.h.p. of the 4.2-litre Ford engine for 500 miles, and again for 200 miles of racing at Milwaukee, and this gearbox and bell-housing is not so much bigger in overall size than some Formula Junior gearboxes.

During the winter Colotti intends to enlarge his staff and do all assembling in his own factory, rather than selling boxes of parts, which should eliminate a lot of trouble experienced in the past. It is always a tonic to talk to the little volatile Italian, for he bubbles with enthusiasm and design ideas and thoroughly enjoys his work, and I well remember meeting him in the old Maserati days of 1954-57. One outstanding incident was when he designed a 2-speed gear to fit onto the back of the 4.5-litre V8 Maserati engine for the Mille Miglia, the 5-speed gearbox being in unit with the back axle. The idea of this 2-speed unit was to provide Stirling Moss with two sets of ratios, one 5-speed set for the super fast stretches of the 1,000 Mile circuit, and another set for the mountainous parts and it was arranged with a separate lever in the cockpit that I was to operate under Moss' guidance. Colotti said it would be alright to change this 2-speed gear at about 60 m.p.h. so we planned our schedule accordingly. We took the big V8 out on test early one morning and tried this 2-speed gear and it worked beautifully, so beautifully in fact, that Moss suggested trying it at higher speeds than 60 m.p.h. and then he found that by reaching over to my side of the cockpit he could use it himself in conjunction with the normal gear-lever, and after a little while he wound the Maserati up to about 150 m.p.h. in normal 5th gear and then reached over and changed up on the 2-speed unit, using it as a 6th gear.

When we returned to Modena and told Colotti what we had been doing he showed no surprise, but was delighted that his idea was even better than he had visualised. On our last test run before the race we went out on the *Autostrada* and Moss took the 400 b.h.p. Maserati up to 7,000 r.p.m. in each of the five gears and then reached across and snicked in the overdrive and we got 7,000 r.p.m. in 6th gear, which was not far short of 180 m.p.h. and that was one of my most memorable rides. We braked heavily to a stop at the end of the *Autostrada*, put the car away and were all set for the race next day. In that race the second time he applied the brakes hard the brake pedal broke off at its root and we scrabbled to a stop, but that is another story. Colotti's 2-speed ratio-change-cum-overdrive would have been a terrific advantage over our rivals in that race.

* * *

Hill-climbs in Europe usually get overshadowed by Grand Prix races, though there are many of them and they are real mountain hill-climbs going on for many miles and climbing to great heights, unlike the little sprint-hills we have in Great Britain. One reason for a dropping of interest in Mountain hill-climbs is that the championship that operates at all the big ones is restricted to 2-litre sports cars, and only Porsche and Ferrari take part. When hill-climbs used to be free-for-all they were much more fun with modified Grand Prix cars taking part, and even special hill-climb versions were built. Some of the mountain events are restricted to sports and G.T. cars, while the one or two that allow racing cars, such as Mont Ventoux and Ollon-Villars do not get much support from racing cars for even if they make F.T.D. they cannot compete for the Championship, so you get the ridiculous situation of a driver not making the best time, but being acclaimed Mountain Champion. At the Ollon-Villar event in Switzerland in August the racing class was a most interesting one, even though it had no bearing on the Mountain Championship, for the entry included Brabham with a Brabham-Climax V8, Siffert with his Lotus B.R.M. V8 and Bonnier with the 4-w-d Ferguson P 99, on loan to Team Walker. Bonnier not only made F.T.D. but took 4.8 sec. off the existing hill record, which he already held with a Formula One Porsche. His only experience of driving the 4-w-d car was a few laps at Silverstone, and he estimated that given more practice the car could knock at least another 4 sec. off the record. He was more than impressed by the acceleration away from the start and from the hairpin bends, and the car was fitted with a well-used 2½-litre Coventry-Climax 4-cylinder engine that was not giving anything very alarming in b.h.p. On his second, and best, run he was last to make the climb and not knowing what Brabham or Siffert had done he realised he had to have a real go. As he put it afterwards, " the start was terrific and I arrived at the first corner much sooner than I expected, and before I was really ready for it." Like a handful of other people Bonnier is now converted to 4-w-d for acceleration.

Just before this hill-climb the Ferguson had been sent out to Indianapolis at the request of Andy Granatelli, the man who operates the supercharged V8 Novi specials in the 500 Mile race. These engines develop more power than normal Indy tyres or chassis can really cope with, and they even impressed Colin Chapman during practice this year. He said that the sight of a Novi spinning its wheels at 150 m.p.h. as it accelerated down the Indianapolis straights was truly something to see. Looking for a way of getting all his power to the road, Granatelli got Fairman and one of his Indianapolis drivers to do tests with the Ferguson, equipped with its 2½-litre Climax engine, and was particularly interested in its cornering speeds, which proved to be almost as high as its maximum speed. As a result of these tests, it seems likely that Ferguson will build a special 4-w-d chassis, using the patent Ferguson three-differential transmission system, to take a Novi V8 engine for next year's Indianapolis race. If they were to take the International standing-start Kilometre and Mile records from the American Hot-Rod Dragster boys, perhaps some more people would be convinced about 4-w-d.

* * *

Squeezed out of the last issue of MOTOR SPORT was information on the Forumla One race at Enna in the middle of Sicily, high up in the mountains. Not far from the dusty and hot town is a lake and the local club have built an Autodrome round the edge of it. In the past it has been a bit rough and loose, but this year it received a new tarmac surface and attracted Team Lotus and a works Ferrari among the entries. On the same day Jim Clark was racing at Milwaukee, so Taylor and Arundell formed the team to challenge Surtees with the Nurburgring winning Ferrari. It had been hoped to try out the new V8 Ferrari, but it was not ready in time. Surtees won the race at 221.824 k.p.h. and set a fastest lap

at 225.002 k.p.h.(approximately 139 m.p.h.) which gives one some idea of the circuit. It is oval, flat and almost flat-out all the way round. Unfortunately a nasty accident occurred during the race, when Taylor got a wheel into the rough on the outside of the pits corner, spun across the road towards the pits, hit the protecting guard-rail, bounced back across the road and landed on the opposite bank, where the car caught fire. Thanks to not being strapped in Taylor was flung out and escaped with severe gravel-rash, while the protecting guard-rail along the front of the pits saved a massacre. It all happened at such high speed that it is unlikely that anyone would have got out of the way in time, and one mechanic who was waiting to show a pit signal to a following driver had his signalling board punctured by bits of flying gearbox that broke off when the car hit the steel barrier! It was this accident that kept Taylor out of the Austrian Grand Prix and Italian Grand Prix.

* * *

The biggest fuss at Monza during the Italian Grand Prix was the question of the use of the banked circuit in conjunction with the road circuit. Personally I enjoy watching cars going at 150-160 m.p.h. on a steeply banked track, and one memory that will live forever is that of the late Tony Bettenhausen going on to the Monza banking at close on 190 m.p.h. in the Novi Special during practice for the ill-fated Monza 500-mile race, and hearing the car coasting on the over-run for some two-thirds of the way round, and then hearing all that power unleashed again down the pits straight, his lap-record of 177 m.p.h. standing to this day. However, I do not approve of mixing road circuits and banked tracks, for if you design a car for road racing it cannot hope to be any good for track racing, and *vice versa*. The simple matter of tyre pressures alone is one that cannot be settled for both types of running, and the same goes for spring rates, shock-absorbers and so on. While I believe that racing drivers who accept large sums of money for doing a job should get on with that job, regardless of what is demanded of them, and should leave decisions to designers and car owners, as regards where the cars should race, I have never believed in combined track-and-road circuits from a technical angle, especially nowadays when chassis tuning is such an exact science. Years ago when there was little chassis design knowledge, and cars were fast but crude, it was a different story. Banked track racing for specially built cars is another matter, and no-one would be more pleased than I to see the Monza 500-Mile race revived, with entries from Lotus-Ford V8 for example.

It now seems that the C.S.I. have decided that in future no race counting for an F.I.A. Championship shall be held on a circuit incorporating a banked section. This rules out Avus and Montlhéry as well as the 10-kilometre Monza circuit, not that the decision will alter the face of Grand Prix racing.

* * *

While making wise decisions the C.S.I. might do well to make a decision about the anomaly of a driver who has retired from a Grand Prix race being listed in the results, providing he has covered a certain specified number of laps. We are continually having Grand Prix races where a driver is listed as being third or fourth when in fact he has blown his engine sky-high and the car is lying derelict on the far side of the circuit, or it may even be crashed. The situation has not yet arisen, I am happy to say, where a driver has been killed in the last few laps of the race and the timekeepers list him as a finisher, but it could happen. Surely a simple rule that all finishers must receive the chequered flag would put a stop to this nonsense. One trouble is that the timekeepers have all they can cope with in lap scoring and timing each car, so that they have no knowledge of what is actually happening. If in a 50-lap race car number four goes by on lap 48 and then crashes, the timekeepers have no idea, their records merely show that car number four completed 48 laps in a given time, and if that time is shorter than car number six took to cover the same number of laps, while the winner was covering 50 laps, then car number four is accredited with second place regardless of what actually happened to it. This is a matter that should receive attention before the results of Grand Prix races become a complete farce.

* * *

Elsewhere in this issue is a report on the 1st Austrian Grand Prix, held on the Zeltweg aerodrome. The Austrian organising club are hoping to receive full Grand Prix status next year, so that the Austrian race will count towards the World Championships. This will depend on the Steward's report to the F.I.A. and, apart from the circuit being a simple affair on a runway, the report should be favourable, for, like many new and youthful organisations, the Austrian organisation was not hampered by tradition and old gentlemen. The timekeeping was done with an electronic system operated by a beam and timed to hundredths of a second, and it is strange that the only other country to use this sort of system was Portugal when they held Grand Prix races at Porto and Lisbon. The British timekeepers still seem to be using egg-timers that only read to a fifth of a second!

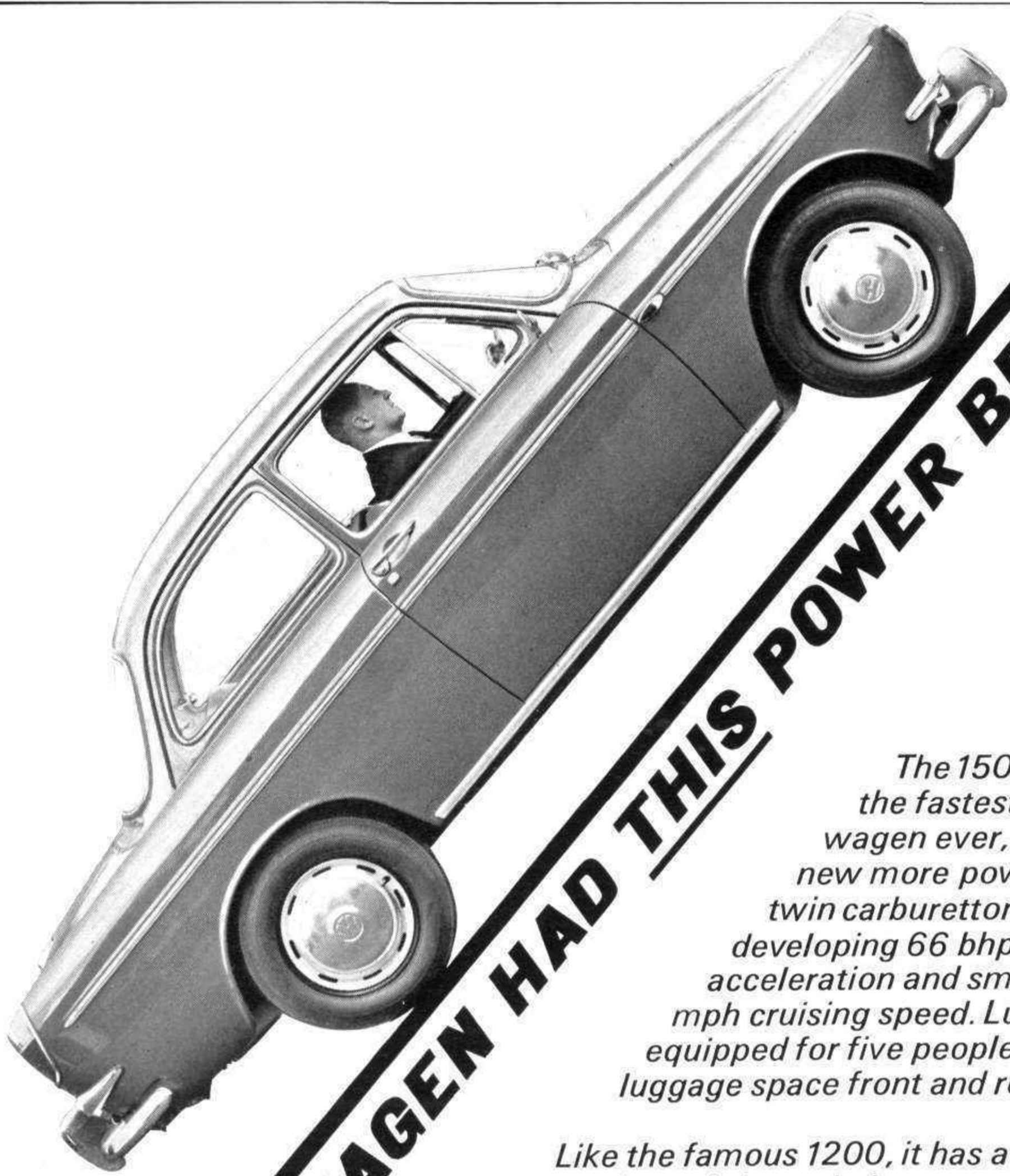
Motoring sport in Austria is still in its infancy, like Great Britain in the 1948-50 period, and Australia and New Zealand until a few years ago. They have only three race meetings a year, all of them on aerodromes, at Aspern near Vienna, Innsbruck and Zeltweg, and while they have a few mountain hill-climbs they are forbidden to use the marvellous mountain country for rallies, and their big event, the Austrian Alpenfahrt, is forced to go into Jugoslavia. The Austrian Government believes that its financial future lies in tourists, and they may well be right, so that they ban all competitive events from the roads, and even make the mighty Liége-Sofia-Liége Marathon of the Route call a truce when the competitors pass through Austria on their way to the rougher countries. To meet motor-racing enthusiasts who battle against such opposition does my sense of proportion a great deal of good, and makes me appreciate the British motor sporting scene a bit more.

NEW FERRARI—continued from page 802

rear of the car, the pontoons being of smaller section behind the driving seat, and on them sits the V8 engine. B.R.M. and Ferrari envisaged a different conception, whereby the stressed-skin chassis finishes at the rear of the cockpit and to this bulkhead the whole mechanism of engine, gearbox and rear suspension are hung, in the manner of aircraft engines. B.R.M. mounted their mechanical components in a complicated tubular sub-frame and bolted this to the bulkhead, but Ferrari went one better and bolted the engine itself directly to the bulkhead, using the inherent strength of the crankcase to form the rear part of the chassis, the gearbox and final drive being bolted to the engine, a sub-frame on the bell-housing between engine and gearbox carrying suspension points and coil-spring anchorages. A very similar principle was used on the D50 Lancia when it first appeared in 1954; that car, of course, being a front-engined V8, but the crankcase was used as frame members.

The engine in the new Ferrari is a 90-degree V8, with twin overhead camshafts to each bank of cylinders, twin ignition, and Bosch fuel-injection, while the gearbox is a new 5-speed and reverse unit, with the clutch mounted on the end of the engine crankshaft instead of on the rear of the gearbox, as on the 120-degree 6-cylinder Grand Prix engines. The gearbox is behind the differential/crown-wheel housing, the drive from the clutch running under this assembly, thus giving a low c.g. to the engine unit. The rear suspension follows the layout used on the 1962/3 cars, being very Lotus-like, except that the rear disc brakes are mounted inboard, on each side of the differential unit. A very simple "lid" covers the engine and gearbox, with a gauze-covered opening over the air intakes, and a nose cowling and wrap-round Perspex screen covers the front half of the chassis.

This entirely new car proved satisfactorily fast when on test, but there was insufficient time to justify using it for the Italian Grand Prix, so a redesigned 120-degree 6-cylinder engine was installed in this new chassis design. It was not just a simple job of "dropping the old engine in" for the crankcase design had to be modified to provide pick-up points for bolting to the bulkhead, and the rear had to be modified to attach to the new gearbox and the suspension carrying sub-frame. In addition the crankshaft had to be redesigned to take the flywheel and clutch assembly, and provision had to be made for the mounting of the starter motor under the bell-housing. Although the original casting patterns were used for the modifying, one can say that it was a new 6-cylinder engine. As the bulk-mass of the 6-cylinder was not as strong as the 8-cylinder, a tubular sub-frame was provided under the engine to give added strength to the rear end. This "late 1963" car proved more than a match for all its rivals during practice for the Italian Grand Prix, and in the race it was in the lead when the engine blew-up. With the coming months in which to develop the 8-cylinder engine, and complete the 12-cylinder, the Ferrari team would appear to be in a strong position for the 1964 season.—D. S. J.



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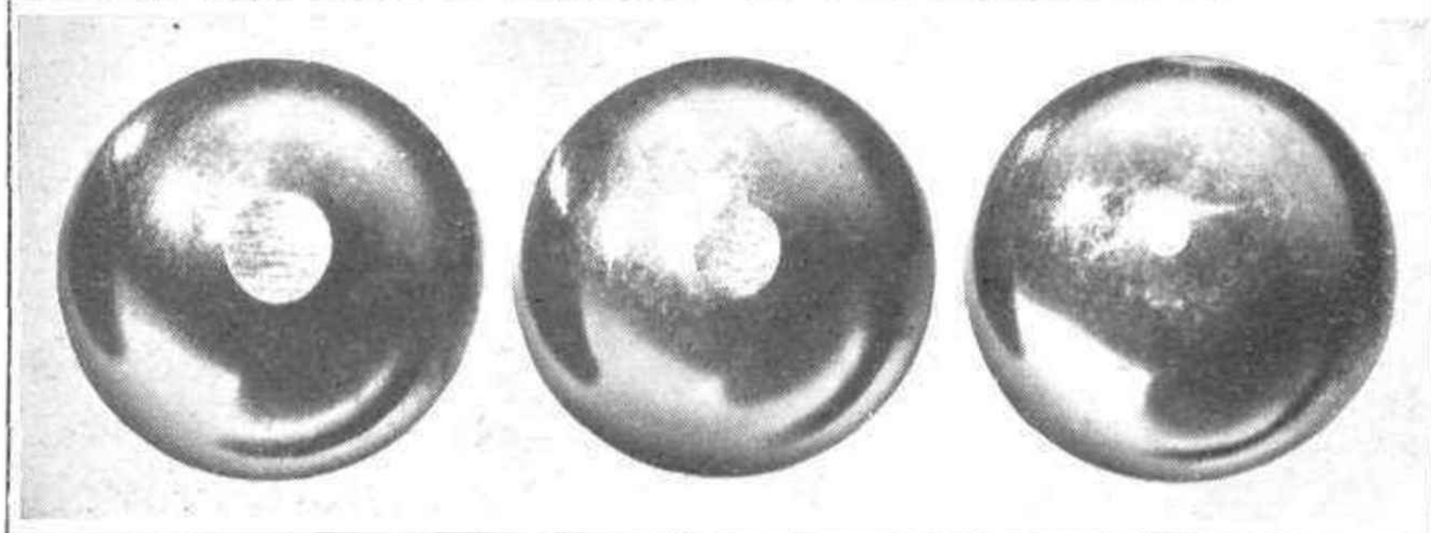
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ABOVE: *Areas of wear on hard-steel ball bearings after 30-second tests. (Left to Right) with multigrade oil; oil plus 5% molybdenum disulphide; and oil plus 2% Lubysil SC100.*

RIGHT: *Test machine brings friction surfaces together under many tons of pressure.*

Proved by drastic laboratory test

The Amsler type wear test is a severe laboratory check to prove lubricant quality. A ball bearing is clamped in a lever and brought into high-pressure contact with the outer casing of a ball-race rotated by an electric motor. Under many tons of pressure, enormous friction (the main cause of wear in cars) is created between the ball and casing, both of the hardest steel. Wear is measured by weighing the ball on a fine balance before and after a test to find out how much metal has been lost. Different additives can be tried to discover which most reduces friction and wear.

Three 30-second tests compared multigrade oil with the effects of additions of molybdenum disulphide and Lubysil SC100. Results were:—

	WEAR IN MILLIGRAMS
Multigrade oil no additive	6·0
Multigrade oil plus 5% molybdenum disulphide	3·5
Multigrade oil plus 2% Lubysil SC100	0·5

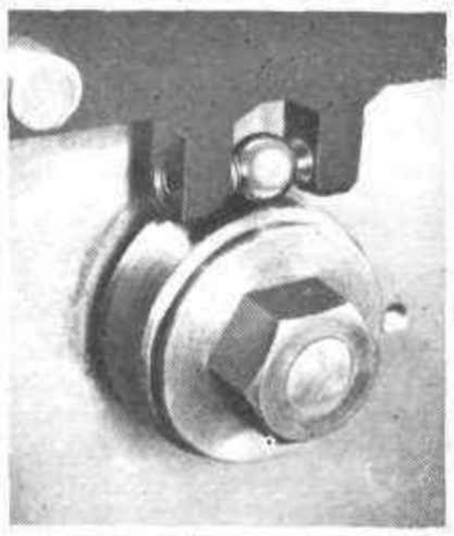
Lubysil SC100 was thus shown to have reduced wear by 92% as against oil with no additive, and was *seven times more effective* than molybdenum disulphide. **When the test time was more than doubled on Lubysil SC100, there was still less wear than with molybdenum disulphide over 30 seconds.**

Proved by arduous road testing

Road tests included the addition of Lubysil SC100 to the engine of a 1958 Ford Consul. This car had previously covered 48,000 miles with ordinary lubrication. With Lubysil SC100 added a further 43,000 miles were driven before the engine was stripped for examination.

During this mileage, the car was frequently driven for runs of up to 60 miles *with a drained sump*, lubrication being provided solely by Lubysil SC100 silicones adhering to metal surfaces. Total mileage of oil-less running was 360.

Examination of engine components showed hardly any ill-effects from this treatment. Pistons still even had original machining marks, and rings were free in their grooves. Bores had no score marks, neither had bearings and journals, and the whole engine was still in good condition—proof of laboratory findings of the outstanding wear-reduction qualities of Lubysil SC100 in actual use.



A little goes a long, long way

A 17s. 6d. bottle of Lubysil SC100 contains sufficient fluid to treat engine, gearbox and differential for 10,000 miles. There is no need to change oils throughout this mileage as Lubysil SC100 maintains lubrication efficiency and oil changes at shorter intervals are unnecessary.

Lubysil SC100 pays for itself many times over in giving better performance with 12+% more m.p.g., longer life for engine and transmission by dramatic reduction of wear and corrosion, and a safeguard against accidental overheating. **No other additive has so many advantages, nor approaches Lubysil SC100 in any one of them.**

What this means to the motorist

Lubysil SC100 "modified" silicones resist pressure & heat, cling to metal by molecular affinity, & repel water. Their pressure resistance ensures lubrication when friction & wear would occur with other additives or oil used on its own. Heat resistance provides protection under hardest driving conditions. Temperature at the point of contact between a piston ring & cylinder wall is usually 350-450°F. Ordinary motor oils will break down at this, but silicones do not begin to deteriorate below 750°F. Lubysil SC100 gives an ample margin for maintaining lubrication plus a safety factor should overheating occur through loss of oil pressure or radiator blockage.

By adhering to metal surfaces at all times, Lubysil SC100 silicones eliminate bore wear during the first few "oil-less" seconds of starting from cold. Active repellency of water and other chemical products of combustion proofs metal surfaces against corrosion.

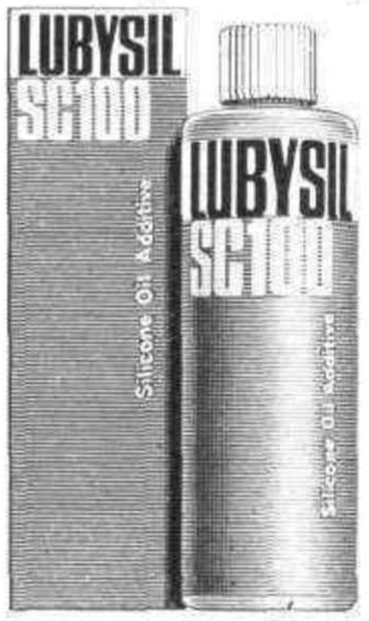
Lubysil SC100 is not another "slippery substance" additive serving simply as a filler for the microscopic coarseness of metal surfaces. It is new in applying silicones remarkable combination of characteristics to lubrication & functions differently & more efficiently than previous attempts to combat friction & wear.

Proved by Industry

Lubysil SC100 has been exhaustively tested in industry for over 1½ years and is in use by some of the largest manufacturers in the U.K. Complete technical information is available on SC100 and a full range of industrial cutting oils, etc., on request.

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* 12+% more m.p.g., increased R.P.M. and acceleration
* 10,000 miles between oil changes
* Fantastically increased engine, transmission life
* Cold-start wear practically eliminated
* Protection against overheating and corrosion
* Smoother, quieter running



Available from garages and motor accessory shops. Manufacturers: Silicone Lubrication Sales Ltd, The Market House, Uxbridge, Middlesex

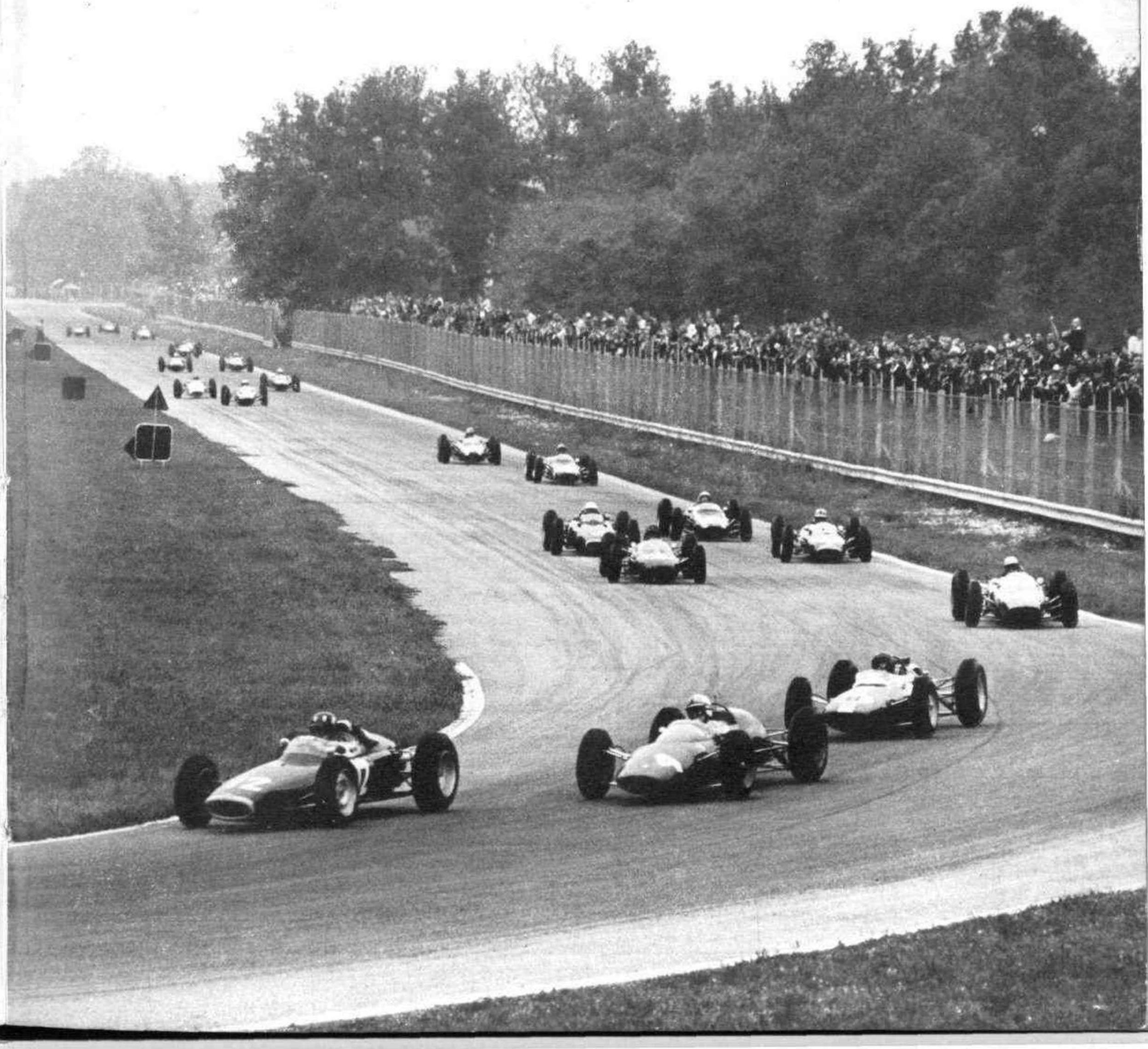
PICTORIAL REVIEW

R.A.C. T.T. GOODWOOD

AUSTRIAN GRAND PRIX ITALIAN GRAND PRIX

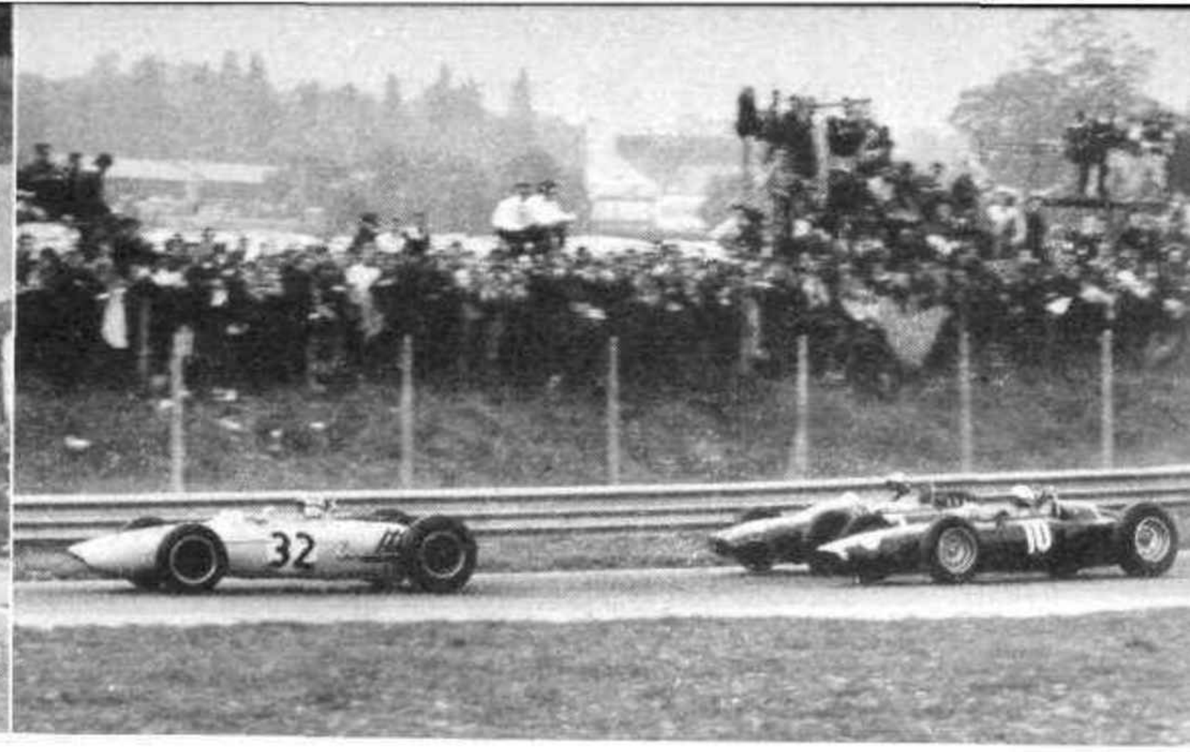
BRIGHTON SPEED TRIALS

GRAHAM HILL leads the field soon after the start of the Italian G.P. in the monocoque B.R.M. John Surtees is in second place in the new Ferrari after a poor start and leads Jim Clark, Lorenzo Bandini, Dan Gurney, Jack Brabham, Richie Ginther and Bruce McLaren.

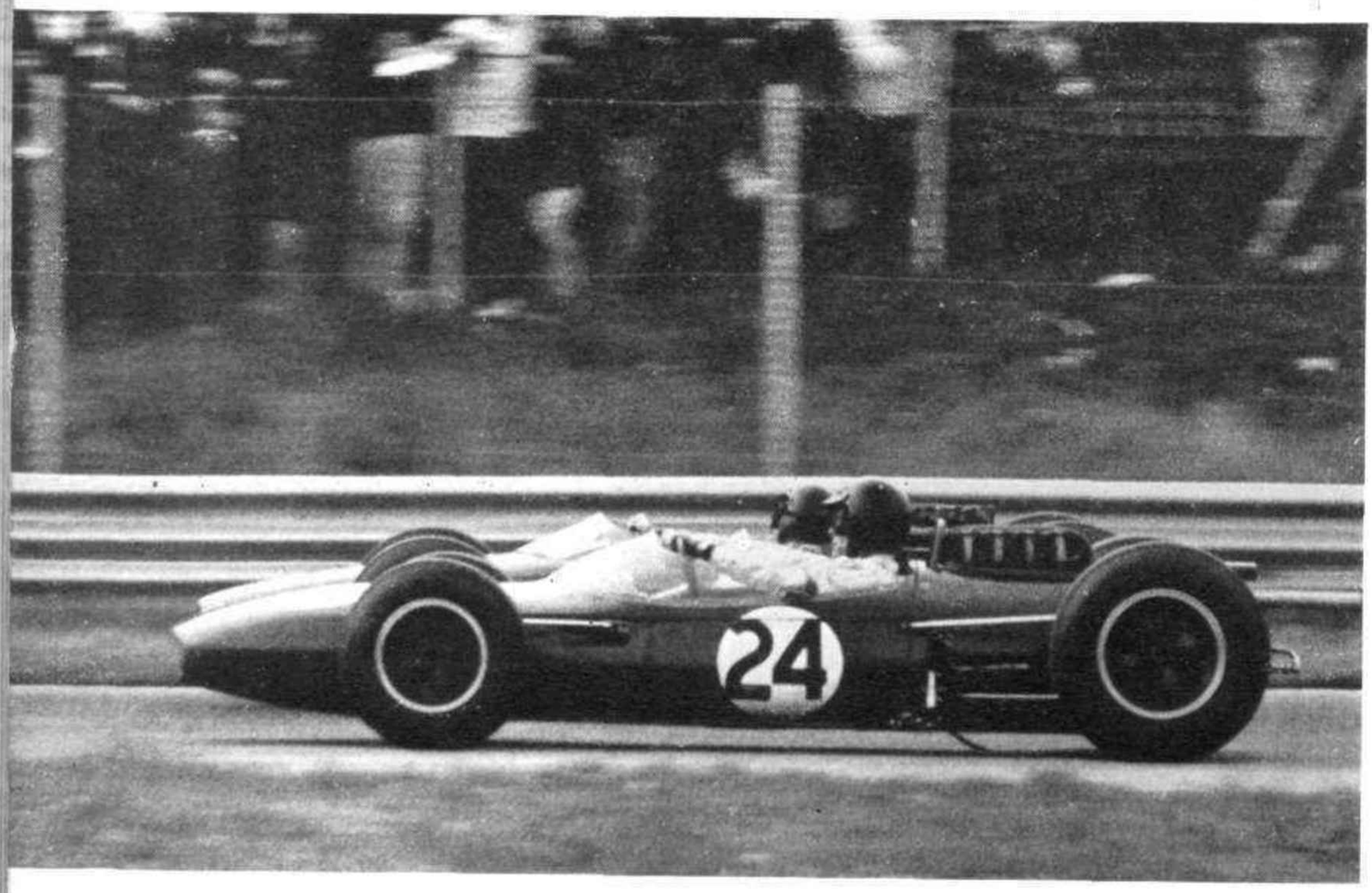




AFTER John Surtees had retired, Graham Hill, Dan Gurney and Jim Clark duelled for the lead. Here they are seen lapping Mike Spence who was having his first Formula 1 drive for Team Lotus. The order in this shot is Hill, Gurney, Clark.



INNES IRELAND drove a fine race at Monza pulling up from 12th place to third in the B.R.P.-B.R.M. but engine seizure two laps from the finish caused his retirement. The timekeepers credited him with fourth place but in actual fact he should have been placed fifth. In this shot he is seen leading Richie Ginther and Lorenzo Bandini.

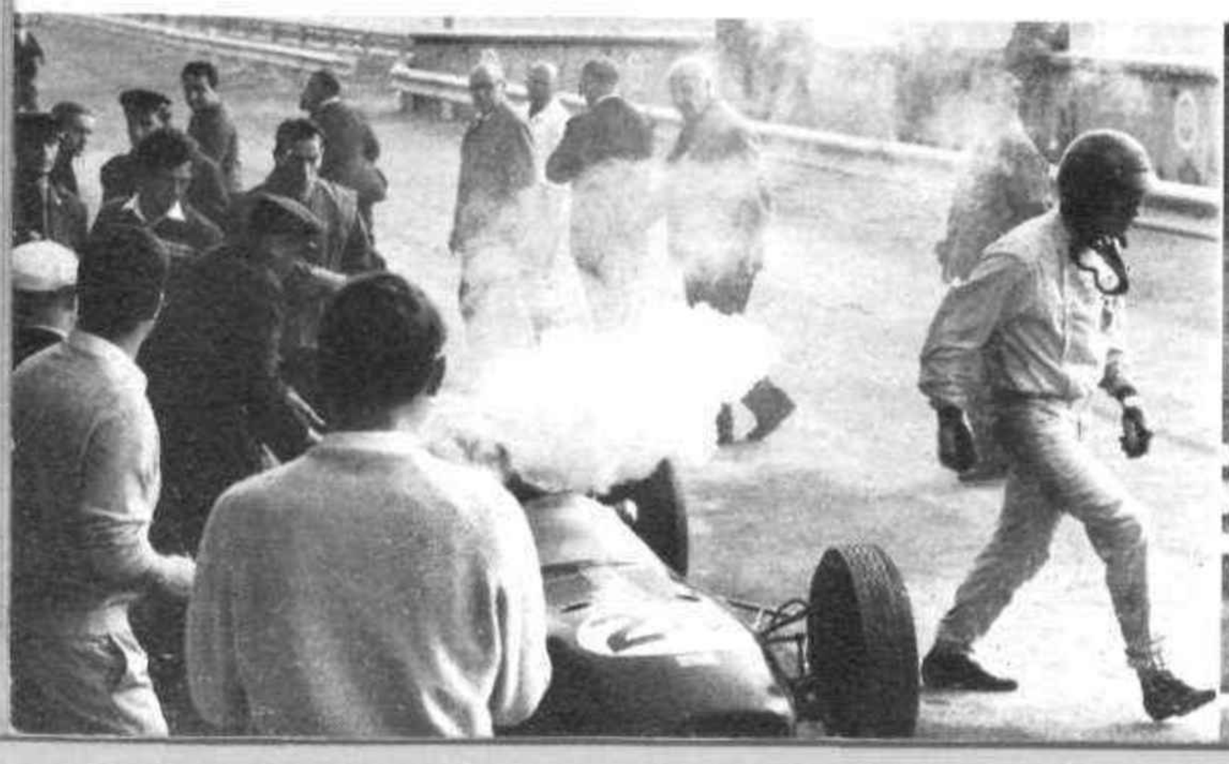


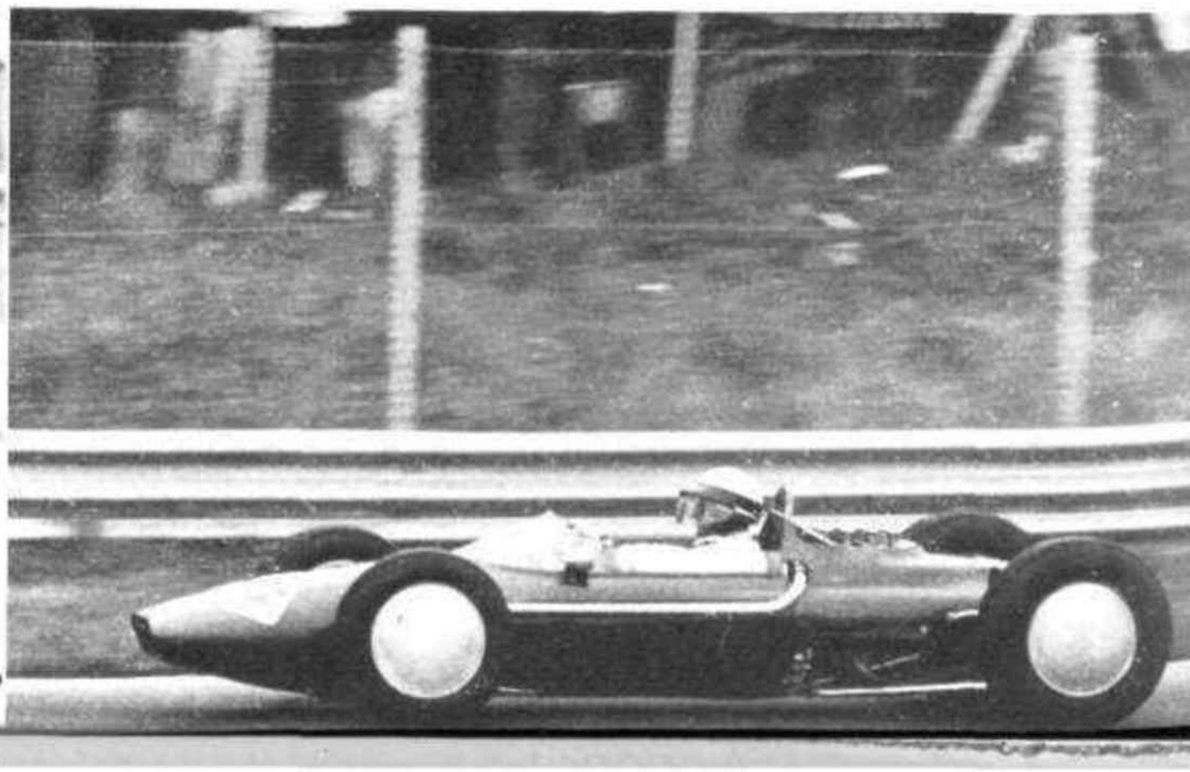
Italian Grand Prix

A FEATURE of the Italian G.P. was the close racing which went on for many laps at a time with drivers slip-streaming each other down the straights and cornering side by side. Here, Dan Gurney's Brabham almost hides Jim Clark's Lotus as they round the South curve.

THE HOT SEAT.—After fighting for the lead with Jimmy Clark at Monza Dan Gurney spun and then came into the pits with fuel starvation. Some fuel ignited and Dan hurries away while a fireman puts out the blaze.

HE FINISHED.—Phil Hill managed to finish the Italian G.P. in his A.T.S. but despite various modifications since the disastrous German G.P. the car is not fast enough to challenge the other works cars. Note the wheel discs.







A SPIRITED performance by Innes Ireland in the works Aston Martin did not make up for the inferior road-holding of the Feltham car and seventh place was the result. The Scrutineers banned the use of wide section tyres on both Aston Martins and the resultant 4-inch loss in track contributed to the three spins incurred by Ireland.



ONLY CAR to finish on the same lap as the two Ferraris was Roy Salvadori in Tommy Atkins' lightweight competition E-type Jaguar. Both Salvadori's car and the fourth place E-type of Jack Sears used the new 5-speed ZF gearbox. Sears finished two laps behind Graham Hill in the winning 250 GTO Ferrari

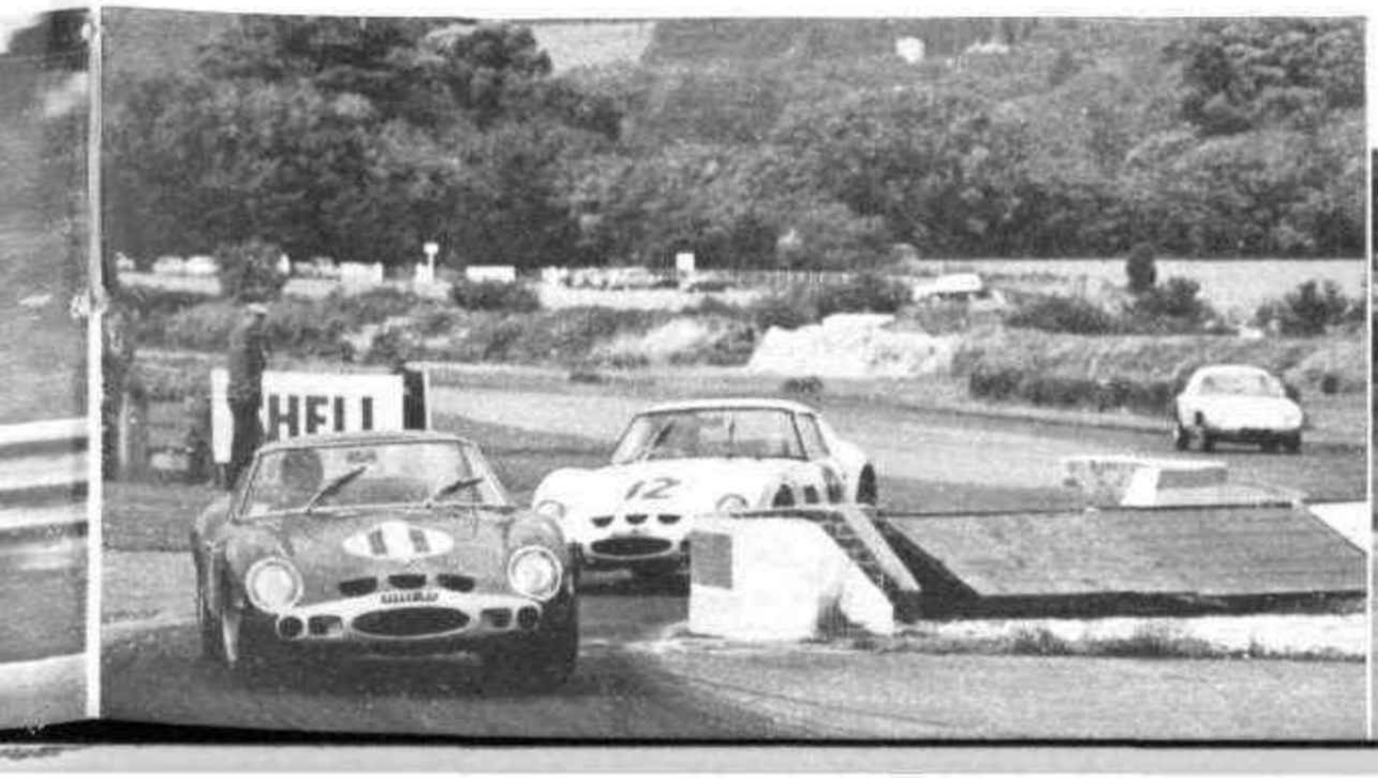
R.A.C. T.T. Goodwood

FOURTH SUCCESSIVE WIN.—Graham Hill earned Ferrari their fourth successive win in the R.A.C. Tourist Trophy when he drove the John Coombs/ Maranello Concessionaires 250 GTO Ferrari to victory at Goodwood on August 24. A similar car driven by Mike Parkes took second place after leading for a good part of the three-hour race with Roy Salvadori (Jaguar E-type) third.



FOLLOW-MY-LEADER was played by Mike Parkes in the closing laps of the Tourist Trophy when the two Maranello cars circulated in close company with Parkes making no attempt to overtake Graham Hill. During the early stages of the race Parkes held a considerable lead on Hill but by the 107th lap Hill had taken the lead.

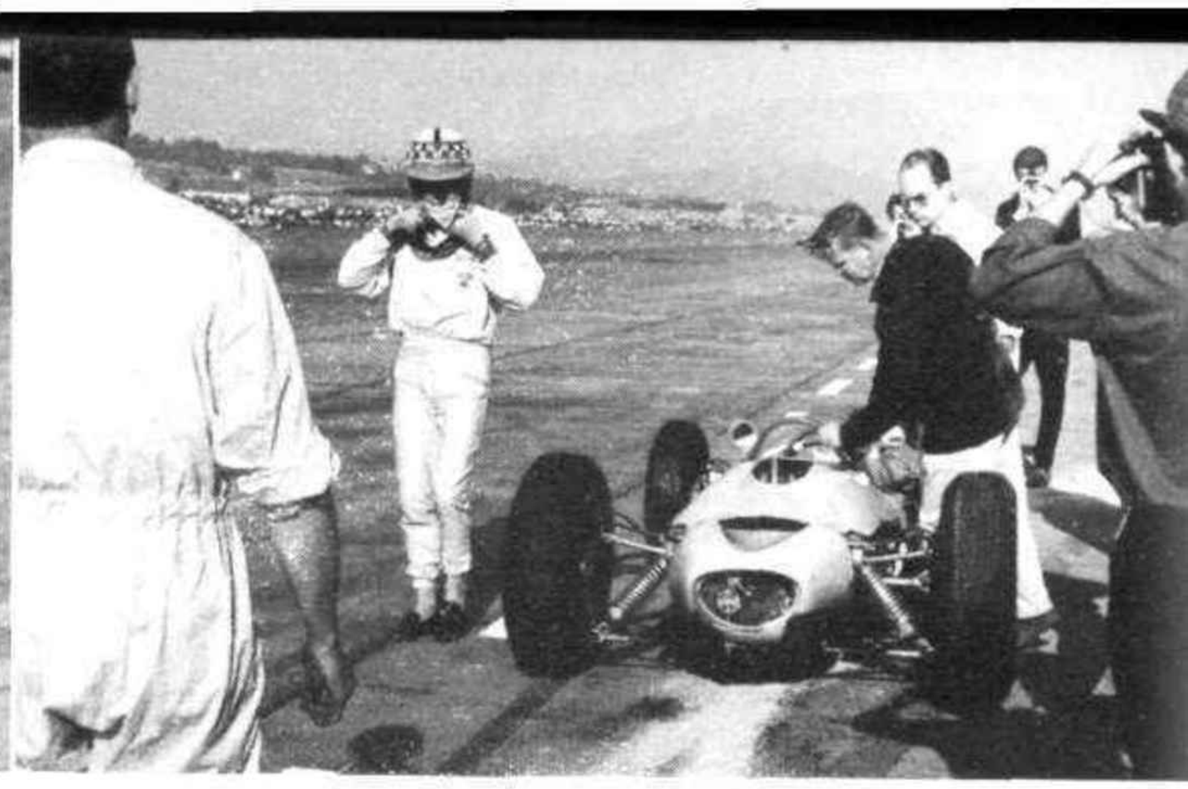
WITH THE retirement of the Lotus Elans, Mike Beckwith in Chris Barber's Lotus Elite took over the lead in the 1,001-2,000 c.c. class and went on to win with a lap to spare from Dickie Stoop's 2-litre Porsche Carrera. Beckwith is seen here passing Entwistle's M.G.-engined T.V.R. which finished last but one in 18th place.





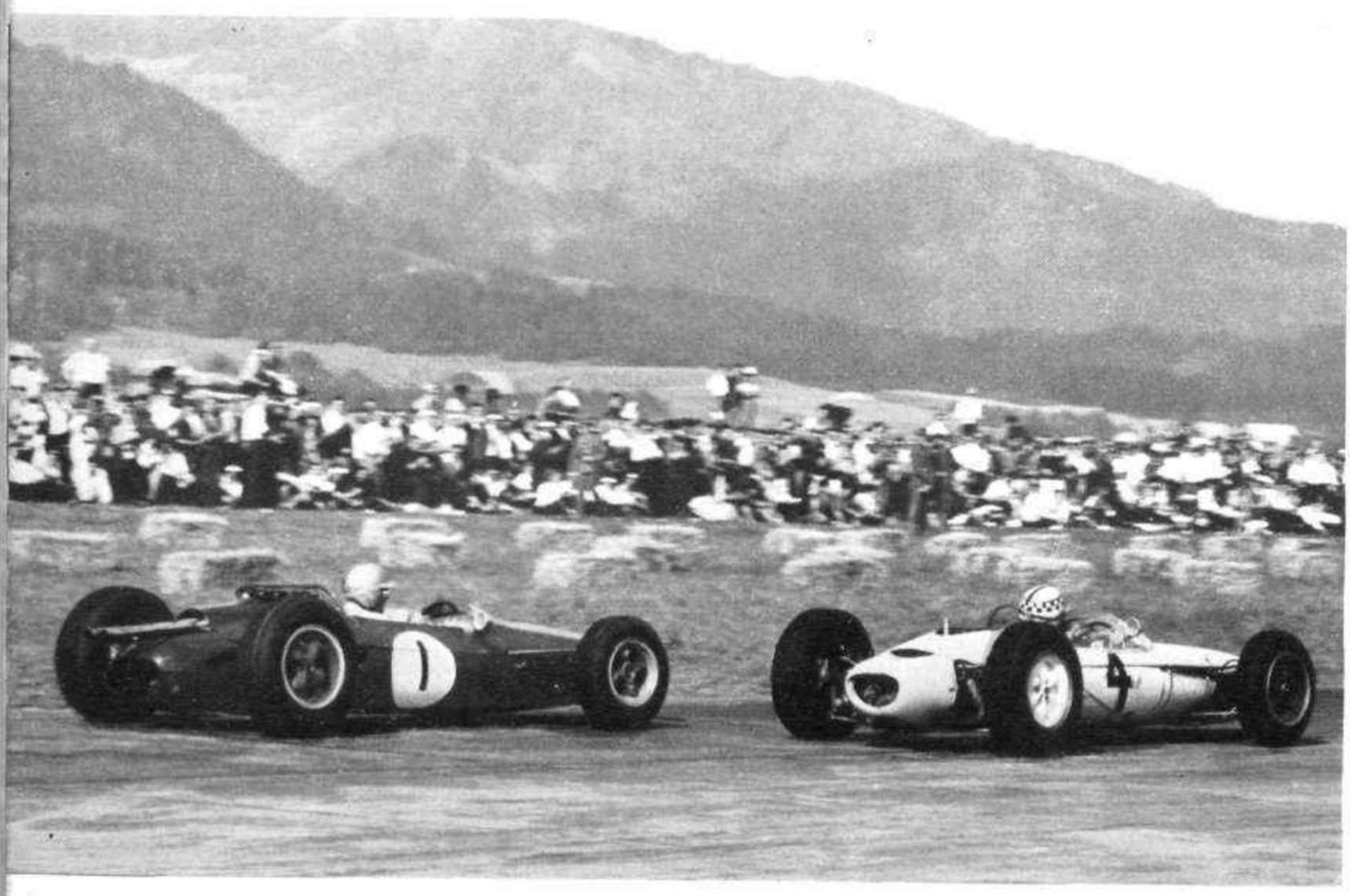


SECOND PLACE.—Tony Settember in the Scirocco-B.R.M. came second in the Austrian Grand Prix after a steady race with his position improving as the leaders retired.



RETIRING.—Innes Ireland retiring with broken cam follower after leading the Austrian Grand Prix for most of the 80 laps.

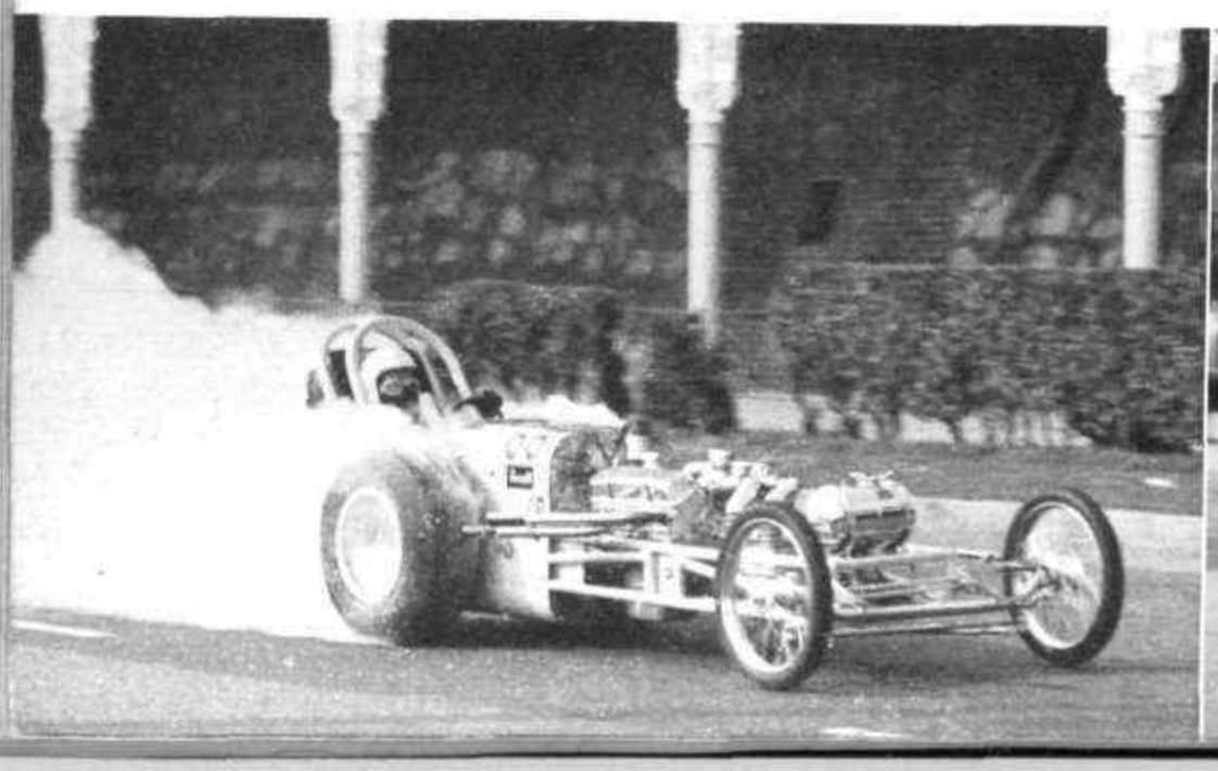
Austrian Grand Prix



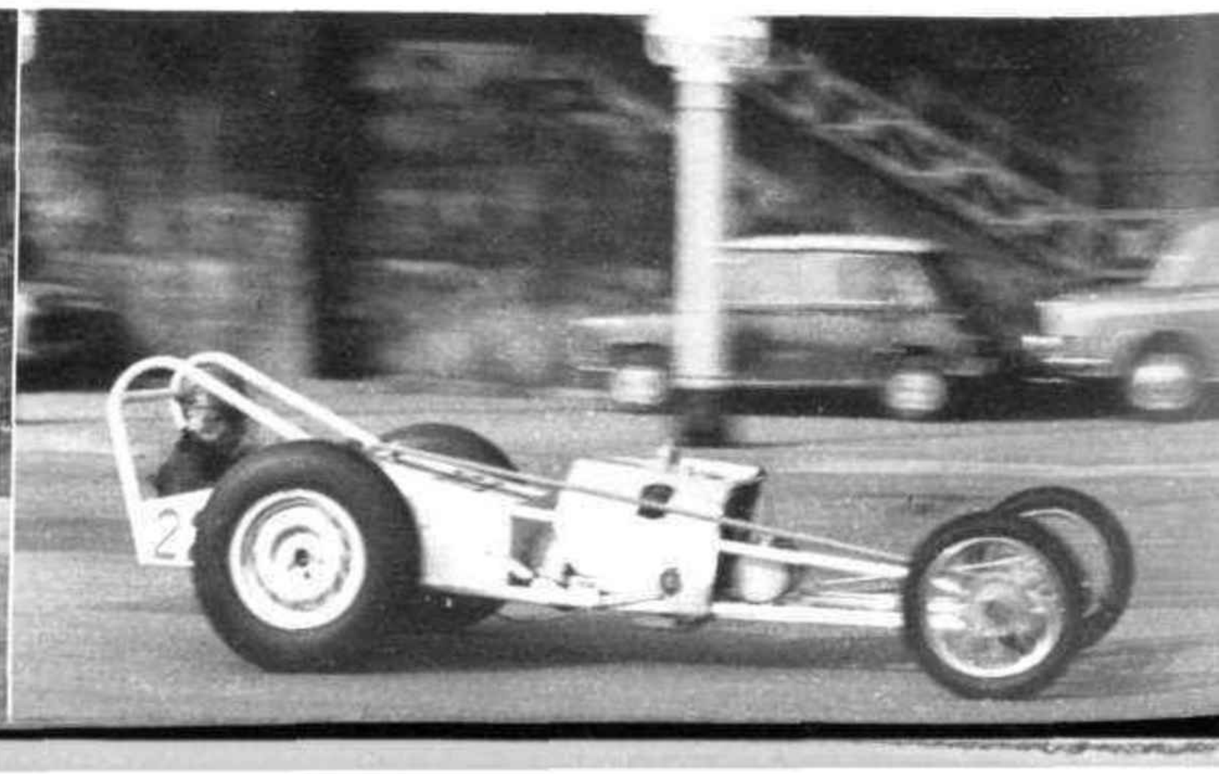
TAKING THE LEAD.—Ireland slips past Brabham as the two cars come out of the 180° U-turn at the end of the runway. In all directions the mountains dominate the surrounding countryside.

Brighton Speed Trials

SMCKE SCREEN.—Dante Duce demonstrates to the Brighton crowds the get-up-and-go of the supercharged Chevrolet-engined slingshot, " Mooneyes." The eagerly awaited match between Allard and Duce was changed at the last moment to impressive acceleration demonstrations.



FOOR RELATION.—Tony Densham made people think at Brighton with his supercharged Ford Classic-engined Worden Dragster which cost only a fraction of the other dragsters but put up an impressive show despite being geared for the quarter-mile.



New Cars

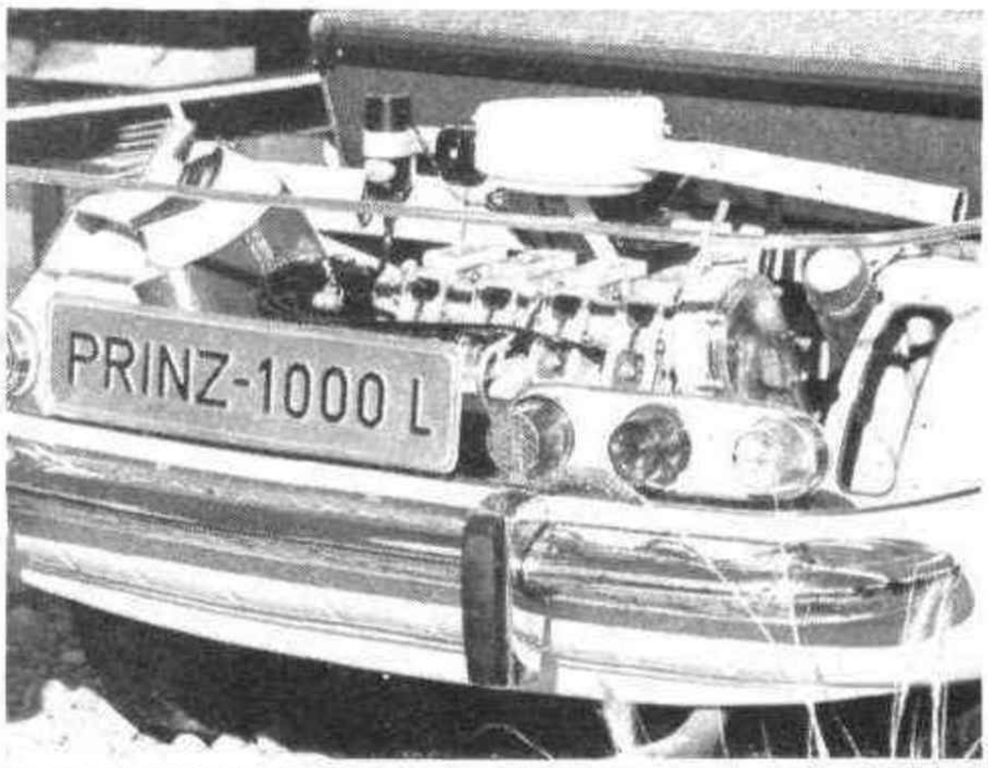


DER GROSSE MERCEDES.—The new Mercedes 600 combines the last word in modern design with the ultimate in luxury.

After a quiet year during which few new cars were introduced the onset of the four major Motor Shows at Frankfurt, Paris, London and Turin saw the introduction of a mass of new cars and this review is an attempt to catalogue as many of the new models as possible. First of all the Assistant Editor was despatched to Frankfurt to examine and drive the various new cars and on his return he was set to work to catch up with the various new English cars which will have been released by October 1st. Naturally, several British cars have been kept back for the London Show and these we cannot deal with.

INTEREST at Frankfurt was almost equally spread between the Mercedes 600, the Wankel-engined N.S.U. and the Porsche 901 with the Glas 1300GT looking to be a promising newcomer. The Editor has been boldly stating recently that the Mercedes is " The best car in the World " and as if to live up to his praise they have built a very large and magnificent car which could be a definite challenge to Rolls-Royce's claim as the best in the World. The degree of automatic operation found in the **Mercedes 600** is seldom seen in other cars unless it be in the most expensive American cars, but even they can have little of the refinement of the 600. I was not allowed to drive the 600 as it is an expensive car to entrust to the hands of journalists but we did take several stints in the passenger seats of both the saloon and the limousine versions. The rear seat of the saloon is one of the most comfortable I have ever sat in for it seems to conform easily to the body shape while separate headrests are standard fittings in the rear. Press buttons on the doors tilt the whole of the rear seat from almost upright to practically reclining while other buttons raise or lower the windows. Curtains can be drawn round the rear compartment and in the vast limousine the glass division is raised and lowered by another button. The driver has control over all the windows with a battery of buttons and he can also raise or lower the two separate front seats, and open the sunshine roof from the driving seat. All this is done hydraulically while all the doors, the boot and the fuel filler can be locked by vacuum operation when the driver's door is locked. The doors need not be slammed as the hydraulic pressure closes them when they are pushed lightly to. The 90° V8 engine with single overhead camshafts for each bank and a capacity of 6,329 c.c. gives 300 b.h.p. (gross) at 4,100 r.p.m. with Bosch fuel injection and one does not need much imagination to realise the potential of this engine in a less ponderous vehicle. Even with the 48 cwt. of the saloon and 51 cwt. of the limousine the engine manages to produce quite reasonable performance. The Daimler-Benz automatic transmission gives the driver the opportunity to select his own gears and speeds of 31, 50, 80 and 127 are claimed in the gears with a 0-100 m.p.h. time of 26 sec. Steering is power assisted with the column adjustable for length, the suspension is the self-levelling air suspension type similar to the 300SE with shock-absorbers adjustable from the facia, air assisted Dunlop-ATE disc brakes all round, electronically controlled heating and ventilation, limited slip differential and in the words of the Mercedes brochure " . . . . everything which could possibly contribute to the well being and comfort of driver and passengers . . . . " With this I would not argue for on the road I found it to have a particularly smooth ride over all surfaces, excellent braking, ample acceleration and remarkably good cornering properties although naturally some roll is evident and if pressed really hard the 900-15 in. tyres assume some odd shapes. It will probably cost a great deal of money in Britain but for those who must have the best it will provide a strong pull away from the Rolls-Royce and Bentley models.

N.S.U. seem to have beaten all the problems connected with the Wankel engine for they have now announced their first production model, the **N.S.U. Spider**. The car itself must be counted as something of a disappointment for it is little more than a Sport Prinz with the top cut off but it would be a little much to ask for



CONVENTIONAL.—N.S.U. still believe in conventional engines, if you can call their new single o.h.c. air-cooled engine conventional.



N.S.U. have chosen to fit their Wankel rotary engine in a convertible version of the Sport Prinz.

CASTROL WINS IN SPA-SOFIA-LIEGE RALLY

GROUPS 1 & 2

1301-1600 c.c. class

1ST P. Riley/A. Nash (**FORD CORTINA GT**)

Over 2000 c.c. class

1ST K. James/M. Hughes (**ROVER**)

3RD A. Bengry/B. Hughes (**ROVER**)

GROUP 3

Over 2000 c.c. class

1ST P. Hopkirk/H. Liddon (**AUSTIN-HEALEY 3000**)

(Subject to official confirmation)

Castrol MOTOR OIL

N.S.U. to expend all their resources on a new car as well as a new engine and one must assume that this first venture is something of an experiment to see how the engine performs under everyday conditions. They claim that the capacity is 500 c.c. and that power output is 64 b.h.p. at 5,000 r.p.m., quite a formidable power/capacity ratio, but in Germany where cars are still taxed on engine size the authorities are trying to call it a 1,500 c.c. unit to help swell their coffers a little more. The engine is mated to a new 4-speed gearbox but otherwise the car follows the design of the Sport Prinz except for disc brakes on the front wheels. Production does not start until next year and I was unable to lay my hands on one to drive or even sit in at any price, although N.S.U. say that the Press will be invited to test them before the year is out. They claim a top speed of 95 m.p.h. and petrol consumption of 35 m.p.g. No prices are yet available.

Just to show that they have not yet put all their eggs in one basket N.S.U. also introduced the **Prinz 1000** model at Frankfurt which is basically similar to the Prinz 4 in outward design but has 8¼ in. more wheelbase and trailing arm rear suspension instead of swing axles as used on the Prinz 4. Additionally the twin-cylinder engine is replaced by an entirely new transverse air-cooled 4-cylinder unit with a single overhead camshaft driven by a double roller chain which gives 51 b.h.p. (S.A.E.) at 5,000 r.p.m. The car is not a great deal heavier than the Prinz 4 and performance should be quite brisk but once again I was unable to find out for myself as production does not start until next spring and no cars are available, yet.

Yet another car which escaped my hands was the **Porsche 901.** The car on the stand at Frankfurt was " The only one we've got " or words to that effect and as they have no intention of making any for at least a year one wonders why they did not wait until the next Frankfurt Show to introduce it, unless it was to forestall the more sensationally minded Continental newspapers. However, its specification is interesting for it uses an intriguing new flat-six air-cooled engine of 2-litres capacity with single overhead chain-driven camshafts for each bank which gives 130 b.h.p. (D.I.N.) at 6,200 r.p.m. The car is not a full 4-seater but the two occasional rear seats should remain comfortable for a little longer than the usual " legless dwarf " variety. The car itself remains unmistakably a Porsche in appearance except for its longer wheelbase and different front and rear end styling. The new engine which uses an eight main bearing crankshaft and is, of course, the first Porsche to eschew gear-driven camshafts is mated to an all-new 5-speed gearbox/final drive unit. The front suspension is similar to the McPherson principle except that torsion bars are used as the springing medium while the rear suspension retains trailing arms and transverse torsion bars. Disc brakes of Porsche/A.T.E. construction are fitted on all wheels. Porsche claim a top speed of 120 m.p.h. and a standing start ¼-mile in 16.4 sec. No prices have been announced but it is likely to cost around £2,000 in Germany.

Several modifications have been made to the current Porsche range and the type is now designated the 356C. The 60 b.h.p. model is dropped leaving the 1600C which has 75 b.h.p. with improved torque and the 1600SC which has 95 b.h.p. at 5,800 r.p.m against 90 b.h.p. at 5,000 r.p.m. of the old Super 90 model. Disc brakes are now standard equipment on all wheels. I was able to drive one of the latest models and it was soon apparent that Porsche engineers read magazine road-test reports for the heater knob has been replaced by a lever and the awkwardly placed light switch has been moved so that the driver does not have to reach through the steering wheel to operate it. Some suspension modifications have been made including a stiffer roll bar and softer rear springs but my test drive was too short to detect any noticeable changes.

Another German car praised by the Editor was the **B.M.W. 1500.** Two new versions were shown at Frankfurt, the 1800 and 1800 T.I., the capacity having been increased to 1,773 c.c. The 1800 gives 90 b.h.p. on a single Solex carburetter and the T.I. gives 110 b.h.p. on two Solex carburetters. A more powerful competition model is also available, having a 5-speed gearbox. Otherwise the new models differ very little from the normal 1500 having identical bodywork and trim. On the road the 1800 proved to be very lively with a superb gearbox, good, power-assisted front disc/rear drum brakes, and uncomplicated handling. The interior is nicely thought out and when the car arrives in quantity on British shores it should have a good reception.

The products of the Opel factory are not normally of interest to British motorists as they are not sold here but I took the opportunity to try the **Kadett** model as it is mechanically and bodily similar to the new Vauxhall Viva which is dealt with elsewhere in this issue. The instrumentation differs from the Vauxhall and the gear lever is a long rubbery device unlike the remote control of the Viva. The Kadett is likeable in a tinny sort of way; the engine is noisy but lively, there is a good deal of rattle from the body, the steering is fabulously light and the gearbox has almost unbeatable synchromesh. It handles reasonably well but axle hop is easily provoked. A coupé version with 54 b.h.p. at 5,500 r.p.m. was introduced at Frankfurt.

Having previously spent a weekend with a **Ford Taunus 12M**, I did not share the Editor's enthusiasm for this car, feeling at the time that mechanical novelties like V-4 engines and front-wheel-drive did not necessarily provide better results over less ambitious conventional cars, like (dare I say it) the Cortina. At Frankfurt I tried the latest versions, the 12M TS and the 12M coupé and found that my opinion had not changed. Both models have the engine enlarged to 1,498 c.c. and the power raised to 50 b.h.p. at 4,500 r.p.m. Like so many other pseudo coupés the 12M version is merely the normal saloon with a cut down roof, giving less head-room at the rear in return for a minute increase in performance. The greater performance has tended to increase the front wheel drive understeer tendency, whilst handling is undistinguished in any case, the inside front wheel lifting under hard cornering. The front bench seat of the TS cannot be slid back far enough to give a good driving position for anyone over medium height and the column gear change is an average example of its type.

Now under the ownership of Daimler-Benz the Auto-Union factory is gradually beginning to change the character of its range although retaining the familiar two-stroke, 3-cylinder engines. The two newest models are the **D.K.W. F.12** and the **F.102.** The F.12 is an addition to the range and is essentially a larger version of the Junior model but the F.102 replaces the old Auto-Union 1000 series and is a very conventional looking car with a 69 b.h.p., 1,175 c.c. version of the two-stroke engine. This model has disc brakes on the front wheels and joins the growing ranks of German cars like Mercedes, Opel and Porsche which use Dunlop discs made under licence by the Alfred Teves Company in Germany. I was able to drive the new convertible version of the F.12 and although this is not a very handsome car it certainly possesses healthy performance and is claimed to reach 80 m.p.h. The column gear lever still requires a long throw between gears with first and third almost vertical above the steering wheel. The steering is light and the seat comfort and adjustment good. The F.102 has an improved gear lever layout over the F.12 with a very good action for a column layout. It will be interesting to see how the F.102 fares against the four-stroke cars in its class. The British concessionaires recently cut over £100 from the prices of some D.K.W. models to make them more competitive.

Another interesting car I was able to try at Frankfurt was the **Neckar-Fiat 1500TS.** This car is basically a normal Fiat 1500 which is sent to the Italian Siata works to have the engine modified to give 80 (DIN) b.h.p. at 6,200 r.p.m. and various other modifications made such as the conversion of the gear change from column to remote control floor lever and the fitting of a handsome alloy steering wheel. The complete car is then sent to the Neckar works at Heilbronn (which used to be a branch of N.S.U. but is now separate) who then export it all over the world, even back to Italy. The car has similar characteristics to the normal 1500 with excellent acceleration, rather early but controllable rear end breakaway, but the gear lever tended to "hang up" and often refused to engage. Obviously this feature needs more development.

Something of an unknown quantity are the latest models from the Glas Company. This firm which made its name with the tiny Goggomobil faded away when the need for really small cars died out but this year are making a serious bid for the medium size saloon and G.T. market with the **Glas 1500** and **1300GT** models. Although of fairly conventional specification the cars have attractively styled coachwork by Pietro Frua of Turin and with single overhead camshaft engines giving 70 b.h.p. for the 1500 and 75 b.h.p. for the 1300GT should be capable of development. Unfortunately no demonstration models were available at Frankfurt and production is not expected to commence for some time so I was not able to try the cars at all.

Finally, of the German producers we come to **Volkswagen,** which is of course by far the largest. At a conference given for the Press at the Frankfurt Show, Professor Nordhoff was baited by several journalists about various dated aspects of the " beetle " but always he was able to fall back on the argument that over six million people cannot be wrong. In fact VW are now well on their way to seven million cars, producing at the rate of 5,100 a day and employing 90,000 people in factories all over the world. The only significant modification at Frankfurt concerned the 1500 model which is now available in 1500S form with twin Solex carburetters giving 66 b.h.p. (SAE) at 4,800 r.p.m. against the 54 b.h.p. of the normal model.



"THE MOTOR" PHOTOGRAPH

MERCEDES WINS SPA-SOFIA-LIEGE RALLY

FOR THE 2nd YEAR

OVERALL WINNERS | **BÖHRINGER & KAISER**

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IN ITS FIRST EVENT!

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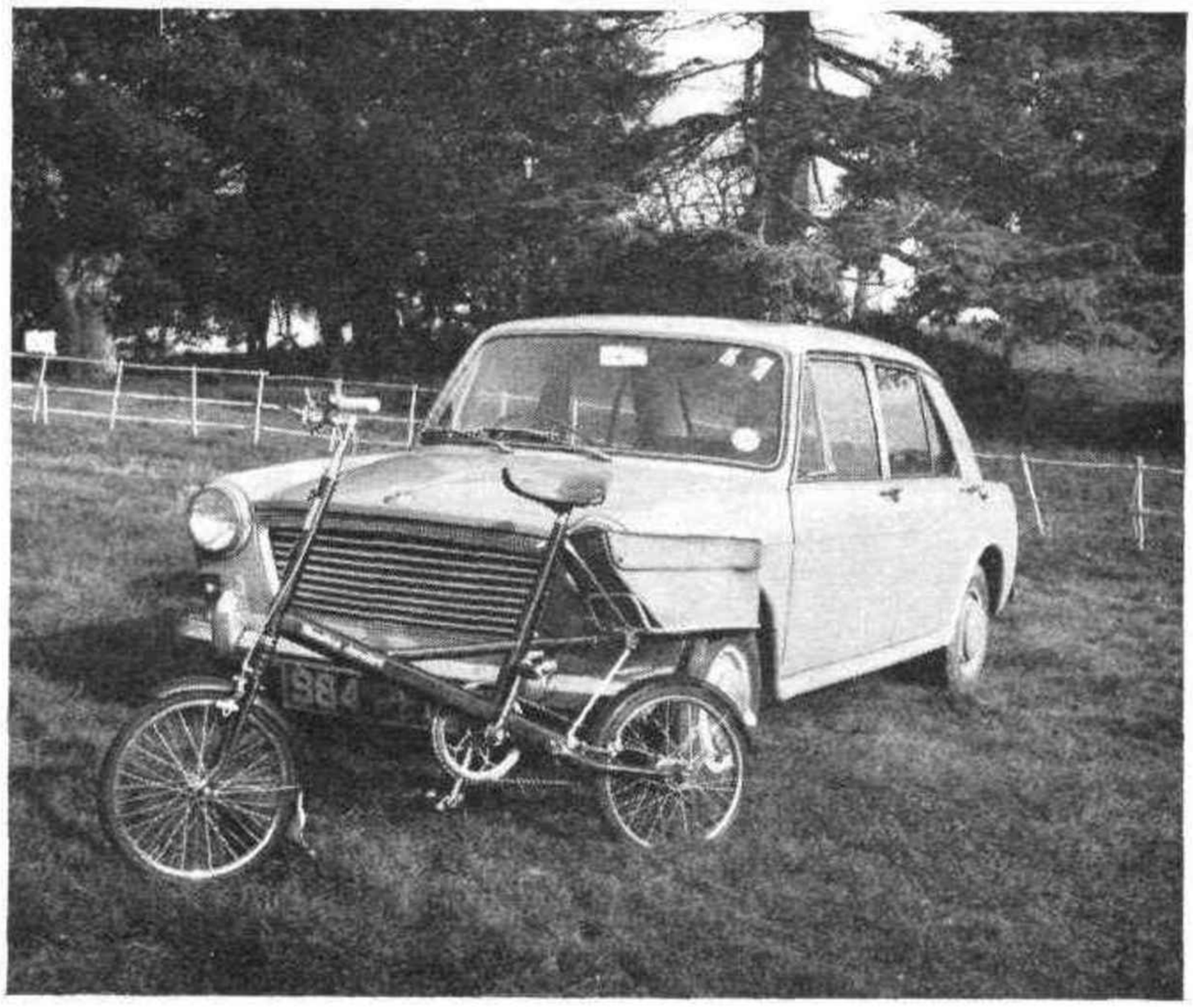
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A 230SL will be on view at the Motor Show on STAND 113

FLOATING ON FLUID FOR 10,000 MILES

The Editor's Experiences with a Morris 1100



PRODUCTS OF GENIUS.—The clever suspension system of the Morris 1100 and the B.M.C. bicycle seen in this picture are both the work of Alex Moulton; the two vehicles form a perfect compliment, one to the other.

IN MOTOR SPORT for August 1960, under the heading " Riding on Rubber for 10,000 miles," I gave my experience of Morris Mini Minor motoring over that distance, the title of the article emphasising the then-novelty of riding on rubber springs, as well as enjoying the novelty of a transverse power unit with the gears in the *carter* or crankcase, and front-wheel-drive.

Nowadays these features are accepted B.M.C. small-car practice and no longer novel, so that we tend to overlook the brilliance and ingenuity of the Issigonis/Moulton design, which has given safe, although fast, compact yet spacious, economical motoring to so many people. In spite of the setbacks and inconveniences outlined in that article of three years ago, I so enjoyed Mini motoring that I craved the same sort of thing on a quieter, more generous scale and, consequently, when the Morris 1100 was announced I was very willing to have one as personal transport.

The title of the present account is a reminder that Alex Moulton's ingenious and effective Dunlop-made fluid-coupled springing has, in this larger four-door B.M.C. product, been added to his clever rubber suspension, so that I was able to not only ride on rubber but float on fluid for these 10,000 initial miles of Morris 1100 motoring, although I hasten to explain that the " floating " aspect applies to the manner in which this Morris rides the rough stuff and most certainly not to its style of negotiating fast corners.

The successor to the hard-used Mini Minor, which was stolen, was partially run-in, with 519.5 miles on its odometer, when I collected it from Cowley on Oct. 18th, 1962. It was, and remains, an absolutely standard grey 4-door saloon, apart from red leather upholstery, an extra I have never regretted specifying, for it adds tone (and a pleasant smell) to this exceptional little car.

Observations about how Alec Issigonis' bigger baby handles, rides, performs and behaves were dealt with in our road-test report of the car in twin-carburetter M.G. form, of which a full technical road-test report, the first to be published, appeared in MOTOR SPORT dated December 1962, so on this occasion I will content myself with stating what happened in 10,000 miles of Morris 1100 motoring and with general rather than detailed observations about this now extremely popular B.M.C. product.

Looking critically at the car on the first day of possession I was disappointed to observe a little rust here and there about the body, to find the trim on the n/s front door loose, and all the doors " tinny " to close and difficult to shut as they tended to bounce off the sealing rubbers.

After I had been a Morris 1100 driver for 207 miles a screw fell into my lap from the plastic *decor* round the steering column, and after 330 miles, driving home from the London Motor Show one October evening I thought for a moment the fuel tank had been " milked " in the street car park where the car had spent most of its day, before I realised that the electric petrol gauge, and the water thermometer with it, had ceased to function. I had also driven far enough to realise that the screen-wiper blades were unable to cope with wet winter nights.

After 848 miles, or 1,367 total miles, the car went into B.M.C.'s obliging Holland Park Service Station for its initial check-over.

So far so good, and I revelled in the comfort and spaciousness of the 1100 in comparison with the Mini Minor. However, some " copybook blotting " was in store. Returning from Europe, where I had been not winter sporting, but sampling the V4 front-drive Ford Taunus, the o.h.c. B.M.W. 1500 and endorsing my previous high opinion of the Mercedes-Benz 220S, I set out to drive to the office from Hampshire in the worst of the freezing winter weather, over snow-coated roads. Within a very few miles of leaving the home garage the cooling system boiled over and the heater packed up

For a moment my conscience was sorely troubled, for I hadn't added any anti-freeze to the radiator. However, as I coasted into the first garage I came to I was immediately reassured that this topical calamity was not of my making, for memory that the coolant system is sealed at the factory was endorsed by the garage attendant who, appearing helpfully alongside through the haze of water vapour, shouted " It can't be frozen, guv., 'cause it's a sealed-for-life radiator." It is, and it was, but B.M.C. had filled it with plain H_2O before sealing it. . . . .

Being in my habitual frantic hurry and also a thought annoyed, I decided to continue to London by the drastic method of driving for a few miles, then switching-off the engine and coasting until the temperature dropped to something nearer normal. I duly attained the Holland Park Service Depot, frozen, and exceedingly cross.

Issigonis has a clever pressurised, sealed, cooling system, with that side radiator through which the fan blows cool air, assisted by the extractor effect of a low-pressure area within the n/s front wing, but without the help of anti-freeze it ices up like any other.

I was without the car for some considerable time, during which I drove a Renault R8, the sealed coolant system of which didn't succumb to the severe winter, which handled almost but not quite as well as the f.w.d. B.M.C. production, and had far more comfortable seats. In due course the 1100 was returned to me, with its quota of Smiths Bluecol, an apology, and a loud tap in its engine which has been with it ever since. Presumably, being sealed, the coolant has had to forgo the benefits Summercol might have conferred on the engine.

Clearly the breaking-in process was behind me, and I made a

10,000·2



The Editor thought it would be fun to photograph his Morris 1100 *as soon as it could conveniently be driven off the road, after the odometer had turned up* 10,000 *miles. So here it is, in someone's front entrance, at Evesham. . . .*

check of petrol and oil consumption. Petrol, using premium grade, came out at 33.8 m.p.g. and half-a-gallon of oil sufficed for rather over 2,000 miles.

For some time after this, although it had run only 2,500 miles, a series of distressing troubles intruded to mar the pleasure of driving a car which was then infrequently encountered, in contrast to its popularity today. It began with frequent stalling from idling r.p.m., doubly embarrassing in single-lane traffic enforced by snow and fog. The viscosity of the oil in the dashpot of the S.U. carburetter was changed but it was not until some time later, after *two* visits to Holland Park in one day, that this irritating shortcoming was cured.

Then the gear-lever, well placed but never controlling an entirely enjoyable gear-change, began to stiffen up. In my ignorance I assumed that frozen snow and slush was clogging the gear linkages and turned up at Holland Park—where I was now well-known but always treated with civility however much my frequent appearances may have caused inward consternation—requesting that the Morris be put up on a hoist and sprayed with hot water. Alas, it was gently explained to me that the gear selectors were within the crankcase and the car would have to go back, to Birmingham, for skilled attention to what had become an anticipated failure.

When the car was ready again I was told the trouble arose because it was too well made, the mechanism assembled to close tolerances which had proved in practice to be too fine. I think the *real* reason related to the omission of any means of lubricating a vital shaft. However, from 2,742 miles, strong-arm methods of cog-swapping haven't been needed . . .

Since that mileage up to the realisation that five figures were about to come up on the odometer the Morris 1100 had a varied and fairly hard life. It was lent to friends, my eldest daughter used it to learn the rudiments of driving an automobile, and when I found time in a gap in the road-test curriculum to enjoy its several charms I mostly cruised it at up to 75 m.p.h. on the speedometer and, of course, threw it through bends to the full ability of its exceptionally good road-holding. And, since those first rather depressing " teething troubles," the reliability factor has not been at all bad.

The screen washers had had enough by around 3,500 total miles, soon afterwards the engine reverted to its habit of stalling, and the front disc brakes, the effectiveness of which seems to have improved with use, took to squealing, an embarrassment which hasn't persisted. An occasional smell of petrol has been noticed within the body and seems to have returned.

B.M.C. serviced the car reasonably regularly but not always at the exact intervals prescribed. After I had used it for some 5,260 miles the driver's internal door handle fell off—these slender plastic handles never feel particularly durable, and later the " pull" on the o/s front door likewise fell off—which is better than breaking and drawing blood from a finger, as happened to me on a road-test Riley 1.5, which has a similar type of plastic door " pull."

About the same time (around 9,000 miles) the thief-proof catch on the n/s ¾-light came adrift, so that there is no longer any point in locking the doors.

Electrical trouble has been less pronounced than on the Mini Minor. Indeed, apart from occasional failure of the bulb in the rear number plate lamp, all was well until the n/s direction flasher failed, due it seems to mechanical trouble in the very conveniently located operating stalk, after 9,350 total miles—until then, I hadn't realised what a bore it is to give hand-signals, nor how quickly they have to be given in modern traffic, often an impossibility if the driver's window has first to be wound down. (Since the " target mileage " set for this article the stalk has fallen down and the o/s indicator has a permanent and uncancellable wink!)

Checked over considerable mileages, fuel consumption averaged 35/36 m.p.g., but nearer the 10,000-mile target it improved to just less than 40 m.p.g. on long, fast runs. I found that I tended to overlook dipstick consultation for periods of about 1,700 miles, when three pints of oil would restore the sump level to the " full " mark. A very recent check showed an oil thirst of approx. 4,000 m.p.g. Infrequent greasing does not result in more than average protest by way of squeaks.

At a total mileage of 9,831 the engine just died away, would start willingly enough, but would not pull the car a yard before fading out again. Naturally, this happened early on an evening when I had planned a long work session on my return home. Fortunately it happened when the Continental Correspondent was in this country and in response to a telephoned S.O.S. he came promptly to my aid. The ridiculous fact was that before he arrived (also in a Morris) the malady had cured itself automatically and the 1100 was running as well as ever. We decided that some mysterious something was entering the fuel system but that it gradually fell back down the feed pipe if the car was out of use for a while, although I wondered about a temperamental and ailing condenser.

About a week later I left the office early one afternoon, a long journey ahead of me, in exceptionally good spirits, which a rare spell of sunshine encouraged. I cleaned the windscreen, stowed my belongings and set off, E.T.A. some 5½ hours hence. Within half-a-mile, beside a yellow no-parking line, under the eyes of two London policemen, the engine cut out and refused to restart. Ten minutes later, as before, it recommenced and we were off.

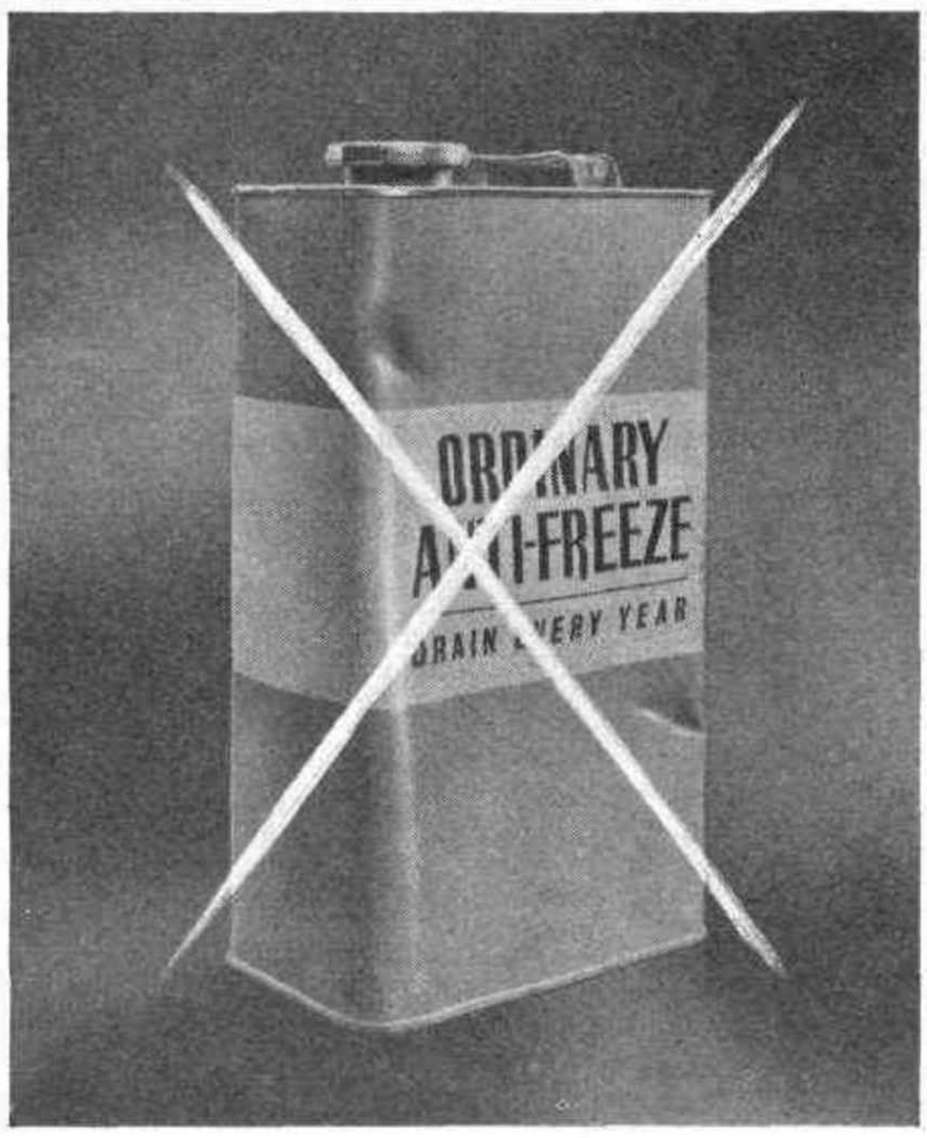


This picture, taken by the old stocks in Odiham, shows the chunky appearance of the Morris 1100. *It was taken* 1⅓*-miles after the car had covered a full* 10,000 *miles in the Editor's care. St. Christopher, that motoring dog, has got into the picture again!*

Last year set a new record for cracked radiators! Make sure your car is protected this winter.

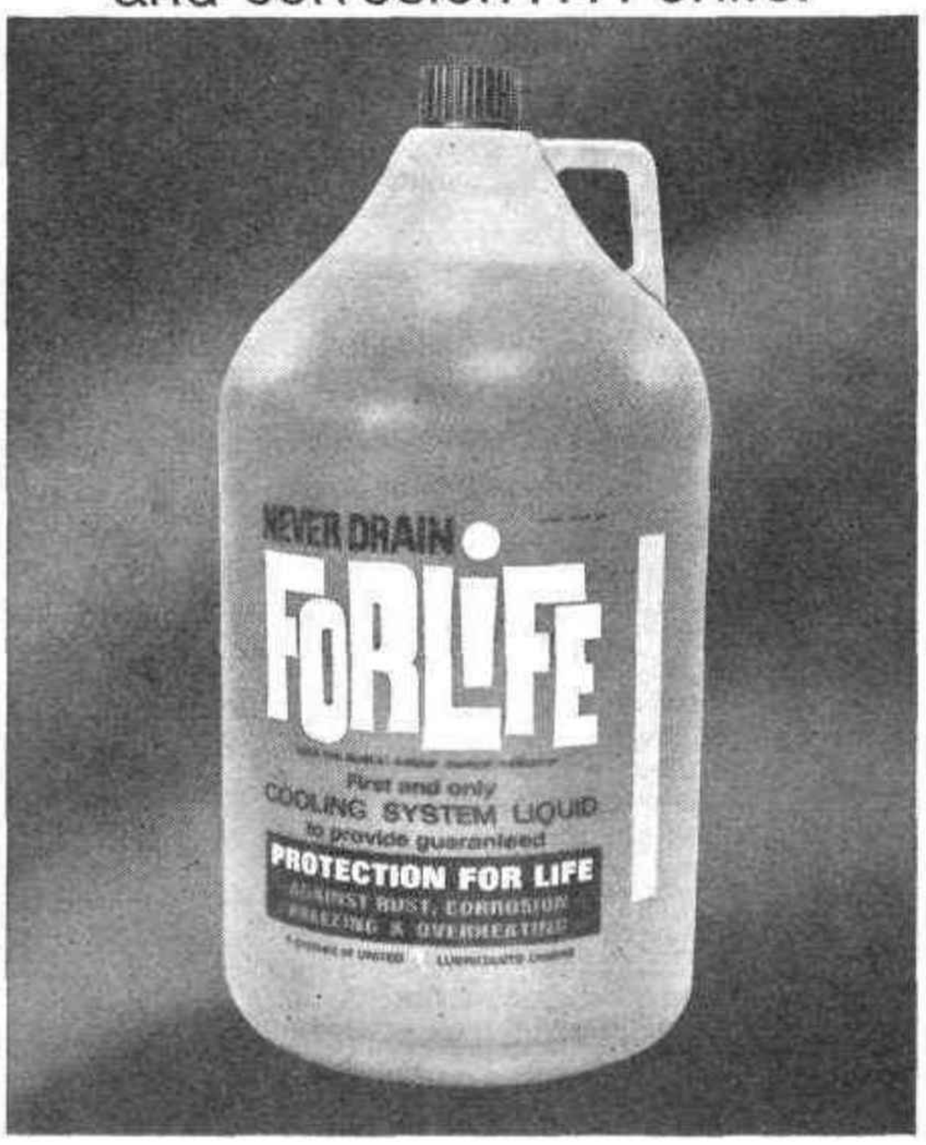
THIS IS THE OLD WAY

Anti-freeze does a pretty good job in the winter. But it overheats in the summer. So you have to drain it each year. And replace it the next. And flush out all the rust that the water caused . . .



THIS IS NEVER DRAIN● FORLIFE

Put Forlife in your radiator and it's there for life. You never, ever drain it. It protects against freezing down to 47° of frost. In the summer it cools more efficiently than plain water. And it keeps your radiator free from rust and corrosion . . . Forlife.



If you can't find Forlife at your local garage, Halfords, Lex or Blue Star, please write to—

UNITED LUBRICANTS LIMITED

UNITED HOUSE · LONDON W.11 · TELEPHONE: PARK 8090

Prudence suggested a check-over as I ran past the Holland Park depot but human nature being what it is, and mine particularly impatiently inclined, I pressed on. It was after a bit of difficulty getting past a crawling Mk. IX Jaguar and an elderly Vauxhall, when the speedometer needle was again approaching 80 and I was gaining on two young men in a sportingly-driven Standard Ten who were also in a hurry that—the Morris again cut stone dead. It coasted to rest outside Leominster Station and the Standard, followed in due course by the Jaguar and Vauxhall, passed out of my life forever.

This time the thing showed no inclination to restart. I was fortunate only to the degree that in a nearby yard a local youth had just finished stripping the rear springs off a pre-war Austin 12 preparatory to fitting them on some future occasion to his 1938 Austin Ten, " My first car and a dud when I bought it," he told me as he very kindly drove me into the town in search of electrical specialists.

This is how I came, within a short space of time, to discover two things, the first of significance to owners of Morris 1100s, the other possibly of interest to those in the vicinity of this ancient Herefordshire town, i.e. that for some perverse reason Issigonis hangs the S.U. fuel pump of his 1100s under the body at the n/s rear corner so that it is continually sprayed with anything the wheels and winds fling up, and that, even approaching 8 p.m. on a dismal English summer evening, the proprietor of the Pinsley Garage Co. is willing to shut up his garage and come to the aid of motorists in need. At least, he came to my aid, cheerfully fitting a new fuel pump and charging only 12s. 6d. for labour and driving out to the stricken Morris. He deserves to prosper.

I should explain that earlier that day, September 3rd, 1963, the odometer had turned up 10,000 miles in Evesham after I had entered Worcestershire by way of the 1-in-11 descent of Fish Hill. But as I had not taken over the Morris until it had done 519.5 miles I felt I should see it turn up 10,519 miles before setting down my account of it. Thus the fuel-pump failure, brought about by stupid design, I think it can fairly be said, has to be included, for when I was furiously spinning the starved engine on the starter in the Leominster dusk the total reading was 10,043. The " target " total came up, quite close to home, entering Odiham on the morning of September 7th.

This account, then, is of almost a year's use of the latest B.M.C. small family car, employed as most cars of this kind are, and for about the same mileage as an average motorist undertakes in a year, including a series of teenage driving lessons. That it took me more than ten months to accomplish this distance reflects on the large number of Press cars I drive during this period. No further troubles were experienced (although since the target mileage came up there has been a further fit of the stalls) and, considering the kind of usage it has had, I think the reliability record has not been at all discreditable.

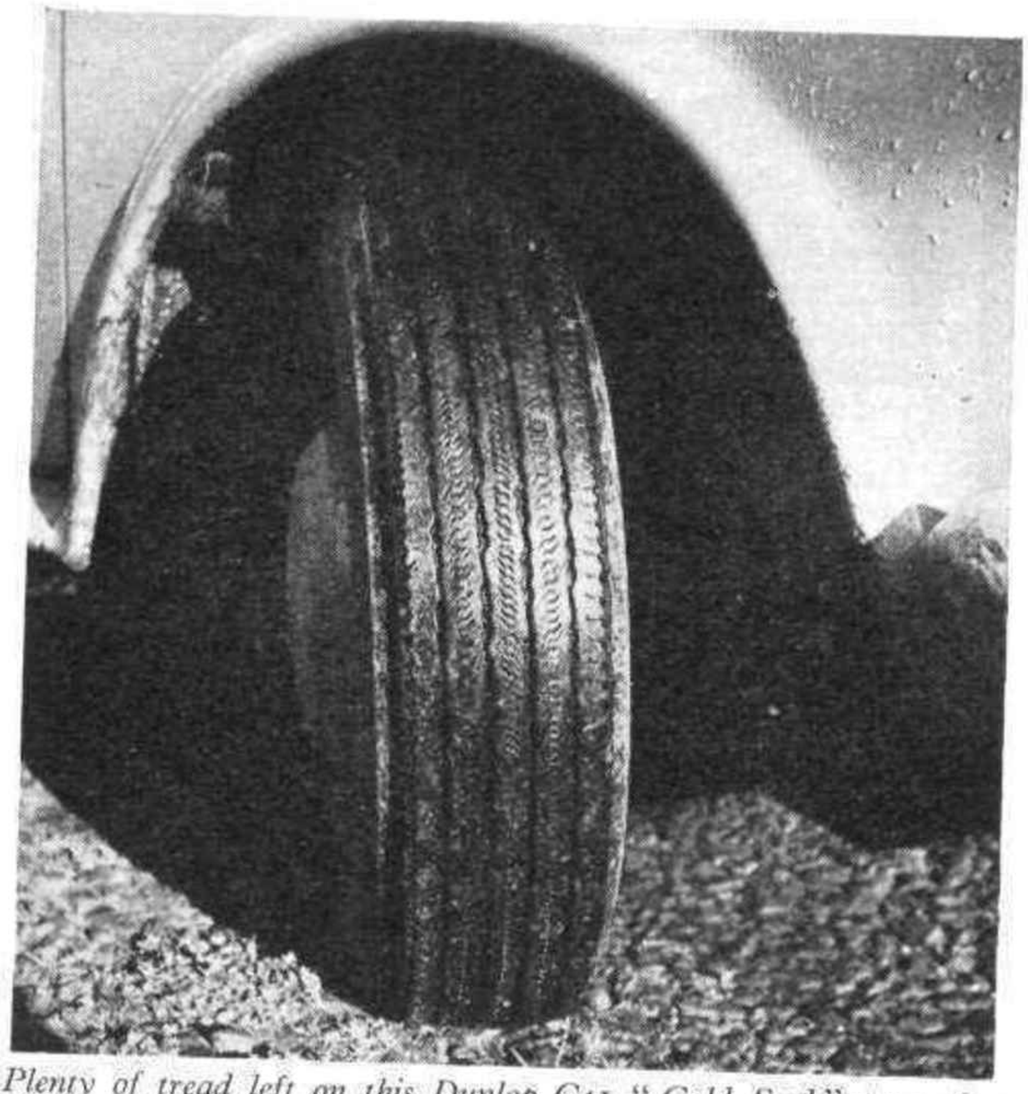
The engine still commences promptly in the morning (and as B.M.C. prefer you to warm it up by driving at 15 m.p.h. in top gear instead of idling in neutral, no time is wasted in taking to the road), the Lucas battery survives an evening of parking with the sidelamps in use, and the Dunlop Gold Seal tubeless tyres have never punctured or deflated, so that I have no idea how the jack functions. There is still a reasonable amount of tread on all four of these 5.50 × 12 covers, whereas the front Dunlops on the Mini were getting bald at 10,000 miles.

Although the interior appointments have proved somewhat frail, externally the body is like new, the plating round the windows and on the bumpers untarnished, while the leather upholstery has proved 100% durable. The rubber sealing round the boot-lid came adrift at one servicing period and was found within the car.

I like the matt-black facia which goes well with leather seats, Issigonis is a past master at not only making his small cars internally surprisingly spacious but in providing extremely generous storage for maps, bags, cameras, umbrellas and what you will. I do not like the mother-of-pearl release-button of the hand-brake lever, nor the interior door handles and heater controls, which feel liable to snap off, the latter being inordinately stiff to operate. The front number plate is vulnerably low

Superior Suspension

The outstanding aspect of the Morris 1100 and its companion M.G. is undoubtedly Alex Moulton's rubber-and-fluid interconnected all-independent suspension. Coupled with Alec Issigonis' insistence on small wheels at each corner of a rigid structure and front-wheel drive, the cornering powers are phenomenal and thus a constant source of joy to ambitious drivers.



Plenty of tread left on this Dunlop C41 " Gold Seal " tyre after 10,500 hard puncture-free miles.

Alex Moulton, working at his gracious house, The Hall, at Bradford-on-Avon in Wiltshire, took out his initial patents dealing with hydraulically inter-connected rubber springs in 1955. The system used on the ADO 16 Morris 1100 (it's rather droll, but ADO in association with this Cowley make stands for " Austin Drawing Office ") was developed through eight stages, between July 1956 and June 1959 onwards. I have insufficient space in which to describe these highly interesting and painstaking experiments but they were detailed in *The Automobile Engineer* for September 1962 and keen owners of Morris and M.G. 1100s may care to keep this issue to hand, as I do; it certainly enhances appreciation of an exceptionally well-suspended motor-car. I was privileged to inspect the inter-connected Moulton suspension before its release to the public. Last winter I became aware of the effective no-pitch ride it provides under unique circumstances. It so happened that, seeking firm ground beneath the universal snow on which to exercise the Motoring Dog, I used to drive onto a disused airfield runway. Over the snow the Morris was driven comfortably at 40/45 m.p.h. Other cars, over the same route, bucked and leapt about, fit to seriously discomfort the occupants if not to damage the mechanical parts. Only when the thaw set in did I realise the kind of pot-holes and broken asphalt I had been negotiating. This impromptu test entirely converted me to Moulton suspension on the score of comfort, no matter what some of the sceptics, usually after negligible experience of it, might say. Certainly frost-damaged or other bad road surfaces call for no reduction in speed if you drive a Morris 1100. Yet it is quite hard suspension over normal roads, a clever combination. As it also confers on the 1100 roll-free cornering quite up to the incredible standards I enjoyed when I was a regular Mini motorist, on this score alone the 1,098 c.c. Morris becomes one of the most covetable of cars. If anything, I prefer 1100 to Mini handling, the change from under to oversteer when the power is taken off being far less pronounced. The steering is normally light, is geared 3½ turns lock-to-lock and has not a trace of lost motion or sponge. *Now, after more than 10,000 miles, this entirely trouble-free suspension system is functioning as well as ever, with no deterioration in the damping.*

I think many people, including Mr. Langley whose letter appears on page 822, have misconceptions about this ingenious suspension, which is pitch-prohibiting but *not* self-levelling under varying loads in its present form. To combine a comfortable ride over atrocious roads with roll-free fast cornering and at the same time kill the liveliness and pitching that spoils many small cars, including one very recently announced, are what make this Moulton suspension as applied to the B.M.C. 1100s in a class of its own, and a system of very great practical merit.

What of the Morris 1100 from other aspects? On a long run there is still some road noise and the engine is noisy, apart from that persistent tapping from my particular example, which spells fatigue in non-stop runs of more than 100 miles. The steering wheel vibrates in sympathy with the engine when it is idling and from 60 m.p.h. onwards there is pronounced gear-lever rattle. The long gear-lever is well placed and the change a considerable improvement on that of the early Minis.

The speedometer can be pushed to 80 m.p.h. if need be but the real joy is the high average speeds attainable in safety over twisty roads; acceleration isn't all that impressive and the car needs to be " rowed along " on the gear-lever, 60 m.p.h. coming up none too readily in 3rd gear. The front seats, which tip up even on the 4-door saloon, give plenty of support under the legs and are of better than average comfort, somewhat spoilt by hard backs of " lumpy " formation. The three identical flick switches for lamps, instrument lighting and wipers I still find confusing at times and there is a sense of stress when pushing the car hard, quite erroneous however, based on the few serious faults experienced in a twelve-month.

The boot is bigger than it appears to be, taking two average-size, but not large, suitcases longitudinally, with another smaller case and odds and ends above them. Heavy loads do not affect the suspension adversely.

The rather upright driving position brings no grumbles from me; the brakes are adequate and the front discs now scarcely squeak at all, the transverse engine is splendidly accessible, but the bonnet prop sometimes has to be helped with its release arrangements. The 90 m.p.h. Smiths speedometer records steadily but its needle obscures the mileage reading at cruising speeds. The fuel gauge also records steadily and accurately and the thermometer has never varied its running reading. I like the French-note of the horn.

I like the chunky, almost cheeky, lines of the car, with the exhaust pipe protruding from the central backbone. I have enjoyed driving my Morris 1100 which thoroughly deserves the popularity it is enjoying (" count them on the road ") and certainly this Issigonis/Moulton motor-car gives the lie to the idea that nothing ingenious emanates from British factories. In due course " S "-versions of the 1100 may appear which the excellent handling characteristics would entirely justify. But I hope that B.M.C. will also introduce a 1½-litre version, not so much for the increased performance, as to obtain quieter running from a higher-geared more lightly-stressed power unit. The smooth, level, super-comfortable ride calls for a less noisy, more refined edition of this outstanding and lovable little car, which would indeed be a small car *de luxe*.—W. B.

Postscript.—So impressive has the Moulton rubber suspension of this B.M.C. product proved to be that I have taken on another equally ingenious vehicle, designed by Alex Moulton and manufactured by B.M.C.—a Moulton Standard rubber-sprung 3-speed bicycle. It makes an apt garage-mate for the Morris 1100, and it may well become a cult for owners of these cars to keep such a bicycle handy, almost as a matter of course.

ITALIAN GRAND PRIX—continued from page 801

pretty close motoring going on, especially as Ireland tucked his pale green B.R.P. in behind Gurney's Brabham and used the slip-stream, thereby getting closer to Brabham and dropping the two Coopers a little way back. Graham Hill had rejoined the race after carbontetrachloride had been squirted into the clutch, but it was of no avail and he did a few more laps to the sound of suffering clutch plates and finally called it a day.

Clark was now beginning to hold the lead consistently, but Gurney was always right on his tail, and they finally managed to get past Ginther and Brabham on lap 60, so that they had lapped the entire field, but Ginther was doing his best to keep in their draught and rid himself of the tenacious Brabham. On lap 62 Clark came into sight on his own, and it was quite a while before Gurney appeared, and after another lap, covered comparatively slowly, the Brabham-Climax headed for the pits, another victim of mechanical unreliability. The trouble seemed to be in the fuel feed and though Gurney made two more laps the trouble could not be cured and he was forced to retire, leaving Clark and the Lotus 25 a whole lap ahead of the rest of the runners. It had been a pitched battle from the word go between Lotus, Ferrari, B.R.M. and Brabham cars, and the Lotus had come out on top on sheer reliability, though there was still a long way to go to the chequered flag. Clark could now ease up slightly, and his lap times were around 1 min. 42 sec. to 1 min. 43 sec., and Ginther followed him closely and Brabham had dropped back slightly. On lap 70 Ireland lapped Spence and Maggs, who were still close together, and the new Lotus team man nipped smartly into the slipstream of the B.R.P. car and got a tow, thus getting away from the second-string works Cooper driver, but only three laps later the oil pressure fell on the Lotus engine and Spence wisely switched off and stopped out on the circuit before he blew the engine up. On the 76th lap Bonnier's Cooper engine missed a beat or two and thinking he was running low on fuel he went into the pits to take on a few gallons and lost a certain fifth place. Then Brabham's engine suddenly cut out and he went onto reserve fuel supply, but the system did not pick up properly and the engine cut out again, so that he also went into the pits to take on some more petrol, losing a certain third place. Meanwhile Clark was running confidently out in front, content to let Ginther go by and get on the same lap, and with Brabham's stop Ireland moved up into third place, a position he had worked hard to attain, and he was followed by McLaren, with Brabham back in the race behind the Cooper. With the end in sight Bonnier eased off, thinking Trintignant was more than a lap behind him, where he was officially, but according to most people following the race he was on the same lap as the Rob Walker Cooper, and on lap 83 he went by. Clark and Ginther were now a lap ahead of Ireland, McLaren and Brabham, and as the Lotus-Climax number one driver finished his 86th lap to win the Italian Grand Prix, Ireland was on the back straight heading for the end of his 85th lap, the chequered flag and a well-earned third place, when his engine seized up solid and he came to a rapid stop.

Nobody was more pleased with this Lotus victory by reliability, and hard driving by Clark, than Colin Chapman and his mechanics, for with wins at Zandvoort, Spa, Reims, Silverstone and Monza it made Lotus the undisputed Champion Manufacturers of 1963, and Clark the undisputed Champion Driver for 1963, and if you add on second place at Indianapolis and first place at Milwaukee you have a driver/car combination that must be champion regardless of any points system.—D. S. J.

34th ITALIAN GRAND PRIX—Formula One—86 Laps
494.5 Kilometres—Warm and Dry

1st	J. Clark (Lotus-Climax V8)	2 hr. 24 min. 19.6 sec.—205.575 k.p.h.
2nd	R. Ginther (B.R.M. V8)	2 hr. 25 min. 54.6 sec.
3rd	B. McLaren (Cooper-Climax V8)	1 lap behind
4th	I. Ireland (B.R.P.-B.R.M. V8)	2 laps behind (not running)
5th	J. Brabham (Brabham-Climax V8)	2 laps behind
6th	A. Maggs (Cooper-Climax V8)	2 laps behind
7th	J. Bonnier (Cooper-Climax V8)	2 laps behind
8th	J. Hall (Lotus-B.R.M. V8)	2 laps behind
9th	M. Trintignant (B.R.M. V8)	3 laps behind
10th	M. Hailwood (Lola-Climax V8)	4 laps behind
11th	P. Hill (A.T.S. V8)	7 laps behind
12th	R. Anderson (Lola-Climax V8)	7 laps behind
13th	M. Spence (Lotus-Climax V8)	13 laps behind (not running)
14th	D. Gurney (Brabham-Climax V8)	22 laps behind (not running)
15th	G. Baghetti (A.T.S. V8)	23 laps behind
16th	G. Hill (B.R.M. V8)	27 laps behind (not running)

N.B.—The above are the results as given officially. By reasonable practical standards Ireland, Spence, Gurney and G. Hill had all retired, although they had covered sufficient laps to qualify. None of them received the chequered flag.

My personal lap chart, and many others, had Brabham ahead of Ireland, assuming him to be a finisher, and had Trintignant ahead of Bonnier.

Fastest lap: J. Clark (Lotus-Climax V8) on lap 60, in 1 min. 38.9 sec.—209.302 k.p.h. (*new record*).

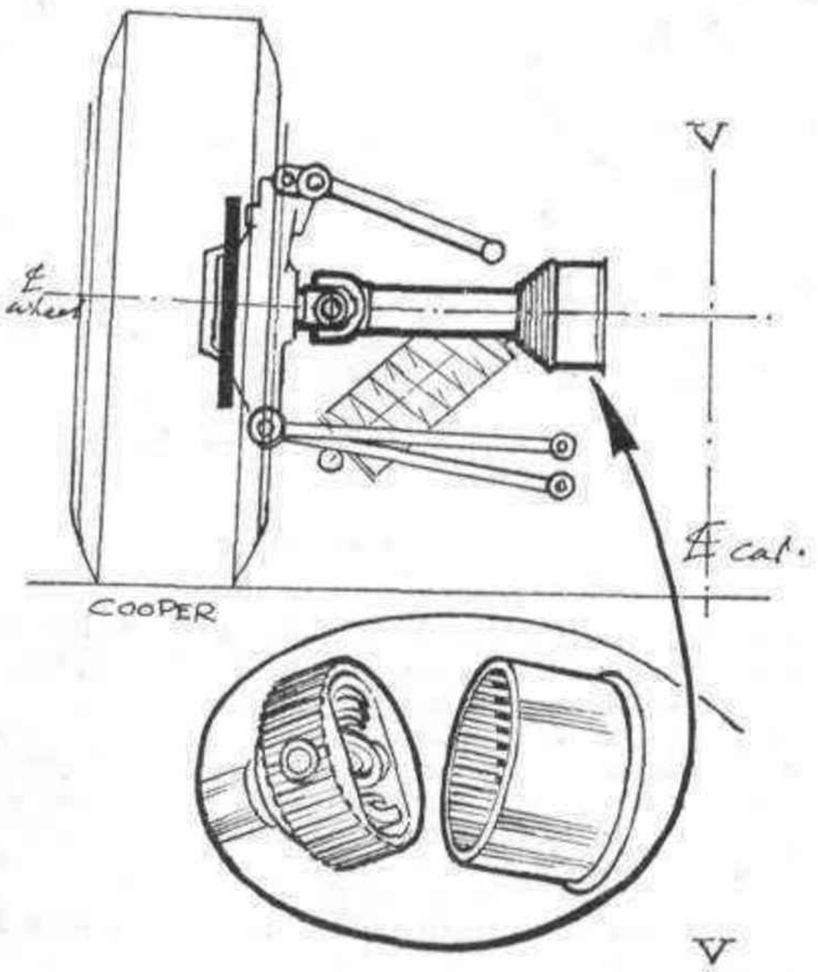
Retired: J. Surtees (Ferrari V6) lap 17, engine; M. Gregory (Lotus-B.R.M. V8) lap 27; L. Bandini (Ferrari V6) lap 38, gearbox; J. Siffert (Lotus-B.R.M. V8) lap 41; G. Hill (B.R.M. V8) lap 59, clutch; M. Spence (Lotus-Climax V8) lap 74, engine; D. Gurney (Brabham-Climax V8) lap 65.

* * *

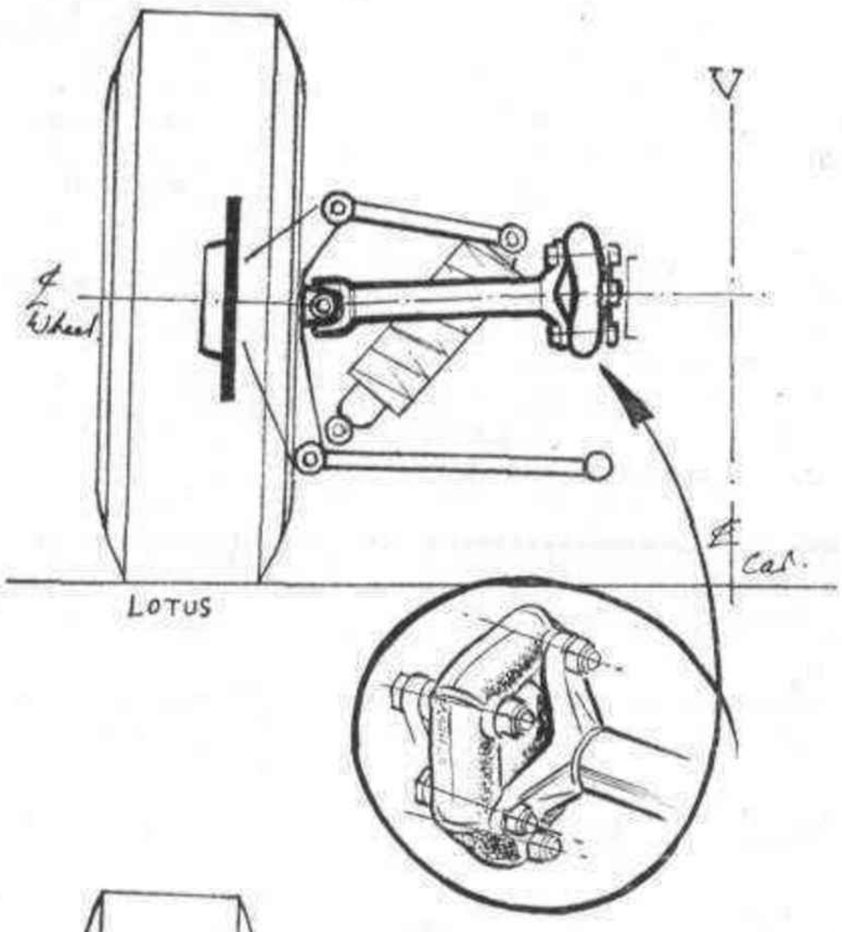
While at Monza for the Italian Grand Prix I had a large helping of " humble pie " for lunch, and I was happy to eat it, for I had just seen Salvadori driving an Aston Martin DB4GT dust-up Parkes in a GTO Ferrari. For many years now I have heard and read about the wonderfully fast Aston Martin G.T. cars, how they are the fastest production G.T. cars, how they do 180 m.p.h., and so on, but none of it was ever proved; it was all paperwork stuff pushed out by the Publicity Boys. I always used to say " When I see an Aston Martin blow off all the Ferraris at Monza then I will believe that it is a fast car," and certain of my Ferrari enthusiast friends used to laugh and say " that will be the day." Well, that day came, on September 8th in the Inter-Europa Cup. Salvadori raced wheel-to-wheel with Parkes for the last 1½ hours of that three-hour race, both of them lapping at 1 min. 45 sec. consistently, and while the Ferrari may have gained a slight advantage on the corners the Aston Martin stormed past it time and time again down the straights. Knowing these two drivers, it was enthralling to watch that battle, and there is no doubt in my mind now that the 4-litre Aston Martin G.T. car is the fastest, but this does not mean it is the best. My only interest was the claim that it was the fastest, and now it has proved it.—D. S. J.

GRAND PRIX DESIGN

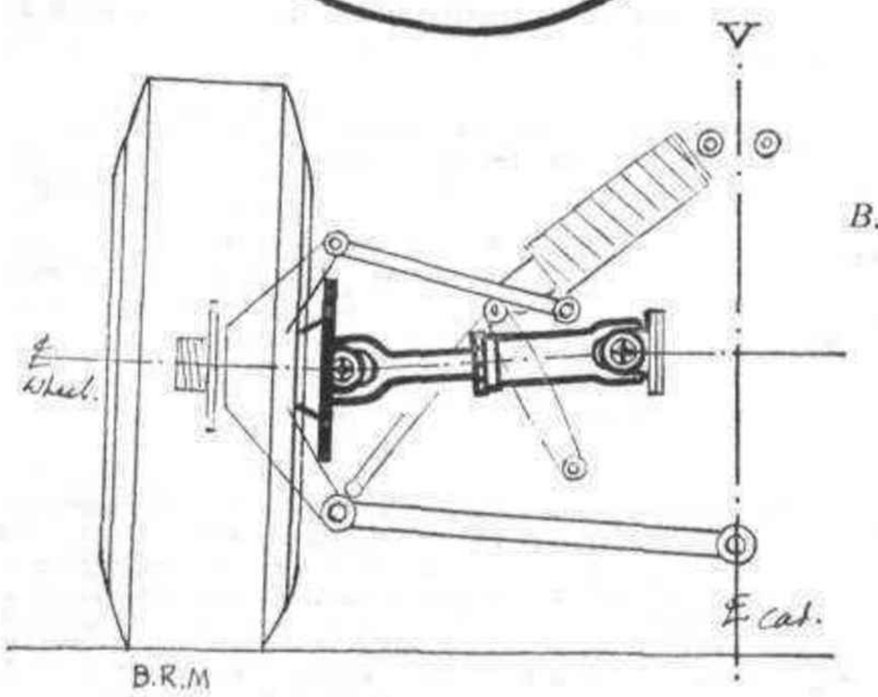
In previous issues we have illustrated suspension differences among the leading Grand Prix cars, and this month are illustrated the different methods of transmitting the power of the engine from the final drive unit to the rear wheels, while in addition the position of the universally used disc brakes are shown, these being depicted by the thick black line representing the brake disc. Most designers use a form of sliding joint in the drive shaft, but Lotus use a solid shaft and allow for variations in shaft length, due to suspension movement, by using a rubber-ring universal at the inboard end. A.T.S. used a similar arrangement at the outboard end of their shafts at first, but have subsequently dropped the idea. Brabham experimented with an Australian-manufactured sliding pot-joint at the outboard end, but has since reverted to normal Hardy Spicer universal joints. Cooper use a modified Citroën sliding-spline pot at the inner end, and Ferrari and B.R.M. manufacture their own shafts and universals.—D. S. J.



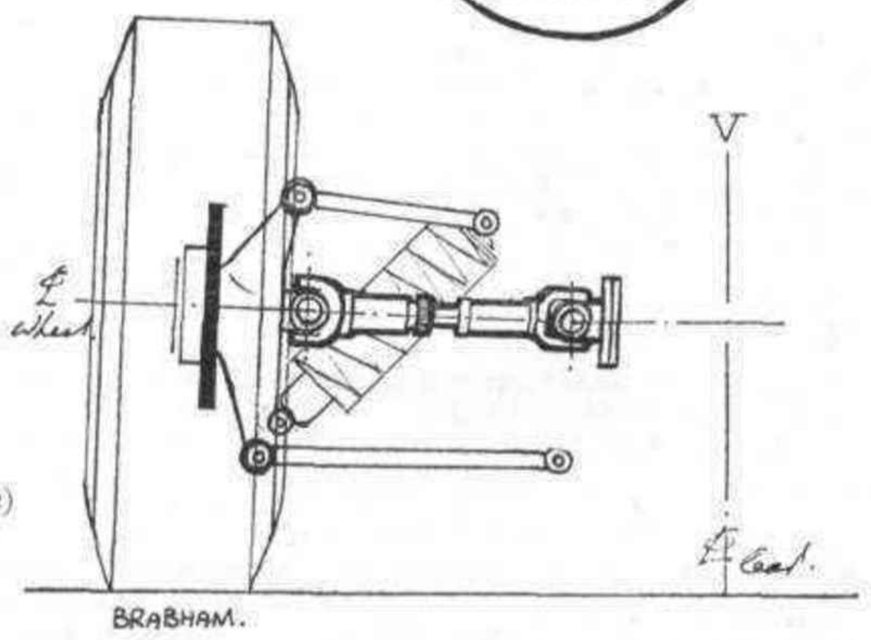
Cooper (British)



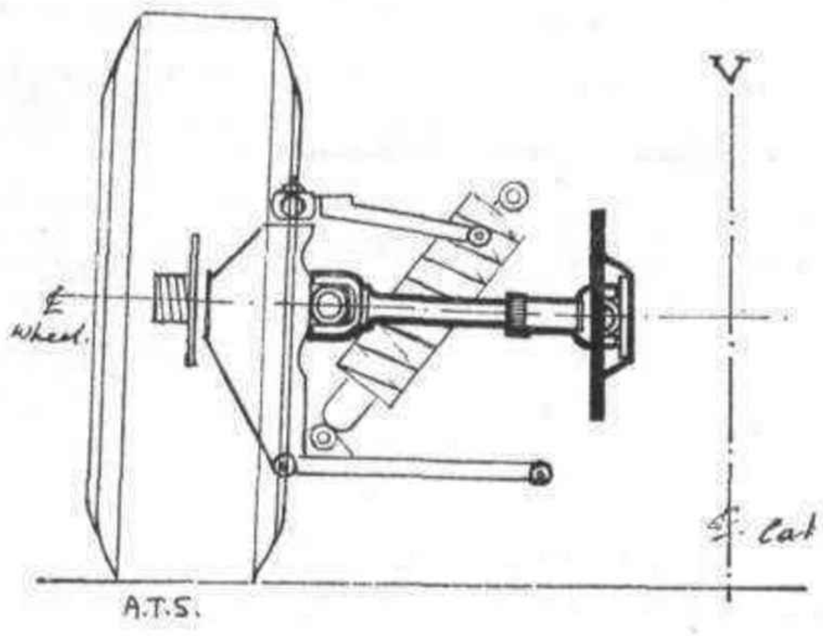
Lotus (British)



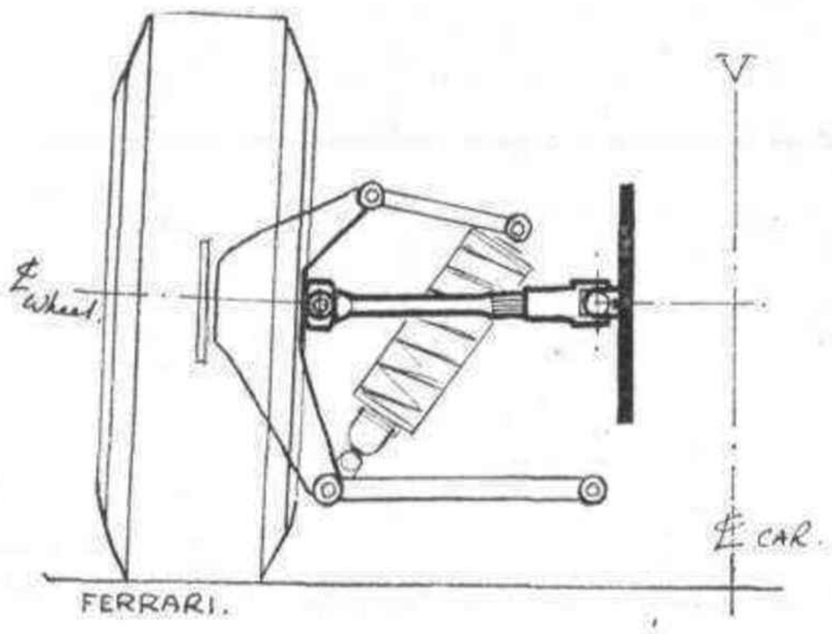
B.R.M. (British)



Brabham (British)



A.T.S. (Italian)



Ferrari (Italian)

LETTERS FROM READERS

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

A SLIPPERY BUSINESS

Sir,

A few weeks ago I sent you a copy of a letter which I wrote to Molyslip, with reference to the latest series of advertisements which they are publishing in your magazine; a copy of this letter was also sent to Loughborough College of Engineering. [Letter reproduced below.—Ed.]

You may be interested to see the attached letter which I received from Loughborough College. [See "Loughborough Replies."—Ed.] As one would expect, I have not received any comment from the Slip Group of Companies. One can only assume that my points as to the veracity of the complaints made are not without some foundation.

Rickmansworth. D. M. Squires.

I was interested in the Moly Slip advertisement on page 547 of the July issue of Motor Sport. [Repeated on page 722 of the September issue.—Ed.] It is unfortunate that the name of a highly respected College of Technology be connected with this form of dubious advertising. Such a presentation is more the product of an advertising agency rather than a technical report prepared by a College of Technology.

The following facets of the advertisement should be noted—all of perhaps a small nature but all engendering doubt of the value of such a test.

1. Tests show only a small part of power curve that, by admission, is uncorrected for barometric conditions. No self-respecting engineer would attempt to compare results until this had been done.
2. Over the portion of the R.P.M. range shown, the slope of the power curve is sensibly linear and would not, at full throttle, exhibit the falling off in power shown, particularly in tests 1 and 2. If these are actual brake results they would indicate instrumentation scatter and as this is of the same order as the difference in the "before" and "after" curves one is forced to suspect the accuracy of the test. This is particularly so in view of the elapsed time between tests. Greater confidence would be obtained if the test points were shown.

Try as I might, I cannot obtain an increase of 7.1% in power—at 1,000 r.p.m. the increase is 12.2%, reducing to 8.6% at 1,500 r.p.m. Why not on the basis of this graph claim 12.2% increase?

3. The brake r.p.m. quoted is presumably engine r.p.m., with a chassis dynamometer, the wheels are turning at 1/3.77 times the engine speed and the brake turning at presumably some other multiplication factor of this.
4. The scaling of the graph is the product of an artist not an engineer. No one, I hope, who is seriously associated with automobile engineering would adopt a vertical scale of 5/12 b.h.p. per square. This makes both plotting and subsequent interpretation highly inaccurate.

The overall impression is that the Advertising Department has been let loose with the raw data supplied by Loughborough College. A pity, as it brings discredit to both the product and the College.

This type of semi-technical advertising has everything to commend it but it is essential that it is of high quality otherwise its value is completely lost. Motor Sport is read by enthusiasts, all of whom, I am sure, are able to interpret this form of data. If you are continuing this form of advertising with the other cars please stop the advertising boys demonstrating how to "lie with statistics." I have actively followed the correspondence in the various magazines with regard to this type of additive but it will have to be a better demonstration than this to convince me the cost of Molyslip is warranted by improvement in performance.

LOUGHBOROUGH REPLIES

Dear Mr. Squires,

Thank you for sending me a copy of your letter to the Slip Group of Companies.

You will no doubt be interested to learn that as a result of the form of advertising to which you refer I have stopped the use of the name of the College in future and have cancelled any further research and development work in association with Slip.

We propose to publish an authentic account in the technical Press of work affected in the field of Molybdenum Disulphide within the next few months.

K. L. C. Legg,
Head of Dept. of Aeronautical and
Automobile Engineering,
Loughborough. College of Technology.

MOLYSLIP ADVERTISING

Sir,

Our attention has been drawn, through readers of another publication, to an apparent conflict between the graph and the quoted figures in a recent Molyslip advertisement.

Since this advertisement also appeared in Motor Sport, and in case any of your readers should be puzzled, we are writing to let you know the following facts:

1. Both the graph and the figures are from a test report prepared on behalf of our client by the Loughborough College of Technology.
2. Owing to reproduction difficulties it was necessary to have the graph re-drawn.
3. In re-drawing it, the artist has made use by necessity of far broader lines than the original, which makes accurate reading virtually impossible. Furthermore, he has apparently slightly transposed the lines—an error which frankly was not apparent to us.
4. I attach to this letter a photostat of the graph prepared by Loughborough College, which was submitted to our client with the report. You will see this bears out the figures quoted for the Mini-Minor's increase in power.
5. The other figures quoted are derived from other sections of the Test Report, and, like the figure for power, were agreed with Loughborough College before publication of this advertisement.
6. The tests conducted by Loughborough College, as part of a wider programme, on behalf of our clients, have now been successfully completed. It is not proposed to conduct any further tests.

Finally, I should like to inform you that we are withdrawing this advertisement, owing to this unfortunate inaccuracy, and shall be replacing it with an alternative advertisement in the very near future.

Duncan Christie,
London, W.C.1. *Account Supervisor*, Smith-Warden Ltd.

SLIP'S COMMENT

Sir,

I am enclosing, as promised, a full and unvarnished copy of the tests carried out for us by the Loughborough College of Technology. Their conclusions, as you will read, are cautious in the extreme and I would like to draw your attention to the figures and the graphs wherein lies the meat. You will find, I think, that all the figures we have quoted in advertising are contained in this report and, in fact, I would mention that all the advertising that has taken place has been first passed and O.K.d by Mr. Legg of Loughborough College.

This booklet is what I call test No. 1, and tests 2 concerning two Morris 1000 engines on a bench test, will be out in about two months.

Our whole intention this year was to produce factual advertising and I am, therefore, extremely sorry that this mistake on the graph on the Mini-Minor occurred. I am sure you will agree as an engineer that to advertise some test figures and produce a graph which does not match up to these test figures is sheer lunacy.

D. B. Eaglesfield,
London, E.C.3. Slip Products Co. Ltd.

* * *

THE MORRIS 1100

Sir,

I grow weary of reading within your correspondence columns adverse comments on the Morris 1100 which often appear to be carping, peevish, irrelevant and with undertones of envy. It may be due to the undoubted superiority of this machine over its so-called rivals (shades of VW when it reigned supreme). Nothing really tangible in the way of criticism is ever levelled at this car, apart from its stiff gear-change during early life. Broken fan belts, flickering speedo. needles and rattles are not criticisms of the 1100. They can apply to all sub-£1,000 cars and many costing well over £1,000.

Another fashionable criticism is that the 1100 is underpowered. This is undoubtedly true, but only in relation to the car's superlative road-holding. 0-70 m.p.h. in around 36 seconds is not exactly G.T. motoring but is still sufficient to outstrip most unmodified rivals, and the real need for a bigger engine only becomes apparent on long straight stretches of the motorways, and for overtaking much bigger and more powerful cars. As for the Ford Cortina, I am not qualified to judge, not having driven one. Most of the reports speak highly of its good handling and roadworthiness for a conventionally-sprung car. One point however would appear to speak for itself without further comment. Cortinas modified to G.T. form require, amongst other things, considerable suspension modification; 1100s, for example the Downton 1100 which is capable of just over the ton, do not.

I repose great confidence in W. B.'s judgment. In the days when the VW was all the rage with the editorial staff of this magazine, I, like many other readers, ostrich-wise was loath to

admit that it could be better than certain British small cars without ever putting it to the test. After putting one through its paces I returned home chastened, a sadder but a wiser driver, confident now in the knowledge that at that time there was not a small British car to touch it in terms of general roadworthiness.

I believe at the moment this is true of the 1100. For the record, my own 1100 has just completed 10,000 miles, gives 39 plus to the gallon (super grade) and has given no trouble whatsoever, apart from a few minor irritations, including a stiff window-winding mechanism, a sticking carburetter piston, and during its early life a stiff gear-change.

Excellent value for money. If, as one of your correspondents remarked, it is backed by good spares and service, and also close factory inspection, this car is a potential world-beater.

Leeds. A. SMITH.

Sir,

With reference to the " self-levelling " suspension of the Morris 1100/M.G. 1100, I would like to make an observation which, apparently, has escaped the notice of the manufacturers and the motoring press.

When the car travels over a bump, the front wheels are pushed up. This action forces the rear wheels down (through interconnection), levelling the car. Similarly, when the rear wheels pass over said bump, they " retract," pushing the front wheels down, again levelling the car. This is all very clever, but when, instead of one pair of wheels being " retracted " by the road, they are retracted by a downward force on the car, either by load, severe braking or acceleration, the system has the effect of *exaggerating* the resultant dip.

A few minutes thought will make this painfully obvious!

I remember seeing an 1100 pulling away with four people on board. The two passengers in the back weighed the back of the car down, the same as they would tend to do on any car. However, this forced the front wheels down (interconnected remember), and as they could not bury themselves in the road, the front of the car reared up, and the car continued on its journey in this somewhat alarming attitude. There was not even any luggage in the boot. This is a 4-seater car?

A weekly contemporary of yours recently published a report of a converted Morris 1100, and remarked that " not even " the self-levelling suspension could cope with the tail-dip produced by the very rapid get away. Of course not, it would only exaggerate the dip and make the acceleration look even more impressive. (Could this be the real motive behind the design?)

Frankly, I hope B.M.C. can shoot down this criticism. The suspension would seem to be ideal for a vehicle used only on cart-tracks, and without passengers or a load.

During the year which has passed since I sold my last car, I have considered, fallen in love with, and subsequently rejected a score of possible replacements. I have now come down to earth, and settled for a " plain jane," who has one other fault. Her name, " People's Car," does not do her justice. But then, her creators are engineers, not poets.

Berlin, Germany. C. R. LANGLEY.

* * *

CORTINA *v.* MORRIS 1100

Sir,

Your readers should not be misled by the biased letter of John MacPherson on the M.G. 1100. The whole letter smacks at the Ford Sales School and carefully avoids awkward subjects like the ridiculous range of the Cortina GT, a bare 200 miles.

To get the facts straight on the M.G. 1100:

Steering—This is stiff when new, but when run-in is light yet precise. Note it is rack-and-pinion not recirculating ball as Cortina—'nuff said!

Gearbox—Also stiff new but run-in is nothing less than delightful.

Petrol consumption—On an 800 miles check on holiday 33.5 m.p.g. was recorded (including M 1) with five people up (and luggage, there and back). This compares with 25 to 26 with Cortina under same conditions.

Depreciation—M.B.C. say the 1100s will be in production for 10 years, can the same be said of the " cart-sprung " Cortina?

Acceleration—I agree, but the Cortina GT has 1,498 c.c. Why not consider the Mini-Cooper " S " and save £70?

The Ford Cortina GT is a good buy but so is the M.G. 1100, and I chose the latter for its cornering and long journey comfort and after 13,000 no serious complaints. Incidentally I was offered £300 for my 1960 Mini by Ford and B.M.C. agents, but that was in England!

Birmingham, 13. E. S. SAPCOTE.

AN AUSTIN HEALEY IN GIBRALTAR

Sir,

I heartily applaud your efforts to better the plight of motorists in Britain and wish you every success. Perhaps you might be interested to know the position of motorists here in Gibraltar.

Gibraltar has an area of roughly five square miles, of which a sizeable proportion is Military property and out of bounds to civilians. There are approximately six thousand vehicles on the roads at the moment and about one hundred are registered every month. The streets are very narrow, necessitating a speed limit of 20 m.p.h. in the town area and an overall speed limit of 30 m.p.h. anywhere else. On some roads *outside* the town the limit is 10 m.p.h.! Inside the town the parking problem is even worse than in London. We haven't even got room for parking meters, let alone cars!

As you may imagine, driving under such conditions is certainly no pleasure and most of us cross over to the Spanish mainland at weekends hoping to get rid of our frustration. Alas, this is not to be. The roads within a radius of thirty or so miles from Gibraltar are in a very bad condition and the dictatorial attitude of the Spanish Police to Gibraltar registered cars (who fine on the spot as and when they please) does not help matters. Incidentally, their attitude to tourists from other countries is the complete opposite! To add insult to injury every car is searched at the Spanish Frontier (they even poke pieces of wire into the petrol tank), and on Sundays one may have to queue up for over an hour just to get across the frontier.

Representations have been made both to the Spanish Authorities locally and to the British Government but the Spaniards are adamant and our Mother Country does not care a hoot.

We have an Automobile Club here which is rather dormant, due solely to the lack of co-operation from the Military and the Civil Authorities. The club once tried to stage a Go-Kart meeting but permission was refused on the grounds of safety and traffic disruption, the authorities conveniently forgetting the fact that the traffic is constantly being disrupted by the many military ceremonies and rehearsals held monthly.

My personal transport is a 1956 Austin Healey 100/4, with which I am very satisfied. I have, however, four grumbles :

(*a*) Awkward and exposed position of twin batteries.
(*b*) The clutch relay rod has broken three times.
(*c*) Low ground clearance (broken sump guard and exhaust system twice).
(*d*) Slow gear-change for a sports car.

Our family car is a 1956 Opel Kapitan which I cannot fault in any way. It was decarbonised for the first time at 70,000 miles, has now done 110,000 miles, and still looks good for a few more years.

Gibraltar. CHARLES W. FACIO.

* * *

CENSUS

Sir,

I thought you might be interested in a little test I carried out the other week. Coming home from Blackpool I counted the number of Cortinas and 1100s I saw. By the end of the journey the total had reached a mere 53 for the 1100, but the Cortinas had 147.

Even with the Cortinas in the majority, give me an 1100 any day.

Coningsby. JOHN SAMPLER.

* * *

TWICE THE LIFE

Sir,

By this time many of your readers will have received a copy of a circular letter concerning a new motor oil with twice the normal life. My copy starts with " We'd like you to be among the first to know . . . " and goes on with the usual ad-man's poppycock " facts are revealed," " It's a thrilling story," " You'll want to try this revolutionary new Motor Oil."

How many of your readers read the editorial comment on this new oil in a contemporary weekly? It is less " thrilling " but more informative :—

" At a retail price of 3s. 5½d. a pint . . . 26s. a gallon, it is *rather* more expensive than ordinary multigrade oils—*not unnaturally* the price has been adjusted to maintain both the manufacturer's and the dealer's profit levels—but the average user's annual oil bill will be about the same or slightly less." [My italics.] Note the use of the word " adjusted " always used to announce an increase in price, and the unconscious cynicism of " not unnaturally " with its acceptance of big business ethics and the exploitation of consumers. I for one shall never willingly use this oil and indeed I scrupulously avoid all over-advertised brands of

any commodity. How many of your readers, not themselves in the rat race, share my disliked of being treated as an affluent teenager?

Harston. C. A. M. SELLEN.

Sir,

There is, at the present time, a good deal of interest in long-life motor oils. One such oil has been on the market for several weeks; another which has been widely available abroad for some months past has now made its appearance in this country.

You may perhaps have wondered how Castrol, whose motor oil is used by half the motorists in Britain, regard this development. Are we, for example, being unduly conservative in not bringing out a long-life oil of our own at this stage? I thought, therefore, that I would let you know, as background information, what our views on this subject are.

Technically, there is no problem in producing oils of this type. The question is whether it is better for the owner of a Ford, for example, to get rid of his old oil once every 10,000 miles or twice every 10,000 miles.

As you know, car makers recommend that oil be changed periodically not because it wears out but because of contamination and dilution—no matter how good an oil may be it cannot guard itself against dilution.

As the custodians of the mechanical well-being of several million cars, we have had to ask ourselves whether the obvious technical advantages of two fresh sumpfuls of oil in 10,000 miles (or whatever the period might be) are outweighed by the apparent economy and convenience of a single sump drain in the same period.

Economy

Does the motorist, in fact, save himself money by using a long-life oil. On the face of it, this might seem to be the case but the actual figures tell a different story.

Let me take the example of a motorist who does 10,000 miles a year (an above-average mileage) in a car the maker of which recommends a 5,000-mile oil change period. I will further suppose that the sump capacity is 8 pints (a reasonably typical figure) and that oil consumption at 1,000 miles to the pint is relatively low. This is what we find :—

1. Using a long-life oil :	
One engine oil change, 8 pints	26s. 6d.
9 pints used to top up at 3s. 5½d. per pint	31s. 1½d.
TOTAL ANNUAL COST	57s. 7½d.
2. Using a normal multi-grade oil (actually Castrolite or Castrol XL) :	
Two engine oil changes, 8 pints each	34s. 4d.
*8 pints used to top up at 2s. 5d. per pint	19s. 4d.
TOTAL ANNUAL COST	53s. 8d.

(* The fifth 1,000-mile top-up is covered by the oil change.)

Is this example loaded in favour of the " normal " oil? Far from it. Reduce the assumed oil consumption to 500 miles to the pint, the figures are then : long-life oil 92s. 2½d., " normal " oil 77s. 10d. With the exceptionally low oil consumption of 1,500 miles to the pint, long-life does certainly show a small saving—a matter of 1s. 7d. per year. Most motorists, in fact, cover less than 10,000 miles a year—the lower the annual mileage, the more economical is the use of the " normal " oil.

Try the sum with any figures you like, the result will always be in favour of the " normal " oil and the recommended change period, except in the case of cars which require very little topping up indeed between changes.

Convenience

It might be argued that some motorists would accept the extra cost of using a long-life oil because of the time they would save in not having to put the car into the garage so often. But the frequency of their visits could not be reduced because regular servicing, as specified by the manufacturer, is necessary whether the sump oil is changed at the time or not.

For these reasons, we have come to the conclusion that it would not be in the interests of the motorist for us, as oil technologists, to recommend any departure from the lubrication procedures laid down by the engineers who have designed his car.

LAURENCE SULTAN,

London, N.W.1. *Group Public Relations Officer, Castrol Limited.*

* * *

SOMEONE WHO LIKES HIS SAAB

Sir,

In spite of a very high regard for your opinions I am concerned that your remarks on the Saab Station Wagon in the current issue of MOTOR SPORT may reflect on the wonderful little Saab 96 saloon. I have not driven the station wagon, but have owned a 96 for the past two years and would not change it for any other car on the International market.

I appreciate that you either love or hate the Saab. In my case 27 DUV is often referred to as " the other woman in my life " and I would like, if I may, to give some of the reasons for this state of affairs.

Even under current traffic conditions I really enjoy driving, and the Saab 96 is the first car I have owned since 1938 which matches my moods and practical requirements. My normal day-to-day driving consists of frequent runs of between two and five miles, and two or three times a month runs of from 60 to 300 miles. The compact dimensions of the 96 combined with excellent handling easily sorts out traffic problems, and fuel consumption under these conditions averages 30 m.p.g. It also appears to me that the fresh oil lubrication of a two-stroke reduces cylinder wear under these stop-and-start conditions. There is only the slightest vibration when halted at, say, traffic lights. It can just be felt through the rim of the wheel, certainly no " jumping about," and I soon mastered the trick of a smooth pick-up when using the free wheel.

On a long run I find I put up averages of well over 40 without trying, and still observing speed limits and general road safety. I have to use the gears, but I do not mind this, and find that actual acceleration both from rest and for overtaking is better than many sports cars. Handling is very good, steering light and responsive once the car is moving, and brakes excellent. The general silence, more like an electric motor than an i.c. unit, and ride comfort are outstanding, and both my wife and I usually finish a long run feeling fresh and rested. Two recent runs may illustrate my points.

The first was from Kyle of Lochalsh *via* Spean Bridge, Dalwhinnie, Stirling and Lanark down to Darlington. Speedo. reading for the distance 417 miles. Left Kyle at 10.30 a.m., arrived Darlington 11 p.m., which I make about a 33½ average including stops for lunch, coffee and petrol. We arrived quite fresh and I drove a further 260 miles the next day around the North Riding. A similar run the previous year in a larger and much more powerful sports saloon took 1½ hours longer driving hard, and we had just about " had it " on arrival at Darlington. I must admit that the front seats of the latter car left much to be desired, and that I have put in quite a lot of work on the height and angle of the Saab seats to get them exactly right.

The second run was from Darlington to Cambridge; 214 miles on the clock *via* the A 1 to just beyond Sawtry, then the A 14 and A 604. Door to door time 4¼ hours. This included half-hour for lunch (timed) and a stop for petrol (untimed), and a hold-up in Huntington which lasted between 5 and 10 minutes.

Petrol consumption : Kyle to Darlington approximately 38 m.p.g.; Darlington to Cambridge approximately 41 m.p.g. These are not isolated figures but reasonably constant for any run over 50 miles on average good roads.

Personally, I have no objection to mixing oil with the petrol, and regard it as no more difficult than checking the sump and topping up, but I do stand over the assistant at any filling station and *see* the oil go into the tank for myself. I count this a small price to pay for the absence of four-stroke complication.

Finally, may I say that everyone connected with the sale and servicing of the Saab with whom I have come in contact appears to be *interested* in the car and owners, and unusually helpful.

After re-reading that lot I think I should say that my only connection with Saab is that of a well-satisfied owner.

Shepperton-on-Thames. KENNETH M. GIBBS.

* * *

SOMEONE ELSE LIKES HIS SAAB

Sir,

For two years, since I bought one, I have been hoping that your excellent magazine would publish some correspondence about Saabs, partly because other owners are not often met, partly because they seem to me unusually interesting cars. Now, your own vigorous comments on the Estate version in the September number provoke me to start in the hope that others will also write to you.

First of all let me say that I bought a Saab 96 saloon after using a VW and find its cornering, acceleration, space, silence (especially with the windows open) and petrol consumption much better. The Saab needs more frequent servicing of plugs and brakes; the Goodyear tyres were changed at 28,000 miles, and the engine has so far done 30,000 miles untouched and sounds very cheerful. The Saab's paintwork is not as tough as a VW's, and it needs a fourth gear for Autobahns. Two early British-built gearboxes which

quickly developed a noise in the final drive were replaced free of charge.

Some of your criticism suggests you forgot the Saab was bred on Swedish snow, though in an earlier and more enthusiastic article, MOTOR SPORT, if not yourself personally, seemed to have visited the factory. For example, in normal English weather, with a narrow temperature range the radiator blind is unnecessary except to keep a downpour off the distributor, but it was a very different matter last winter when without a garage, starts were instantaneous, the windows free of frost and the inside snug very quickly. As you say, the brake pedal pressure needed is high, but because of this the wheels don't lock on ice and you can push on when everyone else is sliding about. "This petroil nonsense" which you castigate can equally be described as no more expensive than other people's medium grade fuel, and never any nonsense with dipsticks, topping up and changing oil. I wonder if it's fair to judge the cornering of an estate car against a Morris 1100 saloon except as an unintended compliment.

Finally, I took this Saab over the tough Liobl Pass and down the cart tracks of Yugoslavia to Athens, averaging 40 m.p.g., and only needed a set of harder plugs in 6,000 miles. When my family expands, I shall probably have a Peugeot 403 Station Wagon unless Saab fit a 1,200 c.c. Auto-union-like motor in theirs. To my mind, the crucial criticism of the 95b, which you didn't make, is that no one in their senses asks a mini-sized engine to pull a bus. I hope your comments and mine wake them up.

London, S.W.1. P. E. COLEMAN.

* * *

FACTS NOT OPINION

Sir,

I believe that most adverse experiences with Lodge Golden Plugs are due to the following three factors, none of which is publicly recognised by the makers.

1. The plugs certainly resist carboning-up when slow running in traffic, i.e. they have a wide heat range; but they will not cope with an engine which is using half a pint to a pint of oil per 1,000 miles.
2. Due to the shorter time needed to initiate combustion, a surface discharge plug requires adjustment to the ignition setting which varies with engine speed, i.e. a different setting of the advance curve of the distributor. (A constant time difference becomes more degrees of engine crankshaft timing at higher speed.)
3. The surface discharge plug will ignite a weaker mixture at the same ignition setting, hence corresponding carburetter adjustments are also required, petrol consumption improves and the choke can be used for shorter time.

If the above considerations are neglected then the plugs will certainly not improve the performance in more than one respect and will probably impair it considerably in most others, e.g. the starting may be better, or the top end speed or the economy may be improved by a particular ignition and carburetter setting but not all three.

With my Minor 1000 I found that I had to "spread" the ignition advance by about 3° between 30 and 60 m.p.h. Having done this and retuned the carburetter I get quite lively performance with good economy; but if left standard then the spark is either over-advanced at low speed or over-retarded at high speed. The former probably accounts for some readers' starting troubles, when they are not due to gross oiling up, and the latter for complaints of high fuel consumption or poor performance.

The adjustment to the ignition is hardly within the scope of most drivers, and a Tapley Meter is essential for this anyway, in determining the amount for a given engine type. Perhaps Messrs. Lodge and Lucas could co-operate—a simple replacement of certain components of the distributor would suffice.

To add fact to opinion the following figures for my own car with Lodge Golden Plugs are given:—

Conditions of Test: Minor 1000—1959—with high comp. engine. 2-door saloon with driver and one passenger. Standard carb. needle. Esso Golden petrol. Speedo checked OK at 30 and 60 on Police mile. Engine re-ringed at 48,000 miles with Oilmasters. Golden plugs fitted 500 miles after rings and have now done 5,050 miles—untouched. Top gear.

Result of Test:

Road Speed m.p.h.	20	30	40	50	60	70	75	80
Tapley lb/ton	150	170	160	150	110	60	40	0
								(*max. speed*)

Ayr. R. H. WALLACE.

ONE LAW FOR THE RICH—?

Sir,

Mr. Robin N. Thomas refers to our advice to customers to inform our Commissionaire if they have left their car other than at a parking meter and infers there is another law for the poor who shop elsewhere. Moss Bros. were compelled by the Planning Authority to provide a certain amount of off-street parking space and naturally we wish it to be used to the full.

London, W.C.2. B. H. Moss.

Director, Moss Bros. Ltd.

REVISED VAUXHALLS

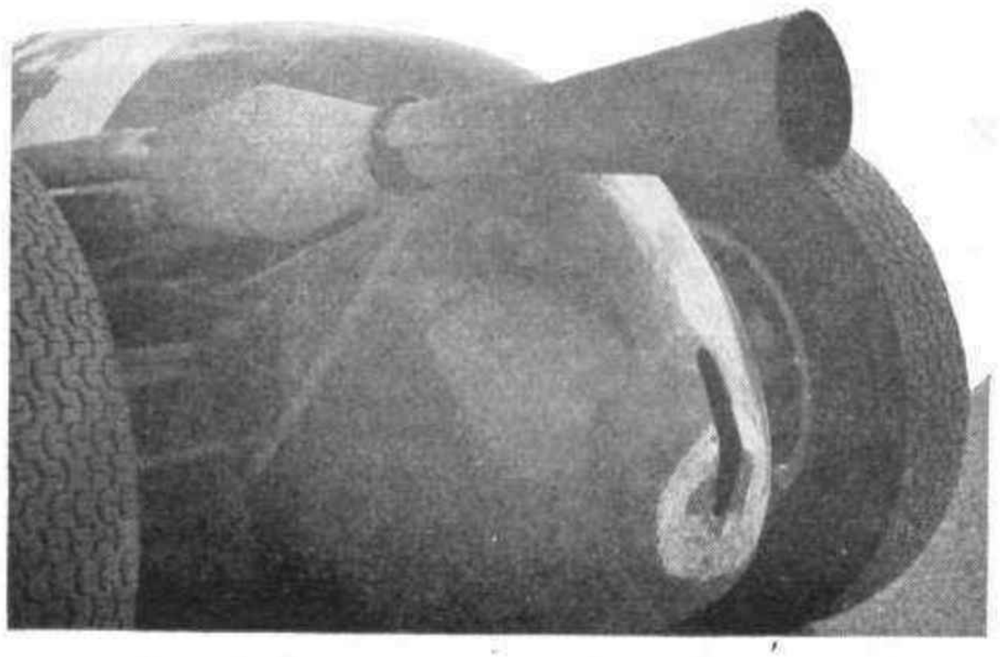
For 1964 Vauxhall are introducing revised versions of the well-established Victor and sporting VX 4/90 models. The engine swept volume has been increased from 1,508 c.c. to 1,594 c.c. by increasing bore diameter by 0.029 in., giving a power increase of 22½%, or 69 (gross) b.h.p. instead of the former 56.36 b.h.p. To achieve this the c.r. has gone up, to 8.5 to 1, valve seat angles have been changed, carburetter settings revised and the port shapes smoothed out. It is claimed that the torque has been improved, the new 81.6-mm. bore engine pulling strongly from 1,500 r.p.m. to its maximum of 4,800 r.p.m. This is assisted by a lower axle ratio—4.125 instead of 3.9 to 1. Clutch diameter has been increased by ½ in., front brake size is up 1 in. in diameter and ¼ in. in width, while the external styling has been made neater still and there are detail changes internally.

Disc front brakes and a 4-speed, floor gear-lever gearbox are optional extras.

The same size engine is used in the VX 4/90 Vauxhall, giving 85½ b.h.p. at 5,200 r.p.m., the alloy-head, 2-carburetter power unit having a c.r. of 9 to 1 and pulling a top-gear ratio of 3.9 to 1. This model has the 4-speed gearbox as standard and now sports a walnut-veneer facia. New colours are available and prices are unchanged, except for a reduction of £12 in the case of the Victor De Luxe saloon and a drop of £16 for the Victor De Luxe Estate Car. The bigger Velox and Cresta models will have lower axle ratios, new trim styles next year, and will cost £18 less in Hydramatic transmission form.

Before lunch at Oakwell Park restaurant near Luton, where the smaller new Vauxhalls were revealed, I was able to enjoy a short drive in the 1964 VX 4/90. These brief acquaintances do not enable any very definite opinions to be formed, but the increased urge is plainly evident, the speedometer going to 75 m.p.h. in 3rd gear and an indicated 90 m.p.h., or 4,900 r.p.m., being held unconcernedly along M 1. The suspension seemed softer although I was assured that it is the same as before, but the judder through the body/chassis structure seemed less pronounced, although on rough by-roads the dated rear axle and suspension arrangements make themselves known. But for an £840 saloon this latest Vauxhall VX 4/90 certainly motors, so that I look forward to longer acquaintance of it. The new Vauxhalls are the responsibility of Vauxhall Motors new Chief Engineer, John H. Alden.—W. B.

TAILPIECE



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FOR SALE

WANTED, BENTLEY VINTAGE, inexpensive, any type. View anywhere but before October 5th. Write or telegraph: Evans, 34, Manor Vale, Boston Manor Road, Brentford. [6375

LANCIA APRILIA, blue. Exceptional engine condition, other particulars excellent; history last three years. £115. Tel.: WATford 25907. [7494

HEALEY SPRITE, 1959, 34,000 miles. Five near new "X"s. Immaculate. £280 o.v.n.o. Tel.: Derby 43582. [7496

J2 M.G. Cycle wings, 4-branch chrome outside exhaust, hydraulic brakes, respoked wheels. Only £80. Richardson, Tel.: TED 6694 (evenings). [7497

M.G. PA. Complete rebuild, special hood, repainted, re-upholstered; bills to show. Offers around £100. T. I. Savage, 6, Egmont Road, Tolworth, Surrey. [7499

SALMSON 54E, 1949, reg. 1956, r.h.d., 2.3-litre d.o.h.c. drophead. Cotal box. Engine rebuilt, clutch, halfshafts, bearings. Grey, blue leather. Good hood, tyres. Bills £130. Spares and instruction books. £100 o.n.o. Wheeler, 14, Laburnum Grove, New Malden, Surrey. Tel.: MAL 5149. [7500

BENTLEY, 1925, 3-LITRE Speed Model. "C" box, 3.53 axle. Unique and most attractive 2-seater body. Exceptional condition throughout; present owner nine trouble-free years. Full details and photos from Box No. R.501. [7501

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ALVIS TA14 ENGINE and gearbox, new rings and timing chain. £20 engine, £10 gearbox. Also silencers, instruments. Box No. S.503. [7503

RARE ALVIS Speed 25, coachwork by Mayfair Carriage Co. First registered Dec. 1937, two owners only, chauffeur driven until 1954. Full history and photo on request. First-class running order assured. £165 o.n.o. Tel.: WEY 44602 (10 a.m.-5 p.m.). [7504

1950 DELLOW, 1,172 c.c., twin carb. Mechanically sound, M.O.T. tested. Hood, sidescreens. Small mileage since rebore. £150 o.n.o. Apply: "Cranford House," Woolsery, Bideford, North Devon. Tel.: Clovelly 264. [7506

FOR RILEY 1.5 or Wolseley 1500, wood-rim steering wheel, Speedwell G.T. suspension complete. All near new and half price. Box No. S.507. [7507

M.G. J2 SPARES, including cleaned and painted: chassis, radiator, engine and gearbox. Tel. Cheltenham 53662 (evenings). [7508

TWO RILEY NINES, 1932. Plus many spares. £165. Thomas, Hatch Mead, Burley, Hants. Tel.: 2243. [7509

M.G. TC. B.R.G. New springs, steering, tyres, hood, brakes, blinkers, luggage rack. Excellent condition. £150, or exchange for small saloon, Minor, 750 Renault, etc. Harrison, 173, Bewsey Road, Warrington, Lancs. [7512

ALVIS FIREFLY TWELVE saloon, 1933. Known history, including 29 years with one elderly owner. £100 spent on restoration, now regretfully offered for sale at £225 or very near offer. North Upton, Bantham, Kingsbridge, Devon. [7513

JAGUAR 3½, 1949, gleaming black saloon. Heater, radio, radblind. One owner till 1962. £150 o.n.o. Tel.: Leicester Wigston 2698. [7514

1½-LITRE SPORTS/racing car, fitted April with brand new 116E Ford engine and all-synchromesh close-ratio gearbox. Fully tuned with twin 40 DCOE2 Webers, etc. Low mileage and not raced since. This formidable car has a very comprehensive specification and is now offered in full road trim. If you want Lotus Elan type motoring for about £385, Tel.: S. C. Brown, Hove 31182 (office), Chieveley (Berks) 279 (weekends). [7515

FORD TEN SPECIAL, 1962 registration. Aluminium body. Resembles Dellow. Offers. Young, 9, Sefton Avenue, Poulton-le-Fylde, Lancs. [7518

FOR SALE—*continued*

1961 MK. I AUSTIN HEALEY Sprite in immaculate condition, £375. 17,000 miles. Heater, amp.-meter, twin spots, reversing light, safety belts, tonneau cover, Speedwell conversion. 94, Greenacres Road, Kings Norton, Birmingham, 30. Tel.: KINgs Norton 3502. [7516

XK120, 1953, fitted "B"-type head polished, spare head, H.L. cams, new comp. clutch; brakes and lights all new; good tyres. Also Arnott blower c/w. all fittings including gauge. The lot £180. Stewart, 69, Burton Road, Kendal. [7519

LOCOMOBILE SEDAN, 1926 show car. Fully overhauled, restored. O.H.V. engine, front-wheel brakes. M.O.T., taxed. Coloured photo to genuine prospective purchaser. £375 o.n.o. Seen after September 8th. No. 6, Knight House, Charlecote Close, Birmingham, 14. [7520

1937 (Nov.) ROLLS-ROYCE 25/30 Hooper sports saloon. Dark green. Exceptional coachwork and condition. Two owners only. Rolls-Royce reconditioned distributor and rebore just completed, making engine as new. Most elegant car and exceptional opportunities. £700. Box No. S.521. [7521

3-LITRE BENTLEY tourer body for sale, new, timber and alloy, including interior trim panels and back squab in green Vynide. Exact replica of original. For further details write Box No. S.522. [7522

SHORROCK SUPERCHARGER KIT for Triumph 1200, as new, £45. A. Nelson, The Crescent, Lympsham, Nr. Weston-super-Mare, Somerset. [7523

XK140 d/h. coupé, 1955 (Dec.). Taxed June 1964. Radio, overdrive, chrome wire wheels, twin spots, handlamp, badge bar, washers and other extras. £100 spent this year, including Lockheed servo system, new drums and lining, wood-rim wheel, brake and vacuum gauges. Good "X"s. E-type expected soon. £425, cash. Tel.: Leeds 58626 (business hours). [7524

MORRIS MINI-COOPER. Downton-converted "Mini-Ton-Bomb." 27,000 miles. Never raced or rallied. V.G. cond. Cost £857. Original owner. £435. Tel.: Mundesley 456 (Norfolk). [7525

AUSTIN SEVEN van. Took part in the first H.C.V.C. London-Brighton Run. Offers over £50. Box No. S.526. [7526

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1923 BENTLEY 3-LITRE T.T. Replica. Excellent condition. £475. Tel.: Croydon 0754. [7531

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M.G. TC, 1949, excellent condition. Winkers, spot lights. New B.M.C. Gold Seal engine. New hood, king-pins, bushes. £195. Tel.: Oxford 43678. [7540

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FIAT ENGINE, GEARBOX, model 509, complete with accessories. *Circa* 1925. Offers. Erwood, 1, Strawberry Vale, Twickenham. [7541

SWALLOW DORETTI, too small for family. 1954 certificated. Red with buff leather, tonneau; black hood; "X" tyres, heater. £385. Clayre, 17, Craighouse Park, Morningside, Edinburgh. [7542

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1932 ALVIS Speed 20, 4-seater sports. Prototype. Body good. New brake and clutch linings, hood, flywheel, exhaust, windscreen-wiper motor, etc. Block sound. Must sell, will take £90 o.n.o. M. W. Casewell, 13, Gordon Place, W.8. Tel.: WEStern 6552. [7544

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TRIUMPH ROADSTER. Financial position now warrants Lotus 7, so one of the finest 1949 2000 Roadsters ever seen is now for sale. Beautiful body, pale green lustre; spotless chrome, good hood and engine; heater, reversing light, spot; five good tyres. M.O.T. April 1964. Haggle round £180. 98, Elers Road, London, W.13. [7547

M.G. PA, DISMANTLING. All parts available. Darby, 46, Bellhouse Road, Eastwood, Leigh-on-Sea, Essex. [7548

M.G. TD, 1952. Mechanically excellent. New Barwell head. Tonneau, etc.; "X" tyres, seat belt, spot, rev. light, spare wheel cover. £225 o.v.n.o. 13, Horsell Park Close, Woking, Surrey. Tel.: 4859. [7549

1928 1750 ALFA tourer. £220 extensive rebuild. Offers or photos and particulars, Miss M. Thorne, The Cottage, Compton Martin, Bristol. [7550

1950 LAGONDA coupé, metallic blue. 2.6 d.o.h.c. Vantage engine. £60 engine overhaul, four new tyres, suspension overhauled. £285 o.n.o., H.P. arranged, or exchange for Sprite and adjust. Tel.: Rugby 6082. Nightingale, 13, Spring Street, Rugby. [7552

M.G., 1934 NA Sports. Re-spray, re-wired, recond. Ford 10 engine, good tyres. Enthusiast maintained. £85. R. A. Brothwell, 4, Curzon Drive, Worksop, Notts. [7553

CITROEN D.S.19. Two-tone, 47,000, well maintained, sale or exchange small car. Box No. S.554. [7554

LAGONDA 2½-LITRE d.h.c., 1952. M.O.T. Aluminium body, almond green. Replacement engine by Lagonda, 12,000 miles. Heater, radio, two spots. Good tyres, new spare. £240 o.v.n.o. St. Edmunds School, Canterbury. Tel.: 3642. [7556

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MINI MINOR 1961 (December), De Luxe. Beautiful condition. Four very good Michelin "X"s, Downton Stage I conversion. £385 o.n.o. Cooper, Chemist, Cledbury Mortimer (Tel.: 219), Nr. Kidderminster, Worcs. [7562

ROLLS-ROYCE 20/25. Small saloon. Bodily and mechanically sound and well shod. £200 or first near offer. Tel.: Gundry, Birkenhead 2744 (day). [7564

1937 ALVIS CRESTED EAGLE limousine. Glass partitioned, good condition all round. Coachwork by Mayfair Company. Must be sold to best offer. 78, Green Arbour Road, Thurcroft, Nr. Rotherham, Yorks. [7565

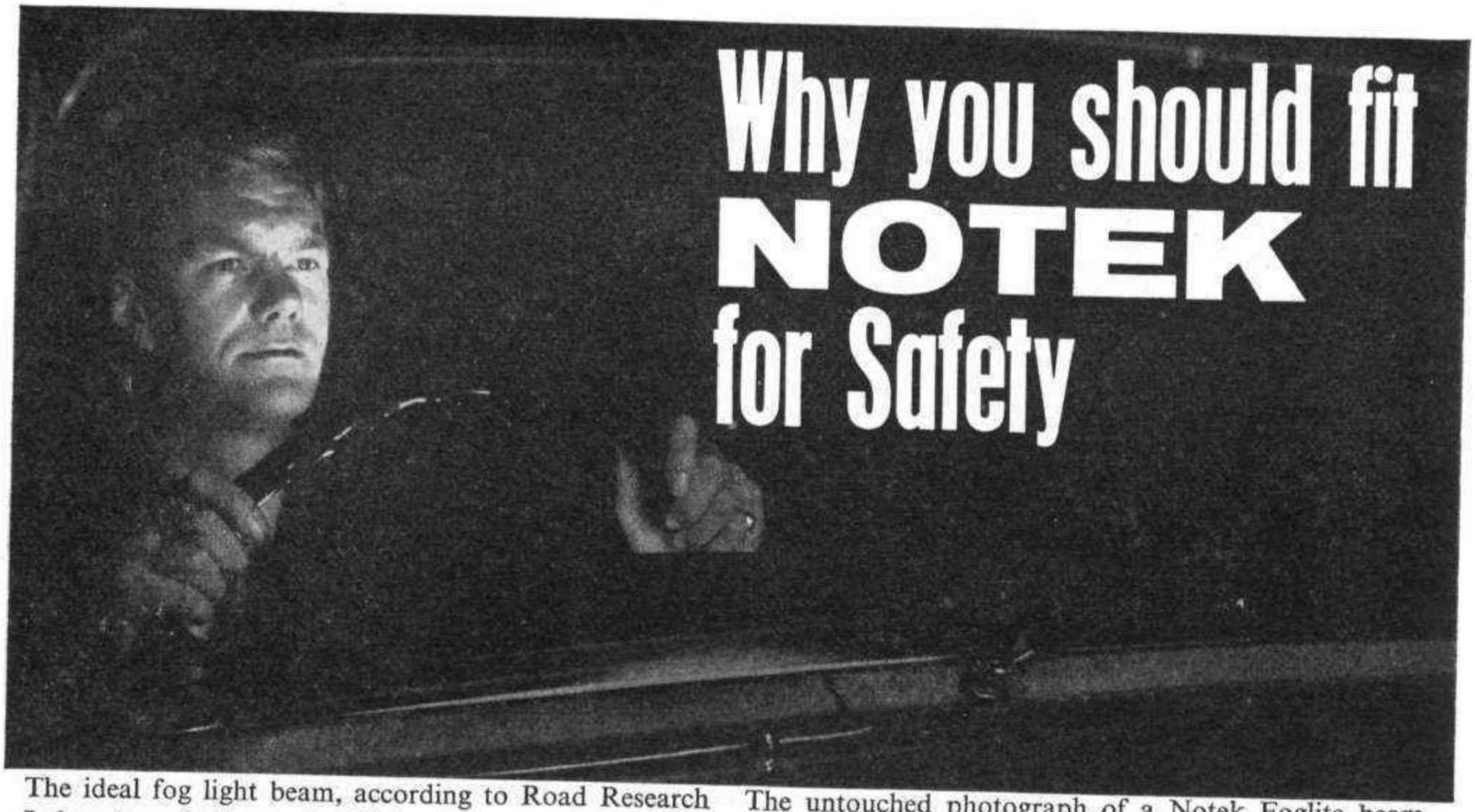
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FOR SALE: PEUGEOT 403 estate car, 1960. One owner, fitted tow bar. Ideal car for towing racing car, trailers, etc. Would consider taking smaller car in part exchange. Hire purchase available. J. F. Barnes, St. Andrews, Chichester Road, Selsey (Tel.: 2780). [7567

"ESMERALDA," 1936 TALBOT, 2-seater coupé with dickey seat. 2,000 miles since complete rebuild costing £150, plus 12 months' hard labour. Photograph to genuine enthusiast only. £200 or near offer. Powell, Derry Dene, Bath Road, Bridgwater. [7568

BENTLEY, 1937, 4½ Park Ward saloon, black. Rebored, brakes relined. Bills for £240. Best offer secures. Box No. S.569. [7569

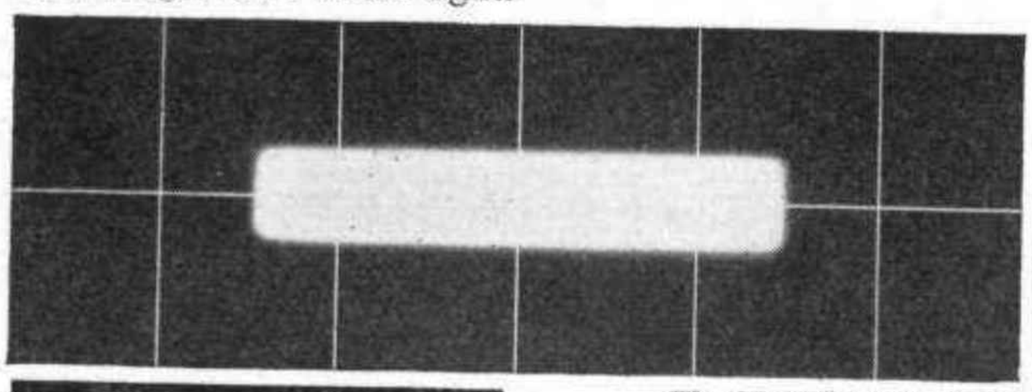
A.-H. SPRITE, 1960, red. Heater, rev.-counter, w.-rim wheel, sliding s.-screens, four new tyres, immaculate, nursed, owner going abroad. £350 o.n.o. Toms, 195, Narborough Road, Leicester. [7570



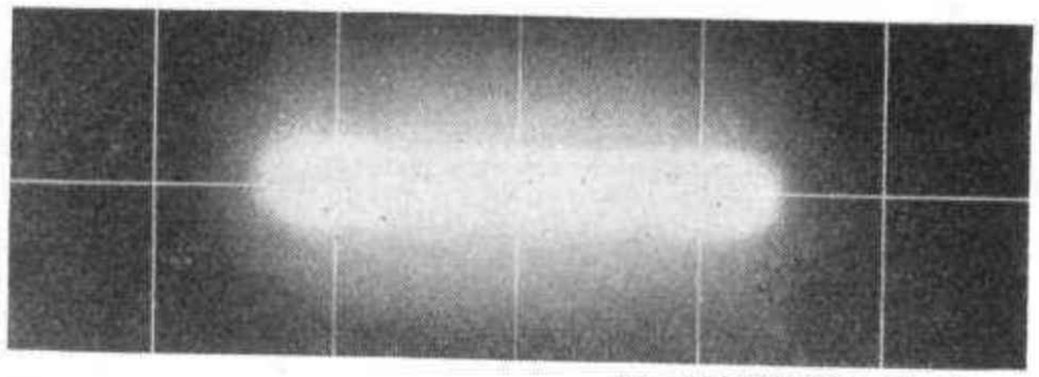
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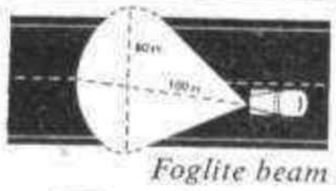


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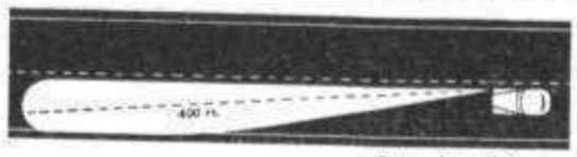
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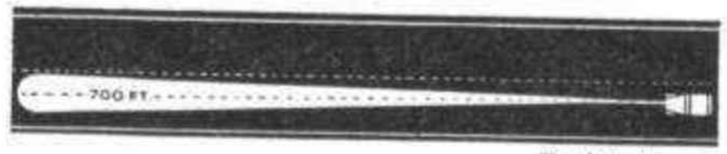
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Nearlite beam



Passlite Beam

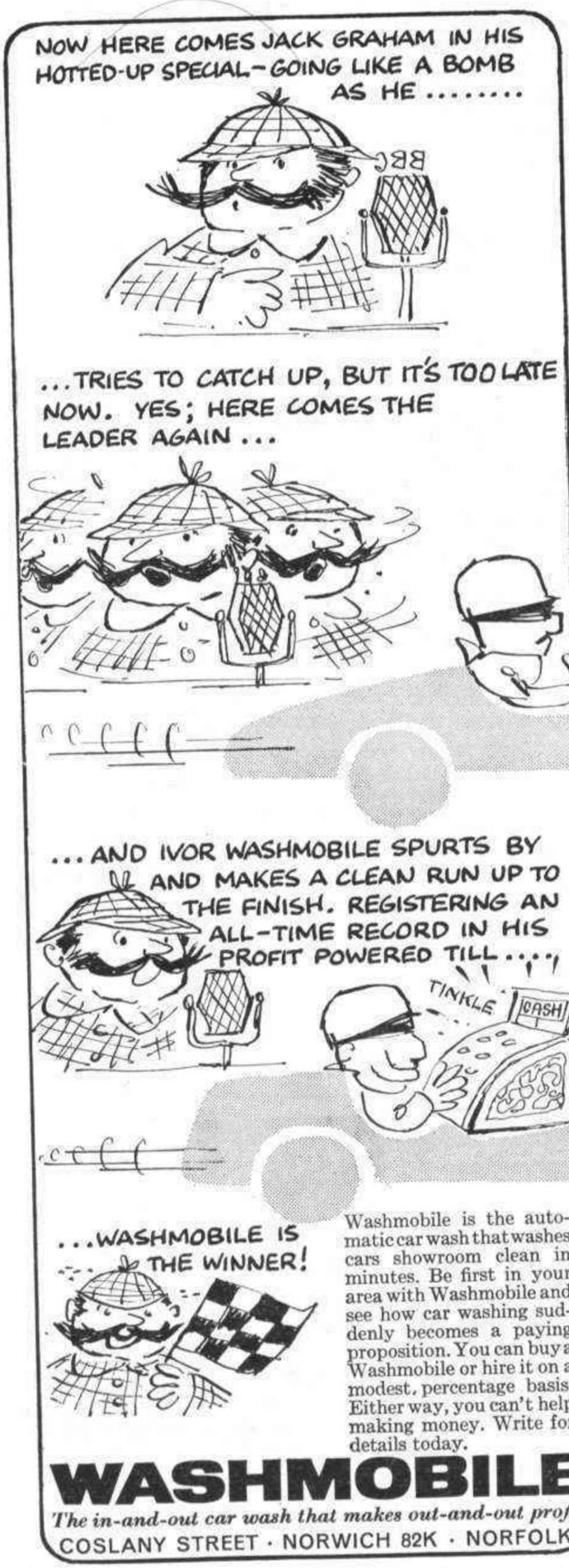


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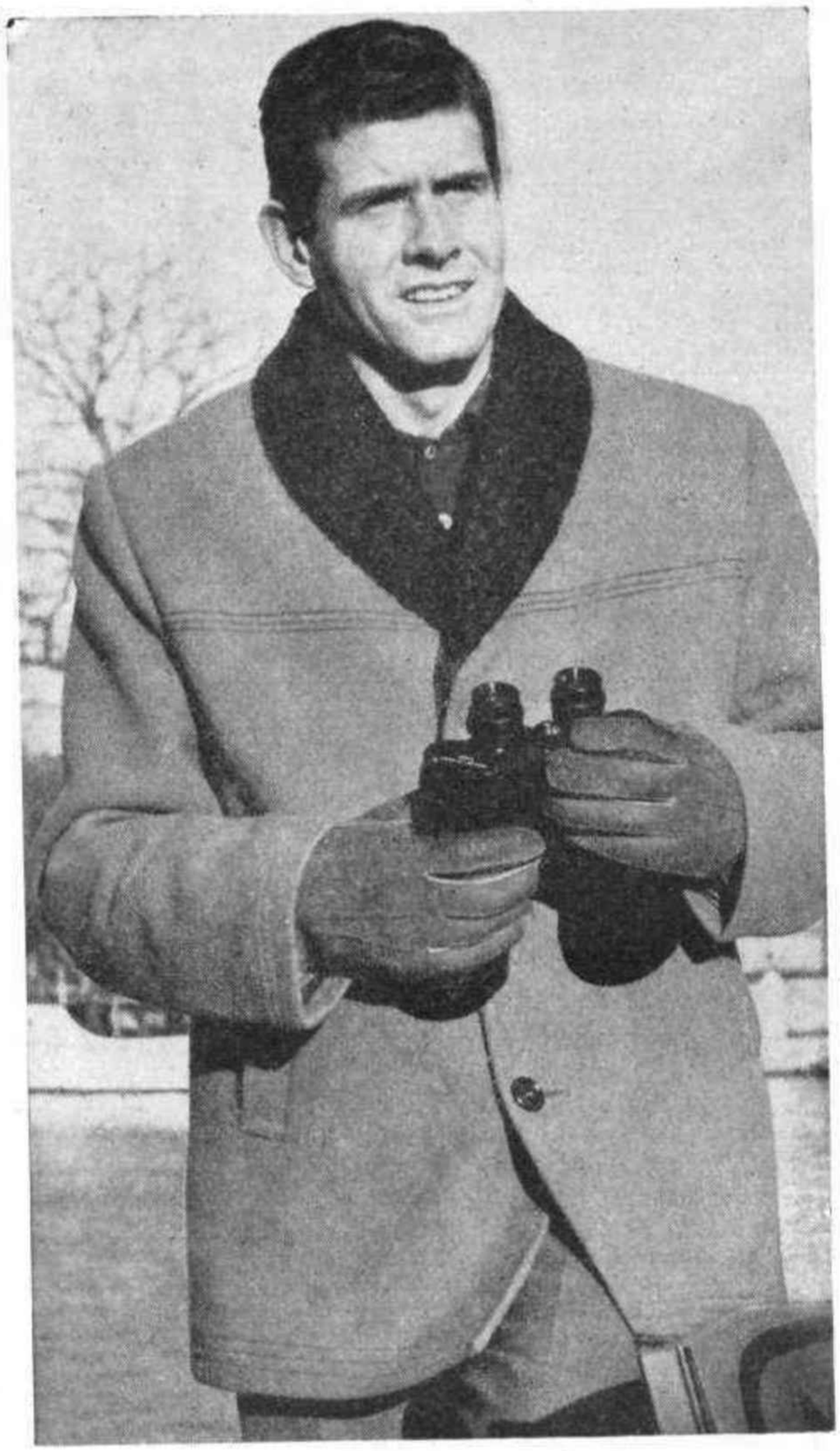
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RILEY 2½, 1951. Reconditioned engine, heater, radiator blind, Bray immersion heater, four good Michelin "X", new clutch, relined brakes, excellent cream bodywork. Doting second owner, must sell. £130. Tel.: Aylesbury 5137. [7572

1928 AUSTIN CHUMMY Tourer. M.O.T. Original, absolutely reliable and in faultless condition. £85 o.n.o. Weekends only. 3, Cassiobury Park Avenue, Watford, Herts. [7573

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M.G., 1954 TF. 1250. Cream. New tyres and battery. Knock-on wheels, radio, heater, demister, half tonneau. Genuine car owner going overseas. £300. M. J. Smith, 14, Harrow Drive, Hornchurch, Essex. [7576

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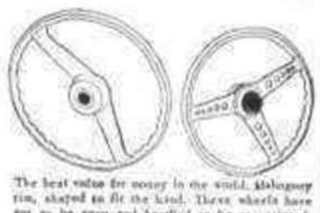
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RARE AUTO REFERENCE works. Including books dating from 1904-36. List from Royles, 51, Russell Street, Kettering, Northants. [7582

M.G. TC. 1947, red. Replacement engine, two new tyres, heater, spot and fog lamps, M.O.T. Cert. Aug. 1964. £175. Bashley Manor, New Milton, Hants. Tel.: 1047. [7583

PEUGEOT 203. 1957 saloon. 4-door, sun roof, overdrive, independent suspension, four wheels, one owner, uses no oil, 35 m.p.g. A beautiful car. £275. Would consider exchange something bigger. Millett, 39A, The Green, Southall, Middx. [7584

AVON SPECIAL COUPE, 10 h.p., 1934. Just rolled over. Body written off. Mechanically perfect. Hydraulics on front. Spares or lot £25 o.n.o. Also pair P.100. £10. Tyneside. Box No. S.585. [7585

LANCIA AUGUSTA, 1934. Excellent condition throughout. Good tyres, test certificate. £100. Homewood, Knebworth, Herts. Tel.: Knebworth 2105. [7586

LOTUS VI, around £200. Laystall-Lucas, M.G. Stage III. Wheeler, 18, Edinburgh Drive, Staines, Middx. [7587

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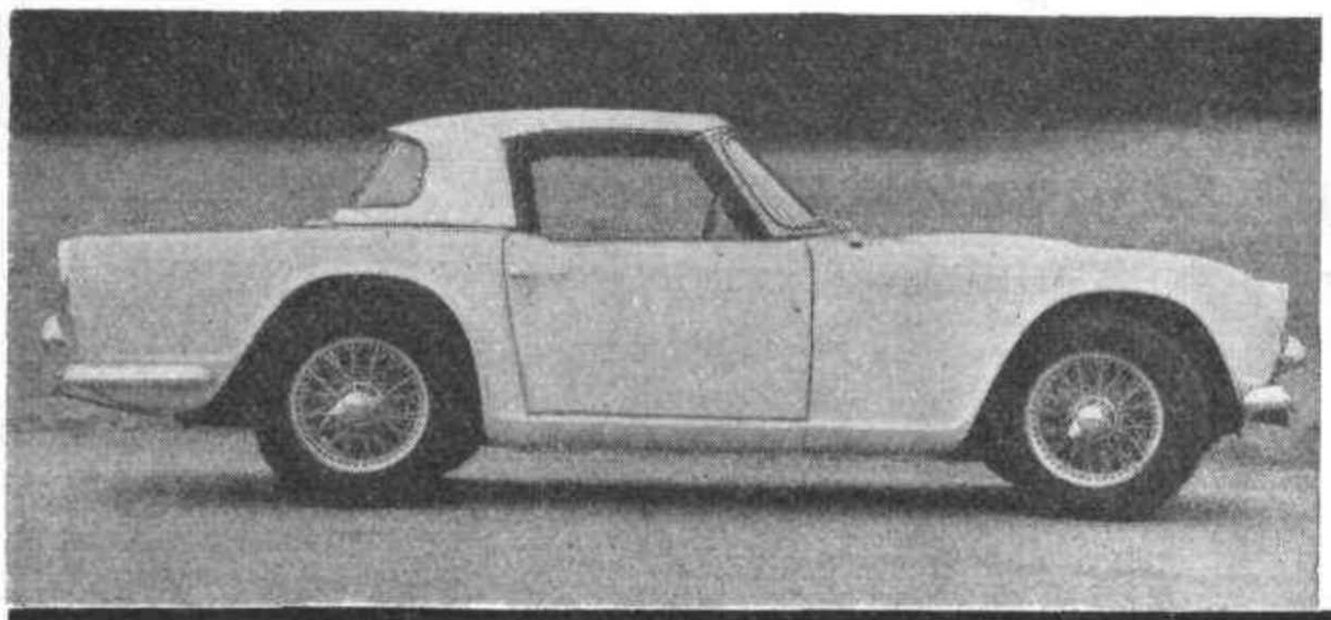
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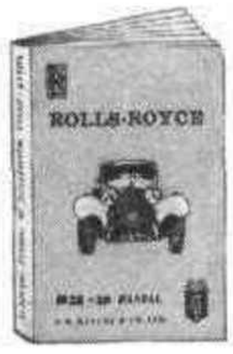
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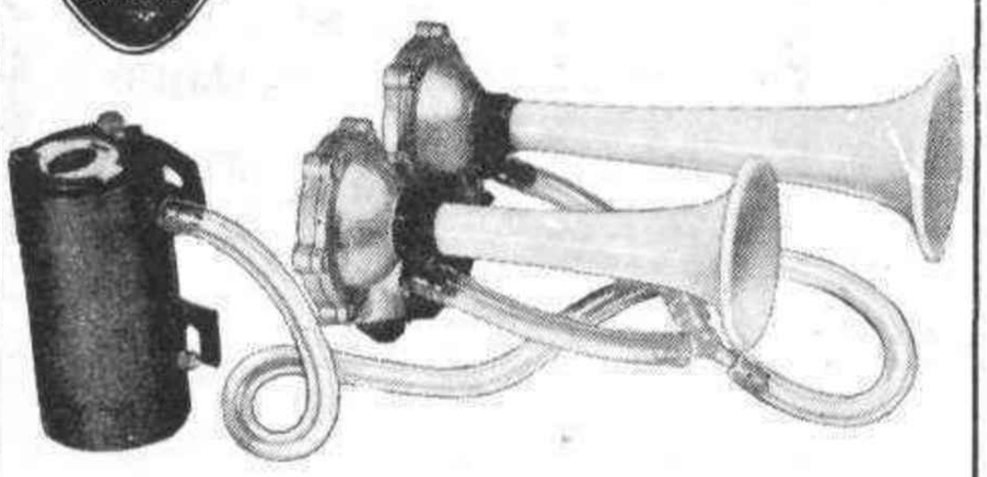
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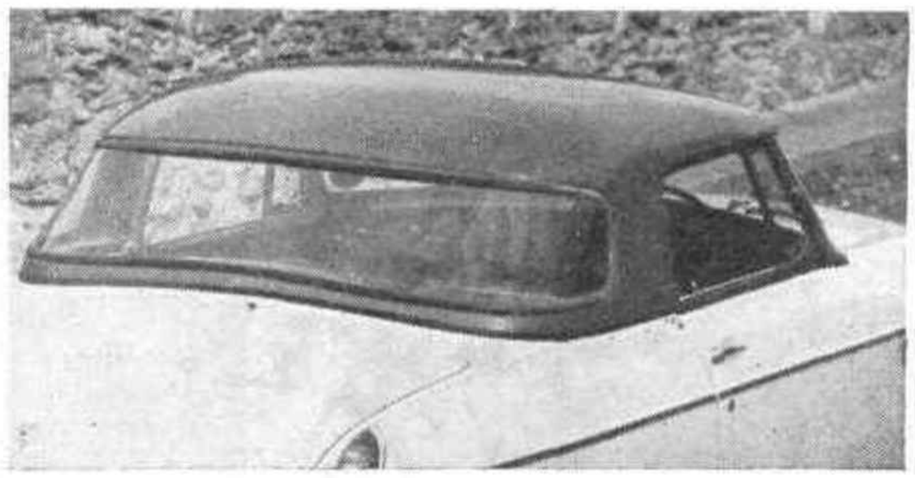
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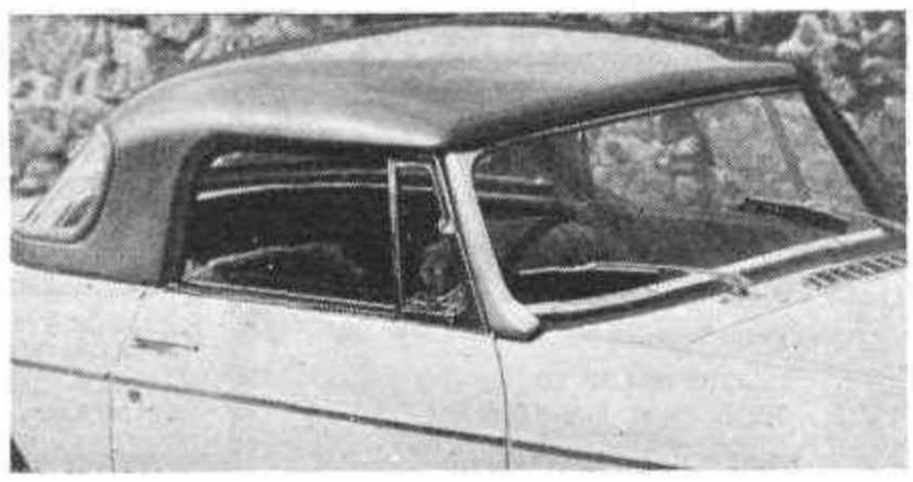
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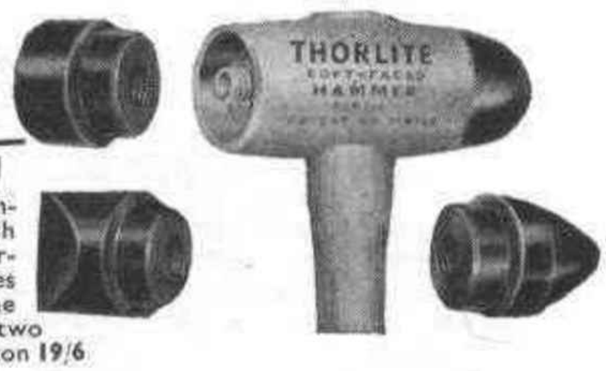
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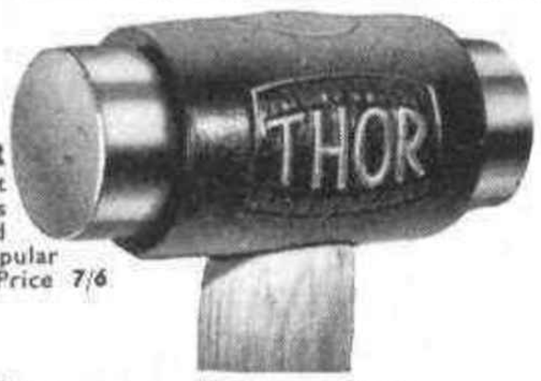
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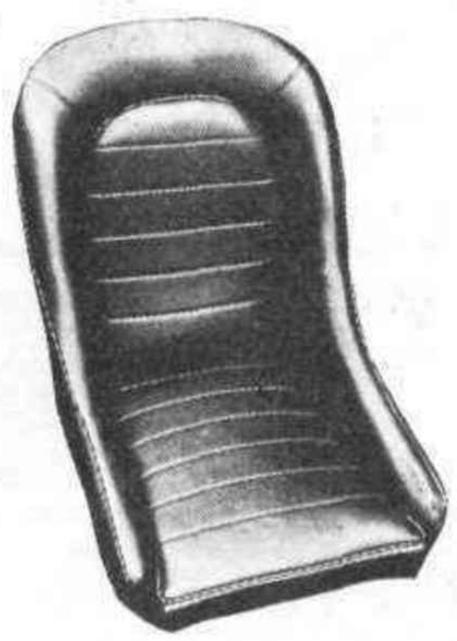
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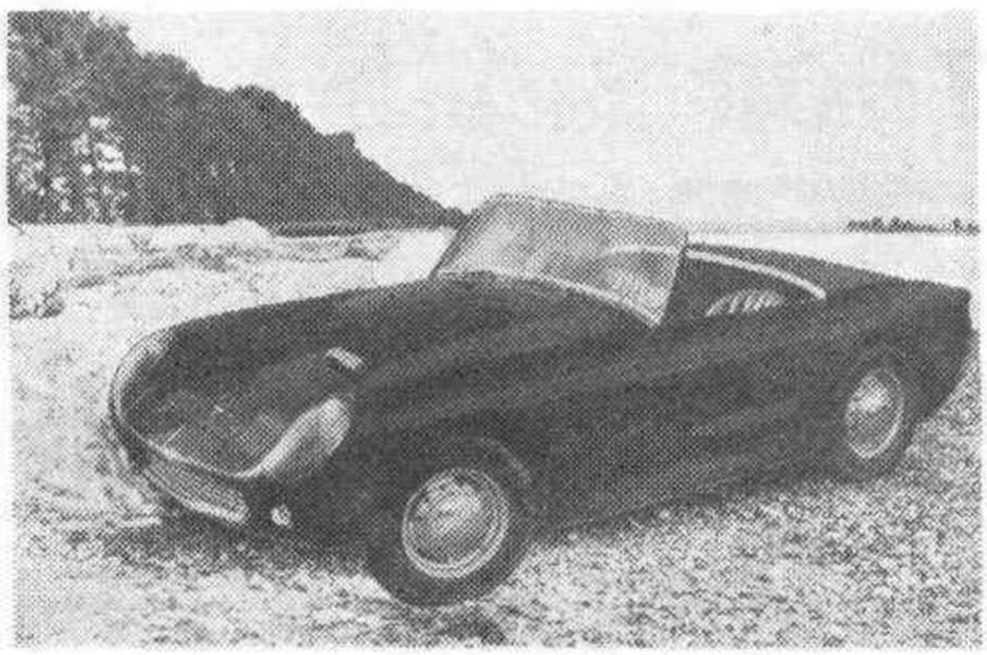
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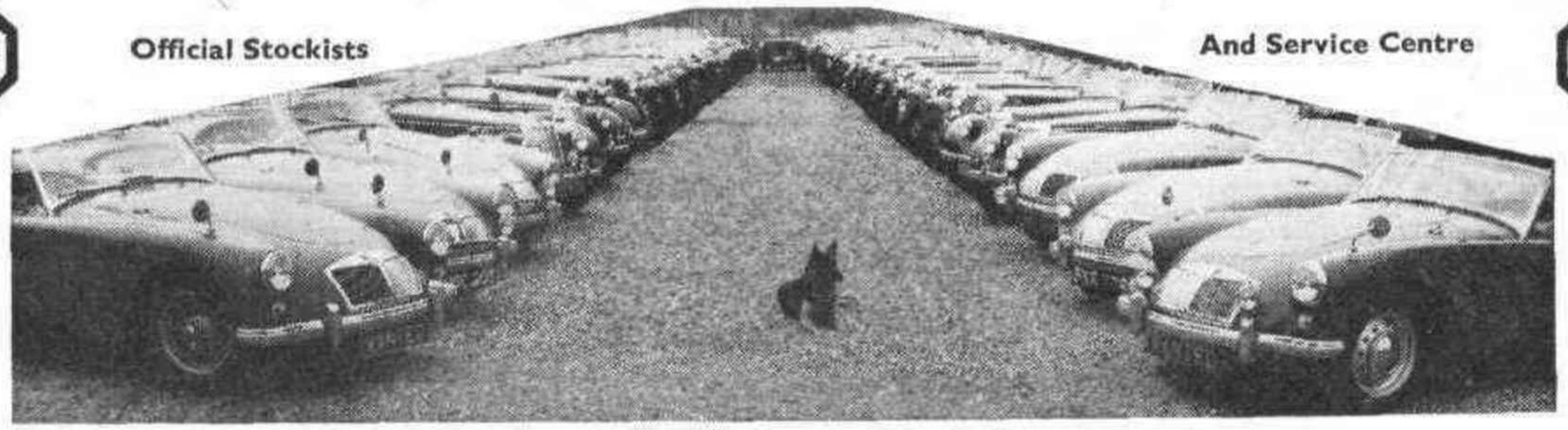
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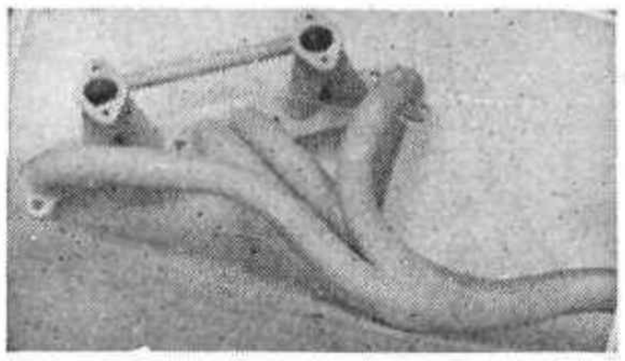
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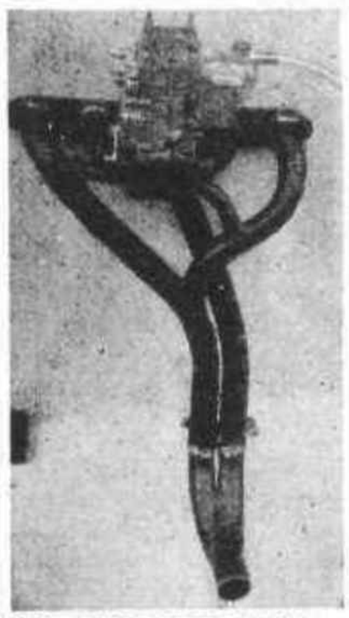
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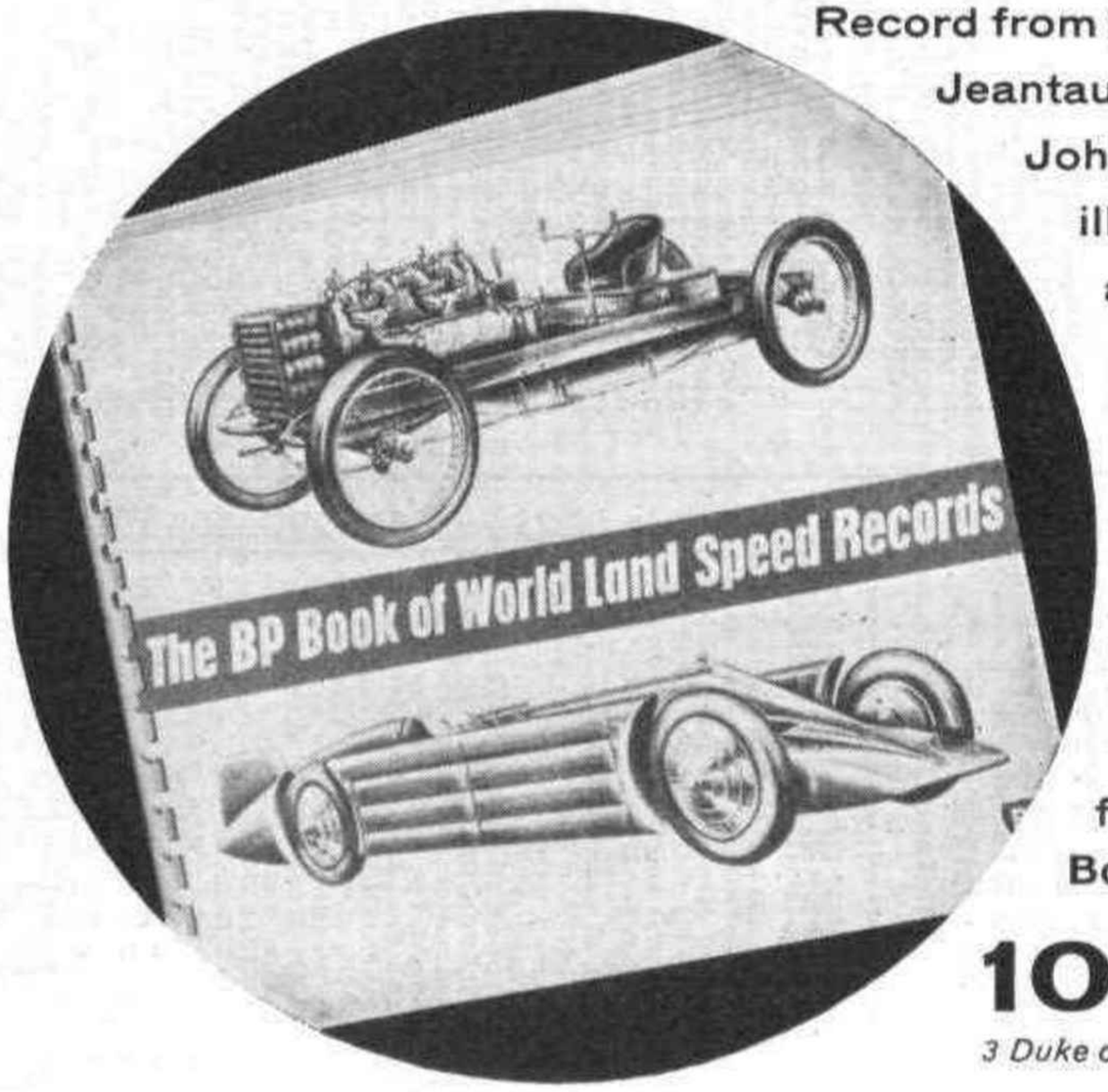
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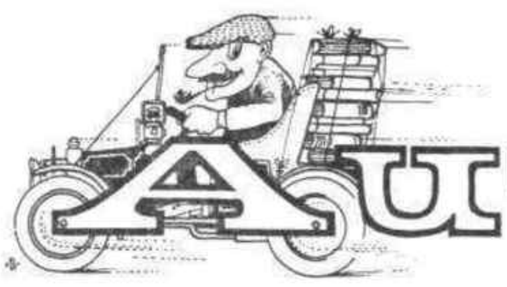
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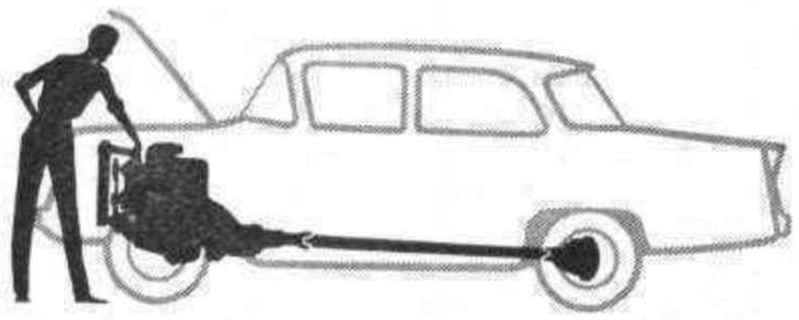
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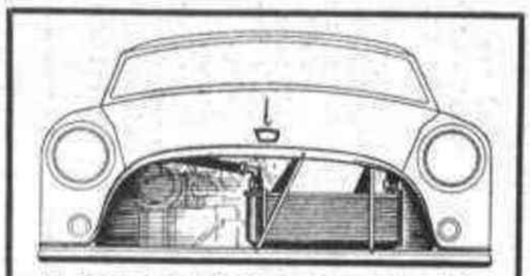
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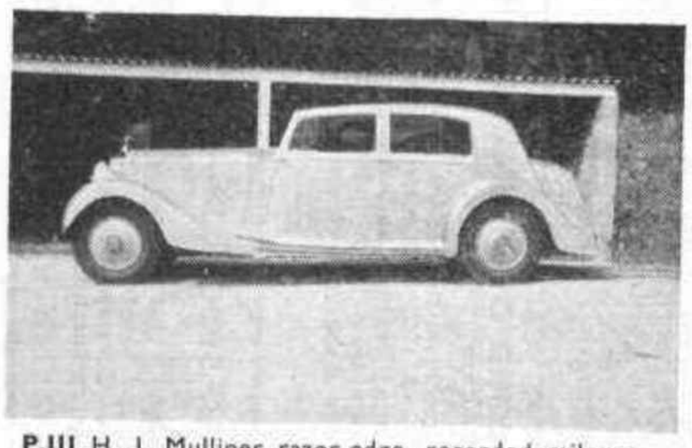
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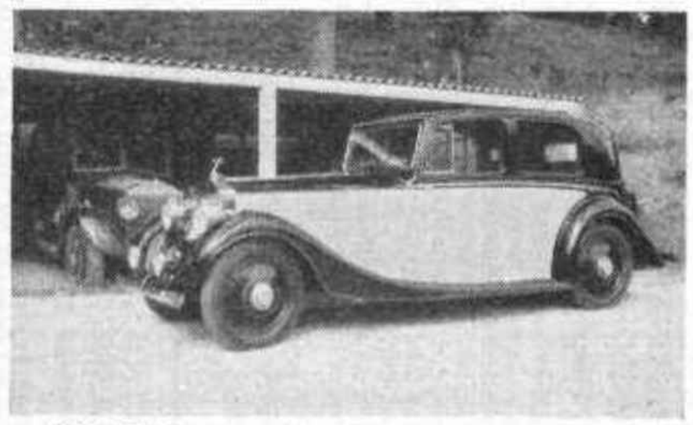
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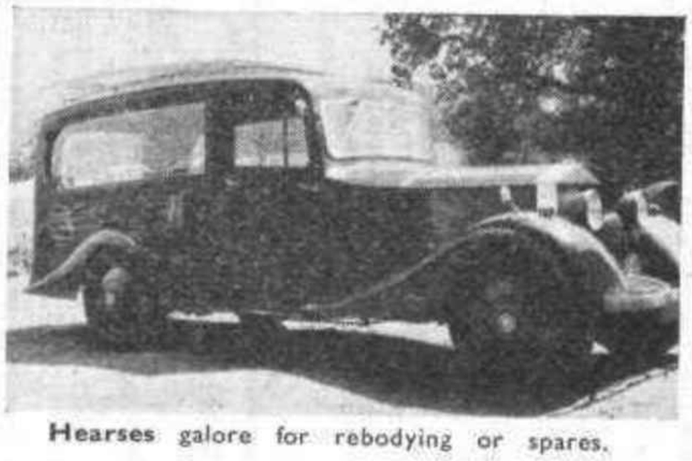
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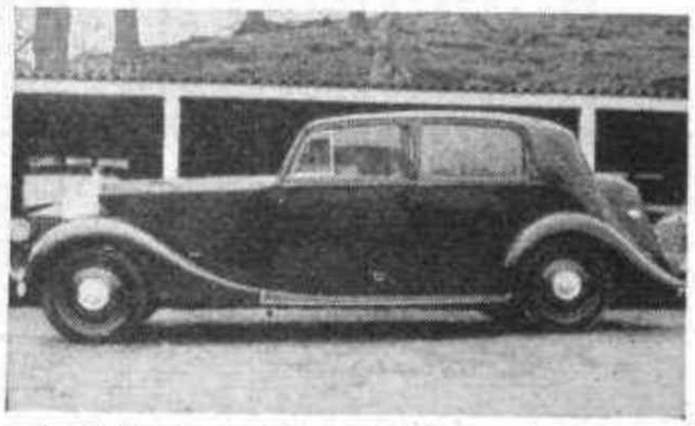
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£395 **1957 AUSTIN HEALEY 100/6,** 2/4-seater. Dual blue. Fitted with hard-top, heater, overdrive. An extremely well-maintained example. Another in red and black.

£375 **FORMULA JUNIOR.** Rear engine B.M.C., Volkswagen gearbox. Engine reputedly just rebuilt.

£365 **1958 M.G.-A** roadster, finished in blue. Fitted with wire wheels, radio, 'X' tyres, etc. Replacement engine recently fitted.

£365 **1960 LOTUS Seven.** Immaculate throughout. Gaston modified 100E unit with close-ratio gears.

£365 **1960 AUSTIN HEALEY Sprite,** finished in green. Supercharged. Fitted with heater, etc. Fabulous performance. Choice of three others un-modified from **£295.**

£345 **1956 AUSTIN HEALEY BN2,** finished in black and ivory. Wire wheels, overdrive. Excellent condition throughout. 4-speed gearbox.

£345 **LESTER M.G. G.T., 1,500 c.c.** Built by Toulmin Motors. A very well-finished car with excellent history and performance.

£345 **1956 TRIUMPH TR3,** finished in white and fitted with wire wheels, overdrive. Thoroughly recommended.

£335 **1958 FORD ZEPHYR** convertible. Power brakes, overdrive, heater. Very original condition throughout.

£335 **1955 M.G. TF 1,500** sports. Finished in grey. Excellent condition throughout. New hood recently fitted.

£315 **1954 M.G. TF 1,250,** finished in red. A very genuine example with extras.

£315 **1956 model M.G.-A** roadster. Gold Seal engine recently fitted. Excellent value.

£295 **1956 TRIUMPH TR3,** finished in blue with black hard-top. Fitted with 3A front, hard-top, heater, overdrive. Very good value.

£295 **1956 TRIUMPH TR2.** A most original TR in crimson with contrasting interior.

£245 **1957 NASH Metropolitan** d.h.c. Fitted with radio, heater, etc.

£245 **1955 TRIUMPH TR2.** A very fine model in red with beige trim.

£245 **1952 M.G. TD** sports. A very attractive model in red, with various extras.

£225 **NIKRI Alpine M.G. Special.** Very highly modified M.G. XPAG series engine. Full weather equipment. Must be seen to be appreciated.

£225 **1960 FAIRTHORPE Electron,** Herald unit. Independent suspension all round. Very good value.

£225 **1959 LOTUS Six, 1,172 c.c.** All usual extras.

£195 **JOWETT Jupiter,** finished in red, radio, etc. Engine recently rebuilt by Jowett.
Another similar in blue.

£175 **HUMBER Pullman, 1934.** Fabulous condition throughout.

£145 **1947 M.G. TC,** finished in black. An above average example of this ever popular model.

£145 **DELLOW** 4-seater, finished in primrose.

£125 **1924 ROVER** tourer 2-seater. Finished in grey with black wings. Air-cooled engine. Nearly new tyres.

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FOR SALE—*continued*

T.R.4, 1963. Immaculate white-blue trim. All extras, inc. overdrive. Low mileage, unraced or rallied. Marriage forces sale. £845. H.P. arranged. Gravett, 6, Spring Gardens, Glynde, Sussex. Tel.: 209 (evenings). [7648

TR3, LATE 1957. Overdrive, heater, discs, electric washers, "X"s, fog and reversing lamps, luggage rack, excellent condition. £350. Tel.: SWIss Cottage 4893. [7650

1933 CROSSLEY 10. Ex-property titled gentleman. Unused two years, connoisseur's car. £45 o.n.o. Worthington-Williams, 55, The Quadrant, Hassocks, Sussex after 7.30 p.m. or w/e. [7651

LOTUS XI Le Mans Stage III Climax. Discs and De Dion. Damaged but not serious. Very hairy motor. Inclusive of excellent trailer. £260. Tel.: PERivale 9448 evenings. [7652

AUSTIN SEVEN SPECIAL. Requires attention of enthusiast. Towable only. Any offers? Mansbridge, 216, College Road, College Town, Camberley, Surrey. [7699

1954 SUNBEAM ALPINE, ex-works registered car, recent professional respray red, black retrim, top overhaul, battery, tyres, water pump, brakes. Genuine reason for sale. £250 o.v.n.o. Tel.: Feltham 3873. 72, The Gardens, Bedfont, Middlesex. [7655

1935 AUSTIN NIPPY 2-seater sports, green. Good condition. M.O.T. Taxed. £70 o.n.o. Le Dieu, 279, Millbrook Road, Southampton. [7656

M.G. TC, 1949. £285. In immaculate condition. Enthusiast owned. Full history. Laystall head, 16-in. rears. "Ivanhoe," Wynnstay Road, Old Colwyn, North Wales. Tel.: Colwyn Bay 55404. [7657

RILEY 2½, 1951. Black. Good condition. New top. Heater. Mileage 18,000. £160. Davies, 11, Mount Pleasant, Kidsgrove, Stoke-on-Trent, Staffs. [7658

GIVING AWAY £250 with long-nosed aristocrat. Magnificent beat fully restored this year for £500. 1937 M.G. 1½-litre tourer. Details on request. M.O.T. Taxed. £250 o.n.o. Box No. S.659. [7659

LAGONDA, 1952, 2.6 d.h.c. Superb car. Recent £180 engine rebuild. Mechanically perfect, new hood, M.O.T., etc. £275 o.n.o. Davey, 21, Croxteth Road, Liverpool, 8. Tel.: LAR 2221. [7660

NEW 1956 FORD Anglia, black. Shell bearings, .030 in. rebore, shaved head; w/screen washers, servo brakes; re-upholstered. £175. M.G.-A gearbox, £15. M.G. J2 front axle, hubs, new k.p. & b. and wheel bearings. Springs. Brackets for telescopic shockers and three shockers. Smith, 54, Highbury Gardens, Seven Kings, Essex. [7661

ASTON MARTIN, 1954, Le Mans Prototype, DB1 engine, excellent condition. Quick sale, £375. Box No. S.663. [7663

1954 SUNBEAM ALPINE, resprayed moonstone last year, red leather upholstery. Spot, heater, radio; new tyres, washers. Stork forces sale. £220. Smith, 20, Boroughbridge Road, Knaresborough, Yorks. Tel.: 2139. [7664

AUSTIN BN1 HEALEY sports, sound runner, £250. Oldsmobile o.h.v. V8 saloon, £65. Wanted: Spares for B.M.C. 803/1,800-c.c. Granville Jones, 47, Edmondstown, Tonypandy, Glam. [7665

1930 ROLLS-ROYCE P. II, in excellent mechanical condition. Tyres all good. Autographed mascot. At present fitted with deck and bearer coachwork by Alpe & Saunders, but eminently suitable conversion to estate car or large saloon. £175, or would consider interesting part exchange. Tel.: Wentworth 2233. [7667

TR3A, 1960. Overdrive. Absolutely immaculate. Hard- and soft-tops. Many extras. Not raced or rallied. £550. 15, Gables Avenue, Borehamwood, Hertfordshire. Tel.: LADbroke 4326/ELStree 2471. [7668

1929 VERNON DERBY 2-seat sports (Ford-engined), £35. MOTOR SPORTS, 1957-63, £5. Gatley, 6, Ilfracombe Road, Offerton, Stockport. [7669

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£350—M.G.-A Twin-Cam sports 2-seater. Red. Disc brakes, chromium knock-on wheels, luggage rack and many other extras . . . mid-1960 model. Real bargain at this low figure.

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M.G.-A ENGINE and gearbox, new, not reconditioned, complete with all accessories. Cost £190. £140 o.n.o. Prop.-shaft, £7. Five TR2/3 wire wheels with four Michelin "X" tyres and tubes; cost £75; £55 o.n.o. Herald/Spitfire Wood-rimmed steering wheel, £7. Multitube space-frame, i.f.s., live rear, cost £210; £125 o.n.o. All items new and unused. Box No. S.670. [7670

HARD-TOP FOR TR3. Metal, white. Hardly used. Tel. offers: WEL 8693. [7671

RILEY 1½-LITRE R.M.E., registered November 1952. Black, in good general condition. Impending marriage of doctor owner forces sale. £185. Seen Carlton Garage, Chapman Street, E.1. Tel.: STEpney 3973. [7673

H.R.G.-ALEXANDER-ANGLIA, 105E, twin-carb Quickey conversion. Four-branch exhaust manifold. Terrific performance. £15. 5, Brandles Road, Letchworth, Herts. [7674

EARLY SPARKBROOK MOTORCYCLE, belt drive, gas lighting. Absolutely original in every detail. Stored 40 years, 100% *concours* condition, Price £120. Vincent Topham, The Glen, Slough. Tel.: 20533. [7675

AUSTIN HEALEY 100S "Sebring." Very well-known car with excellent history. In fine order throughout. Good hood and tonneau. £375. Might consider exchange, H.P. possible. 30, Sewell Avenue, Wokingham. Tel.: Wokingham 2530. [7676

ALVIS SPEED 20 sports saloon. One previous celebrated owner. Exceptionally well maintained and bodily very sound. £140. Box No. S.677. [7677

VW FOR SPARES or the road. 1949 L.H.D., **good** mech. condition, just passed M.O.T. Doors rough. £38 o.n.o. Atterton, Tel.: PRI 7788. [7679

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ALFA ROMEO, 1945. Superleggera-bodied drophead coupé in Alfa red with wire wheels. Twin o.h. cam 2½-litre engine, just overhauled. In exceptional condition. Maintained by enthusiast. £195. 28 Whitethorn Gardens, Enfield, Middlesex. Tel.: ENF 0595. [7681

SHORROCKS SUPERCHARGER, complete with fittings and boost gauge for 105E Anglia, as new, with assembly list. £35. Box No. S.682. [7682

COVENTRY-CLIMAX FWE 1,200-c.c. engine with clutch. Never run since rebuild. All latest mods Delivery considered. Offers around £130. 4.3 c.w. & p. for B.M.C. "B"-type diff., £5. Box No. S.684. [7684

ANGLIA 105E with engine and suspension mods. by well-known conversion manufacturer. Hot performance and superb road-holding. Ex. cond. throughout. Low mileage. £385 o.n.o. Kerry, 21, Marstone Crescent, Totley, Sheffield. [7685

A.C. ACECA, 1956, fitted 100D2 Bristol engine. Scintilla ignition, disc brakes, "X" tyres. Recent "top-end" overhaul. £530. Phillips, 152, Essex Way, South Benfleet, Essex. Tel.: 2130. [7686

TR3 HOOD, tonneau cover, 2/grid, s/belt and lamp. £25. Lawton, 29, Clare Avenue, Newcastle, Staffs. [7687

DS19 8-PORT CYLINDER head, £25. 68, Stone Road, Stafford. [7690

M.G.-A 1500, 1959. White with red trim. New black hood. Low mileage. £150 worth of extras, including wire wheels. Superb condition. £350. Interested in TC or TD in part exchange. Tel.: Luton 53778. [7691

FIAT 1100 saloon, Oct. 1956. Pale blue. 41,000 miles only. £225. Bugden, Oak Bend, Heathfield Sussex. Tel.: 2922. [7692

1925 CHRYSLER landaulette. Master cylinder requires attention. An interesting car. £100 o.n.o. 9, Pauling Avenue, Leicester. Tel.: 64027. [7693

H.R.G. 1100, 1946. Reconditioned. Immaculate original condition. Black and silver. Five excellent tyres, two new batteries. Excellent Vynide hood and tonneau. Rad. and screen rechromed. M.O.T. Spare engine. First £235 secures. Rivers Fletcher, Salhouse, Arkley, Herts. Tel.: Barnet 2177; Museum 8901 (office). [7694

SUNBEAM RAPIER, 1960, immaculate, green. Overdrive, heater, etc. £515. Exchange considered. I.o.W. Nurseries, Kensworth, Dunstable. Tel.: Whipsnade 312. [7695

ROLLS-ROYCE, 1932, Park Ward, Four, Light saloon. Good condition. £225. Carpenter, 39, Highmead, Plumstead, S.E.18. [7697

M.G.-A 1600 f.h., June 1960. One owner. Light blue with black interior. Disc brakes, safety straps. Taxed. £515. Warner, "Engineers' Arms," Whitley Wood Lane, Reading. Tel.: 83492. [7698

BENTLEYS: 1930 4½ V.D.P. style long-wing tourer; sound, very attractive; fitted 3-litre Speed Model engine; £300. 1925 3-litre Speed Model short chassis to be rebodied V.D.P. style, inquiries welcome. 1940 MX, overdrive, immaculate, M.O.T.; £305. 1916 Overland, being restored, inquiries invited. 1928 Rolls 20 artillery-wheeled saloon, original, sound, suitable restoration; £80, 1929 Austin 16/6 tourer, clean, perfect runner; M.O.T.; £85. Many other vintage cars. Langton, 16, Southgate, Chichester. [7700

RILEY, 1949, 1.5-LITRE. M.O.T. Excellent condition. Owner gone abroad. £100 o.n.o Tel.: Biggin Hill, 2037. [7702

RILEY NINE fabric-bodied saloon, 1929. Two owners. Very nice condition. Highest offer accepted. Tel.: REN 7057. [7703

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HEALEY 1,622 c.c. This car is basically a **Sprite Mk. II** fitted with a very pretty body and the following: M.G. 1,622-c.c. engine and gearbox, wire wheels, Le Mans headlamps, wood-rim steering wheel, higher windscreen. Has spare wheel stowed under the boot. Just completed 6,000 miles; registered June 1963; and does 110 m.p.h. with engine in standard form — **£600.**

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XK120/140 WIRE WHEELS, shockers, luggage carrier; various parts. Pairs 4.50–17, 4.50–18, 155–15 "X" tyres, tubes. Singer SM.1500 i.f.s. steering complete. Trailer independent suspension assembly plus brakes, wheels. Please write. Benington, The Twitten, Crowborough. [7704

"PRANGED" 1961 MINI van, 21,000 miles. Damage to o/s. front. £80 o.v.n.o. *Tel.:* Grimsby 2423 (business hours). [7705

M.G. VA, 1937. Excellent runner. Test cert. March 1964. £45. 4, Norton Avenue, Chesterfield, Derbyshire. [7706

1172 FORMULA CAR. Recently completed from new parts. 105E Aquaplane head, Buckler gears, etc. Professionally finished. Suitable for road car. £300 o.n.o.; must sell for personal reasons. Also trailer. Simca, 1960, Montlhery, ivory and black, 25,000; good condition. £265. Toop, 53, Culverden Park, Tunbridge Wells. Tel.: T.W. 30630 (office). [7707

ALVIS 3-LITRE, 1952, f.h. coupé, mechanically very good. Daily use. Enthusiast's opportunity. About £100. Broomhall, Tarrendean, Perranwell, Truro. [7708

M.G. PA, "original" 1934, excellent condition. £105. King, 14, Kirkland Road, Leicester. Tel.: 823510. [7709

FORD, 1960, 100E van. Windows, seats, twin S.U.s, Aquaplane head, radio, heater, washers. 36,000 miles. Immaculate. £220. 1, Station Road, Chadwell Heath, Essex. Tel.: SEV 1748. [7710

DELLOW, 1950. M.O.T. New hood, reconditioned engine, twin carbs. £85. 172, London Road, Coventry. Tel.: Toll-Bar 2301. [7711

M.G. TC, 1947, B.R.G., reconditioned engine 1961. P.V.C. hood, several extras. M.O.T. cert. £150 o.n.o. Walsh, Stable Cottage, Harborough Magna, Rugby. [7712

RAILTON STRAIGHT-EIGHT aluminium tourer, 1934. Two seats, two doors, and two damned cold for Scottish weather. Taxed, tested. £50. Landall-Smith, 38, The Mall, Montrose. [7713

HUMBER 12/25 tourer, 1926. Beautifully original and thoroughly restored to immaculate condition. Engine just run-in after complete rebuild. £175. Photo on request. Serious purchasers of a handsome and reliable vintage car apply: Thompson, Delano, Vicarage Road, East Sheen, S.W.14. Tel.: PRO 4973 (weekends only). [7714

1935 AUSTIN 20-h.p. Very good condition, even intercom. works. New radiator, rings. Offers around £115. Hughes, 10, Berryfield Road, Cottingham, Market Harborough. [7715

1962 M.G. MIDGET, red and black. Low mileage. Heater, radio (twin speakers), tonneau, Michelin "X," reversing lamp, twin spots. Taxed. One owner. £430. Taylor, Wood End, Pertenhall, Bedford. [7716

TR4, MAY 1962. 15,000 miles only. Red. C/w. tonneau, heater, overdrive. £760. Wilson, Yew Trees, Milwich, Stafford. [7717

£200. 1951 JENSEN Interceptor cabriolet. 21 m.p.g., 107 m.p.h. Five-seater. Westlake head, dual braking system, A.M. gearbox, four excellent Michelins, hood relined, two heaters. Steering, king-pins, ends, pistons, brakes, shock-absorbers, bearings recently renewed. Alloy body insulated throughout. B.M.C. spares. Posting forces sale of this magnificent vehicle. Any trial. Seen Camberley. Box No. S.719. [7719

A.C. SALOON, 1950. Recent £70 engine overhaul; many extras. £125 o.n.o. Spencer, 97, Alleyn Park, S.E.21. Tel.: GIP 0408. [7720

DISMANTLING HEALEY ABBOT, 1951. Body damaged. All parts including Riley 2½-litre engine. Will consider selling complete. Tel.: ARN 8591. [7721

JOWETT JUPITER, 1951. Reconditioned engine. Bodywork needs attention though mostly sound aluminium. Enthusiast's car. £95 o.n.o. Baker, 11, Seckford Street, Woodbridge, Suffolk. [7722

1936 BENTLEY 3½ Windover's saloon. Excellent body. New clutch, tyres. Taxed, tested. £125. Gough, 75, Granley Road, Cheltenham. Tel.: 28278. [7723

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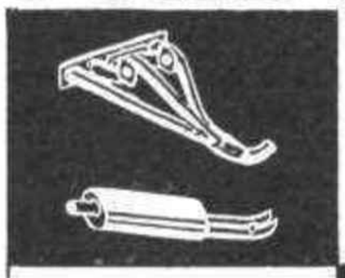
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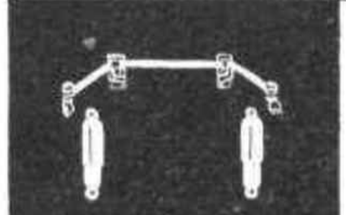
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1926 HUMBER tourer, good condition. Nearest offer to £200. Write Major C. E. Loper, 48th T.A.C. Hospital, R.A.F., Lakenheath, Suffolk. [7725

RILEY 2½-LITRE R.M.F., 1951. New tyres and carpets; heater, screshers, twin spots. Superb original condition throughout. £200 o.n.o. Cooper, 75, Beeches Road, West Bromwich, Staffs. Tel.: 1758. [7726

XK120. Sports C-type head. New exhausts. Excellent weather protection. New tonneau, heater. Taxed. Never bent. Beautiful white cellulose. History known. £275 o.n.o. Cooper, 75, Beeches Road, West Bromwich, Staffs. Tel.: 1758. [7727

MERCEDES, 1952, 220 and 170S, breaking up, most parts available. Smith, High Street Bracknell. Tel.: 232. [7728

ROVER FOURTEEN sports tourer. Superb example of unusual car. Offers please. Tel.: WOR 6055 (London). [7729

VAUXHALL LIGHT SIX, 1935, Tickford d.h. Excellent mechanical order. Six wheels and tyres. M.O.T. Taxed, insured. £30 o.n.o. 51, Spring Street, Wool. [7730

IDEAL TC, spotless black, all weather equipment. Recond. stage one engine; 34 m.p.g. Good condition throughout. 16-in. RS4 rears, u/sealed; radio, heater, windtones, many other extras. Must be quick sale—going abroad. £200 o.n.o. Deanrow, Letchworth, Herts. Tel.: 4232. [7731

TR2, NOV. 1956. Immaculate throughout. Hard/soft-tops, tonneau, s/belts, heater, s/lights, etc. £300 o.n.o. Tel.: Luton 3358. [7732

IMMACULATE P.V.T., 1939 Lancia Aprilia saloon, rebuilt by Lancia specialists. New "X"s and Exide battery. M.O.T. July 1964. Taxed December 1963. Re-fitted interior, resprayed, rewired, rechromed; many extras. Insurance value by V.S.C.C. £300. Accept £250. Fidler, 11, Stanton Avenue, West Didsbury, Manchester, 20. Tel.: Didsbury 6390 (after 6 p.m.). [7733

NEW GILBERN GT for disposal owing to bereavement. Small saloon considered in exchange. South. Box No. S.734. [7734

T.V.R. Mk. IIA, 1961, late Carnival red, black interior. Ford 109E. Engine modified. 13,000 miles. £595. 20, Meadway, Penwortham, Preston, Lancs. Tel.: Preston Priory 82386. [7735

JUPITER, first registered 1955, only one owner until 1963. Spoils girl friend's hair do. £200 spent by present owner. £170 or exchange 1953 Javelin. Leech, Princes Walk, Lowestoft. [7736

MORGAN 4-4, 1939, in good condition mechanically and bodily. Large collection engine spares. £100 o.n.o. Rhodes, The Bungalow, Preston, Hitchin, Herts. [7737

ROLLS-ROYCE PHANTOM I, 1927. Motor Show chassis now fitted with open 2-seater bodywork. Mechanically perfect. Mascot, handbook, etc. Must be sold. Offers. Also—1939 M.G. VA open 4-seater, two spare engines and an enormous quantity spares. £95 o.n.o. Pickett, Elm Street, Cardiff. Tel.: 24771. [7738

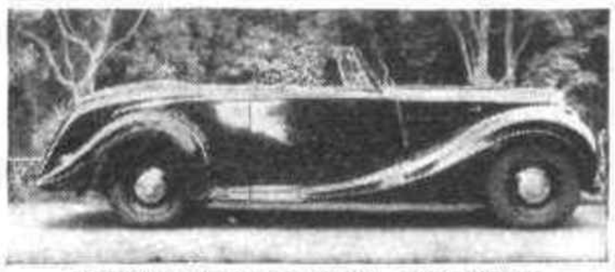
WOLSELEY 1500 de luxe. Heater, radio, screenwash, Town and Countrys. Immaculate throughout, low mileage. Taxed Jan. 1964. Sacrifice at only £305. Tel.: Aldershot 21521 (evenings). [7741

CITROEN, 1925, *concours* 4-seater tourer. M.O.T. £150. 17, Bracebridge Road, Sutton Coldfield, Warwickshire. [7742

M.G. TC. Red. New hood, sidescreens. Immaculate. £200 o.v.n.o. 61, Headroomgate Road, St. Annes, Lancs. [7743

FREESTONE AND WEBB razor-edge V12 Lagonda saloon, 1939, good condition throughout. £300, or exchange d.h.c. XK Jaguar. A. Forsyth, 25, Northampton Square, London, E.C.1. [7744

1949 BENTLEY



Drophead Coupe by H. J. Mulliner

A superb example of this very rare and desirable model. Engine reconditioned and full flow conversion just carried out, not yet run in. Immaculate in Midnight Blue. Price **£1,100**

POPE'S of FINCHLEY LTD.
39-47, Ballards Lane, Finchley, London, N.3
Telephone: FIN 0113/8

FOR SALE—*continued*

ALFA ROMEO, 1953, 1900 saloon. Recent extensive overhaul, including respray. Excellent example of this rare model. £250, or exchange for Lotus or XK. Dr. Kellner, The Royal Free Hospital, Gray's Inn Road, W.C.1. Tel.: TER 6411. [7888

M.G. TC. Very nice condition. Tuned. Numerous extras/spares. £150 o.n.o. Strutt, 26, Recreation Avenue, Romford, Essex. [7889

FUTURE WIFE INCOMPATIBLE with 1958 TR3. Cinturas, hard/soft-top, tonneau, heater. £350 or haggle for newer Mini, VW. Burt, 46, Harrington Gardens, S.W.7. Tel.: Fremantle 6580. [7890

ROLLS-ROYCE, 1934, 20/25 Barker sedanca, black. Taxed. M.O.T. Five good tyres. New battery. Engine perfect. £300. 27, Holland Park Avenue, London, W.11. Tel.: Park 5695. [7891

ONE BLACK RACING bucket seat, complete with runners. Almost new. Cost £10. Accept £6 10s. o.n.o. Tel.: Derwent 5887. [7892

M.G. TA, 1938. M.O.T. Sept. 1964. Receipts £92 for engine, brakes, steering. £95. McLaughlin, Millwood, Collinswood Road, Farnham Common, Bucks. Tel.: Farnham Common 1036. [7893

ARNOTT SUPERCHARGER, Model 1600, 6-10 lb. pressure, especially suitable for M.G. TC. £30 o.n.o. "Greenways," Guildown, Guildford, Surrey. Tel.: 62304. [7894

1953 MERCEDES 220. 1959 engine. L.H.D. Radio, heater, fog lamp, tow-hook. £150. Leech, Appletree Cottage, Quarley, Andover. Tel.: Grateley 258. [7895

BENTLEY, 1936, 4½ Park Ward. Excellent order except worn No. 5 main and big-end. Rest of car 100%. Offers as she stands or would break. State requirements or s.a.e. for list. 21, Davenport Park Road, Stockport, Cheshire. Tel.: Stepping Hill 7307. [7896

1953 AUSTIN HEALEY BN1, recent crimson respray, new gearbox and overdrive, new seats. £200. Ridgway, 14, Lee Road, Aylesbury, Bucks. [7897

AUSTIN HEALEY 100/4, 1954. Resprayed ice blue. Overdrive, wire wheels, five new Road Speeds, new hood, tonneau, heater, radio, spot, fog and reversing lights, wing mirrors, workshop manual. Real eye-catcher. £260 o.n.o. Hill, Tel.: CUN 4275 (after 7 p.m.). [7899

BUCKLER Mk. V, 1172. Full history. Excellent condition, economical. Offers. Tait, Flat 2, High Street, Burford, Oxfordshire. [7900

HALDA STANDARD SPEEDPILOT, complete with fitting and calibration instructions. £12. Clark, 76, Greenwoods, Walters Ash, High Wycombe. [7901

BULLNOSE 1923 OXFORD, 1923 Cowley, both suitable restoration. Offers. 35, Tillingham Street, Sparkbrook, Birmingham, 12. Tel.: VIC 2655 or HIG 2100. [7902

TR2. 1955, good condition. B.R.G. Well shod, "X"s, wire wheels, heater. £210 o.n.o. for quick sale. Kendrick, 19, Alandale Avenue, Coventry. Tel.: 65679 (after 6 p.m.). [7903

1935 BENTLEY 3½ drophead, immaculate condition throughout. All bills from 1948. One owner for past 10 years, has spared no expense. £525. Box No. S.904. [7904

SITTING-HARE MASCOT for £100. Attached is 1932 1,250 Alvis. New hood, big-ends, steering; rebore; one new tyre, one remould. Good nick. Adams, Chapel Bungalow, Colsterworth, Linc [7905

SUNBEAM ALPINE convertible, 1954 model. Good and attractive condition. £235. N. Irish, 22, Ferrers Way, Derby. [7906

JAGUAR 1½, 1947. M.O.T. 72,000. 14,000 since overhaul. Good all round. £50. 37, Maple Crescent, Basingstoke. [7907

M.G. J2, undergoing rebuild. New remoulds. Ford engine mated to M.G. gearbox; hydraulics. Towable. £30 o.n.o. 283, Limpsfield Road, Warlingham, Surrey. [7908

ROLLS-ROYCE (1939) WRAITH, Thrupp & Maberly razor-edge owner-driver saloon, one of a small collection of *concours* condition cars, must be disposed of to make way for Silver Ghost unexpectedly available. Considerable sums have been expended on this vehicle which will be sold to best offer between £550-£750. Seen South Midlands. Box No. S.909. [7909

JOWETT JUPITER, reconditioned engine, good tyres, battery. Needs some attention. Bargain, £75. Tel.: Bristol 294541. [7910

AUSTIN NIPPY, 1934. Highlift camshaft, alumin. head, Scintilla. Repainted. Good tyres, new battery. £50. Baldock, Sycamore, Ightham, Kent. Tel.: Borough Green 2606. [7912

BORGWARD ISABELLA station wagon, 1957, r.h.d. Taxed. Excellent condition; 33 m.p.g.; all extras. £300. 14, Hindoostan Avenue, South Wigston, Leicester. [7913

BENTLEY R-TYPE. Excellent condition, privately owned. Worth £875. Must sell, £675. Exchanges considered. Box No. S.915. [7915

SEPT. 1959 FAIRTHORPE, fair condition. Weather equipment, spare engine with special head. £200. Box No. S.916. [7916

FOR SALE—*continued*

SUPERB TR3A, 1958, in umblemished light blue with black works hard-top. Rad./heater, washers, w/wheels, rear seat, "X"s. Outstanding at £475. Vickers, 2, Poplar Close, Hitchin, Herts. Tel.: 3736 (evenings). [7914

£440 BUYS BEAUTIFUL M.G. Midget, 1962, black; 39 m.p.g. New tyres, extras. Four-seater required. 25, Chertsey Street, London, S.W.17. Tel.: Balham 3118. [7917

FOR SALE, ROLLS-ROYCE, 1935, 25 h.p. In excellent order and condition. £350 or near offer. Tel.: WELbeck 1055. [7919

WOLSELEY SPECIAL, very neat body, Ford engine, twin S.U. carbs., 4-speed box, i.f.s. Taxed, insured. M.O.T. Nearest £100. S.A.E. for photograph. Walder, 21, Osbaldeston Gardens, Newcastle-on-Tyne, 3. [7920

LANCIA AURELIA B12, 1956, 60,000 miles. Five good seats. Outstanding. £500 o.n.o. Galloway, 5, Attadale Road, Inverness. Tel.: 32240. [7924

1953 M.G. TD2. *Engine overhauled this year.* Radio, heater, fog and reversing light, luggage rack, p.v.c. hood, full and half tonneau. Bodywork excellent. £270. Tel.: Heysham (Lancs) 945. [7925

H.R.G. 1,100, 1949. Good condition all round. Hood. M.O.T. £140. 67, Belwell Lane, Four Oaks, Sutton Coldfield, Warwickshire. Tel.: FO4 1238 (evenings). [7926

AUSTIN SEVEN ENTHUSIASTS. 1936 saloon, M.O.T., taxed, £25. Ashley body with spare Sprite front end, £20. Chassis reg. DRH 2. J. Broadbent, 51, Southfield Road, Almondbury, Huddersfield. [7928

RILEY, 1933, 12/6 Mentone. This car is good, 100% Riley. A lot of time and money spent. Photos supplied. Give away price, £40. Jackson, 5, Friarge Terrace, Northallerton, Yorks. [7929

ASTON MARTIN, L3/329/L, 1934. Last Le Mans Aston built. Mint condition. Completely original throughout. Seen by appointment. £275. Fincken, Merrybrook, Abinger Hammer, Surrey. Tel.: Abinger 29. [7930

1939 SA M.G. Good mechanically, body good, paintwork rough. £100 o.v.n.o. M.O.T. Tel.: Worcester 25300 (evenings). [7932

ALFA ROMEO 1900 Super saloon, in dazzling Alfa red. Immaculate throughout. "X"s. Brakes relined; new battery; rechrome. Twin o.h.c. 30 m.p.g. Fast reliable car. Maintained by specialist. £600. (Herts.) Box No. S.933. [7933

SAAB 841-c.c. single-carburetter, Group 2, tuned engine, 9.5 : 1 head, G.T. crankshaft, c/w G.T. exhaust system; 90 m.p.h.+. 4,000 miles only. Ready for immediate use. £150. Tel.: Park 7790. [7934

B.M.C. TWIN CARBS. One pair twin S.U.s, ex-1.5 Riley, fit any B.M.C. 1,489 c.c. Complete manifolds, etc. £12 10s. Tel.: COP 3807. [7935

1959 ZEPHYR power convertible. Radio, heater. 16,000 miles only. £345. Consider exchange. 51, North Road, Lancaster. Tel.: 3817 (before 6.30). [7937

1962 TURNER 950, dismantled, chassis bent, body u.s.; wire wheels; 2,700 miles; £95. H.R.G. "B" crossflow head complete, Mangoletsi modified, twin 40DCOE Webers, manifolds; £75. M.G.-A tonneau cover, £4. E93A engine, £3. 51, North Road, Lancaster. Tel.: 3817 (before 6.30). [7938

ROLLS-ROYCE, 1935, saloon, 20/25 h.p. Body by James Young, still in sound condition. Conversion and tuning by Derrington. Regularly serviced. History available. First offer over £400. Tel.: MAYfair 4300 (day) or ELMbridge 4236 (evening). [7939

LOTUS 7. 1098 "A" series. Formula Junior. Alexander crossflow, four Amals, D9s. Resprayed Jag. met. blue. £420 o.n.o. Tel.: Birmingham, South 1698. [7940

ROLLS-ROYCE, 1937, 25/30, Hooper sports saloon. Black with brown leather. Excellent condition. Taxed. £875. Box No. S.942. [7942

TR2. Overdrive, servo brakes, reconditioned engine, s/belts, heater. Resprayed red. New hood, tonneau, RS5s. Modified suspension. £210. View Midlands, London, Sussex. Box No. S.943. [7943

MINI D/1, 1961, Weber/Alexander conversion. £60 overhaul, respray, new "X"s, brakes relined, all within three months. Taxed year. £360 o.n.o. Tel.: FREmantle 3549 (evenings). [7944

RILEY R.M.E. 1½-LITRE, 1955. Blue. Much admired car. £300 o.n.o. Taylor, Tel.: TUL 4752. [7946

TR2, LATE 1955. Excellent mechanics and body. Recent respray and professionally re-upholstered internally. Five good Michelin "X" tyres. Overdrive, screen washers, spotlight. Exceptional condition throughout, even Grandmother would like a ride. Bargain, quick sale, £225. H.P. could be arranged. Mr. Brown, Hermes Hill, Macclesfield Road, Wilmslow, Cheshire. Tel.: Wilmslow 2151 (6-7.30 p.m.). [7947

SHORROCKS BLOWER and racing seat for Midget or Sprite, 500 miles. £40. Jacobs, 27, Falkland Avenue, Newton Mearns, Glasgow. [7948

M.G. PB, 1936, excellent condition. M.O.T. June; taxed. £100 o.n.o. Woodhead, 5, Spencer Grove, Darlington, Co. Durham. [7951

FOR SALE—*continued*

MERCEDES-BENZ 220S, 1959; one engineer owner; total mileage 56,000. Mechanically and bodily excellent. Heater and other extras; Michelin "X" all round; undersealed. £850 o.n.o. Matheson, 7, St. Vincent Street, Edinburgh, 3. Tel.: CALedonian 4453. [7950

ALFA-ROMEO 2.3 6-cylinder Castagna d.h. coupé. 1934. Engine overhauled. Not taxed or M.O.T. £110. Tel.: MOLesey 2291. [7952

1930 AUSTIN SEVEN saloon with complete set spares. £55. Hynes, 181, Feltham Road, Ashford. Middx. Tel.: Ashford 56728. [7953

BENTLEY 3½ 1935 Park Ward saloon. Recent £500 restoration. In original and immaculate condition. £395. Tel.: BYRon 3954 (evenings). [7954

LEA-FRANCIS 1,767 c.c. sports, 1949. Excellent green aluminium body, new black hood, screens. Also new front springs, exhaust. Does nobody want this at any price? Now only £100! Rochester, c/o C. A. Parsons, W. Thurrock Power Station, Grays, Essex. Tel.: Purfleet 5458. [7956

HOUSE PURCHASE forces sale. Immaculate Citroën DS, 1958, 38,000. £495. Mini or similar considered part exchange. Rea, 168, Waltham Avenue, Hayes, Middlesex. [7957

BRISTOL ENTHUSIAST must sell Type 400 G.T. saloon. Various new parts fitted; also complete second car for spares or rebuilding. Spares also available from Bristol at realistic prices. £295 the pair, or separate, or exchange station wagon. Photograph available. Tel.: Bedford 66895. [7959

BENTLEY 4½-litre, July 1937. Grey Park Ward sports saloon. One previous owner recorded 79,000 miles believed correct. Mechanically perfect and body in exceptional almost unmarked condition. £350. Wells, Ickwell Grange, Biggleswade. Tel.: Northill 274. [7960

CRABER ALVIS TB open 2-seat 3-litre. Truthfully believed to be the most beautiful Alvis extant for £300. 88, Miller Road, Bedford. [7961

FAMILY EXPANDS BUT car doesn't! Hence regretfully selling 1936 Riley Kestrel saloon. Excellent running order. M.O.T., taxed. £80 o.n.o. Tel.: Anfield (Liverpool) 5718. [7962

MORGAN 4/4, 1952, 4-seater. Reconditioned engine 12,000 miles, good order. £190 o.n.o. Schooling, Powick, Worcs. [7963

1925 "BULLNOSE" MORRIS Cowley 2-seater drophead with Dickey. Completely rebuilt and in near perfect condition. £225. 19, Castlegate Avenue Birstall, Leicester. Tel.: 813849. [7964

AUSTIN HEALEY 100/6, 1958. £340. Red, overdrive, w/wheels. Rimmer, 3, Station Road, Ainsdale, Southport. [7965

MORGAN 4-SEATER luggage grid, as new, £6. Row, 33, Dartmouth Road, Paignton. [7967

ALVIS 1934 SPEED 20 v.d.p. tourer. £160. Also 1938 12/70 saloon. £50. Tel.: Haslemere 4548. [7968

ALVIS 12/50, 1932 TJ open tourer. Sound, attractive body by Cross & Ellis. Engine fitted new mains and big ends but requires slight attention. Scruffy interior, well shod, roadworthy. Suitable for complete restoration. £50. [7969

CITROEN DS19, Nov. 9 1956. Grey/red roof. In daily use, but needs slight attention. Terms can be arranged. Private sale £285. Tel.: Birmingham (Victoria) 0918. [7971

1933 WOLSELEY NINE saloon. Good original condition, taxed, tested. £35. 1936 Austin Seven, nice condition, taxed, tested. £27 10s. 0d. Harmer, "Jesmondene," Herstmonceux, Sussex. [7972

ROLLS-BENTLEY. Beautiful black razor edge saloon. Series LE; two owners; £400 post-war overhaul, nearly perfect. £450. Pig's Nose Inn, East Prawle, South Devon. Tel.: Chivelstone 209. [7973

VINTAGE TYRES, sensible prices. New and secondhand: 700×23, 700×21, 33×5, 35×5, all 20" and 19" sizes, some beaded edge. Box No. S.974. [7974

1172 SPECIAL, 2 S.U.s, c/r gearbox, 4.7 c.w.p., 12v. sabre shell. Offers around £80. King, Links Cottages, Bury St. Edmunds Suffolk. [7975

1957 AUSTIN HEALEY 100/6. Red with white hard-top, hood, tonneau, wire wheels, reconditioned engine, luggage grid, heater, etc. £398. Mariners, Courtlands Avenue, Esher (Tel.: 64399), Surrey. [7976

BORGWARD ESTATE, Nov. 1957. Good condition, radio, seat belts, workshop manual. £290. 18, Lexden Road, W.3. [7977

105E MANIFOLDING. NEW. *Design similar to* Cortina GT, but to take original carburetter. Cost £17. Offers. Box No. S.978. [7978

XK140 HEATER, HEADLIGHT. SS100 4 : 1 differential. Ford V8 starter. "Ocean View," Bonchurch, I.o.W. [7979

BENTLEY, 1925, 3-litre v.d.p. Red Label. V. good order. £450. Immaculate M.G. TC. £150 o.n.o. Box No. S.980. [7980

750 SPECIAL, registered 1961. Heron body. 15" wheels, weather equipment. £60. Details, tel.: Wimbledon 4464. [7982

M.G. TC, 1949. Very good condition. £165 o.n.o. Evenings and weekends tel.: Maidenhead 24007. [7983

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

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JAGUAR XK150 Drophead coupé. This beautiful 1958 car in Cotswold blue is equipped with overdrive, heater, radio, chrome wire wheels and twin spotlight **£595**

LOTUS Elite, 1963. Literally as new in Tartan red with contrasting black trim. Only 7,000 miles in the hands of one careful owner. ZF gearbox, Motorola radio, Cintura tyres **£1,095**

M.G.-A Fixed-Head Coupe, 1960. Faultless condition throughout, spotlessly finished in Chariot red, wire wheels, twin spots, special exhaust, wood rim wheels **£535**

AUSTIN-HEALEY 100/4, 1958. A one owner car attractively finished in white with red panels. Extras include overdrive, heater, etc. **£395**

T.V.R. Grand Tourer Mk. II, 1961. Finished in B.R.G. M.G.-A 1600 unit, wire wheels, disc brakes, heater and Microcell seats. One owner, very low mileage **£435**

DAIMLER SP250, 1960. *Signal red with tan upholstery. One elderly owner,* guaranteed 11,000 miles. Various extras **£565**

AUSTIN-HEALEY 3000 Mk II, 1961. A most distinctive car in red with silver grey panels. Very well maintained by its one owner. Overdrive, heater, wire wheels, etc. **£745**

LOTUS SEVEN, 1960. A very super 7 in racing red. Equipped with Downton tuned B.M.C. unit, wire wheels, Dunlop R5's. Perfect for sprints or a very exhilarating road car **£485**

M.G.-A 1600 Roadster, 1959. A most striking car in ebony black with red trim. One truly careful owner, radio, heater, RS5 tyres **£465**

TRIUMPH TR3, 1957. Signal red with grey upholstery. Fitted overdrive, heater, twin spots, etc. Well above average **£395**

MORRIS Mini-Cooper, 1962. Flame red with black top. A low mileage example of this potent little car equipped with heater, seat belts, etc. ... **£445**

ELVA Courier, 1962. A most beautiful one-owner car in Tartan red. This car appears brand-new, various extras. Competitively priced at **£595**

AUSTIN-HEALEY Sprites. Always at least eight examples in stock. All fully equipped with usual extras, and attractively priced from **£345**

M.G.-A 1500 Roadsters, 1956/59. Choice of three in metallic blue, green or red. Extras include radio, heaters, spot lights, luggage racks, etc. From **£345**

JAGUAR XK150 Fixed-head coupé. A magnificent car in Burgundy with pale leather upholstery. Considerably well above average. Every extra ... **£595**

HIGH ROAD, CHISWICK, LONDON, W.4. Phone: CHISWICK 7871-2-3

AT NOTTINGHAM

TRIUMPH TR3A, 1960. Distinctive in black/white, a particularly fine specimen of this renowned sports car. Heater, tonneau, twin spots, etc. ... **£545**

RELIANT Sabre. Finished in Ferrari red with red/black trim. Late style bonnet, heater, tonneau, etc. Available for immediate delivery **£966**

M.G. TD. 1953. Two-seater sports. Immaculate red finish, in *Concours* condition. Recently fitted recon. engine, new weather equipment **£295**

AUSTIN-HEALEY Sprite, 1959. Cherry red with matching interior. Fitted hard- and soft-tops, radio, heater, tonneau. **£345**

LOTUS 7 Series II. A classic example of this amazing sports car, equipment includes B.M.C. unit, twin carbs, America body. One owner **£445**

M.G.-A 1600 Roadster, 1960. Unblemished in white with contrasting black trim. Fully equipped with many extras. Outstanding value at **£525**

T.V.R. Mk. II, 1960. Attractively finished in Dove grey with red upholstery. Extras include heater, seat belts, spot and reversing lights. One careful owner **£545**

AUSTIN-HEALEY Sprite, 1958. *White with green upholstery. Fantastic* performance. Shorrocks superchargers, heater, tonneau, spot light ... **£345**

M.G.-A Roadster. One careful owner from new, spotless in Flame red with various extras, including heater, seat belts, etc. Offered at **£525**

SUNBEAM Alpine. Dec. 1959. Undoubtedly one of the finest examples available today. Finished in Thistle grey with red upholstery, extras include overdrive, heater, tonneau, etc. **£525**

AUSTIN-HEALEY Sprite, 1960. Leaf green with matching interior trim. Heater, tonneau, 3-branch exhaust, " X " tyres, anti-roll bar, etc. ... **£345**

M.G.-A 1500. A very pretty car is sky blue, fitted with heater, tonneau, radio, new Pirelli Cinturas **£345**

JAGUAR XK120 Drop-head coupé. A most impressive car in Almond green. Meticulously maintained from new and equipped with heater, seat belts, and brake booster **£245**

M.G.-A 1600. In outstanding condition throughout, finished in Flame red with matching upholstery. One fastidious owner and equipped with heater, luggage rack, twin spots, etc. **£545**

ARKWRIGHT STREET, NOTTINGHAM. Phone: NOTTM 89282-3

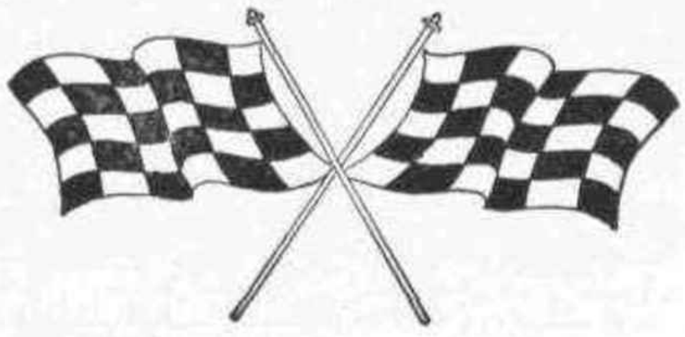
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SUNBEAM Harrington Alpine G.T. Mk. II, 1600 engine, £150 worth of extras, superb car, red, black upholstery **£795**

SUNBEAM Alpine GT Hard-top coupé, 1959, in B.R.G., red upholstery, w/wheels, p/assisted brakes, htr., etc. **£495**

SUNBEAM Alpine Sports Tourer, late 1960, moonstone, black trim, luggage grid, htr., wshrs, gd tyres, hist. **£565**

SAAB 96, in black, '61, red and grey interior, heater, washers, Michelin "X" tyres, s/belts, de-mist panel, etc. **£525**

STANDARD Vanguard Sportsman, 1957/8 Series, twin carb engine, automatic transmission, duotone, cost £1,350 ... ... **£345**

SUNBEAM Rapier Sln, 1956, black and primrose, matching trim, radio, heater, o/drive, etc., gd. opportunity **£295**

SUNBEAM Rapier Convertible, '61, like brand new in duo green with radio, htr, o/drive etc., low mileage... ... ... **£645**

FIAT 1100 Special model, 103G, Elect. rev. counter, oil pressure guage, ammeter, racing mirrors, wshrs, etc. **£595**

FORD Capri, 1962, twin carb, high performance conversion, One owner, rad/htr., racing green, low mileage, washers **£625**

HUMBER Hawk, 1961, specially attractive cond, 1 known local/owner, low mlge, unscratched, recommended **£725**

JAGUAR Mk. VII, 1957. Automatic transmission, bench seat, radio, htr, mist grey, red trim, bargain offer **£295**

MORGAN Plus Four, 1961 Series (disc brakes) 4-str., tourer, in red, expensive Laurencetune conversion, htr. **£545**

MERCEDES-BENZ 220 SEB (fuel injection) sln, 1961, in emerald green, matching green uphol. One owner only **£1,695**

MERCEDES BENZ 220B sln, 1962, grey, black lthr uphol, One V.I.P. owner, low mlge, seat covs from new, spotless **£1,695**

MERCEDES BENZ 300C (Automatic) sln, black, beige int., push-button radio, htr, splendid condition throughout **£695**

MERCEDES BENZ 190, 1958 in blue, specially secured for stock on condition, wonderful value for money **£595**

MERCEDES BENZ 180B, 1960 (reg. 1961), personally imported by 1 owner from brand new blue, unmarked **£845**

LOTUS Seven Sports, 1959 Elva-converted 100E engine married (ideally) to 105E 4-speed gearbox like new **£325**

PANHARD Dyna, 1959, aquamarine, green & beige trim, ivory/fittings, o/d, p/button radio, wshrs, htr., etc. **£395**

M.G. Midget Sports, 1962, showroom condition in red, black trim and wthr equipment, htr, etc., low mileage **£495**

ASTON MARTIN DB2/4 with 2½-litre Vantage eng., wire wheels, twin spots, wshrs, htr, history, red/beige **£645**

TRIUMPH TR4 Roadster, B.R.G., black, low mileage, unmarked condition, heater, etc. **£795**

TRIUMPH TR3A, 1960, black, black hard-top, over-drive, wire wheels, smart car ... **£545**

TURNER 948 c.c. Coupé, ftd hard/soft-top, oil cooler, w/whls, spots, rad/htr, large boot model in red **£425**

T.V.R. Grantura, 1960, red, fitted radio, heater, excellent mechanically, power brakes, Lucas wshrs **£495**

PORSCHE 1600, 1960, fixed-head coupé, immac. blue, 1st class mech. cond., low mlge, attractive, fast **£1,095**

M.G. TF, 1953, red, leather upholstery, fitted new tyres, well above average condition ... **£395**

M.G. TD, 1952, green, green interior, just re-sprayed, in excellent order throughout ... **£265**

M.G.-A, 1962 Mk. II Roadster, disc brakes, heater, washers, etc., 14,000 miles, 1 owner only **£645**

M.G.-A 1961, 1,622 c.c. Mk. II Roadster, white, red leather trim interior, radio, heater, superb **£595**

M.G.-A, 1960, 1600 Roadster, choice of three cars, all colours and extras, from **£525**

M.G.-A, 1958 Roadster, choice of four vehicles, all colours, all extras from **£395**

M.G.-A, 1956, red, red interior, heater, screen-washers, Michelin "X" tyres, black hood, etc. **£295**

MORGAN D.H. Coupé, 1947, resprayed B.R.G., extensive mech. work carried out, gd tyres, recent new hood **£195**

LOTUS Elite Special equipment, 1961, Ser. II. Low mlge, literally unblemished, white, silver top. **£925**

LOTUS Seven, Series II, Willment 105E twin carb., eng, B.R.G., htr., wshrs., 1/mlge, full wthr equip., dazzling **£445**

FORD Falcon bodied special, a very attractive & fast special built 1962, 4-str, excellent, faultless **£245**

FAIRTHORPE Electron Minor, 1960, Herald eng. & g/box, 1st class mech. & body cond, gd tyres, etc. **£265**

DAIMLER SP.250, ivory, beige int, beautiful car, hard-top/soft-top, fitted heater, & screen-washers **£745**

BORGWARD Coupe, 1958, luxurious attractive Continental 1½-litre GT, very fast, radio and heater **£645**

BRISTOL 403 Sports sln, B.R.G., beige lthr trim, rad/htr, superb car, excellent mechanical condition **£475**

AUSTIN-HEALEY Sprite, Mk. II, pale blue, navy trim, rad/htr, rev.-cntr, carpets, spots, new RS5 tyres **£445**

AUSTIN-HEALEY Sprite, 1961, pale green, htr, seat belts, first class cond, 23,000 mls, 1 owner only **£395**

AUSTIN-HEALEY Sprite, 1959, delectable example, in racing green, confidently recommended, heater fitted **£345**

AUSTIN-HEALEY 3000, '60, blue/blue int, htr, wshrs, carefully used car, in original and faultless cond. **£595**

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MOTOR SPORT.

FOR SALE—*continued*

M.G. TD2, 1953. Immaculate B.R.G. and chrome. Mechanically good. Fawn hood, full tonneau, "X"s, extras. £255. Deasley, Tel.: MAR 1854 (day), Brentwood 6 (evenings). Buyer has option on purchase of hard-top. [7745

LANCIA LAMBDA 8th Series Weymann saloon. Excellent condition with exceptional coachwork. History since 1938. Some spares. £250. Lt. Cdr. Sharp, H.M.S. Ocelot, Chatham. [7746

ENTHUSIAST'S CAR, RILEY Roadster 2½-litre, 100+ m.p.h. The finest in the country. Recent respray and rechrome. R.M.F. suspension, "X" tyres. Every possible extra including Halda Speed-pilot and electronic rev.-counter. £295 o.n.o. Tel.: Wilstead 274. [7747

"MOTOR SPORT," Jan. 1957 to Aug. 1963 inclusive. Offers. Tel.: Byron 0788. [7748

TWO 1¼-in. S.U. carbs. on Mk. II Sprite manifold, all fittings, etc. Virtually new. £10. Clarke, 15, Henry Road, Yardley, Birmingham. [7750

EXCEEDINGLY RARE COLONIAL Oxford, 1927, 15.9. Non-standard Rowden 2-seater coachwork, maroon with black wings. Rustless, original and interesting car, stored 1932-58. Maxfield tyre pump, 4-speed box, bulb horn, klaxon and manual. Good hood, battery and boots. M.O.T. £120. Would consider offer to good home. Hildyard, Middleton Hall, Pickering, Yorks. [7751

VINTAGE CAR CATALOGUES for 1929: Alfa Romeo, Alvis, Bugatti, Frazer Nash, Meadows components and Riley. Offers, separately if required, to Box No. S.752. [7752

ROCHDALE G.T. saloon. B.R.G. Ford Eight engine, boxed chassis, full interior trim. 1,200 miles since built. £120 o.n.o. Also 1934 Riley Mentone 15/6. Engine just overhauled, body needs painting. £40. Box No. S.754. [7754

M.G. PA 2-SEATER. Original, exciting. £90, o.n.o. Please write for numerous details of this car. Barker, (Civil 3), Queen Mary College, Mile End Road, E.1. [7755

BRISTOL 401. Immaculate condition, new "X" tyres, recent works engine, radio. 19, Wood Lane, Leeds 6. [7756

1963 DE LUXE ANGLIA. £510. P/exchange Volkswagen, Mini Traveller, Cooper, etc. 56, Scholes, Wigan. [7757

TR3A, 1959, RED. Occasional seat, tonneau, heater, electric washers, Michelin "X"s, polished head. Very fast car. £400 o.n.o. Hardtop available. Birchbank, Gawsworth Road, Macclesfield. Tel.: 5645. [7758

BREAKING M.G. J2. Ford engine, hydraulics, new tyres. Write list. Harrison, 35, Newbold Back Lane, Chesterfield. [7759

PEUGEOT 403, 1955. Heater, washers, reclining seats. Reliable, economical 5-seater in good condition, taxed. £120 o.n.o. Strong, 20, Thornbury Court, Church Road, Osterley, Middx. Tel.: ISL 8794. [7760

ROCHDALE OLYMPIC 1962, M.G.-A 1600 tuned engine, c/r gearbox, Kenlowe fan, Microcell seats, etc. £500 o.n.o. Tel.: HAYes 0899. [7761

A.C. 1932 4-SEATER tourer. Needs restoring. £15. Buyer tows away. M. Cheetham. Tel.: Caterham 3042 days, 5538 evenings and Sundays. [7762

M.G. MAGNETTE, 1956. Black, almost faultless throughout. Recon. engine, seat belts, taxed, etc. £295 o.n.o. M. Cheetham. Tel.: Caterham 3042 days, 5538 evenings, and Sundays. [7763

M.G.-B HARDTOP. £45. Brandon, 31, Park Court, New Malden, Surrey. Tel.: MAL 7950. [7764

30" LEG LENGTH will fit my A.K.S. Ford 4-seater hardtop, built 1961. Bowden i.f.s. S.U., 15" wheels, fully trimmed. £140, H.P. Webb, "Carmel," Hever Avenue, West Kingsdown, Kent. [7765

M.G. VA d.h.c. Good body, excellent mechanics. Tested, taxed, February 1964. £65. Tel.: MAI 3998. [7766

M.G. TC. NEW HOOD, tonneau, tyres, battery, fog lamp, flashes, padded facia, carpets. Recent respray. H.C. head with new valves, guides, springs, etc. In daily use. £175. Milburn, 33, Stewart Road, Harpenden, Herts. [7767

BOWDEN i.f.s. FORD, one cracked leaf, hence £10. Two 11" Koni's 80-1097. £2 each. £13 the lot. Pearson, 15, Hurgill Road, Richmond, Yorkshire. [7768

£199. BRISTOL, 1949. Taxed, insured, 10 yr. tested. A class car. Blair, 133, Hollywood Lane, Rochester, Kent. [7769

ALFA ROMEO, 1934. Blown 1,750 c.c. Red open 4-seater, coachwork by Corsica, nice condition. Very attractive P.V.T. sports car. £350. Blunt, 23, Addison Avenue, W.11. Tel.: Park 4426 evenings. [7770

TRIUMPH TR3A, 1960 (Sept.). £545. Signal red. One owner, lovingly maintained, 29,000 miles, not raced/rallied. R/seats, U/seal, B/bar, L/rack, heater. H.P. available. (Bought saloon). Ball, 5, Weston Grove, Fulbourn, Cambridge. Tel.: Fulbourn 484. [7771

RILEY 2½-litre, 1949. Good condition, very good mechanically, twin spots, heater, reverse light. M.O.T. £85 o.n.o. Tel.: (Stockport) STE 3384. [7772

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

FOR SALE—*continued*

ENGINE, GEARBOX, BACK AXLE from pranged Sunbeam Talbot Mk. I. Engine reconditioned 7,000 miles ago. Offers to: Attock, 31, Moorside Road, Eccleshill, Bradford, Yorkshire. [7774

1930 BENTLEY 6½-litre. Immaculate engine and chassis prepared ready for new body. Radiator, headlights and all bright parts re-chromed. Six wheels re-spoked, brakes relined, dynamo distributor magneto and starter reconditioned. Chassis and bonnet stripped and enamelled. Two previous owners, stored many years. Authenticated 22,000 miles. £650 o.n.o. Box No. S.776. [7776

M.G. TA TICKFORD, 1939. Mech. sound, good body, excellent tyres, new hood and tonneau cover, luggage rack. M.O.T. £110. P.X. considered. Tel.: (Manchester) CHOrlton 1840. [7777

XK140 DROPHEAD COUPE. Nice condition, radio, heater. Cost £350 six weeks ago. £330 or exchange TR or similar +£50. Tel.: Chorley Wood 2646. [7778

ALVIS 1939 SPEED 25 tourer. Mechanically and bodily good. £190. Littlewood, 3, Thorn Nook, Muncaster, York. [7779

LEA-FRANCIS 14-h.p., 1938 d.h.c., 4-seater, new hood, respray, tele controls, washers, tools. M.O.T. 1939 Monte Carlo car, one owner till '62. £100 o.n.o. Tel.: Boxmoor 212. Leverstock Green, Herts. [7780

R.4 JUPITER. This unique vehicle in superb condition with every extra and all spares. £375 (H.P.). Tel.: ADDiscombe 3291. [7781

LANCIA DILAMBDA, 1934, 7th series saloon. M.O.T. certificate. Engine rebuilt, servo and brakes, wheel bearings renewed 1962 at over £450. Illness compels sale. Offers to Box No. S.782. [7782

MINI SPARES—rear sub-frame and suspensions, wheels, tyres, drive shafts, etc. Paris, "Wedgwood," Higgs Lane, Bagshot, Surrey. [7783

VINTAGE SPORTS/RACING DELAGE, 2,250 c.c. Really good condition. Aristocrats' conveyance—or should be! £320 o.n.o. Parker. Tel.: Croydon 5165 day, CA42751 evenings. [7784

LAGONDA 2.6, 1950. T/o.h.c., t/S.U.s, 105 b.h.p., tuned, 22 m.p.g., aluminium body, heater, spots, M.O.T. Good condition. Bargain £100. Brooks, 108, Priory Avenue, S. Chingford, E.4. [7785

LAGONDA SALOON, 1950. Grey and black, floor change, excellent condition, small mileage. £160. Beardow, Dock Master's House, King George Dock, Hull. [7786

1932 AUSTIN TEN in excellent condition throughout. Engineer-owned for 17 years. £35 o.n.o. Gardiner, 7, St. Marys Avenue, Bricknell Avenue, Hull, E. Yorks. Tel.: 49179. [7787

1927 ALVIS 12/50 4-seater tourer. £110. 1954 Renault 750, four new tyres. M.O.T. £60 overhaul. Offers. 1954 Citroën 15 handbook, muff. JM 277 vintage registration. Offers. 5.25×21 tyres wanted. Richardson, 46, Church Road, Hayling Island. [7788

M.G.-A 1500 COUPE, 1958. Red. Radio, heater, washers, belts, chrome luggage rack, four new "X"s. Condition excellent. £430 or exchange Austin-Healey 3000, 1960. Prince, Rose and Crown, Harnham, Salisbury, Wilts. Tel.: Salisbury 2050. [7789

AUSTIN-HEALEY, 1955. Mechanically perfect, fitted specially-made coupé body, looks like a G.T.O. Very fast, but not enough room hence exchange for 2.4 Jag., TR3, or similar; or sell £350 o.n.o. [7790

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TARGA FLORIO FRAZER-NASH. 1971 c.c. Bristol racing engine, 143 b.h.p., full equipment road or track, Borrani wheels, Marchal lamps, host extras. 30 + m.p.g. Excellent as-original condition. £800. P/E Morgan or similar road/trials car. Tel.: Chieveley 325. Box No. S.791. [7791

SPECIAL, WOLSELEY HORNET. Swallow coachwork, occasional 4-seater, 1933, 12 h.p. S.U.s, k.o.s, oil-cooler, slab tank. Good throughout. £85. C. W. Ellison, Coombe House, Chievely, Newbury, Berks. [7791A

1928 FIAT 509A 2-seater tourer. Original, mechanically 100%, body excellent, spares, handbook. Most reluctant sale to good home only. £100. Box No. S.792. [7792

LAGONDA SALOON, 1952. Reasonable condition. £150 or exchange smaller car. Tel.: LOW 4016. [7794

H.R.G. 1100, 1949. Recent rebore, new tonneau. £150 or near. Daynes, 58A, High Street, Carrville, Co. Durham. [7795

ALVIS TA14, 1949. Ivory/black, drophead, just overhauled. £110 o.n.o. Exchange considered. 136, Nevill Road, Hove, Sussex. [7796

1947 ROVER TOURER. New hood, respray, heater, etc. £125 o.n.o. Claridge, Berken, Beenham, Nr. Reading, Berks. [7797

M.G.-A 1500 TOURER, 1959, 30,000, wire wheels, red, heater, grid. £350. Tel.: PAD 8337 (day). [7800

SINGER GAZELLE IIIC convertible, 1961. New tyres, battery. One owner. £550. H.P. possible. Part exchange for anything interesting, not necessarily perfect. Tel.: Oundle (Northants) 3228. [7801

WILLYS KNIGHT, 1928 saloon. 3-litre, mileage 23,000, used only for the first nine years and then laid up, needs substantial clean-up. Offers. Tel.: ENF 5018 or ENF 1628. [7803

TRIUMPH ROADSTER 2,000. Sale, excellent condition, rec. engine, respray, good tyres, new hood, spots, radio, sensible offers. Tel.: Loughborough 3502. [7804

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Nylon lined anti-friction throttle cables, complete replacements B.M.C. Mini's, Morris & M.G. 1100, **5/3**. M.G. Midget B.M.C. Coopers, A.40, Riley, Wolseley 1500, Herald 948, Sprite, **6/-**. Minor 1000, Oxford Srs. II, III & IV, **6/6**. Herald 1200 & Vitesse, **8/6**. Hillman Minx I, II & III, Husky I, **9/6**. Postage inc.
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DIESEL BENTLEY 1931/1951. Rare 4-litre saloon now P-6, overdrive, respray, fabric renewed, new Michelins 1963, heater, v.g.c., fast, 35 m.p.g. £250. Seen London, Andover. Box No. S.806. [7806

CITROEN GREY BIG 15, 1955. Radio, heater, in good nick, regularly serviced and will last for years. Owner posted overseas, car mainly driven by schoolmistress wife. Roof rack free to purchaser. 199 guineas or near offer. Tel.: MALden (Surrey) 0679. [7807

BUCKLER SPECIAL. Aquaplaned 1,172 c.c. reconditioned twin carbed engine, c.r.g.'s, i.f.s., D.D.2. tubular chassis, Mistral body, new hood, tonneau. £160 o.n.o. Dunn, 43, Lexden Road, Colchester. [7808

ALVIS 12/50 4-seater tourer, 1930. Twin S.U.'s, magneto ignition, modern dynamo, fully-floating gudgeon pins. Rebored, crank ground by Midvale. New hood and screens. £160. Kendall, 67, Ferriby Road, Hessle, near Hull. [7809

M.G. TD2, Dec. '52. Black/green. Top condition, extras, brakes re-lined. £285. 30, Briarwood Close, Leigh-on-Sea. Tel.: Southend 524311. [7811

RILEY SIX LIGHT Kestrel. Body rebuilt professionally. A fine specimen. £85 o.n.o. F. Clarke, 31, Southbrook Road, Lee, S.E.12. Tel.: Lee 8904. [7812

MARELLI SCREENWIPERS and parts, small stock at reasonable prices. New and reconditioned T. G. single hole fixing, write: 13, Sudbury Avenue, Wembley, Middlesex. [7813

1963 VOLKSWAGEN De Luxe. White, seat covers, badge bar, safety belts, Michelin "X" tyres. Taxed. Excellent condition. £525, near offers. Seen any time. Theakston, 47, Towthorpe Road, Haxby, York. Tel.: 68794. [7814

FAIRTHORPE MINOR, 1959. Herald engine, tonneau, spot, luggage rack, red. £190. 42, Drayton Gardens, West Drayton, Middx. Tel.: 5198. [7815

FORD CONSUL MK. II. Matched pair, nearly new S.U. carbs for Consul Mk. II mounted on manifold ready to fit, few hundred miles only. £12, offers? Also "Handa" overdrive to fit same, £8. Tel.: MOLesey 5205 any time. [7816

PORSCHE, 1957, 1600 standard, 28,000 miles, excellent condition. £685. Also 1956 model VW. £240. Box No. S.817. [7817

SPRITE HEAD, complete less rockers, 8,000 miles, £11, 25, Broadclyst Gardens, Thorpe-Bay, Essex. [7818

JOWETT JAVELIN. M.O.T., tested, good condition. £65. 91, Hook Road, Surbiton, Surrey. Tel.: Lower Hook 1044. [7819

1962 M.G. SPECIAL. Lively and interesting little car. £175. Consider part exchange. Bury, Spring Hill, Broad Hinton, Swindon. [7821

TF 1500. Red, black p.v.c. hood, half and full tonneaux, well shod, this car is in extremely good condition. £340. 226, Hollinsend Road, Sheffield, Yorks. [7822

LEA FRANCIS 12/40 saloon. 1930. Sound condition. £65. Whitehouse, Winton, Elliotts Lane, Codsall, Wolverhampton. Tel.: Birches Bridge 474. [7823

M.G. TA, 1938. Red. 110 P.S.I. Taxed, M.O.T., excellent tyres, battery, engine noisy. £65 cash. 5, Gail Park, Bradmore, Wolverhampton. [7824

1960 SPRITE. Fully converted to Sebring specification. Red. Excellent condition mechanically and bodily. New gearbox, battery. Engine rebuilt 3,000 miles ago. £395. Tel.: Epping 3595. [7826

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Exchange dynamos, starters and hundreds of sound used spares, quote on request.
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BMW SPECIAL, modified 1,496 c.c. engine, triple S.U.s, ENV gearbox tubular space frame, independent suspension by torsion bars, inboard rear brakes, adjustable telescopic dampers, mistral body (unfitted), spares include engine and five knock-on electron wheels. Business commitments prevent detail finishing. £265, seen Surrey. Box. No. S.981. [7981

ROCHDALE G.T. 80% COMPLETE. Tubular chassis, i.f.s., aquaplane twin S.U.s, 12v. electrics, close ratio gears, new or factory reconditioned parts, over £400 spent. Reasonable offers. Box No. S.984. [7984

ALFA ROMEO 1900 c.c. saloon, spotless inside and out, good mech. Tel.: Wickford (Essex) 3570 for appointment. [7985

SINGER SPORTS HARD-TOP coupé. 9 h.p., 1934, appearance good, engine sound, 30 m.p.g. M.O.T. certificate, insured. Suit young enthusiast. £40. Scrimshaw, 45, Vincent Avenue, Tolworth, Surbiton, Surrey. [7986

EXTREMELY RARE, my attractive Marauder 100, 1951. This actual car road-tested by *Autocar*, June, 1951. Radio, heater, overdrive, resprayed white, rechromed, new hood, battery. £350. Hastings, 226, Shaftesbury Avenue, Thorpe Bay, Essex. [7987

BUCKLER-FORD 58. Modified engine, close ratio gearbox, 4.7 axle, hydraulics, 12v. electrics. Savage, 40, Radlix Road, E.10, evenings. [7989

ALVIS 12/50 SPARES. Engine, gearbox, steering, magneto, starter, etc. Offers for quick sale. Pugh, 2, Perrots Road, Haverfordwest. [7990

HEALEY SPRITE. Hard-top, Sebring front, wire wheels, discs, close ration gearbox, speedwell engine, immaculate condition. £380. Includes spare engine and low axle ratio. 2, Gregory Avenue, Coventry. [7991

AUSTIN SEVEN SPECIAL, 1934. Hydraulic brakes, twin S.U.s, i.f.s., £30. Ellis, 40, Greenlands Road, Staines. [7992

M.G. TC, 1947. Red, new engine (1,000 miles), spots, flashers, superb chrome, new hood, immaculate condition. £185 o.n.o. Must be sold. Grice, 3, Cadbury Road, Moseley, Birmingham. Tel.: SOU 3873 [7994

AUSTIN 12/4 TOURER, 1930, taxed. M.O.T. Host of spares. £75. Tel.: Ascot 1331. [7995

N.S.U. SPORT PRINZ Mk. I, regd. 1961. Over 50 m.p.g., 85 m.p.h., rebuilt engine, immaculate. £425. 109, Strathyre Avenue, London, S.W.16. Tel.: Pollards 7957. [7996

SHORROCK SUPERCHARGER SUITABLE B.M.C. "B" type with special fittings for M.G.-A. £45 o.n.o. Mr. Earl, 17, Saunders Piece, Ampthill, Beds. [7997

ALLARD P1 saloon, 1952. B.R.G. Beautiful condition. Heater. £160 o.n.o. 130, Harbut Road, Battersea, S.W.11. [7998

OFFERS WANTED—1950 Allard coupé, new hood, tyres. Requires attention—ideal enthusiast or spares. Tel.: Southampton 47691/2 (office hours). [7999

BUGATTI, FERRARI, Aston Martin, Riley, Jaguar—spares available. S.A.E. for list. Entwistle, West Ho, Barton Road, Hoylake. Tel.: Hoylake 5323. [8000

1938 BENTLEY 4¼, Freestone & Webb, black and silver. Total mileage 58,800. Full history. Box No. S.001. [8001

ACE-BRISTOL, 1955, 142 b.h.p. Engine, gearbox, suspension reconditioned 1963. Brakes relined. Overdrive. B.R.G. Mich. "X." £495. Four 15-in. w/w. Jacques, 17, Blenheim Road, Bristol, 6. [8002

1948 2½-LITRE JAGUAR. Taxed. M.O.T. Sell £45, or exchange smaller car. Photos. 19, Mere Street, Haslington, Nr. Crewe. [8004

BUCKLER-FORD. Tuned 1,172 c.c., space-frame, i.f.s., c.r. box, 4.7 axle. Red Mistral body. 7 ft. 10 in. wheelbase. Hood, tonneau. £170 o.n.o. Reade, Laurel Bank, Winsford, Cheshire. [8005

SHORROCKS SUPERCHARGER for Mini, including boost gauge, 4,000 miles use only. £35 o.n.o. Box No. S.006. [8006

RILEY KESTREL 12/4, 1936. Beautiful example of prettiest sports saloon ever made. Engine completely reconditioned less than 10,000 miles. Upholstery and interior excellent. Coachwork just resprayed metalescent silver-grey. Riley Register seven years. V.S.C.C. M.O.T. £190. S.A.E. full details. Newell, 2, Lilian Gardens, Woodford Green, Essex. [8007

RILEY 15/6 FALCON. M.O.T. Engine resleeved, crank ground, clutch and brakes 4,000 miles ago. Body shocking, hence £50 o.n.o. Tel.: FOX 0697 (evenings). [8008

VOLKSWAGEN, 1955/56. Sun-roof, reconditioned engine, spot and fog lamps, washers, headlamp flasher. Excellent example of this vintage year. £260. Tel.: Upminster 5509. [8009

M.G. TD, 1953, excellent. New hood. £195. Peter Boland, Rosebank, Kirklinton, Carlisle. [8010

TALBOT 75 saloon, 1938. Good condition, requires new tyres. £50 o.n.o. 78, Church Avenue, Pinner. Tel.: PIN 8703. [8011

RILEY, 1937, KESTREL 12/4. Well maintained throughout. £125 o.n.o. Tel.: Nottingham 85529. [8012

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WRAITH, 1940, distinctive projecting boot, semi-razor edge Mulliner sports saloon, with division. Grey hide throughout, coachwork extremely nice, engine overhauled by us, fitted with new rings, etc. **£750**

PHANTOM III, 1939 D L Series, full 7-passenger limousine, coachwork by Hopper. Projecting rear boot. One titled owner, mileage of 70,000 believed genuine. Certainly an immaculate car and extremely good mechanical order. **£695**

25/30, 1936 Mulliner, full 7-passenger limousine. Leather throughout. In very fair order in every way. **£165**

20/25 1937 G.T.K. Series, full 7-passenger swept-tail limousine by Crosbie and Dunn. In first-class order throughout. **£225**

20/25 1933 Series, James Young 4-light Sports Saloon with projecting rear boot. Mechanically very fair, body sound and tidy but not immaculate. **£195**

1926 Phantom I Gill All-weather tourer, with diesel engine and spare chassis for re-conversion. **£650**

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8-litre Park Ward Limousine. Completely original and in absolutely outstanding condition in every way. **£950**

6½-litre, modified to Speed 6 Specification, 10 ft. wheel-base, professionally built 2-seater, folding head coupé coachwork. In good condition and quite contemporary. Mechanically comparable to the 8-litre. **£650**

Two entirely different owners have, by coincidence, carried out to high standards the less publicised restoration work such as rebuilding exhaust systems, re-splining hubs, re-spoking wheels, overhauling electrical equipment, completely overhauling brakes and strengthening brake drums and producing highly polished engines and extremely clean chassis. In both cases, new tyres and new batteries are fitted and mechanical condition is quite exceptional.

Mk. VI, 1949 series, with the rare and attractive James Young 2-door, razor-edge saloon coachwork. Excellent mechanically and bodily. No specific history but three owners only from new. **£595**

4¼-litre, 1937 with distinctive fixed-head, 2-door, 4-seater coupé by Park Ward. Black with grey panels and grey interior. £330 engine overhaul just completed and general condition quite outstanding. **£600**

4¼-LITRE, 1938 K.U. Series, Gurney Nutting Razor-Edge, 4-door sports saloon. A most attractive and outstanding car in every way and closely approaching *Concours* condition. **£550**

ALVIS T.A.14. Saloon, 1949. Sound chassis very reasonable coachwork. **£95**

BUICK 30 h.p. Straight Eight, 1937. Fixed-head, 3/5-seater coupé. One owner, 68,000 miles. Chassis and body quite outstanding. **£145**

DAIMLER 4½-litre, 1956. This is the rare sportsman saloon with 100 m.p.h. plus performance and is in very fine order throughout. **£445**

DAIMLER Majestic, 1960 Series. One owner, 46,000 miles. Superb specimen in beige and cream, white hide interior. Radio, etc. **£795**

Two more **FORD SPECIALS**:

(1) 1958 Series, 5-cwt. Van with windows. Elva o.h.v. head, special camshaft, manifolds, carburetters, etc. Scruffy in appearance and needs painting, but sound and 90 m.p.h. plus. **£175**

(2) 1,172 c.c. occasional 4-seater fibre-glass body. Excellent weather equipment. Tuned engine, reinforced chassis. Built 1959. Good appearance, in excellent order and thoroughly practical. **£145**

LAGONDA L.G.6 Sports Saloon, 1939. Paintwork not immaculate, but a thoroughly sound car in every way. **£195**

RILEY 1½-litre Kestrel Sports Saloon. Manual gearbox and overdrive. A rare model and in very sound all round order. **£100**

SUNBEAM 25 Weymann bodied 4-light limousine, 1930. Highly original. Mechanically very good, body very sound, needs only minor attention. **£95**

TRIUMPH TR2, 1955. Overdrive. No particular extras but very sound bodily and mechanically. **£225**

M.G. TF 1500, 1955, in black, wire wheels, recent engine overhaul, condition far above average. **£375**

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1912 RENAULT 21 h.p. 5-seater tourer. Complete with hood, windscreen, electrical lights. Warland wheels, spare rim, first-class tyres. Well restored, completely roadworthy large Edwardian touring car. **£725**

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TURNER, 1962, 105E. Really goes but must go. Many extras. Worth £500, sell for less, going abroad. O'Neill, 22, Elmgrove Road, Bristol, 6. [8015

1955 A.C. ACE, blue, recently reconditioned, 50,000 miles. Offers over £375. Winstanley, Tel.: Nottingham 211476 (evenings), 43002 (daytime). [8016

1929 FIAT 509A. Almost every spare. M.O.T. T. & I. One owner 22 years. £100. 11, Pondcroft Road, Knebworth, Herts. [8017

1958 MERCEDES-BENZ Type 220S (Hyd. 4-speed manual gear-change). In immaculate condition throughout. Fitted twin spots, twin fogs, push-button radio, wing mirrors, washers. New set of Michelin "X." Mechanically excellent. 45,000 miles. Surprising 25-28 m.p.g. (Road test, 101 m.p.h.) This car combines superb road-holding and braking with absolutely effortless high-speed cruising. Offers around £585. (Available after October 6th.) 23, Shrewsbury Avenue, East Sheen, London, S.W.14. Tel.: Prospect 5714. [8018

M.G. TA. Excellent condition throughout. Black/white, with matching upholstery. Well shod. Taxed, M.O.T. Aug. 1964. Photo available. £135 o.n.o. Bird, 41, Court Lane, Erdington, Birmingham, 23. [8020

1939 ROVER 20 sports saloon. Owned by enthusiast; two owners. M.O.T. Offers. 5, Claremont Road, Teddington, Middlesex. [8021

RARE RILEY 2½ coupé. Recond. engine. Needs enthusiast's touch to body/accessories. Box No. S.022. [8022

FORD EIGHT, 1937, Y-type saloon, good condition, M.O.T. Offers. Elkins, 30, Glenwood Grove, Kingsbury, N.W.9. [8024

SPITFIRE, 1963. Red. Heater, tonneau; immaculate, not raced or rallied, but a genuine sale, £560. Cost £690 new six months ago. 96, Poulton Road Carleton, Blackpool. Tel.: Poulton-le-Fylde 2786. [8025

LAGONDA, 1929, 2-LITRE high-chassis Speed Model. Fine original condition. £150. Smith, "Tinkers Revel," Balcombe, Sussex. Tel.: 424. [8026

M.G.-A, 1960. One owner, 1/mileage. Heater, wire wheels, Mich. "X" tyres, luggage grid, w/washers, twin spots, original tools. Immaculate. £450. Tel.: HIT 2710. [8027

RILEY FALCON, Special Series 1936. M.O.T. Big-end knocking but driveable. Otherwise good condition. £30. Bartlam, 37, Avenue, Kennington, Oxford. [8030

M.G. M-TYPE, 1932. M.O.T. Completely overhauled, £100 spent. Photos, receipts available. £65 o.n.o. Hill, 149, Gristhorpe Road, Birmingham, 29. [8033

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JAGUAR E-type sports, 1962 series. Fine specimen in green, fitted radio, seat belts and special Vynide hood **£1,145**

JAGUAR XK140 d.h. coupé, 1955. Probably the finest currently offered anywhere. 33,000-odd very careful miles only. Full history. Absolutely mint in pale blue. Overdrive, radio, heater, screenwash, seat belts. One could search the length and breadth of the land and never find the equal of this outstanding XK140 ... ... **£485**

AUSTIN HEALEY 100-6 2/4-seater, 1959. Exceptional in ivory, fitted wire wheels, "X" tyres, radio, heater, screenwash and tonneau cover **£455**

TRIUMPH TR2, 1955. Overdrive, heater, screenwash, tonneau cover, "X" tyres. Ivory. Fine mechanical fettle **£265**

AUSTIN HEALEY Sprite, 1959. Radio, heater, tonneau cover, woodrim steering wheel. A first rate Sprite, Primrose, black upholstery ... **£358**

AUSTIN HEALEY 100-6 2-seater, 1958. Overdrive, hard-top, wire wheels, one owner, 26,000-odd miles only. Left hand drive—superb for Continental touring, ivory **£395**

TRIUMPH TR3A, 1958. An exceptional and quite outstanding specimen in B.R.G. Overdrive, hard-top, wire wheels, radio, heater, screenwash, "X" tyres, spots, woodrim steering wheel **£445**

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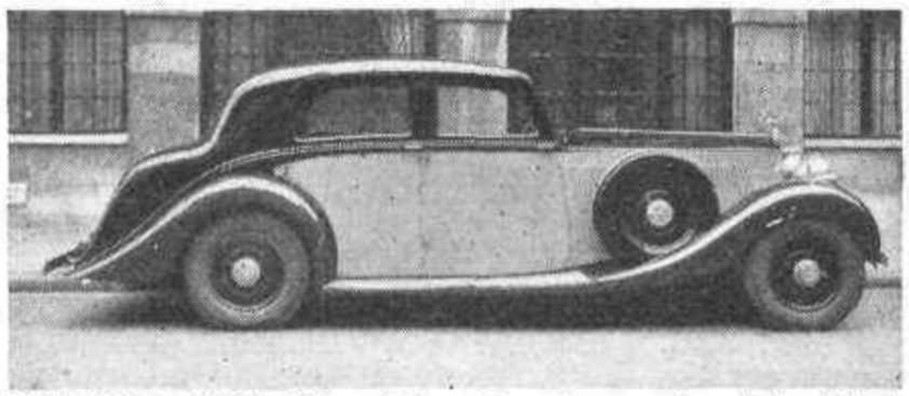
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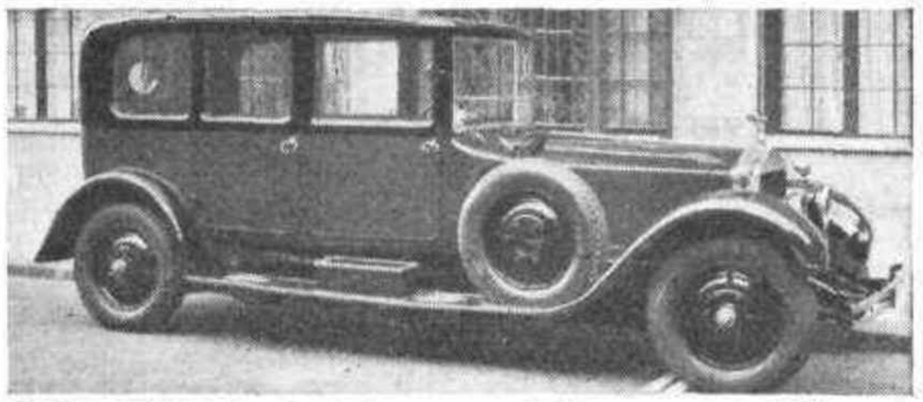
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ROLLS-ROYCE (1938) by Southern. Owner driver sports saloon in powder blue with contrasting trim. An exceptionally well found example of *this economical twenty.* **£275**

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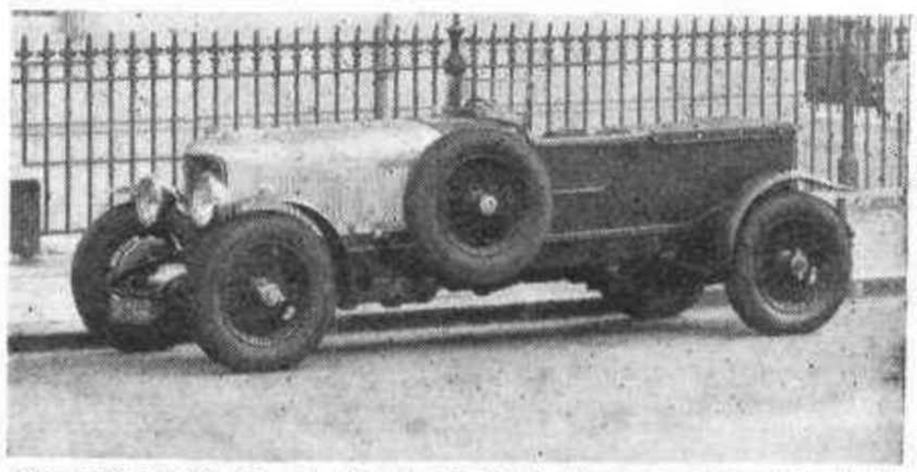
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1929 BENTLEY Speed Six short-chassis 4-seat tourer; extensively overhauled and fitted with new body this year.



1959 FERRARI 250GT Pininfarina coupe, 3-litre, 240 b.h.p. V12 engine, disc brakes. Small mileage **£2,200**

1929 BENTLEY 4½-litre 4-door tourer; very original example. Extensive recent chassis overhaul; at present undergoing repaint and complete retrim.

1938 BENTLEY 4½-litre KU Series Vanden Plas 2-door tourer. Exceptional example of a rare Crewe model... ... ... **£645**

1926 BENTLEY 3-litre tourer, fitted with 4½-litre engine, expected later this month; details on request.

1937 RILEY Sprite 1½-litre 2-seater, to original specification and with a full history **£375**

1939 ASTON MARTIN "C"-type 2-litre competition 2-seater, with full weather equipment **£275**

1936 FIAT 508S Balilla sports 2-seater with finned tail. We hold bills for extensive mechanical overhaul... ... ... **£135**

1948 ALVIS TA14 saloon, mechanically good with sound body in primer ... **£65**

1961 JAGUAR 3.8 Mark 2 racing saloon, fully modified and lightened to latest Group 2 specification, along with many spares, wheels and tyres. Offers.

1954 ASTON MARTIN DB2/4. Black. New 2.6-litre Vantage engine fitted at works last year. New tyres **£545**

1953 FERRARI 212 Export coupé. Superleggera bodywork. Formerly Mike Hawthorn's personal car; overhauled by Ecurie Ecosse 5,000 miles ago ... **£745**

1954 PORSCHE 1500 coupé, r.h.d., good condition **£435**

1954 LANCIA B.20 Aurelia GT Series 4 coupé, two owners, known history. Thoroughly recommended **£475**

1953 LANCIA B.20 Aurelia GT Series 4 coupé, floor change, wooden steering-wheel **£445**

1961 B.M.W. 700S sports coupé, red, l.h.d., good order **£425**

1954 SUNBEAM-TALBOT 90 Mark IIa saloon, mechanically sound, good "X"s **£135**

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RILEY MONACO 9, 1932. Reputably 43,000 miles. Excellent original condition. Taxed, M.O.T. £120 or offer. Good home essential—14, Meole Walk, Shrewsbury. [7827

VOLKSWAGEN (KARMANN), 1955. Folding Cabriolet, r.h.d., radio, v.g.c. £285. Tel.: Stonegrove 7073 (Edgware). [7828

LANCIA APRILIA, 1938. Red. In perfect condition, both bodily and mechanically. £180. Tel.: Biggin Hill 3431. [7829

A.C. ACE, 1954. Reconditioned engine, new hood, good "X"s, resprayed red, absolutely superb. £400. Bartlett, 1, Clevedon Road, Reading. Tel.: Reading 28606. [7830

PAIR OF P.100 Headlamps, excellent condition. £15. 1946-8 Jaguar service manual, 30s. Webb, "Moorings," Fladbury, Worcs. [7831

KONI DAMPERS AND fittings for Morris 1000. Set of four, 3,500 miles. £10 10s. Box No. S.832. [7832

700 × 21 TYRES (Four). Suitable Rolls Phantom, etc. Imrie, City Arcade, Dundee. [7834

LEA FRANCIS, 1950. Estate car. One of the finest examples in the country. Surplus to requirements. Seen by appointment. Inchmartine Nurseries, Inchture, Perthshire. [7835

ROLLS-ROYCE, 1934 Town and Country saloon by Mulliner. A very attractive compact vehicle, very carefully maintained, full history. Seen by appointment. Inchmartine Nurseries, Inchture, Perthshire. [7836

MORGAN, 1952. 3-wheeler. Ford 1172. All weather equipment. Taxed, tested, reliable machine. £95. Taylor, 3, Wharfedale Drive, North Hykeham, Lincoln. [7837

1933 RILEY MONACO. 1932 MAG engine. Body/engine good condition. £60 o.n.o. Tel.: Pinner 6056. [7838

LANCIA APRILIA, 1939. Really good, all original. £125. Lightweight racing B.S.A. Bantam, ali. rims and tank, £45. Joe Thompson, 54, Summerfield Street, London, S.E.12. Tel.: KIPling 6905. [7839

FORD V8 SPECIAL, 3.5-litres, very accelerative. B.R.G. Ali. coachwork. Haggle £90. Tel. MOU 9328. [7841

ASHLEY BODYSHELL open 2-seater, complete with doors, boot-lid, bonnet, moulded-in wheel arches, bulkhead. Unused, undamaged, but requires painting. £50 o.n.o. 15, Ridgeway Close, Leeds, 8. Tel.: Leeds 655918. [7843

20/25 ROLLS-ROYCE van, 10 ft. × 5 ft. 6 in. inside. M.O.T. cert. Needs top overhaul. Good condition. Offers? Irons, Roughdown House, Felden, Hemel Hempstead, Herts. [7844

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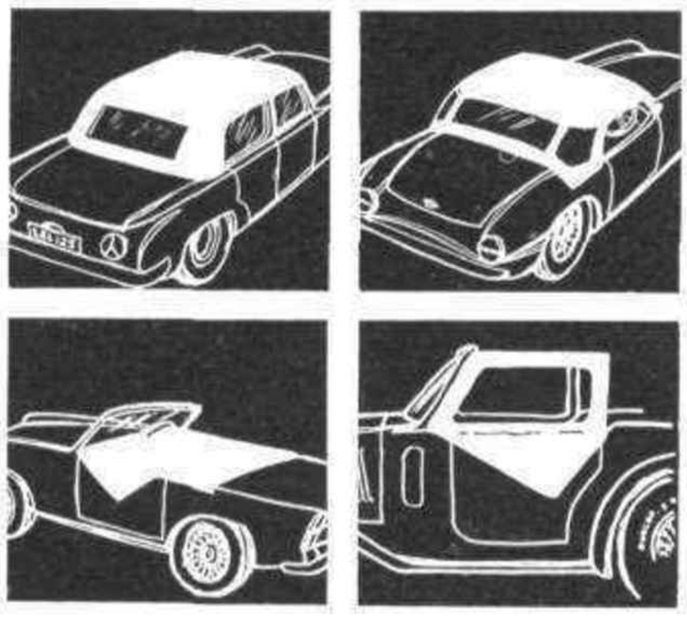
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AUGUSTA SPARES. Front spring, starter motor, valve rockers, springs, camshaft. £10 the lot. Tel.: St. Albans 50374. [7847

M.G. ALPINE, built 1961. New tyres and engine, perfect hood and trimming. £130 o.n.o. Hall, 66, Havencrest Drive, Leicester. [7848

3½ BENTLEY, December 1935. Almost immaculate Thrupp & Maberly saloon. Black with brown hide. Interior particularly good. Gearbox, brakes and top overhauled recently. All good tyres. New battery. Very handsome coachwork. Whole car in well above average condition. S.A.E. for photos. £250 o.n.o. Platt, Isfield, Uckfield, Sussex. Tel.: Isfield 213. [7849

VINTAGE CLEAROUT. Two Austin 12/4 saloons, 1926/7; used daily. 1924 14-h.p. sporting Delage. 1928 12/50 Alvis super sport. Dismantled. 20, Howard Road, London, S.E 25. Tel.: ADD 2110. [7850

1953 JAGUAR XK120 roadster. Full "C"-type mods. New tyres. Immaculate cream and blue. £250. Genuine reason for sale. 93, Durham Road, Blacon, Chester. [7851

1962 FIAT 600D Abarth saloon. Reclining seats. Undersealed. £385, offers. New ID/DS/19 radiator, £3. New Weber 32 IMPE3, £8. Owen, 14, Manor Drive, Surbiton (weekends). Tel.: Worthing 30900 (office). [7852

1961 SEBRING SPRITE (Mk. II bonnet). Full conversions; hard- and soft-tops; tonneau and rain covers; Michelin "X"; anti-roll bar, etc. £495 would help emigration plans! Tel.: STA 7296 (after 7 p.m.). [7853

TR2, 1954. Overdrive, hard-top, tonneau, etc. B.R.G. Ex. condition. £230 o.n.o. Call or write, Smith, 123, West Park Drive, Leeds, 8 (after 6.30 p.m.). [7854

T.V.R., 1960. M.G.-A 1600. Genuine 1,600 miles New c.r. gears. Discs, wires. Well shod. Metallic grey/red. S/belts. Excellent condition. Quick sale, £495 cash. Shipp, "The Beacon," St. Catherine's, Guildford. Tel.: 5565. [7855

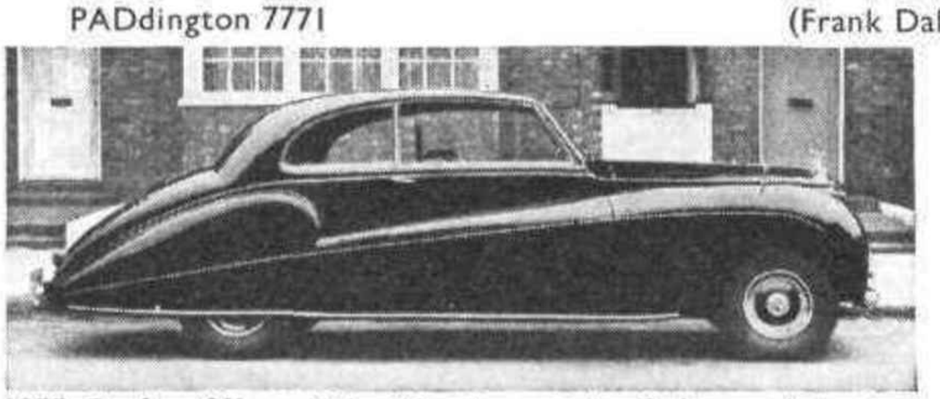
FOR M.G. P—Fibreglass body, complete all fittings, £50. Can be seen on car. Gunn, "Penvites," High Easter, Chelmsford. [7856

AUG. 1962 COOPER MINI, red, 10,000 miles. Entirely as new. Konis. £465. 18, Sparrow Road, Yeovil. [7857

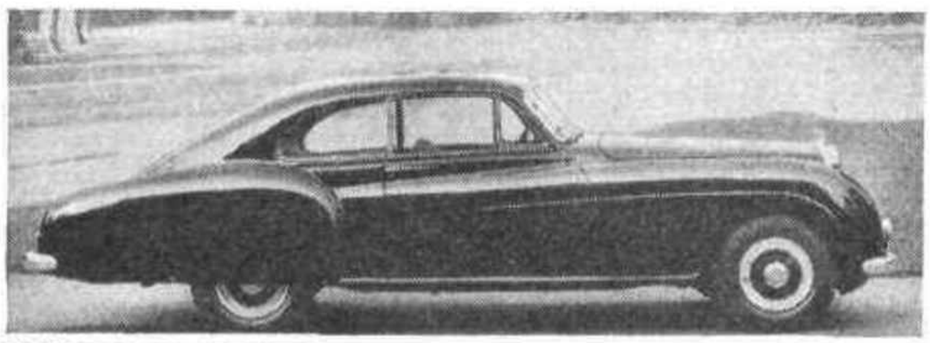
P.V.T. ALVIS 12/50 tourer, 1931. Good original condition, excellent hood, screens, battery, chrome. Bargain. £85. 5, Gail Park, Bradmore, Wolverhampton. [7825

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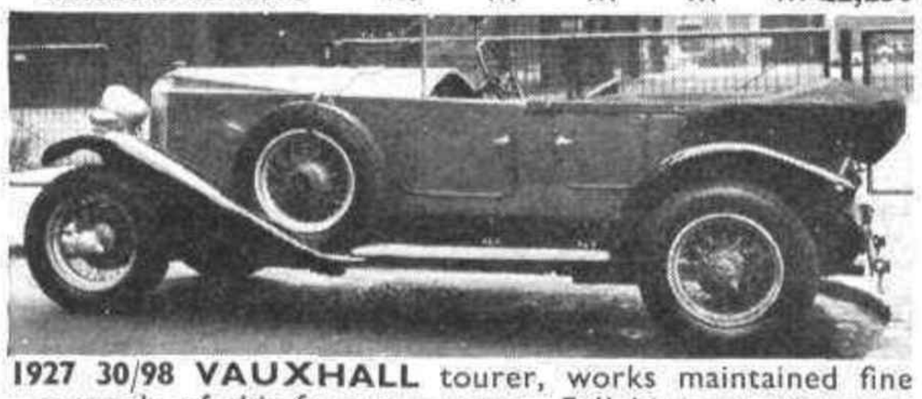
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1938 25/30-h p sports saloon by Thrupp & Maberly, recent major overhaul, in fine original order **£725**

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M.G. NA, 1935, cream. M.O.T. June. New hood, upholstery, chrome, etc. Good performance. £120. 84, Station Road, Billingham, Co. Durham. Tel.: Stockton 54301. [7860

TRIUMPH ROADSTER 2000. M.O.T. New hood, twin spots. £95 required as deposit on pram, etc. Tel.: Penrith 2535 (office hours). [7861

JAGUAR Mk. VII. Resprayed. Mechanics perfect. All extras. For quick sale, £100 o.v.n.o. (to help pay for new car!). Tel.: Tucker, Redditch 3007. [7862

M.G. TD2, in exceptional body and mechanical condition. Best offer. 123, Longmoor Lane, Sandiacre, Notts. [7863

ARMSTRONG SIDDELEY TYPHOON, excellent body, good tyres, battery, heater. M.O.T. Offers. Ellis, 13, Arran Drive, Rhyl, Flints. [7864

FIAT 1100, pillarless, 1938. M.O.T. tested. Excellent specimen of good vintage. Worth £50. Offers to 4, Russell Court, Russell Terrace, Leamington Spa. Tel.: 26656. [7865

BOOKS. As new condition, 8/33 M.G. Midget Manual, 1931, £15. Service parts list, handbooks, for VA, PA and PB, NA, WA and Y, £2, or offers. Box No. S.829. [7867

JAVELIN. Good condition. Oval web crank, new bearings. Heater, radio. £75. 28, Lockington Crescent, Dunstable. [7868

XK140, 1955, f/h. coupé, grey. Exceptional condition throughout. Fitted with heater, overdrive, etc. Insurance approx. £35. £195. McGarry, 102, Capmartin Road, Radford, Coventry. Tel.: Coventry 53381-2 (daytime). [7869

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TR3A CYLINDER HEAD, complete, £12; carbs. and manifolds, £12; gearbox, £15; disc brake conversion, £15; set of wire wheels, £30. Also other parts, send for list. Box No. S.871. [7871

RILEY 1½-LITRE, 1955, RME Series, finished in immaculate British Racing Green with green trim. Heater, taxed, excellent mechanically. £265. Tel.: Chellaston (Derby) 2073. [7872

M.G. TC. Resprayed B.R.G. Heater, washers, spot, new hood, battery, tonneau, screens, etc. 16-in. wheels. Immaculate, with many extras and spares. Trial spin? Critchell, Birch Hall, Theydon Bois, Essex. Tel.: 3374. [7873

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FOR SALE—*continued*

WOLSELEY HORNET SPECIAL, Maltby coachwork, superb condition. Spare engine, tonneau cover. £105. 23, Ashden Walk, Tonbridge, Kent. Tel.: Tonbridge 4525. [7874

RILEY 2½ saloon, 1951, black/beige leather. Original top like new. Guaranteed 55,000 only; 24 m.p.g. Immaculate motor car. £165, or exchange newish Mini, Prinz. Taylor, 123, Newbrook Road, Over Hulton, Bolton. [7875

M.G. TC. Gold Seal B.M.C. reconditioned engine, 5,000 miles; reconditioned gearbox and steering box. Excellent tyres, brakes just relined. Hood fair. M.O.T. £180 o.n.o. C. Burrough, Manor Farm, Halse, Taunton. Tel.: Bishops Lydeard 372. [7876

TR3A, 1959. Powder blue. Overdrive, wire wheels, many other extras. Excellent condition. £475. Box No. S.877. [7877

RILEY 2½, 1950. Leather upholstery, heaters, etc. Reconditioned gearbox, steering, back axle. Brand new clutch, radiator, water pump, battery, petrol pump. Bottom end overhaul. Michelins. Taxed November, tested July. £130 o.n.o. Nicholson, 70A, Hamilton Terrace, London, N.W.8. Tel.: CENtral 2586 (daytime). [7880

FRAZER NASH, 1932, Interceptor. £195. Details from Bloor, 125, The Commons, Welwyn Garden City, Hertfordshire. [7881

AURELIA G.T. 2500. Your own choice of colour. Series III. Registered 1961. New camshaft, etc. Borrani wheels, two new Cinturato, air horns. Good condition generally but needs respray, hence low price, £350 o.n.o. Gorsebank, Heathside Park Road, Woking. Tel.: 641 (evenings). [7882

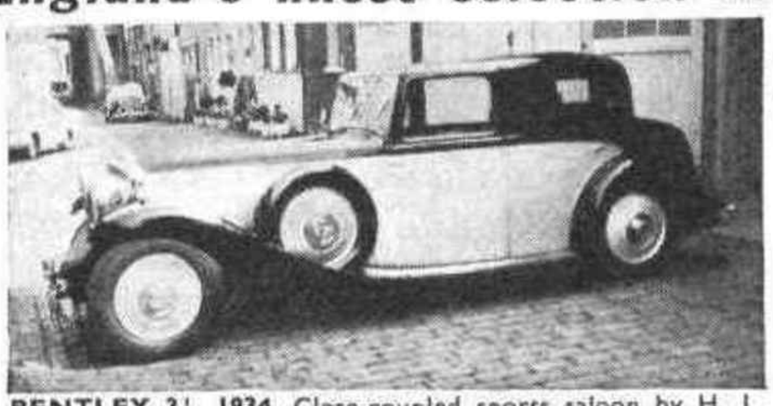
M.G. M-TYPE, 1932. Mech. very good. Body sound, but rear end not original. M.O.T. £30. Tel.: Manchester, CHOrlton 1840. [7885

PORSCHE, 1954, regd. 1958, 1500 coupé, l.h.d. Telefunken radio, Reutter seats. Goes well but needs some detail work. Hence £330. Tel.: HOD 4746. [7886

1952 JAVELIN DE LUXE. Taxed Dec. 1963. Resprayed 14 months ago; glass-fibre rear lamp mouldings fitted. Extras: Radio, screen washers, column lighting switch, dip and headlamp flasher winking direction indicators, master cut-off switch under-bonnet lamp, cig. lighter and wheel embellishers. Four brand new tyres. Brakes just relined and all wheel cylinders renewed. Mechanically very sound. Crankshaft (oval web) and cylinders standard. £130 o.n.o. Further information, write: Gordon, Flat 4, "Sandy," Bluehouse Lane, Oxted, Surrey. Tel.: XT8 2035 (after 7.15 p.m.). [7887

PAD 2731 Vintage Autos Ltd. **PAD 2731**

England's finest selection of IMMACULATE thoroughbred cars



BENTLEY 3½, 1934. Close-coupled sports saloon by H. J. Mulliner. *100,000 miles since new.* Just resprayed and fitted new tyres. Complete original tool kit. Mint condition throughout.



ROLLS 25/30 1937 sports saloon by Hooper. 126,000 miles only and Rolls history since new. Immaculate condition throughout.



MERCEDES 500K 1935 Cabriolet. Just restored to superb original condition.



RAILTON sports saloon. This is the 1946 show model and the only one of its type and cost £5,000. From 1946-1949 it was owned by the C.I.D. Scotland Yard, and one owner since. *Winner of many Concours and still in Concours condition.* Complete history since new.

WE ALSO HAVE IN STOCK A SUPERB SELECTION OF THE FOLLOWING MAKES, EVERYONE IN **IMMACULATE** CONDITION
ALVIS, ASTON MARTIN, AUSTIN, B.M.W., BENTLEYS (VINTAGE and ROLLS-BENTLEYS, CHOICE OF FIVE), INVICTA, LAGONDA, ROLLS (CHOICE OF SIX, INCLUDING 20/25, 25/30, PIII and WRAITH), RILEY, SINGER, TALBOT, etc., etc.

We urgently wish to purchase similar cars to those which we advertise BUT THEY MUST BE IN MINT CONDITION

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FOR SALE—*continued*

1929 LAGONDA 2-LITRE 4-seater fabric sports saloon. Tested, taxed. New body fabric, clutch plate and linings. New fibre timing gear, king-pins and gaskets as spares. Photograph. £75 o.n.o. Hunter, 40, Castle Street, Saffron Walden, Essex. Tel.: 2494. [8028

RILEY 16/4 saloon, 1938. Very elegant black and aluminium body, polished woodwork, resleeved engine; overdrive; new battery, good tyres M.O.T. Potent reliable car. £70 o.n.o. Also 16/4 tourer, 1938, wind-up windows, excellent body-work, large boot, M.O.T. £55. Tel.: Maiden-head 22518 (evenings). [8031

TR2, 1955, B.R.G. Hard/soft-top, overdrive, heater, screen washers; new front Cinturas; 48,000; two owners; no competitions. Excellent condition. Watt, 20, South Primrose Hill, Chelms-ford, Essex. [8032

ALPINE RALLY CAR, 1963. Immaculate red Austin Mini de luxe (1962). Full Group II 48-b.h.p. engine. Latest competition clutch, synchro., brakes with spares, safety straps, Halda, oil/temp., rev. gauges. Laminated screen. Four extra lamps. Sump plate. A complete rally car, never shunted, bent or blown. Works drive reason for sale. £380. Tel.: Manchester, Deansgate 3234 (business hours). [8034

1958 SPRITE. Radio, heater, s/washers, r/counter, tonneau, wire wheel kit. Carefully used car. £285. Or exchange immaculate 2-litre Lagonda tourer. Bysouth, Tel.: GLA 9202 (evenings). [8035

JAGUAR 3½, 1949. Genuine 27,000. New exhaust system, starter motor, radiator, battery with guarantee. Well shod. £45 o.n.o. for quick sale. Beadle, 22, Meadfoot Road, S.W.16. Tel.: POL. 8384. [8036

ALVIS 12/70 tourer by Anderson, 1938. Complete body rebuild. New wood frame throughout. Re-chromed, resprayed and retrimmed. Full weather equipment. Reconditioned braking system, new rear springs and shock-absorbers. New front tyres. £170. M. Carter, Downside House, Chilcompton, Nr. Bath, Somerset. [8037

1936 HUMBER Super Snipe, in excellent repair and running well. Must sell, £55. Mrs. I. Day, Westbury Hotel, Poynton, Cheshire. Tel.: Poynton 2832. [8038

FORD V8, 1937, Model 78 estate car. Taxed December. M.O.T. Very sound roomy body. £65. 1, Maney Hill Road, Sutton Coldfield, Warwicks. [8039

M.G. TC, 1947, B.R.G. 8,500 miles new engine, new differential, four new tyres; mechanically sound, £100 spent in 12 months. Private H.P., first £160 o.v.n.o. Tel.: Ryder, EDG 9898 (Birming-ham) (9-5 p.m.). [8041

WOMAN FORCES SALE of immaculate TC, 1949. Resprayed, rechromed, reconditioned engine, new tyres. Almost all parts overhauled, replaced in last 3,000 miles. Heater, rack, spare wheel cover, ton-neau, spotlights, spares. £200 o.n.o. Part exchange and H.P. arranged. Details, photo. McWilliam, 39, Oakwood Avenue, Leeds, 8. Tel.: 659731. [8043

EXPORT? Englishmen apparently don't want 1923 Rolls-Royce Silver Ghost chassis. Friend with Phantom III sedanca is similarly tempted. 35, Parsonage Road, Manchester, 20. Tel.: Didsbury 2050. [8044

BENTLEY, 1936, 4¼ Mulliner sports saloon. Black and grey. Polished aluminium roof, blue leather interior. Over £250 spent in maintaining this lovely motor. Good tyres (one new unused), new battery. Genuine 20 m.p.g. The head lining is shabby, thus realistic price of £265, or exchange Land-Rover. Slade, Flat 1, The Grange, Elmdon, Solihull, Warwicks. [8045

XK150 SALOON, 1958. Overdrive, discs, belts, radio. Red, immac. Tel.: Romford 44497. [8083

LANCIA AUGUSTA, 1934. Minor misadventure. Exterior coachwork damaged. Interior coachwork and mechanical parts very good condition. Offers. Tel.: Leeds 661714. [8046

RILEY LYNX-SPRITE, 1938, good throughout. £100. Write: Mortimer, 18, Heathway, Shirley, Croydon, Surrey, or Tel.: SPR 3821. [8047

BENTLEY Mk. VI S.S. saloon, 1950 series, black/beige leather. Beautiful condition. Radio, etc. New tyres. £375. Part exchange considered. Dowd, 2, Fawley Avenue, Hyde, Cheshire. Tel.: HYD 3237. [8048

ROLLS-ROYCE PHANTOM II, 1930, sedanca de ville by Thrupp & Maberly. Vintage, original; mileage 101,000; condition above average; tyres excellent. £250. Riley, Lee House, Marwood, Barnstaple. [8049

ROLLS-ROYCE, 1950, August, Silver Wraith, owner driver. 100 miles only following almost £500 engine overhaul at works. Sale due to illness. Region of £900. Full particulars: Hibbert, "Horderns," Chapel-en-le-Frith. Tel.: Chapel 50. [8050

AUSTIN HEALEY 100/6, Sept. 1958; w/wheels, overdrive; red and black; £435. Austin Healey Sprite, 1959, "X" tyres, all extras, 11,000 miles; £380. One of the above must be sold by discerning engineer. Veteran or vintage possible exchange. Tel.: 72780, "Silverton," Fairwater Road, Llandaff, Cardiff. [8052

1955 MORGAN PLUS FOUR, like new. £325. 1961 Falcon Caribbean. £145. 174, London Road, Kingston-on-Thames. Tel.: KIN 9292. [8181

LAGONDA, 1929, 2-LITRE high-chassis 2-seater, lightweight body, new tyres. V.G.C., M.O.T. £150 o.n.o. Richards, 87, Rathbone Road, Smethwick, Staffs. Tel.: BEA 3759. [8053

R.M.E. RILEY, 1953. New tyres, clutch, flywheel, starter ring, carburetter, oil seals, wheel bearings, dual exhaust, chrome. Brakes relined and over-hauled. Sealed-beam lighting. Mechanically very sound and reliable; interior clean. Price complete with three spare tyred wheels, manual, all bill receipts, £225 o.n.o. Box No. S.054. [8054

RILEY 1½, 1955, R.M.E. Black. Good condition. Mirrors. Taxed, M.O.T. £200 o.n.o. 7, Rud-yard Grove, Heaton Chapel, Stockport, Cheshire. Tel.: HEA 1727. [8055

M.G. TF, 1954, 1,250 c.c. Reconditioned engine, heater, tonneau, Michelin "X"s. Excellent red cellulose. Beautiful example in excellent condition throughout. £335. Tel.: Gerrards Cross (Bucks) 4443 (evenings, weekends). [8056

M.G., 1936, NA Magnette. Beautiful condition. Complete with five good tyres, aero-screens. New tonneau, brakes, lamps, etc. Recent top over-haul. M.O.T., taxed. Marriage forces regretful sale. £80. Tel.: RIChmond (Surrey) 4541. [8057

RILEY TWIN-CAM 1½-litre engine, 90 b.h.p., Amals, fitted M.G. TC gearbox. £70. Walton, 66, Whirlowdale Road, Sheffield, 7. [8058

M.G. NA MAGNETTE open 4-seater, 1934. Machinery excellent condition; damage lights, seats, instruments by kids. Will sell complete £30, or break. "Braecot," Castle Hill Road, Stonnall, Staffordshire. Tel.: Brownhills 3167. [8059

SUNBEAM ALPINE Mk. II coupé, late 1960, excellent condition, low mileage. £575, H.P. arranged. Thomas, 66, Avenue Road, Tottenham, N.15. Tel.: STA 7243 (after 7 p.m.). [8060

M.G.-A 1600, 1960, f.h.c. Black, red interior. Wire wheels, discs, spots, radio, two new Avon Turbo-speed tyres, other extras. Immaculate. £525. Somerset. Box No. S.061. [8061

FOR SALE—LAGONDA 2.6 sportsman's saloon, 1952. T.O.H.C., full independents. M.O.T. Requires decarb. Sell, reasonable/interesting ex-change. 26, Kingswood Road, Longbridge, Birmingham. [8062

ALVIS SPEED 25 Charlesworth saloon, 1938. Engine reconditioned, upholstery and paintwork straight and clean; four new tyres. £194. Sarsby, Downhams, Wraysbury. Tel.: 2168. [8063

H.R.G. Aero body, cycle wings, 1,500 c.c. Good condition. B.R.G. No reasonable, repeat reason-able, offer refused, space required. Bentley, 4, Croxteth Hall Lane, Liverpool, 11. [8064

MINI ENGINE—Transmission complete new mains, big-ends, crank reground. Unit stripped for inspec-tion. Also unused Cooper camshaft, std. final drive assembly and Cooper head complete. Reason sale, Mini Q car fitted modified Cooper unit. Offers on part or whole. Box No. S.065. [8065

AUSTIN RUBY, 1934 (reg. 1938), one owner. Needs attention. Any offer considered. Box No. S.067. [8067

DELLOW Mk. I. Ex-works, one owner since. Usual mods. Hood, tonneau. Smart car. £135. Morris, 2, Wood Lane, Bearwood, Bournemouth. [8069

LANCIA ENGINE and gearbox, excellent con-dition, £18. Front axle complete, £6. Pellegrotti, High Street, Rothesay. [8070

BERKELEY 500 c.c., 1961. 19,000. Hard-top. New bushes, linings; many spares. £265 o.n.o. Pringle, Elm Green, Wareside, Herts. Tel.: Ware 3564. [8071

MINI ENGINE for sale, 10,000 miles, racing valve springs, £60. Also petrol tank, instruments and headlight units. Tel.: MAL 8075 (after 6 p.m.). [8072

LINCOCK RILEY NINE. A rare bird. Taxed, M.O.T. Manual box and spare engine, sound. £125. Also Falcon, 1937, preselector, £45. 43A, Warwick Road, Wellesbourne. Tel.: 274. [8074

LOOK—1962 T.V.R., £475. Metallic blue. 7,000 miles only. M.G. 1622. Burkitt, Westabury, Horringer, Bury St. Edmunds. Tel.: 3411. [8075

VINTAGE FIAT 514, 1930, saloon, in regular use. £45. 69, Crick Road, Rugby. [8076

SUPERB TR2, 1955. Red with black hard-top. Exceptional car throughout. Heater. Bargain at £185. "The Glen," Icknield Way, Luton. Tel.: Icknield 605. [8077

1933 AUSTIN 12/4 de luxe saloon. A thoroughly reliable car with M.O.T. and four good tyres. Taxed. A bargain at £25. Lord, Priory Court, Pevensey. Tel.: Westham 223 (weekends only). [8078

LAGONDA LG45 tourer. Overhauls in last 5,000 miles; Engine, Sanction 3, complete; clutch, gearbox, steering, brakes, carburetters, radiator. New Scintilla magnetos, shock-absorbers, five tyres; springs set up; running-boards rebuilt. Body good. Over £250 spent. £230. Feather-stone, 271, London Road, Leicester. Tel.: 78071. [8079

£290—1958 SPRITE. Radio, heater, tonneau, rev.-counter, washers. New hood, sidescreens. Im-maculate bodywork. Available after October 15th. 2, Glenmore Avenue, Vange, Basildon, Essex. [8080

1930 AUSTIN 12. Unique folding-roof Gordon saloon. Good tyres; mechanically sound; body needs slight attention. £40. 107, Thorne Road, Doncaster. Tel.: 3003. [8081

FORD TEN FIBREGLASS Special. Professionally built, fully trimmed Toledo body, tubular chassis, i.f.s., Austin Healey screen, hood, tonneau. E93A engine (10,000 miles) Aquaplaned, 4.7 : 1 c.w.p. Extremely good looking. Space wanted, must sell. Offers around £100. Ashby, 85, Mayfair Avenue, Ilford, Essex. Tel.: VAL. 2206. [8082

AUTO UNION, 1958 (Oct.), coupe 1000 de luxe, 35,000 miles only. Extras include Halda Speed Pilot, fog and reversing lights, reclining seats, etc. Exceptional condition. £350 o.n.o. Box No. S.086. [8086

JAGUAR, 1936, 2½. M.O.T., u.g.c., new tyres, eng. partial overhaul. £55. Lel.: PIN 8190. [8088

M.G. VA. RARE 1938 4-seater. Green tourer. Good hood, tyres, battery, recon. engine. Excel-lently maintained. Taxed till August. £125. Bunce. Tel.: Sevenoaks 51161. [8090

ROLLS, 20 h.p., 1928 landaulette. Original and interesting. Taxed 1963. M.O.T. £125. Box No. S.091 [8091

160 m.p.h. TOP SPEED with stupendous acceler-ation: Chrylser 300-B fixed-head coupe sports car. 17 m.p.g. at 70 m.p.h. Power disc brakes and special suspension. Power steering, fully automatic push-button transmission. Black with silver top. Beige hide interior. Radio, heater, whitewalls. Absolutely mint condition. Cost over £5,000. Price £850—or might accept racing car or boat in trade. Beswick, 13, Queens Gardens, London, W.2. Tel.: Paddington 1548. [8092

TR3 3A FRONT, B.R.G., Michelin "X", hard-top, heater, radio. £230. Tel.: Loughton 4026. [8093

ALVIS SP.20 '36 tourer, good mechanically, i.f.s., new clutch, brakes and vintage style body, massive headlamps, thunderous exhaust, fast. Tel.: ORP 21893. [8095

B. E. TYRES. 4.26 × 3 with tubes and Austin Seven wheels. Also 720 × 120, 760 × 90, 895 × 135. Box No. S.096. [8096

3-litre ALVIS TA21 saloon, 1951. Cinturas, Cibies. Recent top o/haul, plugs, leads, suppressors, c.v.c. box. Replacement distributor, carburetter; Dynamo and heater motor rebuilt, all about 10,000 miles. M.O.T. July 1964. Now doing 20 m.p.g. (has done 23.7 over 6,000 miles). Chrome poor, 95% paint v.g., wings need attention. £140 o.n.o. Farrar, 120, Cromwell Avenue, Cheshunt, Herts. [8097

1960 M.G.-A 1600 tourer. Immaculate condition, new "X" tryes and many extras. £450. Severn, Linkswood Road, Burnham, Bucks. Tel.: 629. [8098

1958 L.M.B. POPULAR. Hyd. brakes, recon. 100E motor not run in, 15" "X"s. Body as new. £175 o.n.o. J. White, 28, Weymouth Road, Frome. [8099

1932 ROLLS-ROYCE 20/25. Hooper Aluminium saloon. Everything works. Four new tyres, stain-less steel radiator. £210 o.n.o. Also Triumph 1800 roadster. Only 4,000 miles since maior overhaul, including new pistons, rings, valves, valve springs, big ends, new tyres and battery. £120 o.n.o. Both cars must be sold. Self, 66, Hollow Road, Bury St. Edmunds. Tel.: 4796. [8100

KARMANN-GHIA, 1959, registered 1961 August. Very sound car, l.h. drive. £500 or consider VW De Luxe in part exchange. Lock, 12, Park Street, Leamington Spa. Tel.: 21281 [8101

M.G. MAGNETTE, April 1961, dual grey, taxed February. £565. Consider good VW Deluxe in part exchange. Lock, 12, Park Street, Leamington Spa. Tel.: 21281. [8102

HEALEY 2.4, '47 4-seat tourer body, cycle wings, hood, sidescreens, excellent condition mechanically and bodily. Two owners only. Gordon, 75, Buccleuch Street, Edinburgh 8. [8103

VOLKSWAGEN, 1953, DELUXE. Exceptional condition, radio, etc. £200. 72, Buckingham Road, Heaton-Moor, Stockport. Tel.: Heaton 5711 after 6 please. [8104

1933 RILEY MENTONE, excellent condition, bodily and mechanically, v. good tyres. In constant use. Quick sale. £100. Jupp, 3, North Way, Pinner, Middx. Tel.: PINner 9538. [8105

1947 1½ RILEY. Four new tyres, mechanically excellent, body rough. £35. Hughes, Glebe House, Market Overton, Rutland. [8107

1951 LAGONDA 2.6 saloon. Mechanical rebuild 1963 cost £180. Heater, very fast. M.O.T. certificate. £200. Tel.: Ashdon (Essex) 248. [8108

1923 JOWETT. Short-chassis, 2-seater, dickey (ex-Grice), new tyres, f.w.b. Fine condition, many spares. £97 10s. 0d. or exchange tourer. Bolam, antiques. Tel.: Moreton-in-Marsh 2151. [8109

ROVER 16, 1947, requires faithful owner. M.O.T. Good condition, tyres. £60. Tel.: Vigilant (Surrey) 9468. [8110

ELVA COURIER. H.R.G. cross-flow head, con-siderable engine modifications, new Konis, full weather equipment, set of R.S.50 and R.58 with wheels, engine will have been rebuilt—offers around £400. R. Harris, Hazelrigg Hall, Ashby Road, Loughborough. [8111

ROLLS-ROYCE 20/25, 1938. After two years of wonderful service, a slight argumen' necessitates bodywork repairs which I can't afford. Though still in perfect running order, regretfully selling—either as she stands, £50 f.o.b. Belfast, or breaking for spares—engine, gearbox, three new tyres and tubes, mascot, etc. Photographs. Tel.: Belfast 56984, or write Box No. S.112. [8112

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

FOR SALE—*continued*

1929 STANDARD AVON SPECIAL. Two-seater with 1935 Triumph Gloria engine, reconditioned 1961. Body and engine excellent. M.O.T. £60. Logan, Cintra, Haslemere. [8113

M.G. TC. RECONDITIONED ENGINE, new hood, screens, tonneau, dynamo, kingpins, etc., good condition. £195 o.n.o. Tel.: Emberbrook 6156, evenings or weekends. [8114

RILEY 1½, 1948. Unique coachbuilt drophead, rebored, heater, new battery, elegant vehicle. £170 o.n.o. Tel.: Emberbrook 6156 evenings or weekends. [8115

JAVELIN DE LUXE, 1953. Heater, radio, two-tone finish. Condition fair. Offers around £60? Write Goodhind, 40 Cranes Park, Surbiton, Surrey. [8116

SUNBEAM ALPINE Mk. II. Genuine 14,500 miles only. Absolutely immaculate, red with black interior, hard- and soft-tops, heater, etc. Lady's car. Very carefully maintained. £620 o.n.o. Tel.: LAN 9836 (evenings). [8117

ARMSTRONG HURRICANE 1953 coupe, original paintwork, low mileage and consumption, pre-selector. £115. 3, Hillborne Close, Hayes, Middx. [8118

RIPE FOR RESTORATION. '31 Austin Seven Swallow. £30 o.n.o. Saw, 5, Park Street, Southend-on-Sea. [8119

DAUPHINE, LATE 1960, 17,000. Green. Immaculate coachwork, excellent tyres, tuned engine. Two S.U.s, four branch exhaust manifold, full flow silencer, polished ports and head. Last decoke 14,000. New valves, springs, plugs, and cam idler. Reversing light, washers and other small extras. Superbly maintained. Any inspection. Terms. £350 o.n.o. Box No. S.120. [8102

RILEY 2½, 1947. Good condition throughout. £75. 1, Drummond Drive, Stanmore, Middlesex. [8121

1172 ROAD CAR, Mistral body, tubular chassis, i.f.s., beautifully finished, just resprayed, full weather equipment, stage III tuned, new or reconditioned parts, must sell. £145 or offer. 8, Winchester Way, Croxley Green, Rickmansworth, Herts. [8122

CATCHING A TRAIN? Fast getaway by white Sprite, July '59. Every extra including hardtop, radio, heater, safety belts. £330. Fivers accepted. 24, Kimberley Road, Astley Bridge, Bolton. [8123

1930 BROOKLANDS RILEY 9. Original. Good condition body/mechanics. Road engine, twin S.U.s, very reliable. One of first production models. £270. Thorp, 9, Grenfell Road, Beaconsfield, Bucks. [8124

HOTCHKISS TYPE 620, 1935. Sound, but needs attention to upholstery, etc. Offers: tel.: Great Shefford (Berks.) 381. [8125

M.G. TF, 36,000, "X," Ivory rack. Horton, 31, Wellington Street, Northwich, Cheshire. [8126

LAGONDA RAPIER, 1,100 c.c. o.h.c. open tourer, 1925. Completely overhauled, resprayed B.R.G., new hood. £200 o.n.o. Also 1905 vintage tritone copper exhaust whistle. Offers over £3 10s. od. 62, Church Street, Tewkesbury. Tel.: 2378. [8127

MORGAN SUPER SPORTS, 1934. J.A.P. o.h.v. engine. Completely restored, excellent condition. £160. Also 1928 Morris Oxford saloon. £25. Haddrell, Woodborough, Wilts. Tel.: Woodborough 223. [8128

STANDARD 10 OVERDRIVE MODEL, 1957. £180 o.n.o. Recon'd engine, brakes relined, clean car. Jepson, Styal, Cheshire. [8129

TR3 WORKS HARD-TOP, black, unmarked. £35 o.n.o. Thomas, 106, Prenton Dell Road, Birkenhead. Tel.: MOU 3593. [8130

LAGONDA LG45 TOURER. Magnificent condition after complete professional rebuild. Full history known. Offers. Fullest details and photograph to genuine enquirers. Box No. S.131. [8131

DAIMLER DB18, 1950. Ten-year test. Engine needs attention. Complete or sell as spares. Tel.: SIL 8140. [8132

TR3A, Nov. 1959, BLUE. Heater, safety belts, overdrive, 32,000 miles, one owner. £450. Gandon, 79, Cornwall Gardens, S.W.7. [8133

RILEY. ENTHUSIAST'S 1½ RME. September 1953. Maroon red, outstanding condition, 55,000 miles, heater, recent respray, new exhaust system, etc. £230. Bell, 59, Ormonde Terrace, London, N.W.8. [8134

1931 ARMSTRONG-SIDDELEY 12/6 2-seater/dickey. Easily restorable, many spares. £8. Ottewill, 13, Norbury Court Road, London, S.W.16. [8135

BRISTOL 401, 1951. Complete and running but requires paint, etc. £115 or suitable exchange. Tel.: FAIlsworth 5114. 47, Owler Lane, Chadderton, Lancs. [8136

1932 'F' TYPE MAGNA Sports, 6-cyls., hyd. brakes, taxed, tested, immaculate. £110 o.n.o. Ankers, Spout House Farm, Ormskirk, Lancs. Tel.: Ormskirk 3753. [8137

M.G.-A 1500/1600 body spares mostly in excellent condition. Body shell, front half perfect, also wheels and brakes, etc. Lipman, 10, Salisbury Road, Worthing, Sussex. Tel.: Worthing 9632. [8138

RILEY FALCON 1½-litre. Sound, M.O.T., taxed to Dec. £45 o.n.o. L. D. Thomas, 45, High Street, West Wickham, Kent. Tel.: Euston 9503 (day). [8140

4¼ BENTLEY, 1937 Mulliner saloon. Good tyres, new battery, good example. £145. Tel.: Kidmore End 2261. [8141

FOR SALE—*continued*

RILEY IMP, 1934. Black, very good condition throughout. Luggage grid, aeroscreens, 4-branch exhaust, Merlin crank, Brooklands sump, stone-guards, good performance. About £350. Carver, 22, The Green, Ewell, Surrey. [8139

HOT HILLMAN MINX, 1955. O.h.v., twin S.U.s, raised compression, recon., two "X"s. She goes! Apply: 49, Greenhill Road, Moseley, Birmingham. [8142

XK140, 1955, WHITE. Heater, overdrive, new hood, easyclean wheels, etc. Owner going abroad, must sell. £200. 48, Copthorne Road, Kingstanding, Birmingham. [8143

1952 LAGONDA SALOON. Fast, owner impoverished. £220 o.n.o. Box No. S.144. [8144

M.G.-TD2, 1952. Entirely renovated mechanically, bodily by engineer during 1963 as hobby, not pranged, faultless. Accept £250. Ashworth, High Mount, Billinge, Tel.: Blackburn 7835. [8145

MORRIS 'M'/M.H. TA type engine. Reconditioned throughout, complete with starter, dynamo, clutch. Not used since. Offers. Powell, "Rosemary," Uplyme, Lyme Regis, Dorset. [8146

ROLLS-ROYCE 20/25 LANDAULETTE. Engine rebored and remetalled. New hood, front brakes and tyres, battery, exhaust, etc., M.O.T. £230 o.n.o. or exchange for Morris Oxford Traveller. Dawe, 41, Shepherds Lane, Mapledurham, Reading. [8147

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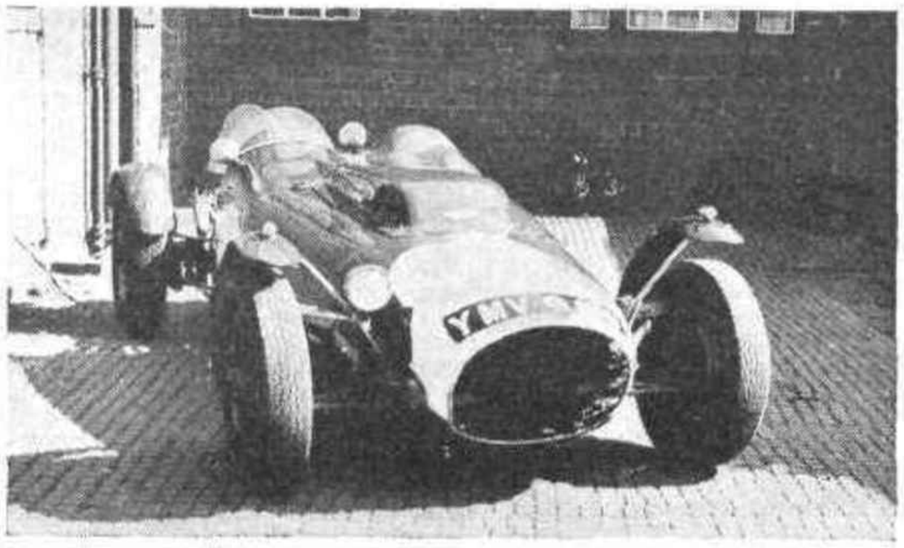
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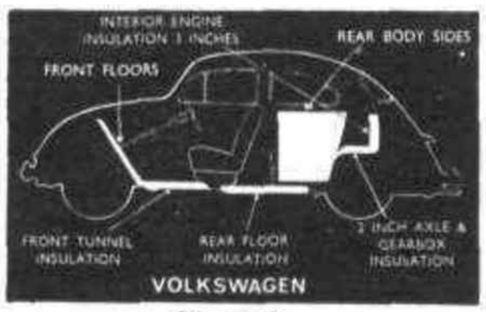
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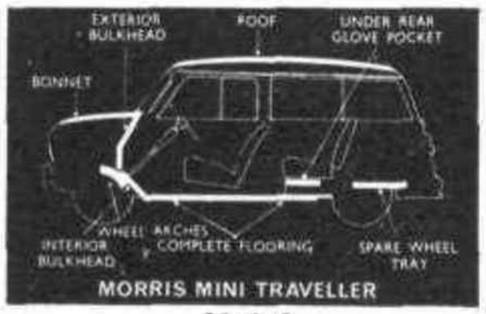
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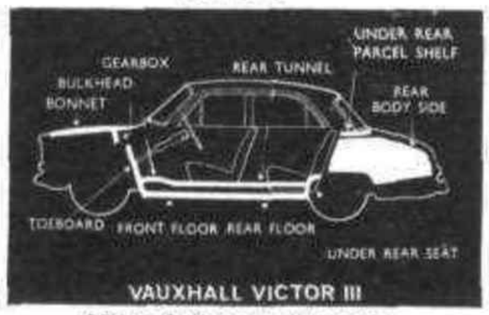
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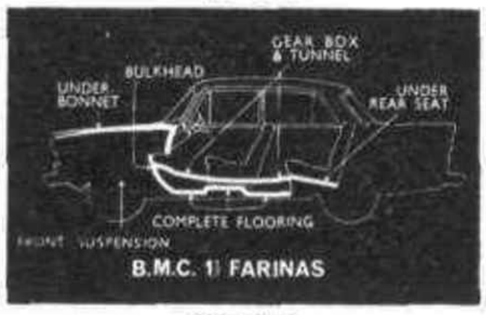
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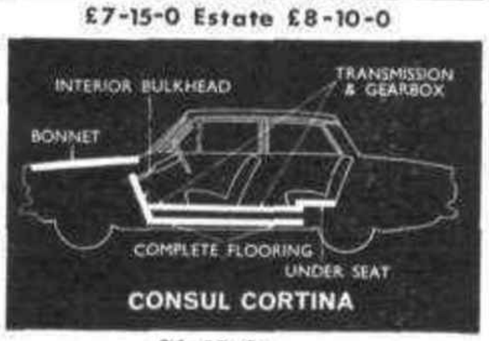
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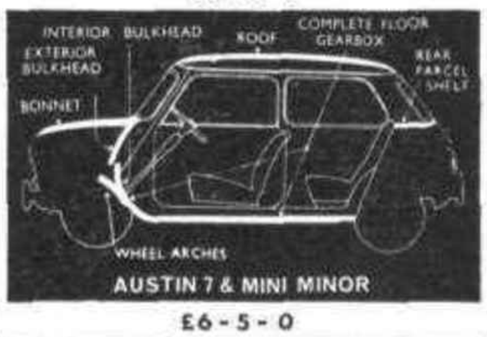
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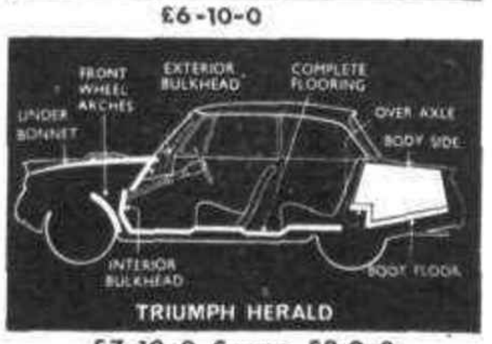
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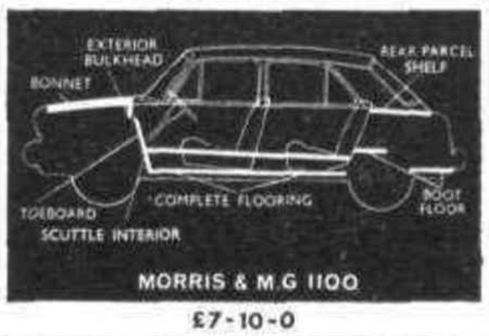
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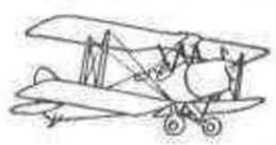
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EXCHANGES

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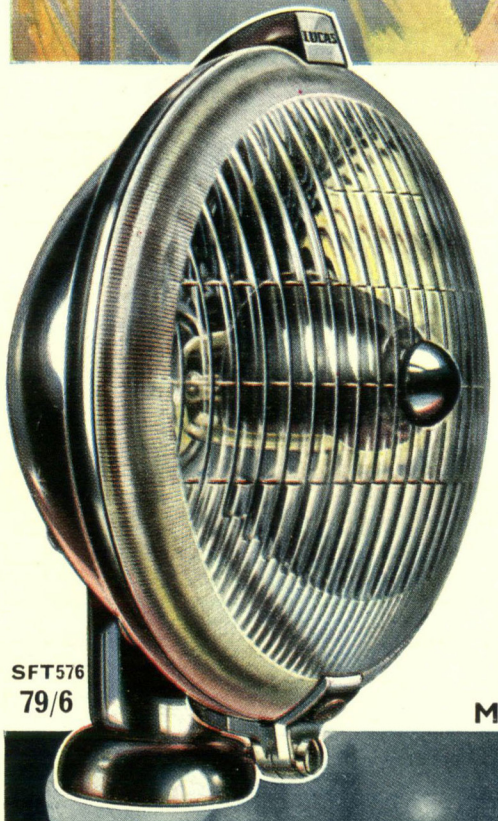
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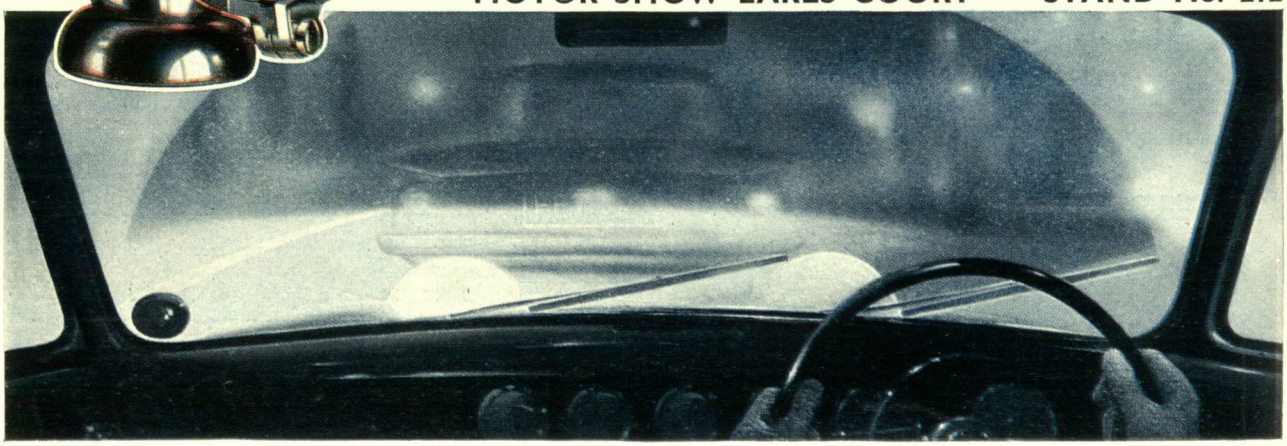
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